



VILLAGE OF WILMETTE

1200 Wilmette Avenue
WILMETTE, ILLINOIS 60091-0040

MEETING MINUTES

TRANSPORTATION COMMISSION

WEDNESDAY, NOVEMBER 14, 2012

7:00 P.M.

SECOND FLOOR TRAINING ROOM OF VILLAGE HALL

Members Present: Chairperson Cathy Albrecht
Commissioner Mark Wagstaff
Commissioner Paul Chouinard
Commissioner Pat Lilly

Members Absent: Commissioner Steve Santacruz

Staff Present: Brigitte Mayerhofer, P.E., Director of Engineering Services
Dan Manis, Civil Engineer II
Brian King, Chief of Police

Guests Present: Peter Lemmon, from Traffic Analysis & Design, Inc.
Kathleen O'Laughlin, 341 Greenleaf Avenue
Patricia Maher, 1400 Wilmette Avenue
Nathan Levens, 209 15th Street
Sarah Leibov, 229 Catalpa Place
Richard Brill, 314 Lawndale
Mark and Lucy Klocksins, 1725 Wilmette

I. CALL TO ORDER.

Chairperson Albrecht called the meeting to order at 7:05 p.m.

II. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF JULY 7, 2012.

Chairperson Albrecht directed the Commission's attention to the draft minutes of the Transportation Commission meeting of July 11, 2012. Commissioner Wagstaff moved approval of the minutes. The motion was seconded by Commissioner Chouinard. The motion was approved by a unanimous voice vote. **The motion passed.**

I. PEDESTRIAN SAFETY AND SIGNAGE AT UNPROTECTED CROSSWALKS

Dan Manis opened the discussion by reviewing the July 11, 2012 meeting regarding the implementation of the safety enhancement pilot project completion at the uncontrolled intersection crossings on Wilmette Avenue at Prairie Avenue and at 15th Street. The pilot project consisted of the installation of curb extensions (bump-outs), “stop here for pedestrian signs”, and pavement markings.

Mr. Lemmon from TADI (Traffic Analysis & Design, Inc.) summarized for the Commission the results of the compliance study performed at the intersection of Wilmette Avenue and 15th Street in May 2012 prior to the safety enhancements. Mr. Lemmon noted that since implementation of the safety measure, he repeated the stop compliance study at the intersection and compliance increased from 8% in May to 13% in October 2012, noting that most of the vehicles are not stopping for pedestrians that start to enter the crosswalk. Mr. Lemmon referred the Commission to the report.

Ms. Mayerhofer asked Mr. Lemmon to explain how the calculations are derived. Mr. Lemmon explained that they only counted the initial vehicle that stopped for the pedestrian and not any of the traffic behind that stopped as a result. Mr. Lemmon also noted that they counted every vehicle that does not stop for a pedestrian who had entered the crosswalk.

Chairperson Albrecht reminded the Commission that the intention of this project is as a pilot. The goal is to determine the effectiveness and rate the success of the signs implemented at Wilmette and Prairie and Wilmette and 15th, adding that the data from October is very sporadic.

Mr. Lemmon added that most of the pedestrians will refrain from crossing until they find a gap in the traffic.

Chief King added that crossing guards are trained to wait for a safe gap in traffic before entering the crosswalk as well. He explained the state law requires a pedestrian to enter the crosswalk and wait for a reasonable amount of time for the vehicle to stop for them. Discussion ensued.

Nathan Levens, 209 15th Street, expressed his concern about the intersection of Wilmette and Prairie. He feels it is the curve of the intersection which makes it unsafe.

Rich Brill, 314 Lawndale, feels the sign in the intersection is confusing to the driver. He feels the sign does not have the appropriate language and font.

Ms. Mayerhofer explained that the Village does not design the signs, stating that the signs are based on federal guidelines contained in the Manual of Uniform Traffic Control Devices.

Kathleen O’Laughlin , 341 Greenleaf, has concerns about crossing Sheridan Road.

Mark Klocksin, 1725 Wilmette, expressed his concern about safety in regards to Wilmette Avenue and 15th, adding that he would suggest a traffic signal.

Ms. Mayerhofer explained that speed and traffic control are very different. Traffic control involves installing stop lights or stop signs to control traffic. Ms. Mayerhofer explained that there are things that can be done to help with speed control.

Ms. Mayerhofer recommended that Mr. Klocksins try crossing at 15th where the approaching traffic generally slows down due to the bump-outs.

Lucy Klocksins, 1725 Wilmette Avenue, commented that she felt Lake Avenue is patrolled more than Wilmette Avenue.

Chief King responded to Ms. Klocksins by explaining that Wilmette Avenue has a volume issue verses a speeding issue to which does not require constant patrol.

Chairperson Albrecht asked Mr. and Mrs. Klocksins if the intersection at 17th where they cross is a marked crosswalk.

Chief King recalls there is some marking.

Chairperson Albrecht noted that the recommendation was to wait and take compliance counts again come spring 2013.

Mr. Lemmon added that he would use the previously collected data, collect new data, and reevaluate the intersection stop compliance.

Commissioner Wagstaff asked if the residents felt safer by crossing at these locations that have safety enhancement improvements verses intersections that do not.

Resident Sarah Leibov, 229 Catalpa Place, expressed her concerns about children crossing Wilmette Avenue.

Ms. Mayerhofer reminded the Commission that this is a pilot and the ultimate goal is to change the driver's behavior.

Mr. Brill inquired about speed bumps to which Ms. Mayerhofer explained that Wilmette Avenue is a minor arterial and would not be considered for speed bumps which would slow down emergency vehicles.

Chairperson Albrecht suggested taking counts of the number of vehicles that stop when pedestrians are not present.

Mr. Lemmon said he will go back to the previous data and compare.

II. WILMETTE AVENUE PEDESTRIAN ACTIVATED RAPID FLASHING BEACONS

Dan Manis addressed the Commission regarding previous discussions related to supplementing the existing signs at Wilmette and Prairie with pedestrian-activated rapid flashing beacons. He directed the Commission to the Exhibit.

The Commission discussed the different placement options for the signs.

Commissioner Chouinard noted that the pedestrian presses a button, the beacons begin to flash, and then they would cross.

Ms. Mayerhofer added that studies have shown there is a high compliance rate involved when using these signs.

Mr. Lemmon further added that the average compliance rates have been seen to reach 80%.

Chairperson Albrecht confirmed these are funded by a federal grant.

Ms. Mayerhofer addressed the Commission in regards to the selection of Wilmette and Prairie for this grant, stating the conditions included the horizontal curve in the road, the poor sight distances, large volume of school children crossing and the expectation that more pedestrians will choose to cross there after installation of the beacons.

Ms. Mayerhofer explained there are still processes needed to go through but the goal is to have the sign assemblies in place before school year is over.

Chairperson Albrecht reminded the Commission that this is too a pilot program.

Rich Brill, 314 Lawndale appreciates the Village's efforts, however he feels this sign may confuse the driver further.

Nathan Levens, 209 15th Street prefers no signage at all.

Commissioner Chouinard noted that the driver is obligated by law to stop for the pedestrian in the crosswalk with or without signage.

Chairperson Albrecht said her concern is that drivers are unaware of the state law in regards to pedestrian crosswalks and would like to see that some education be publicly released at the time the signs are implemented.

Chief King suggested posting temporary placards with language describing the state law.

Staff recommended working with the *Wilmette Life* at the same time the beacons go in, educating the public on the state law, and what to expect with the new signage.

Chief King also suggested including it in "Backpack Express", School District 39's publication.

The Commission reviewed the proposed locations of the pedestrian beacons and concurred with placement as previously presented.

III. WILMETE AVENUE SITE DISTANCE AT 14TH STREET

Mr. Manis opened the discussion about sight distance, stating that there have been many concerns that cars traveling northbound on 14th Street are having difficulty seeing oncoming traffic while turning onto Wilmette Avenue.

Mr. Manis indicated upon his own observation he found it difficult to view traffic when cars are parked too close to the intersection on Wilmette.

Mr. Manis proposed removing two parking stalls on the west side of 14th to create similar sight lines on both sides of the intersection as parking is already set away from the intersection on the east side.

The Commission discussed the current parking volume on Wilmette and referred to the aerial plan view provided by Mr. Manis.

Ms. Mayerhofer addressed the Commission and stated that the issue with sight distance at 14th was brought up tonight not in need of a motion but just in appreciation of the Commission's review of Wilmette Avenue.

Resident Kathleen O'Laughlin, 341 Greenleaf, asked for more feedback in regards to her crossing Sheridan Road.

Sheridan Road had been reviewed by Mr. Lemmon and a study confirmed that counts were low. Gaps in traffic were very high resulting in no justification for any type of improvement and that he will examine it again during peak season.

Chairperson Albrecht also reminded the resident about the underpass.

Chairperson Albrecht referred the Commission to their packets regarding draft language for a 'stop here' for pedestrian sign policy and suggested holding off review of the policy until the next compliance study can be evaluated.

IV. OLD BUSINESS

Ms. Mayerhofer reminded the Commission to go to Attorney General's website to complete the required Open Meetings Act Training.

V. ADJOURNMENT

At 8:12 p.m. Commissioner Lilly moved to adjourn the meeting. The motion was approved by a unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned.

Minutes Respectfully Prepared by Kathy Goodman, Engineering Department Secretary.