

Transportation Commission Meeting
August 11, 2020

Public Comments

1. Laura Smith, 2149 Washington Ave—

I support approval of the Active Transportation Plan and encourage the Board and Staff to actively implement the recommendations therein so that bicycling and walking will be better and safer throughout the Village.

2. Jan and Don Barshis, 1500 Sheridan Rd—

We support approval of the Active Transportation Plan and encourage the Board and Staff to actively implement the recommendations therein so that bicycling and walking will be better and safer throughout the Village.

3. Bruce Miller, 1007 Lake Avenue—

Members of the Transportation Commission:

Thank you for the opportunity to provide comments regarding the Village's Master Bike and Active Transportation Plan.

Overall the Plan looks good. It addresses problem areas like Skokie Boulevard, Edens Expressway and downtown Wilmette.

A concern is the Plan's recommendation for a bike boulevard or marked shared lanes on Lake Avenue between Wilmette Avenue and Gillson Park (p.54). I strongly recommend the use of Forest Avenue instead. Reasons:

- Lake Avenue east of Wilmette Avenue is one-lane in each direction
- Traffic is fast at times as drivers accelerate going east from the stop sign at Wilmette Avenue. Drivers also come fast from the east, braking only after 10th Street.
- From our house at 10th Street and Lake Avenue, we see about 30+ pre-teen riders daily in the summer on Lake Avenue sidewalks
- A bike boulevard or marked shared lanes will give these children a false sense of security, given the fast traffic and single lanes

Thank you.

Bruce Miller (43-year resident of the Village)

4. Adam Berkson, 57 Crescent Pl—

I support approval of the Active Transportation Plan and encourage the Board and Staff to actively implement the recommendations therein so that bicycling and walking will be better and safer throughout the Village. Thank you

5. Linda Kahn Stremmel—

I support approval of the Active Transportation Plan and encourage the Board and Staff to actively implement the recommendations therein so that bicycling and walking will be better and safer throughout the Village.

6. Karen Glennemeier—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

7. Margie Swain—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents. Thank you for your time.

8. Kim Hoffmann, 715 Washington Ave—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

9. David Rabjohns—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

10. Stephanie Hon—

I support the adoption of the proposed Active Transportation Plan and urge the

Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

11. David Koch, 1041 Forest Ave—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents. In committing support, however, I do want to encourage continued assessment of specific areas that may not be fully addressed in the plan. Adoption is the first step, and improvements can still be made. Lake Avenue in eastern Wilmette continues to be a troublesome area with significant risks to pedestrian crossings with the street treated too often as a relatively high speed thoroughfare by drivers with no attention to state law to stop for crosswalks. Look at what Evanston has done along Sheridan Ave as a starting point for what can at least start to help foster driver compliance. The too often driver rage and aggressive behavior that happens at the five way intersection of Lake/Wilmette is also an area that needs attention. Again, these are areas for continued improvement, with adoption of the initial plan as a good first step in continuing to address.

12. Dan Johnson, 1726 Walnut—

I reviewed the Active Transportation plan and particularly like the idea of slowing down automobile traffic on Ridge Road. Please advance this plan (subject to whatever modifications you believe are necessary) on to the full council for further review in time to impact the 2021 construction season.

There is a lot in that report -- which is a great asset to the Village for years to come -- but my takeaway is that the pedestrian infrastructure (higher, bricked islands in busy intersections) is the cheapest, fastest, highest impact projects that ought to make it in the 2021 summer infrastructure budget for the Village.

I advocated for the pedestrian crossing at Ridge and Walnut a few years ago and

the entire street feels a lot calmer. The more of those sorts of investments we can make in 2021, the better.

I hope we can emphasize more bus stations, especially along Green Bay Road. Enhancing the Pace bus service along Green Bay is part of Pace's long-term plan and we should build better bus stations for those riders.

I was surprised to learn there used to be a Purple Line stop at Isabella.

Thanks for your volunteer service to our community.

13. Barbara Schoenfield, 328 Wilshire Dr W—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

14. Ken Parkhill, EEC Member—

As signatories to the Greenest Region Compact, it is incumbent on the Village to promote alternatives to automobile travel.

I'm delighted to support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its reasonable recommendations for better, safe biking and walking for all residents. Thanks

15. Stan Diskin—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents. Thanks

16. Lisa Peltekian, 3131 Illinois Rd—

I currently live on Illinois Rd near Illinois and Hibbard. Between Hibbard and Skokie Blvd, Illinois Rd does not have a sidewalk. When I go out for runs, I find

this extremely dangerous as there have many many times where cars nearly sideswipe me or cars are driving faster than normal to get to the Edens. It looks like there are multiple options planned for Illinois Rd between Skokie and Hibbard, but the plans are not clear. I would personally prefer for a sidewalk to be built on the south side of Illinois Rd so it is safer to walk along this part of the street. I know there are a few families who live on the same side of Illinois as I do and would find it much safer for their children to play in the front yard if a sidewalk existed.

Please let me know what's currently planned for this street and if adding a sidewalk is currently being considered.

Thanks

17. Sarah Titterton, 1700 Forest—

I was pleased to see that you will wait for revisions before approval. When the items for revision were read back to the consultant, the option of further discussion on Wilmette Ave. was missed.

Also, I do feel that this could have been a big, visionary plan, and what came out was a mediocre plan save for the tunnel option at the Edens. To really mitigate the effects of climate change, we need to start taking biking seriously instead of a second class option behind cars. The zigzagging of the proposed bike plan seemed like “here is how we fit biking into the car world” as opposed to here is how we start climate action at a local level.

18. Kurt Gelhausen, Evanston—

While I’m technically a resident of Evanston, I think it’s increasingly important for our North Shore communities to implement plans that are consistent with and supportive of sensible and safe transit networks across the region. I support the adoption of the proposed Active Transportation Plan and urge the Commission

and Board to implement its recommendations for better, safe biking and walking for all residents.

19. Cynthia Doucet, 520 Lawler Ave—

I have reviewed the information sent out today about the Bike/Walk Wilmette plans, and am very concerned about both the Edens underpass, and expected increased bike traffic from non-residents on Lawler Avenue. While I am in favor of bicycle access around our village and reduced vehicular traffic, the underpass and Lawler boulevard parts of the solution will cause undue negative impacts and should be removed from the plan.

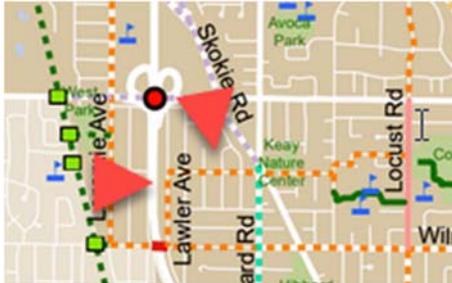
Underpass:

- This would create a personal safety issue for people both using and living near the tunnel. I would never let my children use such a tunnel, or recommend that anyone else use it, especially with Glenview Road just a block south and Lake Avenue just two blocks north. We can expect that some people will use it as a gathering place, sometimes as a public restroom, and whether the tunnel is 12 or 20 feet wide it just seems like it would be a frightening place, let alone to be sold as a "gateway to Avoca West school". This money would be better put toward a soundwall to increase peace and property values rather than scare people away from the neighborhood.

Lawler Avenue bike boulevard:

- The Hibbard/Glenview connection to the west side of the Edens allows the needed access to the west side, in concert with the Lake Avenue improvements, without the need to direct additional traffic through the neighborhood directly to the east of the Edens, both on Wilmette and Washington Avenues. Our small neighborhood is neither a destination nor should it be a thoroughfare for traffic of any sort trying to go East/West between places like the Harms Woods bikepath and Wilmette lakefront. The two sides of the square I've highlighted (Washington

from Hibbard to Lawler, and Lawler from Washington to Wilmette) do not add value, bring non-residents to our quiet neighborhood for no good reason. We're thrilled that our neighborhood is adding families with school-age children, and we don't want to put them at risk.



Thank you for your consideration. We appreciate the timing of your communication, since we are finalizing plans for remodeling our home (we've lived here over 20 years, and I also spent part of my childhood in Wilmette, the village is dear to our hearts). This decision about the underpass will now guide our choice about staying in our home or moving.

This is an addition to my communication from yesterday, registering opposition to the planned tunnel under the Edens at Wilmette Avenue.

Background research:

I have researched the topics of crime, litter, property values, etc. related to homes directly abutting a biking/walking path, and I understand that there are nuances and positions on both sides of the issue. I am a health economist and I see that while many of the articles and positions may be based on emotion as opposed to the scientific method, some of the studies over the years have been sound, and clearly let us know what to expect in the way of both benefits and drawbacks.

Concern about tunnel:

My primary concern is the tunnel, and I hope that those plans can be changed in favor of the overland options of Glenview Road and Lake Avenue, which are also planned and are within one or two blocks of Wilmette Avenue. Here is a link to a position held by the National Highway Traffic Safety Administration, Federal Highway Administration, Centers for Disease Control and Institute of Transportation Engineers:

http://guide.saferoutesinfo.org/engineering/pedestrian_and_bicycle_bridges_and_tunnels.cfm The references also specifically discuss use for school children, and the Wilmette Bike/Walk proposal mentions the Avoca West access as a benefit.

The following key points in the NTSB overview are:

- "Bridges and underpasses will not be used if a more direct route is available"
- "Crime, vandalism, graffiti, lighting and drainage issues may also cause problems"
- Source: SRTS Guide, saferoutesinfo.org (it compiles multiple references from independent organizations and sources, which is vital in this type of high-emotion discussion)

The screenshot shows a webpage titled "Treatment: Pedestrian and Bicycle Bridges and Underpasses". On the left, there is a sidebar with navigation links: "Evaluation", "Media and Visibility", "Case Studies", "Additional Resources:", "Adult School Crossing Guard Guidelines", "The Walking School Bus: Combining Safety, Fun and the Walk to School", "Teaching Children to Walk Safely as They Grow and Develop: A Guide for Parents and Caregivers", and "Selecting School Bus Stop Locations: A Guide for School Transportation Professionals". The main content area includes sections for "Description/Purpose", "Expected Effectiveness", "Costs", "Keys to Success", "Key Factors to Consider", and "Evaluation Measures". The "Key Factors to Consider" section has two red boxes highlighting specific points: "Bridges and underpasses will not be used if a more direct route is available" and "Crime, vandalism, graffiti, lighting, and drainage issues may also cause problems." The "Evaluation Measures" section lists "Number or percent of pedestrian and bicycle crashes and changes in probability of being involved in a crash once treatment is in use." At the bottom, a footer states: "This guide was developed by the Pedestrian and Bicycle Information Center (PBIC) in collaboration with SRTS experts from around the country and support from the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration (FHWA), Centers for Disease Control and Prevention (CDC) and Institute of Transportation Engineers (ITE)."

Please consider these items both for our Lawler and LeClaire communities and for all Wilmette residents, and choose an alternative other than a new tunnel or bridge under/across the Edens. Thank you.

20. Pete Brennan, Avoca West P.E. Teacher—

As an ardent supporter of Safe Routes to Schools, I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents. This plan should be adopted and its proposals fully implemented. Thanks!

21. Alan Dordek, 606 Lawler—

I would like to echo Cynthia Doucet's comments regarding the Edens Bike underpass at Wilmette Avenue plus the use of Lawler Avenue as a bike path. This portion of the Village Master Plan is a ludicrous idea.

Is the Village management aware of how narrow Lawler Avenue is from the Synagogue North to the turn leading into Lavergne Avenue just South of Lake Avenue? With the bushes on the west side of the street and any parked cars on the East side of Lawler, there isn't enough room in some areas for two cars to pass. Some folks need the street to park and having more bicyclists on the street will only accelerate problems.

I am all for biking and walking, and using Glenview Road for walkers and bicyclists rather than building a underpass at Wilmette Avenue is a much more logical perspective for both activities. We already have non-Wilmette people coming off of Edens who park on Lawler and Lavergne to conduct unsavory business like drug sales. I recently saw the Wilmette police arresting someone conducting this type of business. What you propose will only accelerate such

activity due to the increased traffic.

Did anyone poll the residents regarding a move that will reduce the value of their homes? Aren't the resident issues more important than biking, a hobby that is not a year round activity, but living here is? Running any bike lanes on most residential streets is not a good idea and eliminating Lawler from this plan makes great sense.

I challenge you to give me valid reason for this very unsavory idea.

Thanks in advance and I hope that residents who oppose this terrible idea have a chance to speak their peace before you vote. We pay you salaries, we should have something to say about a major issue that affects our home, our investment and our lives.

22. Mary Ellen Fausone, Wilmette—

Hello-

I am a village resident writing to urge the Transportation Commission to approve the Active Transportation Plan. Approval of this plan is long overdue. Biking and walking are more popular, and more necessary, now than ever. Approval of this plan will allow the Village to move forward with much needed improvements to allow better , more accessible movement throughout Wilmette. Let's get it done!

Sincerely,

23. Julie Lambert—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

24. Mehul Shah—

I support the adoption of the proposed Active Transportation Plan and urge the

Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

25. Shirley Pfenning—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

Yes, but no more restaurants on the street sidewalk —one cannot walk /— not safe for walker or eater.

26. Damon Doucet, 520 Lawler Ave—

Dear Members of the Wilmette Village Transportation Commission,

I have reviewed the information sent out regarding the Bike/Walk Wilmette proposal and have serious concerns regarding the proposal, specifically the proposed underpass under the Edens Expressway and the likelihood of increased bicycle traffic on Lawler Avenue.

Underpass:

The proposed underpass would create a safety issue for those who live near the tunnel and those using the underpass. For those who live near the proposed underpass the likelihood of an increase in crime, graffiti and litter is a given when a direct route to and from the two quiet and somewhat isolated neighborhoods on either side of the Edens is introduced.

The isolated nature, necessary length and relative narrowness of the underpass will create a safety hazard for all who would seek to utilize it, especially children. In fact the construction of this underpass would create a space that is isolated by vegetation and grade, set at some distance from busy thoroughfares and little used since there is already access to the west via the bridge crossings at Lake Avenue and Glenview Road, which can be expanded to suit increased bicycle and pedestrian traffic at significantly less cost than an underpass and which

obviates the need for such a waste of money.

Additionally, when heavy rains fall the tunnel will be unusable, as is evidenced by the fact that the Edens closes down during heavy rains due to flooding at Winnetka Road. This is a recipe for disaster.

Lawler Avenue bike boulevard:

With Lake Avenue and Glenview Road providing a connection to the west and Hibbard Road providing a connector north and south there is no need to introduce additional traffic to our quiet and somewhat isolated neighborhood which has small streets and many small children and elderly people. All this does is diminish the quality of life for those of us on the westside, which receives scant attention from the Village as it is. If the Village wants to spend millions on the westside then build the proposed sound wall we have been seeking for the past 20 plus years.

While I am in favor of bicycle access around our village and reduced vehicular traffic, the underpass and Lawler boulevard parts of the solution will create a dangerous and foreseeable hazard to the residents impacted by this proposal.

27. Valerie and Mark Pacini, 628 Lawler Ave—

To Whom It May Concern:

After reading the letters already sent by our Lawler Avenue neighbors, we felt it important to add our thoughts in agreement with Alan Dordek, Cynthia Doucet, and Adrienne Kahn. We concur with everything they wrote. We have 2 young children that currently ride their bikes around the 600 Lawler Ave. block without worry. It would be unfortunate to change the climate of safety and security that we have come to know and love living in this area. The concerns that were brought up are valid and would become a bigger safety issue that would then need more time and money from the village to fix. Will there be more police presence in the area? Will there be security and or cleaning crews making

walkthroughs acceptable? We won't rewrite all of the valid points our neighbors have made. However, please take our thoughts seriously as you move forward with this plan. It would make us feel very unsafe to have people "hanging out" in a tunnel and using our street as a thoroughfare.

We know that above all, you have the best interest of Wilmette residents at the forefront of your decisions and are sure you will take our concerns into consideration.

Thank you for really pondering how this decision would be detrimental to our daily lives.

28. Adrienne Kahn, 600 block of Lawler—

Hello,

My name is Adrienne Kahn and I am a 48 year resident on the 600 block of Lawler. My home is in the center of your designated Lawler bike boulevard between Wilmette and Washington, and while there are pros, such as cleaning and maintaining the street and bushes from debris, they are not enough to overcome the cons to be on board with your plan. The first thing I noticed when reading the National Assoc. of City Transportation Officials Urban Bikeway Guide, (<https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/>) is everything is geared for "the comfort" of the bike rider, which is fine, if it doesn't run through a 2 car narrow street. There is not even space for a shoulder because of the bushes there to protect us from highway noise and soot. Our quiet little stretch of sidewalk, filled with children at play, does not have a street running East or West is has a "secret sidewalk" as the kids refer to it. This is a passthrough walkway as the street, itself, ends at Lavergne and Central. It works well for us as residents, children use it to walk or bike ride BUT it may be used by the non residents as a quick passthrough. This is of concern because it is not lit and anyone could be there. 500-600 Lawler is made up of 2 double blocks of homes with no no drama just little kids having safe fun. I don't like the idea of

someone not from here in that area, which is dark at best. Lawler is not the best of lit of streets.

Today, I went over to Laramie, across Edens from my house. I asked many of the neighbors if there was alot of bicycle traffic on this very wide road, that can easily handle cars parked on either side and bike riders. The answer was a unanimous yes, which presented an immediate concern to me. Then, I asked if they would be comfortable allow their child to use the tunnel, that your committee seems to find so necessary because of pressure from bike riders. The answer was no! Not in, especially, today's climate. Others said they would have no need to use it, which I expect will be a proven fact, not much use and waste of our tax dollars at this time in country conditions. Anyway, non residents will also be coming day and night into our street and having been robbed twice, it is not a comfortable feeling.

As I said, I am 78 and many of my Lawler neighbors are approx my age. The other end is we are seeing a great increase of young families with children. The kids are up and down the safe street with rarely person to be seen. To me a strong issue is safety. I would not feel safe going out at midnight to throw last minute garbage before pickup, or walk my dog even in front or come home in the dark because of the transit situation your plan will create. My home has a street light in front and could easily be used as a stop off and resting area on my property. Yes, it is village property, BUT I live here!! This street is ONLY FOR 2 CARS side by side. It is not your standard street. The opposite side from my home is county/IDOT property. There is no room for a soft shoulder. The trees/bushes are very important not only for soot protection but for sound buffer. Since 2002 or before we have been trying to get berms, but village tells us no money, even though we qualified. I came here with good hearing I now wear aids, the decibel level is so bad, hard to visit outside. Your plan will lower our property value even more than the highway does. This is a serious situation Little kids are being put at risk on many levels. They have a whole safe

strip 4 blocks of sidewalk to play and parents are comfortable letting them ride their bikes back and forth because basically the only walking traffic we have is ourselves and some dogwalkers from neighboring blocks. We all know and look after each other, especially the elderly. Yes, I do have a husband, but it has no bearing on my need to feel safe on the street.

I fear the village controlling how many cars can come on our street, I fear the removal or limiting of parking that is mentioned, which is very limited at best and all because it will make the bike rider happy!! Is this what you would want for your street to become...govt tells you what you have to have and do because it benefits non-residents and you the taxpayer/homeowner's wants mean nothing? I do not want to live in an executive order world to benefit someone's hobby. I want to have all the company I want driving to my home and have a place to park. I want my bushes and trees to stay. I want to feel safe to walk my dog at 11 at night without fear of a stranger sitting under the street light on my front lawn to rest, or at anytime during the day. I fear losing my little corner of the world as it is now and fear it will become a busy bypass.....You will make our lives different and not in a good way, You will hurt of way of life in terms of privacy and safety and home value. Is this what Wilmette wants to do when there are other alternatives,.

I am sad that after all these decades of being a resident that this board has seen fit to disrupt a little corner of Wilmette for those that don't even live in town. I have now come to believe the streetlights were okd after petitions were submitted not because we wanted it, but because of your bike plan,which the Village never mentioned and that is why it wasn't necessary to put lights on the 700-800 blocks. The flowers and curbs are not only a pilot project as I told, but part of your 2016 looking forward plan and maybe before, in the days of Briget whom was also trying to get us our berms. Everything you are doing is in the design elements of the guide mentioned in the first paragraph and all your prior agenda reports for so many years ago. We teach our kids to speak truth not to speak

omit. I don't truly care about bike riders comfort at the sake of the comfort and security of residents on the 500-600 blocks of Lawler. One thing you should note, it is not the safe route you suspect. There are multiple critters that come out from the highway/woods and visit like opossums, skunks, rabbits and the like. One crosses the bike riders path and off they fall. This is reality of Lawler.

My suggestion if you must have this wasteful tunnel, that we have all seen similar tunnels fill with dirt, garbage and whatever besides graffiti of course. Will water enter the tunnel during the rainfalls? Why the bike boulevard be at Lavergne, which is a main full size street and let our little kids be safe and protected as they have been for over 50 years on our little block. The secret sidewalk has made it very special. We don't want nor need the fear of a stranger, or even a bike rider on our sidewalk if the street is too crowded.

Thank you in advance for reading my letter.

Respectfully submitted,

Adrienne Kahn

29. Candice Gordon, 610 Lawler Ave—

To whom It May Concern:

I am a resident of Lawler Avenue neighborhood. I just learned of the Village's plans for an Edens' underpass. Also, surprisingly, our small street has been identified as a bicycle boulevard. This proposal is alarming to me.

Our street is quite narrow. The west side of the street is county property and covered with bushes and vegetation. This vegetation benefits us by buffering out the noise which is generated by the Edens Expressway, but it limits street parking to the east side of our street. Since many people park on the east side of the block and trucks and service vehicles are often parked there, often only one car can safely pass down the street. There isn't enough space to add increased bicycle traffic without posing additional risk.

Lawler Avenue is home to many people with young families and many elderly residents. Children often play up and down the block, and walkers and runners are also on the sidewalks. More traffic of any kind would pose additional dangers to our residents.

Like many on the 600 block of Lawler, I am a dog walker. I take my dog out at all hours of the day and night. Lawler Avenue is quite a dark street at night. Recently, the village installed some street lights, but it is still very difficult to see at night. A “secret sidewalk” runs between Lawler and Lavergne, and it is not illuminated at night. I fear that your proposal could allow strangers onto our street at all hours of the night.

Why would the village allow a tunnel to exit into a quiet neighborhood filled with families? Aren't there better alternatives? May I suggest that you look further south? At Old Glenview Road and Frontage Road, there is a section where there is no sidewalk. Homes there face east. On the west side of the highway, there is a hotel. Such a placement would not affect walkers, children at play and community members. If this is not suitable, why not go further to the north? Place your tunnel between Loyola's parking lot and Eden's Plaza. Again, this placement would keep our small street filled with families from being impacted negatively.

I hope you will act to protect our community by rejecting the current proposal. Thank you for your consideration.

30. Joel Africk, 1221 Ashland Ave—

Ladies and Gentlemen:

My wife and I are 29-year residents of Wilmette and regular bike riders. I ride early in the mornings on Sheridan Rd. and I take more leisurely rides on the North Branch Trail, which requires that I ride west through Wilmette and cross over the Edens Expy. I ride approximately 2500 miles a year. My wife rides on some of the same routes. We enjoy biking for recreation and fitness.

I read the much-delayed report describing the Plan cover to cover (there is a typographical error on page 63). When I began reading the report I was hopeful that Wilmette would be taking a serious step forward in making the Village a more bike-friendly place and, through the adoption of a Plan, it would make the Village more attractive to individuals and families seeking a great north shore suburb that recognized the importance of biking. That is not the feeling I had when I finished reading the Plan.

While I support the Active Transportation Plan, and I encourage you to move it forward to the Village Board, I regard the Plan as only an incremental step forward—it is almost as if Wilmette thought some action was needed to “check a box” given the great strides of communities such as Evanston to make themselves more bike friendly.

The term “bike friendly” means much more than paint and signage, which are the two things that the Active Transportation Plan provides for the most part. Bike riders are pleased to see increased signage for themselves, so they can follow the established bike routes. And we support increased signage to remind motorists we all share the road. Likewise, we are happy to see an occasional painted bike lane (whether designated with a solid line or a dotted line). None of those, however, protect bike riders as well as the creation of more curb-protected bike lanes, greater use of traffic control signals that are bike friendly, further expansion of the few protected sidepaths proposed in the plan, and more concerted actions by the Village to communicate to all Village residents that bike riders are more than simply tolerated in Wilmette.

My suggestion is that the Village move this Plan forward (we are already considerably behind other communities) but that it also undertake an effort to do more going forward to promote active transportation and biking (i.e. let's not make this an “every few years activity”). Between the alternatives of opposing the consideration of this plan (in which case no coordinated action can be expected on active transportation) and moving the plan forward (and achieving

some modest incremental improvements), I favor the latter. But I really think Wilmette can do more to make itself truly bike friendly.

31. Joel Grossman, 808 Westwood Ln—

To Whom It May Concern:

As an avid cyclist, both for recreation and (eventually, again) commuting, I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

32. Piper Rothschild, 1046 Elmwood Ave—

Dear Commissioners and Board members:

I strongly urge the Commission and Board to adopt the Master Bike and Active Transportation Plan. Wilmette needs to be at the forefront of better, safer biking and walking, and the Plan is a great start to achieving that goal. I walk and/or bike through the Village daily and know that many of the improvements designated in the Plan will make my trips easier and less dangerous.

I commend the Village for developing the Plan and encourage the Board and staff to work diligently and quickly to adopt the recommendations that the Plan proposes.

Thank you very much.

33. Janice Figman—

I support the adoption of the proposed Active Transportation Plan and urge the Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

34. Steve Perry, 86 Temple Ct, Winnetka—

I support the adoption of the proposed Active Transportation Plan and urge the

Commission and Board to implement its recommendations for better, safe biking and walking for all residents.

35. Harry Drucker, 2500 Greenwood Ave—

Dear Ladies and Gentlemen of Wilmette's Transportation Commission:

Thank you for devoting your time to serving on Wilmette's Transportation Commission.

The purpose of my email to you is to express my support for Wilmette's proposed Active Transportation Plan. Biking and walking for getting to work, school or doing errands as well as for recreation or for exercise has numerous obvious side benefits for our community and its residents. The Village would be well-advised to enact polices and adopt plans that promote safe walking and biking in our community.

The proposed Active Transportation Plan is a good first step in the right direction. Our Village should adopt it and use it as a starting place to implement more thorough policies that will truly make Wilmette the leader it should be in providing a safe and robust walking and biking environment for everyone.

Thank you and kind regards.

36. Mary Plante, 1004 Oakwood Ave—

I have lived in Wilmette for 31 years and run outdoors nine hours a week. The greatest enemy of runners, walkers and pleasure cyclists are the cyclists in the outfits and full gear. They speed around families and individuals who are out for a pleasure ride. They don't yield to pedestrians trying to cross the street. They are rude, yell epithets at us and even hold out their arms to threaten safe passage. They also do not obey traffic signals thereby putting drivers in danger, also. In these times of social distancing it is even worse. When I am running on the sidewalk and a family or older individuals are approaching, I will move to the street where I am yelled at and many times have to move to the middle of the street because the cyclists will not make room for me.

Please keep in mind that the "share the road" signs don't mean "move over for the cyclists." I urge you to visit the streets, especially Sheridan Rd, Poplar, Linden and Greenleaf any morning 8:00am to noon. I do not agree with giving these cyclists any more of our streets. The money can go elsewhere and more paths will not work with these people. A few years ago, the police bicycle unit was giving citations to these cyclists if they did not follow traffic laws and/or put someone else in danger. That worked until it was disbanded.

37. Richard Nedhardt—

I believe that it will be a total waste of money to build this tunnel. This tunnel would be a redundant crossing to either Glenview Road or Lake Avenue. It would be another infrastructure item to maintain for millennia. It would invite issues that are probably going to require police action.

38. Kenneth Obel—

I am writing in strong support of the Active Transportation Plan. I encourage the Board to approve it at its first opportunity and the Staff to actively implement its recommendations so that bicycling and walking will be safer, easier, and more enjoyable throughout the Village. There is so much that can be done so easily; once we do these things, we will – I guarantee you – be so satisfied and never look back.

First and foremost, with the Greenleaf resurfacing project nearing completion, bike signage and infrastructure should be implemented right away – especially in view of the absence of accommodations in the Central Street project. If the expectation is for cyclists to use Greenleaf, then it will be necessary to make Greenleaf as desirable (or more desirable) than Central. I wish to note here that Greenleaf is currently the officially designating East-West bike route in East Wilmette and this continues to be the case under the Plan. We have an immediate opportunity to implement the Plan and indeed, to do even better than what the Plan suggests. Greenleaf should become a model of great bike

infrastructure in our Village, and we should be extremely creative and forward-looking in our measures.

I speak of course for myself, but my feeling is that there is widespread support for better bike and pedestrian infrastructure in our community.

Thank you for taking my input.

Very truly yours,