



1200 Wilmette Avenue  
Wilmette, IL 60091

DEPARTMENT OF  
ENGINEERING AND PUBLIC WORKS

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**NOTICE OF MEETING  
of the  
TRANSPORTATION COMMISSION**

**Tuesday, February 18, 2020 at 7:00 P.M.  
Council Chambers  
Wilmette Village Hall  
1200 Wilmette Avenue, Wilmette, Illinois**

**AGENDA**

1. Call to Order
2. Approval of Minutes of the October 1, 2019 Transportation Commission meeting
3. Presentation and approval of the Village of Wilmette's Master Bike and Active Transportation Plan
4. Public Comment
5. Old Business
6. New Business
7. Adjournment

**Chair, Libby Braband**

IF YOU ARE A PERSON WITH A DISABILITY AND NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN AND/OR ATTEND A VILLAGE OF WILMETTE PUBLIC MEETING, PLEASE NOTIFY THE VILLAGE MANAGER'S OFFICE AT (847) 853-7509 OR TDD (847) 853-7634 AS SOON AS POSSIBLE.

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1200 Wilmette Avenue  
WILMETTE, IL 60091

Engineering and  
Public Works Department

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**MEETING MINUTES**

**TRANSPORTATION COMMISSION**

**TUESDAY, OCTOBER 1, 2019  
7:00 P.M.  
COUNCIL CHAMBERS OF VILLAGE HALL**

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Members Present: Chair Libby Braband  
Commissioner Issac Gaetz  
Commissioner Benjamin Schmitt  
Commissioner Randall Tyner  
Commissioner Nathan Kebede  
Commissioner Jill Hayes  
Commissioner Andrew Levy

Members Absent: None

Staff Present: Brigitte Berger-Raish, P.E., Public Works Director  
Dan Manis, P.E., Village Engineer  
Dan Smith, P.E., Engineering Assistant  
Kyle Murphy, Police Chief

Guests Present: Jeff Martin, 732 Park  
Denton Darnutzer, 728 Park  
Glenn Warning, 712 Park  
Susan Karol, 712 Park  
Veronica Leitner, 1327 Central  
Merele Gleeson, 1325 Central  
Mike Zarski, 2116 Birchwood  
Julie Gustafson, 720 Park  
Patti Perry, 715 Park  
Mike Perry, 715 Park  
Martha Lettner, 1320 Central  
Kathleen Lettner, 1320 Central  
Jeff Axelrod, 631 Central

**I. CALL TO ORDER.**

Chair Braband called the meeting to order at 7:00 p.m., and took role of the Commissioners.

**II. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF MAY 23, 2019**

Chair Braband directed the Commission's attention to the draft minutes of the Transportation Commission meeting of May 23, 2019.

Commissioner Gaetz moved to approve the minutes. The motion was seconded by Commissioner Tyner. There were no changes noted to the minutes. **The motion was approved by a unanimous voice vote.**

**III. PARKING RESTRICTION CHANGES TO THE 700 BLOCK OF PARK AVENUE AND 1300 BLOCK OF CENTRAL AVENUE**

Village Engineer, Dan Manis provided a summary of the existing parking restrictions on the 700 block of Park Avenue and the 1300 block of Central Avenue and outlined the process in the Village Code for residents to petition the Transportation Commission for resident permit parking restrictions. Petitions received from both blocks met the required number of signatures. The 700 block of Park had previously submitted a petition requesting permit parking in 2007 and 2008 but was not successful at that time. Mr. Manis summarized current parking usage on the two streets, based on observations by the Police department. Staff recommended adding permit parking to both blocks and consolidating two different restrictions on the 1300 block of Central by eliminating the existing "No Parking 8am to 10am Monday thru Friday" and maintaining the "2 Hour Parking 8am to 6pm Monday thru Saturday" for consistency on the block.

Commissioner Gaetz asked if there was any opposition to the parking changes. Mr. Manis replied that notifications were sent to adjacent blocks, and that no comments had been received.

Commissioner Schmitt noted that there were multiple signatures for some households, and Mr. Manis stated that the petition was counted on a per address basis.

Chair Braband asked if there were any other questions from the Commission or from the public.

Chair Braband asked if separate motions were needed with regard to the changes on both blocks, and Ms. Berger-Raish replied that there would need to be two motions.

Jeff Martin, 732 Park, stated that the 800 block of Park has permit only parking and an alley, and has to move two cars around to get a car out of the garage. He has also received tickets for parking on the street in front of house.

Mike Perry, 715 Park, missed petition when it was brought around. Has parking issues when his son comes to town, and wanted to voice his support for the changes.

Patti Perry, 715 Park, has to search streets including across Green Bay Road to look for parking. Would like permits like the other streets in the area.

Susan Karol, 712 Park, shares a driveway with two other neighbors, in some cases has to call neighbors to have cars moved to get a car out of their garage. Not being able to park on the street in front of their home can create issues at times.

Denton Darnutzer, 728 Park, his 16-year-old just got a car, and says a lot of traffic from Green Bay Road travels on Central. He once got into an accident backing out of his driveway.

Merle Gleeson, 1325 Central, noticed that postal workers move their cars every two hours. Visitors have had to park at the library lot because it is the nearest available.

Commissioner Gaetz reviewed the historical minutes and noticed that some of the same names are on both petitions.

Kathleen Lettner, 1320 Central, they have 5 cars and have been ticketed multiple times.

Commissioner Schmitt asked what the protocol is for asking for permits, and Mr. Manis responded that he believes residents get permits based on the number of vehicles registered, and that there is no fee.

Commissioner Tyner asked about visitors, and Mr. Manis responded that visitor passes are available. Commissioner Gaetz asked if the 2-hour restriction for non-permit holders would remain, and Mr. Manis confirmed.

Chair Braband asked if there was any additional comments.

Chair Braband read the motion to change the 1300 block of Central to a 2-hour restriction from the existing 8 am to 10 am restriction. Commissioner Gaetz moved to approve the motion. The motion was seconded by Commissioner Tyner. **The motion was approved by a unanimous voice vote.**

Chair Braband read the motion to provide by-resident parking on the 1300 block of Central Avenue and 700 block of Park Avenue. Commissioner Tyner moved to

approved the motion. The motion was seconded by Commissioner Gaetz. **The motion was approved by a unanimous voice vote.**

#### **IV. PUBLIC COMMENT**

Jeff Axelrod, 631 Central, inquired about the current status of the Master Bike and Active Transportation Plan. Mr. Axelrod asked that the Commission direct the board to resume work on the Master Bike and Active Transportation Plan. Ms. Berger-Raish provided an update, stating that the Village Manager's office communicated with members of Bike Wilmette, and that due to current workload, the decision was made to postpone further discussion on the Master Bike and Active Transportation Plan until the first quarter of next year (2020). Mr. Axelrod commented that there have not been any formal communications regarding the Master Bike and Active Transportation Plan. Ms. Berger-Raish stated the Village Manager's office will determine the next communication. Mr. Axelrod asked if staff had directed the consulting engineers to avoid specific roads for proposed bike routes. Ms. Berger-Raish added that staff acts as a resource to hired consultants and provide information for design decisions.

Chair Braband asked if there was any additional public comment, there was none.

#### **V. OLD BUSINESS**

Mr. Manis provided an update regarding the speed radar signs and ComEd grant application. The grant application was unsuccessful, but Staff would proceed with purchasing the speed radar signs with traffic calming funds per the motion approved at the May 23, 2019 meeting. The speed signs would be deployed on a rotating basis throughout the Village. Commissioner Gaetz asked when the signs would be purchased, and Mr. Manis said the purchase would occur before the end of the year. Mr. Manis also stated that Staff was working on a request for proposals for traffic calming for the Kenilworth Gardens neighborhood. Locust Road is on schedule for mid-November final completion and a mid-block rapid flashing beacon is proposed to be installed. Mr. Manis also discussed proposed improvements for Wilmette Avenue and Central Avenue, which include pedestrian and traffic safety improvements. The Master Bike and Active Transportation Plan is in draft form and ready for public review, which will be presented at a future meeting. No formal action was taken.

#### **VI. NEW BUSINESS**

Mr. Manis presented an informational email regarding Northwestern event parking on the 100 block of 4<sup>th</sup> Street. Possible Evanston zoning changes could potentially change usage of Welsh-Ryan Arena. The allowed maximum capacity would be reduced from 10,000 to 7,000, with professional events allowed. Mr. Manis stated that if the proposed changes by Evanston were adopted and created impacts in the neighborhood, they would be presented to the Commission. No formal action was taken.

## **VII. ADJOURNMENT**

Commissioner Gaetz moved to adjourn the meeting. The motion was seconded by Commissioner Hayes. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned at 7:36 p.m.

Minutes Respectfully Prepared by Dan Smith, P.E.



Engineering and Public Works  
Department

(847) 853-7500  
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Date: February 18, 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: Presentation and Approval of the Village of Wilmette's  
Master Bike and Active Transportation Plan

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## **Recommendation**

Transportation Commission approval of the Master Bike and Active Transportation Plan.

## **Background**

The formation of the Master Bike Plan Advisory Group was announced in June 2016 and tasked with developing recommendations on a community process and appropriate scope of work for a consultant to prepare a comprehensive bicycle master plan. After meetings in August and November of 2016, the advisory group activities were temporarily put on hold since funding was not available to complete the master plan in 2017. However, after funding was allocated for the fiscal year 2018 budget, staff met with the advisory group members to identify desired components of a master plan to use in the request for proposal (RFP) development. In April 2018, Civiltech Engineering together with their sub-consultant, Active Transportation Alliance (ATA), were selected as the project team for development of the plan.

An extensive public engagement process was included as a component of the Civiltech team's scope of services. Feedback from the public engagement activities would play a key role in determining the goals and benefits of the master plan. Outreach efforts to solicit feedback included the following activities:

- Attendance at Summer Fest;
- Two open houses;
- Five focus groups with key stake-holder groups, such as schools, the park district, the library, and local advocacy groups;

- One-on-one office hours;
- Online comments through the project website; and
- On-line interactive map.

The Village used all of its communication channels such as the Village newsletters, email distribution lists, e-news, signage and several mailers, to get the word out about the project.

After review of existing conditions, the project team held the first open house in September 2018 to give the community an opportunity to share their thoughts on how to improve walking and biking conditions in Wilmette. Based on feedback received, draft recommendations were presented at a second open house meeting held in February of 2019. Additional feedback was received through on-line comments and community office hours, which led to further revisions of the draft recommendations and development of the draft Master Bike and Active Transportation Plan.

## **Discussion**

The draft Master Bike and Active Transportation Plan was developed after receiving ample feedback from the community. Some noteworthy changes since the February 2019 meeting include the following:

- Adding wayfinding and advisory “bike signage only” to some segments;
- Showing several segments as having “multiple options”; and
- Adding an alternate location for the Edens Pedestrian Overpass/Underpass.

The current draft Master Plan was posted to the project website on January 29, 2020 and released to the public for comment. Attached are comments received since the posting and responses provided by the project team and Village staff.

At the February 18 meeting, Civiltech and ATA will give a presentation on the Master Bike and Active Transportation Master Plan, followed by public comments and Commissioner deliberation. After Transportation Commission approval, the plan will be presented to the Village Board for final approval.

## **Documents Attached:**

1. Resident comments regarding the master plan

Name	Message optional	Your Location	Response
John Yaworsky	<p>Who is paying for all this material? I do not have the time to wade through all this. Just tell me, yes or no, if there is going to be bike lanes on lake ave east of the railroad tracks. It is a horrendous idea. Forest is perfectly adequate for eastbound traffic.</p> <p>I will consider legal action to block if it is proposed, study after study or not. The number of accidents there (in front of my house and 1/2 block east) has not been talked about enough, nor has the amount of traffic. This is a terribly dangerous idea. So dangerous that I would like to know who this is serving and why it is even being considered? If forest isn't adequate, there are sidewalks!</p>	1119 Lake Avenue	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. Lake Ave between Green Bay Road and Wilmette Ave is identified in the plan as having multiple options. One option that will be considered is a road diet, which would include removing one parking lane and reducing the roadway to two travel lanes, one in each direction. Another option includes advisory bike lanes, which would not necessitate the removal of parking. These options would be contingent upon a future detailed engineering study, and additional public input would occur as part of that process. The proposed facilities listed in the plan are based upon community feedback and represent the needs and desires of the community as a whole.</p>
Craig Howard	<p>Crossing Lake on foot at 12th street on the way to Metra station is an extremely dangerous venture in the morning. People driving west on Lake are typically racing to make the light at Greenbay before it changes &amp; ahead of the next train. Those facing north on 12th, &amp; looking to make a left onto Lake, including recently the Wilmette parking enforcement officer, rush to get into Lake traffic often without seeing or stopping for pedestrians who try to cross during the same break in Lake traffic. I've almost been hit on a number of occasions over the past 12 years &amp; I know of one neighbor who was hit at that intersection. A green sign (or better still, a stop sign) would give the many pedestrians from northeastern Wilmette a break &amp; greater safety in walking to Metra, especially in the mornings.</p>	Resident w/ home on 12th & Ashland. 1137 Ashland Ave	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The Lake Avenue corridor between the Green Bay Trail and Wilmette, including the intersection of 12<sup>th</sup> Street and Lake Ave. will be reviewed during a future engineering level study prior to implementation of any improvements. Any changes to this corridor anticipated to provide a safety benefit to the intersection of 12<sup>th</sup> Street and Lake Ave.</p>
Carol Johnson	<p>I do not own a car and walk ,ride my bike, and take public transportation. When it snows and rains the sidewalks freeze and make walking difficult. I would like to see the sidewalks cleared and salted more. I would like to see the route 4222 bus service restored on Saturdays and Sundays.</p>	I own a co-op at 402 Laurel in Wilmette.	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The commuter and business sidewalks are the first sidewalks to be plowed and salted after a snow event 2" or greater. These are typically cleared before 6 am for commuter routes and 8 am for business routes and done simultaneously with the arterial streets, which are the main priority in plowing operations. Please see the Snow and Ice Control for the Village for more information. <a href="https://www.wilmette.com/village-services/snow-ice-control/">https://www.wilmette.com/village-services/snow-ice-control/</a>. Please contact the CTA regarding bus services. <a href="https://www.transitchicago.com/contact/">https://www.transitchicago.com/contact/</a></p>
John Rice	<p>I have a driveway that leads to Lake Avenue as do my neighbors across the street and others on 8th street to 9th street. I am concern that backing out to bike riders would be dangerous. It is all ready dangerous to back out into car traffic but adding bike riders would make it even more dangerous. Lake Avenue has prohibited bike riders and now you want to use it as a main artery? The car traffic on it in addition to parking lanes on the north side make it too tight for bikers. If you prohibit parking on Lake Avenue and restrict my access to Lake Avenue through my driveway would be unacceptable to me. I had made these comments in your prior proposal. Thank you, John Rice</p>	Resident at Lake Avenue just east of 9th street on the north side	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. Lake Ave between Wilmette Ave and Michigan Ave is identified in the plan as having multiple options. The option that will be considered is a marked shared lane, which provides a defined zone for where bikers would be expected to ride. The other option is a bike boulevard. Both options would not necessitate the removal of parking. These options would be contingent upon a future detailed engineering study, and additional public input would occur as part of that process.</p>
Tom Board	<p>Hi. I am the property manager for Trinity Church at the corner of Lake and Wilmette Ave (1024 Lake). Looking over the most recent proposed map and explanation you provided, I simply want to reiterate our church's concern that the north side of Lake St be available for parking at any time (as it is today). This parking is used by our congregation for Sunday services. It is also used for funerals, weddings, and regional gathering of our churches. Most importantly, this parking is essential for our annual October "Pumpkin Patch", a 22 year-old tradition that is an important mission fundraiser for our congregation. This parking is necessary for unloading pumpkins and for our customers (Wilmette residents and many others from around the North Shore) when they purchase pumpkins. Please reach out to me should you need additional information - and please include me in future communications on this plan. Thank you.</p>	1024 Lake St - Wilmette and Lake - Trinity UMC	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. Lake Ave between Green Bay Road and Michigan Avenue is identified in the plan as having multiple options. The option that will be considered is a marked shared lane, which provides a defined zone for where bikers would be expected to ride. The other option is a bike boulevard. Both options would not necessitate the removal of parking. These options would be contingent upon a future detailed engineering study, and additional public input would occur as part of that process.</p>

Name	Message optional	Your Location	Response
Lauren Litchfield	<p>It is very difficult to bike to Edens Plaza and the other stores near Lake/Skokie Blvd. There are no bike racks either. Wilmette Ave is also a very scary place to bike- cars turn it into 2 lanes and they speed. Glenview Road has the same problem (and here it is more Challenging as there are areas without a sidewalk alternative).</p>	Resident near Hunter/Wilmette Ave.	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The master plan identifies several areas that can benefit from added bike parking based on stakeholder feedback such as yours and a review of bicycle destination. Edens Plaza is one of those destinations identified in the plan.
Dennis Roberts	<p>It's good to see Wilmette planning to enhance bike and active transit pathways. Specific to my neighborhood, Hibbard Rd is in terrible condition; I hope that the proposed paths will include sidewalks and complete demolition and resurfacing of the Hibbard. In addition, some residents whose back yards are on Skokie from Hibbard to Lake do not routinely groom behind their fences. Either the city will have to take over maintenance of the Skokie backyards or residents will need to be required to start taking care of these areas.</p>	Resident at 720 Lacrosse Ave - backyard on Skokie close to Hibbard/Skokie intersection	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. Resurfacing of Hibbard would be a County project. Maintenance of the path along Skokie Blvd would be in coordination with the state, as the Village does not have jurisdiction over Hibbard or Skokie Blvd.
Ben Tolsky	<p>In looking over your plans I saw a few major oversights. First along the east frontage road it look like you are going to add a sidewalk from Old Glenview Rd that will connect to the sidewalk that begins at the Skokie border. I'm extremely grateful you are doing this, this is a major problem and something that I said is much needed. However, you are only solving half the problem. That would still leave a much larger section of Frontage between Lilac and Old Glenview without a sidewalk. Without building the sidewalk all the way you are only serving residents who live along Old Glenview and Hibbard, this would be a much used sidewalk as it would allow residents who live closer to the highway to be able to walk to Old Orchard.</p> <p>At Glenview and Crawford, I do like how you added bike lanes and eliminated the westbound "shortcut" to Wilmette. Even better you have made it a single lane in each direction. However, you have not included left turn lanes. It is very common for Eastbound traffic on Glenview to turn left onto Hunter and frequently I will see cars swerve into the right lane to get around a car turning left. Without left turn lanes those cars will be swerving into bikes which will become a major safety problem. I think that you absolutely need to include left turn lanes here to make this a much safer intersection.</p> <p>Finally, I don't see any mention of building a sidewalk on the north side of Glenview Rd between Romona and Crawford, only widening the south side sidewalk. Why should residents who live north of Glenview be forced to cross a major street twice if they want to walk or ride their bikes along this route?</p>	resident of 339 Lamon	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The plan does include a recommendation to consider new sidewalks along various locations throughout the Village, specifically naming the frontage roads as one of those recommendations. The Village's sidewalk policy will remain the key instrument for implementing new sidewalks in order to fill gaps in the network. The purpose of the sidepath provided in the plan will serve to fill a connection between the facilities along Hibbard Road to connect with our neighboring community to the south.</p> <p>Left turn lanes will be included on Wilmette at the Crawford and Hunter intersection.</p> <p>A sidepath is one of the options considered under the multiple options shown along Glenview Road. Further detailed engineering study would determine which side of the road to place it on to minimize impacts on existing infrastructure such as trees and utilities.</p>
Joshua Mark	Greenbay and Washington	Business Owner...I commute from Skokie by bike and electric car	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.

Name	Message optional	Your Location	Response
Dale Green	<p>Hi - I commend the plans that are being taken but have one piece of feedback</p> <p>The document states that 'The Plan includes recommended strategies to make the Village more walkable and bike-friendly' but I only see plans for bikes</p> <p>I walk from Washington Ave to Linden station along Washington then 4th - my issue is that the sidewalks don't drain from rain and snow so either become flooded and/or treacherously icy in winter</p> <p>I also like to run in the area and again the sidewalks are terrible after bad weather</p> <p>In both situations I end up walking/running in the road which isn't very safe</p> <p>What plans are place to get the sidewalks to drain? Could some of the storm water project money / rebates be focussed here too?</p> <p>Many thanks</p>	424 Washington Ave, Wilmette	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. There are a number of locations identified in the plan that either are identified for a sidepath or that will be considered under multiple options. The sidepath will function as a sidewalk in some areas that currently have none. Additionally, the intersection improvements will improve crossings for pedestrians. Finally, there is a section in the plan titled "Additional Pedestrian-Specific Infrastructure Improvements" that highlights enhancements Village-wide to improve existing pedestrian facilities (see page 60). Priority locations for pedestrian improvements as well as general pedestrian design recommendations are also provided in the plan.</p> <p>The commuter and business sidewalks are the first sidewalks to be plowed and salted after a snow event 2" or greater. These are typically cleared before 6 am for commuter routes and 8 am for business routes and done simultaneously with the arterial streets, which are the main priority in plowing operations. Please see the Snow and Ice Control for the Village for more information. <a href="https://www.wilmette.com/village-services/snow-ice-control/">https://www.wilmette.com/village-services/snow-ice-control/</a>.</p>
Sarah Titterton	<p>I think this has failed as a bike plan.</p> <ol style="list-style-type: none"> <li>1. How are kids going to connect to New Trier or WJHS/Highcrest without a high comfort level trail on Ridge. There really is no need for parking on the east side of Ridge. A SAFE door free buffered bike path is desperately needed. I won't use a bike advisory path on that street and neither will my kids. And this is from someone who almost exclusively bikes to destinations from April to November.</li> <li>2. What about the bike/kid crossing on Ridge Road that connects Highland and Washington "boulevards"? Right now the crossing is terrible. How about a blinking light? A bumpout?</li> <li>3. Illinois Road. Really? That road needs to 1 slow down and 2 have a path along the entire road for bikes and pedestrians. Without addressing this, you are ignoring a strong need.</li> <li>4. Wilmette Ave. and 10th. This was probably the biggest miss. To be swayed to not address this by a few people's desires is sad. It benefits the whole community and the region to have high comfort level travel on this street.</li> </ol>	1700 Forest Ave.	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The intersections of Ridge Road with Highland and Washington are both offset intersections. The plan includes a list of recommended potential tools and traffic calming devices that can be used to improve safety, user comfort and visibility at offset intersections. Some of the possible tools are curb ramps, detectable warning pads, bike/ped crossing signs, bike crosswalks, bump-outs, rectangular rapid flashing beacons, etc.</p> <p>Illinois Road between Thornwood and Wilmette is identified as receiving bike signage only. Wilmette Ave and 10TH are also identified to receive bike signage only.</p> <p>If you require any additional information, please feel free to contact us.</p>

Name	Message optional	Your Location	Response
Tara VanderKamp	<p>My family lives at 1130 Lake Ave which is located on the north side of Lake Ave. between Greenbay and Wilmette Ave. From what I can tell from the newest information and renderings, it appears the proposed bike lane in this stretch of Lake Ave. will restrict parking to one side of Lake Ave. Can you confirm which side that would be on? It appears to be on the north side. Is that correct? If that is the case, would we no longer be able to park in front of our home, much less even pull over in front of our home? We purchased our home with the ability to do these things. This would be a major inconvenience for unloading groceries, dropping and picking kids up, Uber pick-ups and so on. Am I missing something here or will some allowances be granted?</p> <p>While I am all for a road diet (especially because it will reduce the size of the intersection at Lake and 12th finally making for a safer pedestrian crossing there!), why is a bike lane being proposed and not a bike boulevard (like what is being proposed down Lake Ave., east of Wilmette Ave.)? From what I can tell, a bike boulevard would accomplish a getting bike lanes down Lake Ave. without compromising parking on both sides of Lake Ave.</p> <p>Looking forward to hearing more on this.</p> <p>Thanks, Tara VanderKamp</p>	1130 Lake Ave. Wilmette, IL	<p>The section of Lake Avenue that you are on is designated as a "multiple options" route. These routes begin to be summarized in the plan starting on page 52. The multiple options listed for this portion of Lake Avenue are "road diet w/ conventional bike lanes" and "advisory bike lanes".</p> <p>The conventional bike lane option would require removal of one of the parking lanes, however, the other parking lane would then be available all day instead of just nights and weekends. The side of the street would be determined during the course of an engineering level study prior to implementation. The advisory bike lanes option would maintain both parking lanes which would also be available all day.</p> <p>It is intended that both of these options would be considered during an engineering study process that would detail all traffic and parking impacts prior to making a recommendation on either of the options. The study process would also include focused public feedback meetings to determine support for the options. Based on several interactions I've had with neighbors, it appears that it would be difficult to gain support for the conventional option as proposed.</p>
Dave Earnest	<p>I am concerned that still nothing will be added to Illinois Road between 41 and Hibbard. I see that there "needs to be research or more looking into" on how to use the space in the village research write up, but it seems so simple to widen Illinois to the north a few feet on the Northfield side and then have dedicated bike lane on the south side of Illinois that goes right into the new 41 development. Also, will there be a way to easily cross 41 from Illinois? Like a button to push at a crosswalk to let cars traveling northbound on 41 to stop to allow bikers to cross? Finally, my last concern is the speed limit on Illinois, 30 with no side walks is too fast. I know it is a Cook County road, but the speed limit should be 20 or 25 since there is no sidewalk. If a lane share is added to Illinois, I strongly think the speed limit should be lowered to 20 or 25. Thank you for all your work on this subject and I look forward to see how the village addresses this need for more bike access to the new trail to the west.</p>	Wilmette Resident that resides on Illinois Road.	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. This stretch of Illinois Road has multiple options to consider, and will require additional detailed engineering study as you pointed out. The challenge here is that the north side of the street is in the Village of Northfield, with the divide between the 2 Villages falling somewhere near the centerline of the road. Land acquisition would be needed to build the sidepath, and on the south side there are numerous utilities and a significant number of trees. To build bike lanes would also require expanding the roadway, which will fall under the State's jurisdiction.</p> <p>A crossing of Hwy 41 at the signal near the Edens Plaza is one consideration to enhance connectivity in this area as part of the Lake Ave and Skokie Phase 1 project.</p>
Perry Pakravan	<p>There is no need to spend money or narrow the roads further. Makes no sense to designate certain streets as bike streets, with the only result of making the village more inflexible. What makes sense is to communicate and communicate and communicate with all the residents so that the drivers are respectful of bikers on the road. Putting signs on few busy roads would help. Encouraging bikers to have blinking red lights or front lights would help. No need for any restrictions or massive expenditure.</p>	thornwood ave; west of ridge	<p>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.</p>
Dave Wisel	<p>I am most interested in not creating any more auto traffic bottlenecks to accommodate bikes. It is already difficult to get around using Wilmette Ave, Lake Ave and Green Bay, especially where it is a single lane in each direction. I did attend one meeting a while back and it was obvious there is a vocal pro-bike group but they do not reflect the entire village and many of them are not Wilmette residents. I do not want non-residents creating more traffic issues to accommodate bike riders six months a year. Thank you.</p>	Resident, 443 Sandy Lane, Wilmette	<p>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.</p>
Eric Carty-Fickes	<p>Maple and Golf Terrace It would be fantastic to have a sidewalk that extends east all the way from Golf Terrace to the bridge on the south side of Maple. In addition, there should be safer crosswalks across Maple. There are many children crossing each morning to get to the bus stop and it's dangerous with all of the traffic.</p>	I'm a resident, living at 216 Golf Terrace	<p>Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The Village's sidewalk policy that is currently in place will remain the key instrument for implementing new sidewalks in order to fill gaps throughout the network. Crosswalks are provided at stop controlled intersections along Maple, and pedestrians are encouraged to cross at those locations.</p>

Name	Message optional	Your Location	Response
David Koch	<p>While the developed plan inventories the challenging intersections/areas for pedestrian safety - there appears to be little specificity to improvements being contemplated. One of the most dangerous categories of these crossings are the ones NOT at major intersections, and where auto traffic does not yield to pedestrians, often not appropriately following traffic rules, etc. The five way intersection of Wilmette and Lake is one example. Other key walking cross streets of Lake are others. Look at what Evanston has done to provide better safety for reference. Thanks for your work and for considering.</p> <p>The plan does not address the lack of bicycle access to downtown. The decision by the village to not address bicycle traffic on the streets downtown leave only the sidewalks, where businesses ask bicycles not to ride.</p>	Resident, 1041 Forest Ave.	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The plan presents a variety of intersection types and includes a menu of treatments that can be used to improve each intersection. Lake at Wilmette and 10TH is categorized as an offset intersection. Treatments vary based on configuration of the intersection, and a traffic study may be required.
Jeffrey Hlavacek	<p>Also, a large part of the plan includes "bike boulevards." Unless I'm misreading, this is just the existing street with a bicycle painted on it. This will do nothing to change the current difficulties that bicyclists have riding in Wilmette.</p>	Washington 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.
Stephen Messutta	<p>I live at 1043 Manor Drive. It is the last street in town connecting Lake Ave to Illinois Rd and thus Northfield. It is in School District 37 and the Lake/Skokie Bvd/Edens interchange area is considered hazardous by the Illinois State Board of Education. We have no streetlights; the Village relies on private home owner lawn lights. We have only a narrow sidewalk on 1 side: dog walkers use that side for pooping and peeing in summer, and in winter the Village plows our driveways shut so the sidewalk is useless. People rent out their driveways for Loyola overflow and Manor is a mess twice a day during school days: owners put their cars in the street to maximiz PAID student parking. We are always on the short list of leaf pickups. It took heaven and earth to get traffic calming (which has NOT been maintained) due to Northfield, New Trier West, Loyola, IDOT and other traffic. Exiting Manor onto Lake eastbound is virtually impossible during rush hour but people try it, backing up traffic. How more accidents don't happen there is a miracle. Why do I say all of this?</p> <ol style="list-style-type: none"> <li>1. We need real lights and sidewalks.</li> <li>2. You want to add bike and other options to Laramie: during school days/hours this will not only narrow travel lanes but create new crossover hazards at the school's many entrances/exits. As it is even stopping to drop a letter in the USPS mailbox in front of the school is a challenge as there is no parking or stopping space. If anything: widen sidewalks so that walkers and bikers can share them. It's more costly but frankly the street markings will just fade quickly and become an maintenance nightmare.</li> <li>3. There isn't even a crosswalk at Manor/Illinois or New Trier Ct/Illinois. Why? There is a church at the corner too, with a school! Many people park in the neighborhood with children and have to navigate Illinois with no safe crosswalk!</li> <li>4. Sidewalks aren't wide enough for walkers/bikers.</li> <li>5. An alternate bike route across the Edens would be great: attempting to navigate the bridge over the Edens with the on/off ramps is challenging, especially with no pedestrian stop signals. BUT: paralleling Exit 41A off the Edens exiting onto the W side of Skokie Blvd is dangerous. But it's cheap. What should happen is a bridge like the one over Lake W of Harms. This one could connect Illinois Road again and not create another hazard with cars at the light at Skokie Bvde &amp; Edens Plaza N of Lake.</li> <li>6. In the end I see very limited utilization - summer, parts of fall and what we laughingly call spring around here. Six months a year I see nothing but new hazards, new perpetual maintenance (DPW couldn't even fix Manor and couldn't even repaint the calming humps - which led to more bottoming out and damage to the main pavement!!!!).</li> <li>7. A simple INITIAL solution might be to widen one or both sidewalks on Lake and Wilmette Aves from Green Bay to Skokie Blvd and provide proper signalling/crosswalks. The walks are inadequate for concurrent biking and walking, are in so-so shape, and presently biking isn't even supposed to happen on them!~</li> </ol>	1043 Manor Drive	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.
ANDREW GUSTAFS	<p>We're very supportive of the plan and the investments required as we believe it's important the Village is a safe place for pedestrians and bikers. We'd encourage the plan to also look at Park between Central and Lake, as this is a very busy street (car volumes around 3k a day) despite being a local street. We think it's important this continue to be a local street since it's all residential, but some sort of bike and pedestrian protections would be additive to the community. We also think fixing up Wilmette's section of the Green Bay Trail would be a great improvement. There is currently a stark difference when going from Wilmette to Winnetka on the Trail. Thanks</p>	Resident. On Park Ave between Central and Washington	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.

Name	Message optional	Your Location	Response
Larry Craig	<p>I haven't ridden my bike in years, but in the late 90s, I rode my bike to work everyday. Year round. I worked in Northfield, live in Wilmette. I think it was 5 miles if I rode directly there. Going to work I rode my bike all over the place. I went through Winnetka, Kenilworth, Glencoe, the Forest Preserve, and Wilmette, of course. Always going a different way every day. My point is that I don't understand the need to spend millions of dollars (everything in government costs millions of dollars these days, don't they?) on all this work. Do they think more people will ride their bikes then? People who are going to ride are going to ride. I rode my bike everywhere when I was a kid too.</p> <p>Governments, city, state, federal, are all spending too much money. Period. Like children with credit cards. They don't care who pays for it all. Just spend it. Enough. I think you're wasting our money. I did see some under or over passes I think those are cool.</p>	Wilmette resident, Ridge and Lake	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.
Dan Magestro	<p>The Plan includes an assessment of Lake Ave. west of Green Bay Rd., concluding that no changes are recommended due to traffic volumes, potential impact on queues, etc. While this is sensible given Lake Ave.'s current design and use, light traffic calming measures could help improve long sections (primarily west of Ridge Ave.) that are harsh for pedestrians and currently disallow bikes on road completely. Light measures could include increased tree density in the tree lawn, lower-height decorative street lamps, and potentially medians along stretches of Lake Ave. where a center turn lane exists but isn't used. While the overall Plan is very strong, it's hard to ever portray Wilmette as "bike friendly" when Lake Ave., one of its signature corridors and largely residential, has "bikes forbidden" signs along the road and feels like more of a highway. There are other similar streets in the North Shore that have used light tactics to reduce the "highway" feel of a connector road.</p>	Resident, Lake Ave between Ridge Ave and Hunter Rd	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.
Rick Suiter	<p>Thank you for the updated plan. It already addresses many of my concerns. In one case, an improvement I suggested has already been completed (the north sidewalk on the Glenview Road overpass of the Edens. Extra thanks for making that sidewalk safe for those of us who don't want to ride on Glenview Road itself.</p> <p>One more very inexpensive improvement I would recommend is to the zigzag on Ridge between Highland and Washington. For the cost of about four No Parking signs and the loss of four to six parking spaces on Ridge the connection between the Washington Avenue and Highland Avenue sections of the East-West bike route would be much easier and safer for all levels of riders. Advanced riders could use the street on Ridge while avoiding cars, and beginners and kids would have better visibility for crossing Ridge to use the sidewalks to connect. Car drivers would find it safer too, I think. Win-Win.</p>	Central Park and Wilmette Ave	Thank you for taking the time to share your comments regarding the Master Bike and Active Transportation Plan. The intersections of Ridge Road with Highland and Washington are both offset intersections. The plan includes a list of recommended potential tools and traffic calming devices that can be used to improve safety, user comfort and visibility at offset intersections. Some of the possible tools are curb ramps, detectable warning pads, bike/ped crossing signs, bike crosswalks, bump-outs, rectangular rapid flashing beacons, etc.
Piper Rothschild	<p>Hi: Thank you for your extensive work on this project.</p> <p>1) I remain concerned about the lack of active transportation improvements on the main corridors through our downtown-- Central, Wilmette and north to Plaza Del Lago. Ignoring this area will seriously harm our town and is not forward-thinking or sound urban planning. Our downtown area will not thrive if it is wholly car-dependent. Residents of all ages and from all areas of the village like to travel downtown on foot or by bike, but will not do so when they do not feel safe. That the plan does not discuss the downtown is wrong and in the best interests of our residents, merchants, or other businesses.</p> <p>2) I am also concerned about the lack of a viable, well-thought out east west route through the village. I don't think that the planned Lake Ave improvements will ever become a reality, and it is time to step up and admit that Wilmette Ave is the right choice to move cyclists through the village. The Village needs to stop pandering to the few residents on Wilmette Ave, who mistakenly believe that they are entitled to parking in front of their homes, though most have alleys or long driveways. The Village has to make hard decisions, and improvements can be made slowly.</p> <p>3) The 7th street north route to Sheridan Road is impractical and dangerous. Crossing Sheridan at 7th and Ashland or Greenwood is difficult, even for competent cyclists or mindful walkers, because one cannot easily see or gauge the traffic coming around the southbound curve that is just north of these intersections. I don't know how much traffic calming efforts will help. Cars tend to whip around the curve after going through the light at Westerfield, and many drivers do not stop for bikers or walkers even where traffic calming improvements have been placed.</p> <p>4) I have the same concerns about the Green Bay crossing at Wood Ct at the south end of the Village. Crossing Green Bay Rd without a light is a nightmare, and not something I would like a child to attempt. Even cars going westbound at Oakwood have trouble and often dart out quickly and unsafely. It seems that this somewhat convoluted route (Isabella, which is a drag strip) is used to avoid placing (east-west) improvements directly downtown. See #1 above.</p> <p>5) I favor the proposed crossing improvements at Green Bay.</p>	11th and Elmwood	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. The project team will review the use of 7 <sup>th</sup> Street as a bike boulevard and consider 6 <sup>th</sup> Street as an alternate since there is an existing crosswalk and Sheridan Road does not curve at this location. The crossing of Green Bay Road at Oakwood would be proposed to include a high level crossing treatment, like a Rapid Flashing Beacon, to alert motorists of waiting pedestrians/cyclists.