

Minutes of the Transportation Commission Meeting held on Wednesday, January 10, 2007 at 7:00 p.m. in the Second Floor Training Room at Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois 60091.

Members Present: Clayton Weaver, Chairman
Eileen Miller-Girson
Paul Chouinard
Cathy Albrecht
Mark Wagstaff
Jim Grosh

Members Absent: Rachel Nocera

Staff Present: Brigitte Mayerhofer, P.E., Director of Engineering
Linda Reilley, Engineering Assistant
Brian King, Deputy Police Chief

Also Present: John Cardot, 205 Central Park
Gay & Richard J. Berardi, 126 Central Park
Ron Goldberg, 215 Central Park
Joy Witt, 1506 Lake
JoAnn Dominic, 704 Laporte
Rich Silverstein, 701 Laporte
Michael Glynn, 115 Central Park
Vicki Birenberg, 2006 Kenilworth
Laura Polkoff, 1514 Lake
Mary Hart, 1518 Lake
Kathleen Yost & David Eton, 1524 Forest
Leo Finn, 1539 Forest
J. DeSilva, 219 Central Park
Richard Suiter, 310 Central Park
Mary Ryan Amato, 1701 Walnut
Russ & Gabriela Scalpone, 303 Central Park
Irv & Nancy Johnson, 212 Central Park
Mark Wiley, 221 Central Park
Michael H. Murphy, 111 Central Park
Mark Smaller, 216 Central Park
Andrea Bennett, 229 Central Park
Chris & Lia Bischoff, 114 Central Park
Colleen Collins Josellis, 234 Central Park
Jim Morton, 320 Central Park
William J. Plovanic, 210 Central Park

Chairman Weaver called the meeting to order at 7:04 p.m.

1. Review of Minutes

Motion to approve the December 13, 2006 minutes.

Motion by: Commissioner Grosh

Second: Commissioner Miller-Girson

Discussion: None

Action: Approved by unanimous voice vote

2. Lake Avenue Permit Parking Petition

- Chairman Weaver welcomed the audience and asked Ms. Mayerhofer to introduce this discussion. Ms. Mayerhofer referenced the memorandum in the packet and noted that this meeting is a follow up to the October meeting. She indicated that staff has addressed several of the resident concerns including building a sidewalk on the south side of Illinois Road and increased enforcement. The Public Works Department will also be signing Laramie Avenue in front of Loyola Academy as a 20 miles per hour school zone.
- Chairman Weaver introduced Mr. LaPlante, TY Lin International, who provided a slide presentation attached hereto and made a part of the minutes.
- The group discussed the proposed changes at the curve on Illinois Road and Happ Road. Mr. LaPlante indicated that moving the stop sign to New Trier Court has two benefits. It forces people to slow down before and after the curve and also gives pedestrians a safe opportunity to cross Illinois Road. He also suggested an all way stop at the intersection of Illinois and Laramie. Ms. Mayerhofer reminded the Commission that any changes to Illinois Road need to be approved by Cook County.
- An anonymous resident asked if the stop sign on Happ Road will be removed, to which Mr. LaPlante stated he was not sure at this point.
- An anonymous resident asked if the stop sign at New Trier Court will cause a congestion problem for cars exiting Manor Drive. Mr. LaPlante indicated there may be a short delay, but not excessive.
- Commissioner Wagstaff asked if cars will see the stop sign coming around the curve. Mr. LaPlante indicated they would because cars should already be traveling slowly around the curve.
- Mr. LaPlante indicated that everything he is suggesting in this location can be easily reversed.
- An anonymous resident stated her biggest problem is with New Trier students and asked if we communicated the traffic concerns with New Trier West. Mr. LaPlante indicated he did not but thought that was a very good idea.

- A discussion ensued concerning the amount of cut-through traffic in the neighborhood. Mr. LaPlante stated there are not many options to dramatically reduce the amount of cut-through traffic. The goal is to better manage the traffic.
- In a discussion about the proposed dual left turn lanes for southbound Laramie Avenue, Mr. LaPlante stated he still needs to gather additional data. The counts show 351 cars turn left in the morning peak hour, which is a significant number. Mr. Weissberg asked how dual left turn lanes would reduce delay to which Mr. LaPlante stated delay would approximately be cut in half. All of this needs to be discussed with Cook County first.
- A discussion of the proposed Starbucks at 3520 Lake Avenue took place. Mr. LaPlante indicated that he made numerous left turns out of the Starbucks driveway and the longest he had to wait was two minutes. He timed how long it took for him to go around the corner with right turns and it took four minutes.
- The group discussed the size of the proposed curb cut for truck staging north of Lake on Manor Drive, adjacent to the Family Pantry. It was determined that the cut out will take up the width of the parkway and be long enough to fit two delivery trucks. A resident asked if cars could use it also. Mr. LaPlante recommended signing the area as 15 minute parking and then restricting it to commercial vehicles in the future if it becomes a problem with passenger cars using the area instead of the intended trucks.
- Commissioner Albrecht asked what work remains to complete the study. Mr. LaPlante indicated additional peak hour traffic data is needed at the Laramie and Lake intersection to ensure a dual left turn (southbound to eastbound) is feasible. He will also look at the adequacy of the eastbound to northbound left turn movement.
- Mr. Ariel Weissberg, 1049 Manor Drive, stated he appreciated the work of the Commission and staff, indicating he thought the solutions were well thought out. He thanked the Commission for their efforts.
- A discussion ensued regarding jurisdiction. Although the Happ Road stop sign is in Wilmette's jurisdiction, Ms. Mayerhofer suggested any changes should be communicated to Northfield as a courtesy.
- Commissioner Chouinard stated he likes the changes to the Illinois and Happ intersection suggesting the chevron signs will be much more visible than what exists there today.
- A resident stated there is a 30 miles per hour speed limit sign for southbound traffic just north of the curve on Happ Road. She suggested moving the sign further north so cars do not think they can speed through the curve.
- Commissioner Albrecht asked who would snow plow the concrete staging area on the west side of Laramie Avenue. Mr. LaPlante suggested the school should be maintaining this area, because they are already plowing sidewalks on their property.

- Commission Wagstaff asked Mr. LaPlante to describe a “continental” crosswalk. Mr. LaPlante indicated it is a crosswalk with higher visibility because it has vertical stripes, rather than just two horizontal parallel lines.
- Commissioner Albrecht asked what the next step is, to which Ms. Mayerhofer indicated the Village needs to meet with the County to discuss the recommendations. The final report should be completed in the next couple of months. Ms. Mayerhofer stated the residents of the area will be notified of future meetings.
- Commissioner Chouinard stated he thought the plan looked great.
- Chief Carpenter stated he particularly liked the curb cut on Manor Drive to alleviate the congestion. Ms. Mayerhofer indicated the construction of the curb cut is not in the 2007 budget and therefore needs Village Board approval. Commissioner Wagstaff asked if permeable pavement was an option for the curb cut. After some discussion, it was determined that the curb cut would not be the best application for permeable pavement.

3. “End School Zone” Signs

- Chief Carpenter Ms. Mayerhofer introduced this item by discussing the material in the agenda packet. The Transportation Commission is asked to review and approve Section 13-8.21.2 (c) of the Village Code which offers an exception to the residential permit parking ordinance by allowing residents on arterial streets signed as no parking anytime the ability to park on adjacent permitted streets. Ms. Mayerhofer stated that if the Commission agrees with the language change the Village Code would have to be amended which requires Village Board approval. Given that all parties were notified of this meeting, the Commission could also approve the petitioner’s request contingent upon Village Board approval.
- Commissioner Albrecht asked if the reference to parking hardships would also apply to restrictions for “No parking 8:00 to 10:00 AM, except by permit” to which Ms. Mayerhofer indicated it would apply.
- Commissioner Albrecht asked if the exception would apply to the entire street or just the block. Ms. Reilley replied that this would apply to just the block. Commissioner Albrecht asked if this applies to just the north side of the block or both sides of the block. Ms. Mayerhofer indicated this applies to the north side of the street only, however, the language will be changed to better clarify these questions.
- Commissioner Chouinard asked how this would apply to the perpendicular side streets. Ms. Hart clarified that portions of 15th Street are also permit parking or have other parking restrictions. Ms. Mayerhofer indicated this process is intended for residents of streets that have a parking hardship created by residential permit parking. In

addition, they are further burdened because they are surrounded by streets with other parking restrictions, leaving no other parking options available to them.

- This prompted a discussion about how resident permit parking is enforced. Ms. Reilley stated that permits are provided by *block* but enforced in *zones* with an alphanumeric designation. Ms. Mayerhofer stated this parking exception only applies to the permitted block and not any other parking restriction that may exist.
- Leo Finn, 1539 Forest Avenue, asked if this applies to the south side of Lake Avenue. Ms. Mayerhofer stated it does not apply and will be written more clearly.
- The Committee discussed whether or not the exception should apply to a zone instead of the block. It was determined that although residents with permit parking can park anywhere in the zone, to be consistent, the permits should be issued on a block by block basis.
- Mary Hart, 1518 Lake Avenue and Laura Polkoff, 1514 Lake Avenue concurred that the need to park on Forest Avenue is not a regular occurrence, but only on rare occasions.
- Commissioner Chouinard stated he is sympathetic to the petition, but wanted to be careful with the way the language is drafted.
- Commissioner Wagstaff asked if the residents of Forest Avenue should be given a vote as well. Ms. Mayerhofer stated this was discussed with the Village Attorney and he indicated making the exception too restrictive was not recommended because streets should be generally open to the public.
- Commissioner Wagstaff stated it may be better to call out parking restrictions in general, rather than individual timed restrictions. Staff concurred.
- An anonymous resident asked if there was any more thought to issuing “special” permits as discussed at the meeting last fall. The Commission agreed that special guest permits for non-residents of the block would open up another “class” of permits that would be difficult to manage and enforce.

Motion to approve the draft language creating an exception for resident permit parking with stated clarifications and review by Corporation Counsel.

Motion by: Commissioner Albrecht

Second: Commissioner Miller-Girson

Action: Approved by unanimous voice vote

Motion to approve the existing petition for the 1500 block of Lake Avenue, contingent upon Village Board adoption of the draft language creating an exception for resident permit parking.

Motion by: Commissioner Chouinard

Second: Commissioner Miller-Girson
Action: Approved by unanimous voice vote

3. 2007 Traffic Calming Projects

- Chairman Weaver opened up this discussion by providing some background information on traffic calming.
- Many residents of Central Park were present at the meeting to discuss the need for traffic calming.
- Ms. Mayerhofer discussed the traffic calming policy and the speed and volume criteria that make a street eligible to receive calming (average of 1200 vehicles per day and 85% speed 7 mph or more over the posted speed limit.)
- An anonymous resident suggested the counts were done while Central Park was under construction making the data skewed. Staff indicated they did not put counters down while the street was under construction, but will take follow up counts later this spring.
- John Cardot, 205 Central Park Avenue, stated that factors other than those stated in the calming policy need to be taken into consideration, including the fact that Central Park has continuity through Evanston. He also stated Central Park is a narrow street with parking on the west side of the street. The narrowness makes drivers feel like they can travel faster. Now that the street is paved, speeds are even faster. He concluded by saying there are many children on the block.
- Chairman Weaver asked why northbound traffic was so much heavier than southbound traffic. Mr. Cardot stated it was the geometry of the street that makes people use Central Park as a cut-through route from Evanston to avoid Green Bay Road. Another resident stated that the problem is much worse since the changes were made on Lake Avenue.
- Ms. Mayerhofer described the proposed Green Bay Road improvements and the past studies of cut-through traffic in the Central Park neighborhood.
- Commissioner Chouinard mentioned that one of the classic strategies to slow cars down is on-street parking. Chair Weaver stated that parking could be staggered to create a serpentine effect that might encourage cars to slow down.
- Russ Scalpone, 303 Central Park, stated that he observed a landscape truck side sweep a parked vehicle because the road is too narrow. He also stated that cars do not obey the stop sign at Isabella.
- Commissioner Chouinard asked how the other north / south streets are different from Central Park. The residents stated it is because Central Park continues through Evanston. Ms. Mayerhofer indicated the Commission should look at the entire neighborhood before traffic calming just one street.
- A discussion ensued regarding the location and times that traffic counts are taken.

- A resident of Central Park suggested that even though they don't meet the policy criteria per se, something still should be done to address their traffic problems. Ms. Mayerhofer stated there is an entire list of streets that have speed and volume problems that will also be considered by the Commission. Ms. Mayerhofer specifically mentioned Elmwood Avenue which has significant cut-through traffic and high speeds as well.
- An anonymous resident suggested making Central Park one-way. Commissioner Albrecht stated that there are consequences that have to be considered before any changes are made, to ensure the problem does not just move to a neighboring street.
- Jim Morton, 320 Central Park asked what the accident experience was on Central Park to which Deputy Chief King stated it was very low. Mr. Morton stated he though this was more of a perceived problem than a real problem.
- Chris Bischoff, 114 Central Park, stressed the severity of the problem and stated that even during construction; there was significant cut-through traffic.
- Gay Gerardi, 126 Central Park, suggested that the Sterling Lane restriction made traffic worse on Central Park. She asked for similar signage.
- Andrea Bennett, 229 Central Park, stated she has two special needs children. Even though she is outside when they play, she is afraid the traffic is too fast and someone will get hurt.
- Jim Morton stated that traffic is backed-up on Wilmette Avenue from Ridge Road all the way to 15th Street during the afternoon rush hour. He believes this is a direct result of the Lake Avenue changes. Commissioner Chouinard asked when the Lake Avenue changes were completed to which Ms. Mayerhofer stated mid-summer.
- Chairman Weaver stated the next step is to gather additional traffic data.
- Michael Glenn, 115 Central Park, stated that many families have moved in changing the demographics of the street. He stated that although there is a policy, other considerations need to be taken into account.
- Michael Murphy, 111 Central Park, said there is an inequity in the data because other streets are broken down into blocks and Central Park is only one block. Chair Weaver explained how daily traffic counts are added up. Ms. Mayerhofer stated future counts can be referenced by block for Central Park as well.
- A resident questioned how Locust Road was eligible for traffic calming because it is a curvilinear street. Chair Weaver stated that prior to the improvements; Locust Road met the speed and volume criteria for traffic calming.
- Russ Scalpone, 303 Central Park, stated that the northbound lane is essentially a high speed lane. Various other residents pointed out the

unique characteristics of Central Park including lack of alleys, driveway access, narrow street, continuity to Evanston, many children, etc. Chris Bischoff urged the Commission to address the problem as soon as possible. Ms. Mayerhofer stated the Commission cannot come up with a solution until they have clearly defined the problem. The additional traffic data will consist of specific information that will be used to tailor a solution.

- Chair Weaver concluded by indicating the Commission is limited by the amount of money budgeted for traffic calming. He also stated the traffic calming policy is just a starting point and that the Commission always looks at other street characteristics such as those discussed tonight. He indicated the Commission has to prioritize the traffic calming projects for this year. Commissioner Albrecht concurred indicating the first step is to analyze all of the candidates.
- The Central Park representatives left the meeting and Chair Weaver acknowledged JoAnn Dominick, 704 LaPorte. Ms. LaPorte stated she has a petition requesting an all-way stop at Lavergne and Washington. She said vehicles do not obey the existing yield signs on Washington.
- Rich Silverstein, 701 LaPorte pointed out that both Washington and Lavergne have a speeding problem.
- Commissioner Chouinard asked why anyone would want to go down Lavergne, to which Mr. Silverstein stated it is a direct route off of the expressway. Deputy Chief King concurred by saying Lavergne is the most efficient cut-through street.
- Ms. Mayerhofer asked the residents why an all-way stop was being requested, to which they indicated there was evidence of speeding traffic and many children on the block as younger families move in.
- Ms. Mayerhofer indicated that an all-way stop sign will not address the speeding concern. She also stated there is not enough traffic on Washington to warrant an all-way stop sign.
- The Commission discussed the geometry of Washington and Lavergne and staff indicated there is parking on both sides of the street and both streets are very wide. Deputy Chief King indicated there is also a low accident experience.
- Chair Weaver thanked the residents for coming and told them they were already on the traffic calming list for consideration.
- The residents left the meeting and Chair Weaver turned the discussion to the traffic calming lists presented to the Commission by staff. Ms. Mayerhofer stated the 11" by 17" size sheet is a running log of the locations requesting traffic counts. Streets with speeding or volume problems are then placed on the traffic calming list for the Commission's consideration.
- Ms. Mayerhofer briefly reviewed the streets on the list and suggested that staff will present some specific ideas for the next meeting.

4. Old Business / Pending Matters / Next Meeting

- Ms. Mayerhofer reminded the Commission that the Municipal Services Committee of the Village Board is meeting on January 17 at 7:00 pm to discuss the policy on establishing uniform speed limits on collector streets.
- Ms. Reilley provided an update on the activities of the Bicycle Task Force. Ms. Mayerhofer asked the Commission to keep in mind the date of April 19, 2007 for an open house to promote the concept of the Skokie Valley Trail (formerly the Five Village Trail.)
- Ms. Mayerhofer referenced the new in-street pedestrian crossing sign policy that was in the packet for the Commission's information.
- Deputy Chief King provided information about the fatal accident that occurred at Glenview Road and Wilmette Avenue.
- The next meeting is scheduled for February 21, 2007.

Motion to adjourn.

Motion by: Commissioner Grosh

Second: Commissioner Chouinard

Action: Approved by unanimous voice vote

The meeting adjourned at 9:22 p.m.

Minutes respectfully submitted by Brigitte Mayerhofer