



# VILLAGE OF WILMETTE

1200 Wilmette Avenue  
WILMETTE, ILLINOIS 60091-0040

## DRAFT MEETING MINUTES

### TRANSPORTATION COMMISSION

WEDNESDAY, JUNE 9, 2010

7:00 P.M.

SECOND FLOOR TRAINING ROOM OF VILLAGE HALL

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Members Present: Chairman Clay Weaver  
Commissioner Jim Grosh  
Commissioner Mark Wagstaff  
Commissioner Eileen Miller-Girson  
Commissioner Cathy Albrecht  
Commissioner Keith MacKenzie

Members Absent: Commissioner Paul Chouinard

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

Guests Present: Jason Miklik, 1224 Washington  
Kurt Koeplin, 801 Park  
Glenn Warning, 712 Park  
Ken Tracey, 726 Park  
Nadine Fabish, 1318 Washington  
Jeff Gross, 737 Park  
Charles Jonaitis, 814 Park  
Jennifer Aaron, 722 Park

#### **CALL TO ORDER.**

Chairman Weaver called the meeting to order at 7:05 p.m.

#### **I. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF APRIL 14, 2010**

Chairman Weaver directed the Commission's attention to the draft minutes of the Transportation Commission meeting of April 14, 2010. Commissioner Grosh moved to approve the minutes. The motion was seconded by Commissioner Miller-Girson. The motion was approved by a unanimous voice vote. **The motion passed.**

## **II. PARK AND WASHINGTON AVENUE INTERSECTION--DISCUSSION**

Ms. Mayerhofer introduced this item and noted that this intersection has been on the Village's radar for at least a decade. She noted that a resident of the neighborhood asked the Village to review the intersection status because of an accident that occurred in February. Ms. Mayerhofer discussed the role of the Manual of Uniform Traffic Control Devices when determining which traffic controls are appropriate for a particular intersection. Although the warrants are not met in any single category, the volume and accidents warrants are very close to meeting warrants at Park and Washington for an all-way stop intersection.

Mr. Glen Warning, 712 Park Avenue, stated there are many near miss accidents at this intersection. He stated there is driver confusion on whether the traffic on Park Avenue should stop. There are also a large number of pedestrians who cross at this intersection causing confusion between cars and pedestrians and who has the right-of-way. Finally, he noted there is a sight distance problem on the south side of Park Avenue such that pedestrians have to step completely into the street in order to see around the parked cars.

Mr. Kurt Koeplin, 801 Park Avenue, concurred with his neighbor and stated he hears horns blasting on a daily basis. He also suggested cars routinely speed on Park Avenue.

Mr. Ken Tracey, 726 Park Avenue, also concurs with his neighbors and asked the Commission to explain the downside to installing stop signs on Park Avenue.

Nadine Fabish, 1318 Washington, stated she has to walk her kids to school across Park and also crosses as a commuter every day. She says there are a countless number of near misses. She also noted this there is a high cut through volume because drivers avoid Green Bay Road and all of the lights.

Charles Jonitis, 814 Park Avenue, stated he concurs with all of the comments and asked for further clarification on why there is an opposition to installing stop signs.

Chairman Weaver explained the purpose of the MUTCD and discussed the importance of driver expectation as it relates to traffic controls. He noted that unwarranted stop signs are often ignored and have unintended consequences such as providing a false sense of security for pedestrians and an increase in mid-block speeds. He said the purpose of stop signs is not to slow traffic but to control the right-of-way. He is sympathetic to the resident's concerns and said the Commission will try to balance all of these issues.

An anonymous resident stated the new Starbucks has increased traffic through the Park and Washington intersection.

Ms. Mayerhofer noted that the Starbucks is one reason why staff has updated the traffic and pedestrian data and the Commission is reviewing this issue.

The Commission discussed speeds on Park Avenue. Chairman Weaver noted the speeds are relatively low on Park Avenue. He explained the thresholds for when traffic calming is warranted. Ms. Mayerhofer noted that she believes the parking on the east side of Park Avenue causes drivers to slow down. The Chairman concurred noting parked cars are very effective in slowing traffic.

There was discussion on other intersection controls in the neighborhood. Chairman Weaver explained the appropriate use of stop signs, noting that all-way stops are most effective when there are relatively equal volumes on all legs of the intersection.

Ms. Mayerhofer explained the difference between collector and local residential streets and noted Park between Central and Wilmette is a collector.

Chief King suggested that sight lines should be improved. He also noted that the signage noting cross traffic on Park does not stop could be improved. He suggested incremental improvements rather than an all-way stop.

A resident noted that the “cross traffic does not stop” sign is already installed.

A brief discussion ensued concerning the Linden Avenue and Park Avenue intersection. A resident asked how this intersection is an all-way stop to which Chief King noted the warrants were met.

Ms. Jennifer Aaron, 722 Park Avenue, indicated a number of near misses and explained the intersection is so dangerous, she does not allow her boys to cross.

Commissioner MacKenzie noted he lived on Spencer for years and said his observation is that cars on Washington feel as though they should stop because of the number of stop signs. He said that when he drives on Park Avenue, it feels as though one does not need to stop. It depends on driver orientation. He noted that this neighborhood is confusing if one is not paying attention to the various intersection controls that are in place. He concluded by indicating that he believed the warrants are important and decisions should be based on data.

Commissioner MacKenzie asked about parking near the intersection. Ms. Reilley noted there are “No parking here to corner” signs on Park. Cars are not allowed to park within 30-feet of an intersection.

A discussion ensued about the visibility of the stop sign and it was determined that the stop sign is visible.

Commissioner Wagstaff observed that the problem is that cars are stopping on Park Avenue when they shouldn't be. This is causing driver confusion. He asked if the pavement could be striped to indicate drivers should proceed through the intersection.

Commissioner MacKenzie stated the data shows an increase in accidents since the Starbucks opened.

Commissioner Albrecht noted she would like to see the warrants met, even if it is under "other criteria". She stated this is a unique intersection for several reasons. It is close to the train station and therefore carries a high pedestrian and commuter volume. She noted the importance of warrants, but also suggested there are other characteristics that should be considered, including a high concentration of volume during certain periods of the day. She said sight lines should be improved no matter what.

Chairman Weaver stated he is considering how the intersection meets warrant "D" which is to control vehicle and pedestrian conflicts near locations that generate high pedestrian volumes.

A discussion took place regarding the time of day with the highest volumes. Staff recalculated the volumes by including the morning peak hours. Warrants were still not met, but closer with the major street eight hour volume average at 231 cars (240 is 80-percent).

The Commission deliberated on the warrants for an all-way stop and concluded the following:

- ✓ The traffic and pedestrian volumes and number of traffic accidents are very close to meeting warrants. (Warrant D)
- ✓ There is a trend in accidents increasing since the Starbucks opened.
- ✓ There is a need to control vehicle / pedestrian conflicts near the Metra Station and MacKenzie School, two areas that generate high pedestrian volumes. (MUTCD "Other Criteria")
- ✓ An all-way stop is consistent with the other intersection controls south of Washington at Central and Linden.
- ✓ There is evidence of driver confusion on Park Avenue because drivers are slowing down even though there are not stop signs.
- ✓ The on-street parking on both Park and Washington creates sight conflicts for both pedestrians and vehicles. (MUTCD "Other Criteria")

Commissioner Albrecht made a motion to approve an all-way stop at Park Avenue and Washington Avenue and to improve sight lines by moving back parking. The motion was seconded by Commissioner MacKenzie. **The motion was approved by unanimous voice vote.**

**III. OLD BUSINESS**

None

**IV. ADJOURNMENT.**

At 8:40 p.m., Commissioner Grosh moved to adjourn the meeting. The motion was seconded and approved by unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned.

Minutes Respectfully Prepared by Brigitte Mayerhofer, P.E., Director of Engineering Services