

Engineering  
Department



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**MEETING MINUTES**

**TRANSPORTATION COMMISSION**

**WEDNESDAY, JANUARY 08, 2014  
7:00 P.M.**

**SECOND FLOOR TRAINING ROOM OF VILLAGE HALL**

- Members Present: Chairperson Cathy Albrecht  
Commissioner Pat Lilly  
Commissioner Brent McCarthy  
Commissioner Reinhardt Schneider  
Commissioner Craig LeMoyne
- Members Absent: Commissioner Steve Santacruz
- Staff Present: Brigitte Berger, P.E., Director of Engineering Services  
Dan Manis, P.E., Civil Engineer II  
Brian King, Police Chief
- Guests Present: Tim Deutsch, 1230 Isabella Street  
Julia DeVos, 1426 Isabella Street  
Annie Heffron, 1303 Maple Avenue  
Barb Lee, 1400 Gregory  
Ben Phillips, 327 Oak Circle  
John Schaefer, 210 16<sup>th</sup> Street  
Keith Striegl, 1426 Isabella Street  
Ed Ziesel, 1325 Maple  
Marilyn Ziesel, 1325 Maple

**I. CALL TO ORDER.**

Chairperson Albrecht called the meeting to order at 7:00 p.m.

## **II. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF NOVEMBER 13, 2013.**

Chairperson Albrecht directed the Commission's attention to the draft minutes of the Transportation Commission meeting of November 13, 2013. Commissioner Schneider moved approval of the minutes. The motion was seconded by Commissioner Lilly. The motion was approved by a unanimous voice vote.

**The motion passed.**

## **III. DISCUSSION OF THE SIX UNCONTROLLED FOUR-WAY INTERSECTIONS OF MAPLE AND GREGORY AVENUES WITH 13<sup>TH</sup>, 14<sup>TH</sup>, AND 15<sup>TH</sup> STREETS.**

Ms. Berger summarized the staff report: At the November 13, 2013 meeting of the Transportation Commission, traffic data collected by Village staff was presented along with the Village Traffic Calming Policy and section 2B.04 of the Manual for Uniform Traffic Control Devices (MUTCD) related to right-of-way at intersections. The data collected consisted of traffic volumes, speeds, and accident reports. 30% of the accidents could have been related to sight lines. It was determined that the neighborhood speeds were in an acceptable range per the traffic calming policy. The volume is also low and what could be expected in a residential neighborhood. The accident rates were also considered low given the volume of traffic in this area. None of criteria meet the warrants for stop signs.

Mr. Manis reviewed a spreadsheet that details the five year accident history for the intersections of 13<sup>th</sup>, 14<sup>th</sup>, and 15<sup>th</sup> streets with Maple and Gregory Avenues. The spreadsheet itemizes a total of 10 accidents in the area within the past five years. The intersection of 15<sup>th</sup> and Gregory has the most incidents with a total of four accidents. In totality, 15<sup>th</sup> street has a total of six intersection accidents.

Mr. Manis said staff recommends not putting stop signs in this area because warrants are not met per MUTCD guidelines. If the Commission feels otherwise, 15<sup>th</sup> Street would be isolated as an option given its vicinity to McKenzie School, the volume, and the continuity from Wilmette Avenue to the south.

Chief Brian King added that the compliance rate is for unwarranted or unregulated signs and the compliance rate is relatively high when the public recognizes need for regulation. Good governance is getting objective data. He agrees 15<sup>th</sup> Street could be differentiated with regards to adding signage due to the vicinity to the school.

Commissioner Schneider asked for clarification on alternating two-way stop signs.

Chief King stated some communities use alternating stop signs, but the problem with that is there is no standard based on volume or speed. This design can also lead to an increase in speed between intersections because drivers anticipate long stretches without any traffic control.

Chairperson Albrecht summarized that we don't have speed issues. There might be some sight line issues that could be resolved since it was suggested that 30% of the accidents were related to sight lines. Regarding crash records, although close, none of the intersections met warrants based on the following for any single intersection: 5 crashes within a 3 year period or 3 crashes within a 2 year period. With the new information, we are at 2 crashes within the last 3 years and 2 crashes within the last 2 years.

Chief Brian King stated that if signage is placed on 15<sup>th</sup> Street, care should be taken so as not to increase the speed of the cross traffic.

Barb Lee, 1400 Gregory, said she called the Police Department on December 16<sup>th</sup> regarding an accident on 15<sup>th</sup> and Gregory. She would like a stop sign at 14<sup>th</sup> street and Gregory, where she lives. (Staff to verify with the Police Department of this accident and add it to the 5 year accident history report spreadsheet prior to next meeting.)

John Schaefer, 210 16<sup>th</sup>, said drivers do not abide by right-of-way rules on Maple nor Gregory and there is a speeding problem on both 15<sup>th</sup> and 16<sup>th</sup> Streets.

Tim Deutsch, 1230 Isabella, said he believes there is a problem with speed on 16<sup>th</sup> Street.

Ed Ziesel, 1325 Maple, suggested we look at Evanston's accident history with regard to streets with alternating two-way stop signs for a comparison of data.

Julia DeVos, 1426 Isabella, expressed that she believes yield signs should be posted at the very least.

Mr. Manis noted yield data from the Police Department shows the accident rate was the same if not actually higher than uncontrolled intersections. Therefore, yield signs do not make intersections safer.

Ben Phillips, 327 Oak Circle, asked what the downside of putting something in was and how placing signage can be harmful.

Ms. Berger responded that the Engineering and Police Departments have to look at quantitative data and refer to the Traffic Calming Policy to establish thresholds for speed and volume before a street becomes eligible for traffic calming. Also, data supports that signage does not solve the problem.

Keith Striegl, 1426 Isabella Street, asked if there was any data collected on pedestrian traffic.

Ms. Berger responded yes that is also taken into account when collecting data on volumes.

Commissioner McCarthy requested the Engineering Department address improvement of sight lines on the school route before the next meeting. He also wants to obtain some of the Evanston data. He stated intersections with high accident rates should be monitored so that if the warrant thresholds are exceeded in the future action will be taken.

Commissioner Schneider stated that decisions regarding stop signs should not be made in an arbitrary manner and should be made using reasonable data consistently applied throughout the Village. He continued that the data does not support a stop sign.

Chief King and Ms. Berger did not support placement of stop signs based on the criteria specified in the MUTCD but agreed that if any intersection met accident warrants they would sign off on stop signs rather than take the issue back to the Commission.

#### **IV. REVIEW AND DISCUSSION OF A VILLAGE-WIDE 25 MPH STATUTORY SPEED LIMIT SIGN.**

Ms. Berger said this topic has been discussed by the Municipal Services Committee and the Village Board numerous times. The Municipal Services Committee is very much in favor of this. She noted the proposal is not to change any of the Village speed limits. The proposal is to remove the 25 mph speed limit signs and post "Village-wide 25 mph statutory speed limit unless posted otherwise" signs at the gateway entrances to the Village.

The Commission did not object to this proposal.

#### **V. ADJOURNMENT**

Commissioner Albrecht moved to adjourn the meeting. The motion was seconded by Commissioner McCarthy. 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 Ms. Janet Guavita and Mr. Manis.