



Engineering and Public Works  
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Date: February 17, 2020

To: Transportation Commission

From: Brigitte Berger-Raish, P.E., Director of Engineering and Public  
Works Dan Manis, P.E., Village Engineer  
Danielle Horn, P.E., Project Manager

Re: Supplemental Material – February 18, 2020  
Transportation Commission Meeting

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Please find enclosed additional resident communication that is supplemental to the agenda material provided for the February 18, 2020 Transportation Commission meeting concerning the Master Bike and Active Transportation Plan.

Name	Message optional	Your Location	Response
Steven Jansen	<p>Signage is critical. At each entrance to the community, drivers should be reminded that we are a share-the-road state and that motorists should stop for pedestrians at all crosswalks, marked or unmarked. For example, there is an unmarked crosswalk where Oakwood Ave crosses Green Bay Rd. Residents in the neighborhood often cross here to access Jewel-Osco and other commercial businesses on the W side of GB. This would be a perfect place for a "Stop for Pedestrians" sign to remind motorists of the laws, calm traffic, and allow residents to cross safely.</p> <p>"Sharrows" symbols on the pavement are helpful and should be used on all main streets with lots of traffic which allow cycling. However, they should not be enclosed in white lines nor be placed in the right gutter. They should be placed in the traffic lane to remind motorists of the hazard they pose to cyclist on the road. Cyclists know they are on the road and in danger from distracted drivers. It is the motorists who should be reminded of the laws, not the cyclists. Lines and Sharrows in the gutter also imply to drivers that that is where cyclists must ride. That is not true. Cyclists must ride as far to the right as is practicable and safe. That often means riding well out into the lane to provide at least 3 feet from parked cars to prevent "dooring", avoiding potholes that can cause a crash or rim destruction, avoiding slippery manhole covers and storm drainage grates, avoiding piles of wet leaves, and properly turning left. Sharrows should be out in the traffic lane as reminders to motorist.</p> <p>Signs informing motorists to give at least 3-foot clearance when passing a cyclist should be placed at major entrances to our bike- and pedestrian-friendly community.</p>	925 Oakwood near the dangerous Green Bay crossing	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan, they will be shared with the Transportation Commissioners and entered into the record. If you require any additional information, please feel free to contact us.
Pete Brennan	<p>In its present layout, this plan is impressively comprehensive. Of course, it's never possible to satisfy all interests. As a teacher at Avoca West School I'm once again expressing my enthusiastic anticipation of the Skokie Valley Trail extension. This will allow students safe biking and walking options north and east of the school. Thank you for including this in the plan! I'd also like to express my great appreciation and respect for the members of this commission.</p>	Glenview resident.	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan, they will be shared with the Transportation Commissioners and entered into the record. If you require any additional information, please feel free to contact us.
Tamara Teppo	<p>While I'm not currently living in Wilmette, I was active in bike safety in the schools and a regular bike rider in Wilmette. A lot of thought and work has gone into this plan, I hope that it will be sincerely considered. One of the great aspects of living in Wilmette is the ability to walk or bike to almost any location. However, being able to safely as children and teens as well as adults will make Wilmette truly unique.</p>	Homeowner and on/off Wilmette 20-year resident. Our current home is near the intersection of Lake and Ridge.	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan, they will be shared with the Transportation Commissioners and entered into the record. If you require any additional information, please feel free to contact us.
William Muno	<p>Overall, the Plan seems to be quite well done. I do have a concern about the option to create a bike lane next to the curb with parking to the outside of the bike lane. Evanston has done this, and I find it to be both confusing and not very useful for drivers and bikers. I strongly recommend that this option not be used within the Village of Wilmette.</p>	2319 Schiller Avenue, Wilmette, IL 60091	Thank you for your comment on the plan. All comments are being shared with the project team for review and will also be shared with the Transportation Committee. The plan does not include a recommendation for parking-protected bike lanes for any street in Wilmette as has been done in Evanston.