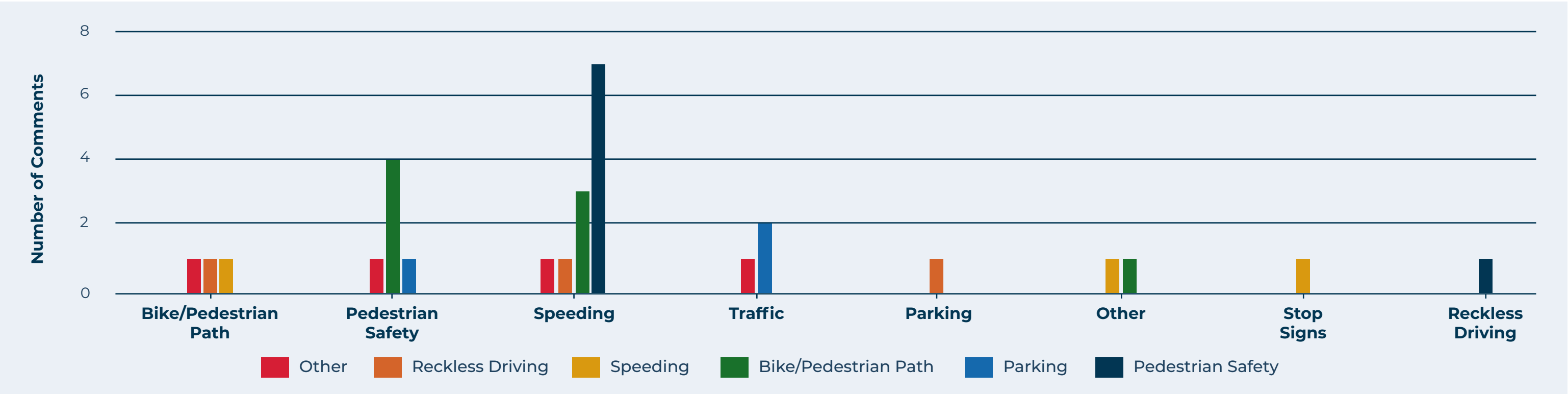


Village Response to Public Comments Received



Comments by Category (Primary)
Speeding: 12
Bike/Pedestrian Path: 6
Parking: 1
Stop Signs: 1
Reckless Driving: 1
Traffic: 3
Pedestrian Safety: 6
Other: 3

Comments by Category (Secondary)
Pedestrian Safety: 8
Bike/Pedestrian Path: 8
Other: 4
Speeding: 3
Parking: 3
Reckless Driving: 3

Primary Category	Secondary Category	Count	Primary Category (Cont.)	Secondary Category (Cont.)	Count
Bike/Pedestrian Path	Other	1	Reckless Driving	Pedestrian Safety	1
Bike/Pedestrian Path	Reckless Driving	1	Speeding	Bike/Pedestrian Path	3
Bike/Pedestrian Path	Speeding	1	Speeding	Other	1
Other	Bike/Pedestrian Path	1	Speeding	Pedestrian Safety	7
Other	Speeding	1	Speeding	Reckless Driving	1
Parking	Reckless Driving	1	Stop Signs	Speeding	1
Pedestrian Safety	Bike/Pedestrian Path	4	Traffic	Other	1
Pedestrian Safety	Other	1	Traffic	Parking	2
Pedestrian Safety	Parking	1			

Response for Comments Regarding Speeding

Our team is working on a thorough plan to address Community concerns about speeding along Washington Boulevard, building upon what has already been completed to date. The proposed roadway design includes features that promote traffic calming measures, like bump-outs, raised intersections, and speed tables. These changes are proven to reduce vehicle speeds and directly enhance safety for all road users. We know how important it is to protect children and families along Washington Boulevard. Features such as shorter crossing distances (associated with bump-outs) and improved visibility at intersections will help pedestrians, especially young children, feel safer. The Village will continue evaluating ways to enforce speed limits, such as using automated speed signs and increasing police presence, to prevent dangerous driving behaviors.

Comments Received Regarding Speeding

1. *Slowing down traffic. Increased police enforcement of speeding violations.*
2. *Speeding*
3. *Speed! Mainly speed, driving in the parking lanes, kid's crossing, crashes - especially crashes that push cars on to lawns and sidewalks, and overall safety.*
4. *Speeding - Cars passing cars on Right + Left, Cars not stopping at stop signs at Thatcher + Keystone, Not yielding to pedestrians especially at Forest + Park for kids activities*
5. *Speeding; running red lights*
6. *Speeding - No regard for traffic lights or stop signs*
7. *Cars speeding, passing other cars by driving in the parking lane. Cars failing to stop at stop sign at Keystone + Washington, Drivers driving impaired (can smell Marijuana).*
8. *Everything looks really great. My only concern is how much will traffic be slowed down by the bumpouts, speed table, etc.*
9. *I'd love to see speed camera issuing tickets! RF would be rich!*
10. *Concerned about children crossing at Ashland Avenue, Worried about speeding through project corridor and pedestrians crossing the street*
11. *Add automated speed signs indicated vehicle speed*
12. *i love that you're keeping the trees on both sides of the street. i love the bump outs. i love the idea of raising the intersection street to slow things down. i love that you're moving the stop signs closer to the intersection.*

Response for Comments Regarding the Bicycle/Pedestrian Path

Our goal is to build on the work already done and create a safe and accessible environment for all users (vehicles, bicyclists, and pedestrians). We have heard your feedback and concerns about the shared-use path and the potential for conflicts between cyclists and pedestrians. To address this, we are reviewing options that prioritize safety and comfort for all users. Additionally, we understand there is interest in on-street bike lanes which are being evaluated by the Design Team. Moving the bicycle lanes into the street helps reduce conflicts between children playing and people using the path, but will impact on street parking. As the design moves forward, we'll adjust sidewalk and path connections to prevent shortcuts (also known as desire paths) and improve intersection approaches. We will continue to work with the community to develop a design that balances bike and pedestrian safety, parking needs, and the preservation of existing trees and green space. Your input on continuity and design is essential. Our goal is to provide a connected, easy-to-navigate pedestrian and bicycle network that supports safe and efficient travel along the corridor.

Comments Received Regarding the Bicycle/ Pedestrian Path

1. *Bike Lane - it starts from Park Ave to the west. How about the side to the east? The biker needs to ride on the south side. It is kind of a confusion. It is not safe to be between parked cars and the street. If the door is open while a biker is passing, it will be dangerous.*
2. *Multi-use path should be a protected bike lane instead. It would simplify maintenance of the path, impacted resident water lines (maintenance coordination), illumination and pedestrian safety where sidewalks intersect high speed bikes, e-bikes, etc.*
3. *Keep the bike lanes going continuously on both north and south sides all the way to Lathrop. Instead of the awkward multi-use, bi-directional sidewalk between Park and Lathrop. This is an unusual arrangement that people won't follow and introduces conflicting uses and requires bikers to cross the street for just a few blocks.*
4. *Extend the Multi-Use Path through entire project area. Add a separate cycle track for bikes*
5. *Concerns with Multi-Use Path being close to homes.*
6. *Prefer to remove street parking and place bicycle lanes through entire project area rather than have a multi-use path installed.*
7. *I'm most concerned about Washington Blvd. between Lathrop and Ashland. Also, I'm not sure about the idea of replacing the sidewalk on the south side of the street with a multi use pathway. There are a lot of kids who play on the block and I think it'd be safer to keep bicyclists on the street. I think a majority of the folks on that side of the block would be willing to give up street parking if necessary. There's not a ton of street parking on our block and we have long driveways for the most part.*
8. *Many others have surely weighed in on multiple topics, but I just wanted to suggest that the proposed sidewalk configuration at Washington/Ashland will lead to creating a Desire Path. Folks will continue to walk exactly where the sidewalks were before, because on either side of the intersection, the sidewalks have not moved. This will create a larger pedestrian safety issue than already exists today.*
9. *maybe think more about the pedway on the south side of the Street taking place of the side walk when there are so many kids playing.*
10. *Please separate bikes from people in your plan from Franklin to Lathrop. Use parking lane on south side of the street to achieve this.*
11. *We would rather not have a multi-use path but if it would mean we would lose the bumpouts, we are good with it.*

Response for Comments Regarding the Bicycle/Pedestrian Path (Cont.)

12. *stripe multi-use path with dashed yellow for bicycles and walkers*
13. *I like the raised pavement at the Ashland intersection, and all the curb bump outs along the Blvd. That would certainly slow cars down. I like the addition of a bike lane to the Blvd. That said, on our block the sidewalk would be converted to an 8' multi-use path—this is going to be a problem and create greater safety issues for not only the residents who live on that block, but everyone else who uses this block, too. Serious cyclists move at high speed—they should not co-exist on the same path as walkers, runners, baby strollers, toddlers toddling along, dog walkers, children riding bikes or learning to ride a bike, scooters, etc. The children on the block play in the front yards...soccer, whiffle ball, you name it. Balls go everywhere. Their safety will be seriously compromised with a multi-use path in the front yard.*
14. *I would like to see the bike path moved to the street for ALL of the Blvd—no multi use path that includes bikes. I am willing to give up parking on one side of Washington to accommodate this. We all have long driveways—I don't need any more parking. If there's parking on one side of Washington, as well as parking around the corner on Ashland—that's plenty!*
15. *I would like to see the bikes on the street instead of the sidewalk/shared use path from Park to Lathrop. Separating bike and pedestrian traffic is important and there is right of way available in the street. This is especially important from Franklin to Lathrop where the path would be in resident's front yards and I believe it would not really function as a bike path, rather just a large sidewalk. The parking in this stretch is underutilized and we could stand to lose it on one side of the street to accommodate on street bike lanes similar to enlargements 1-4.*
16. *Curb bumpouts and raised pavement: I strongly support these features - especially at Ashland and the one bumpout at Lathrop. If this list has to be prioritized, this is easily #1. I've some concerns about scooters and bikes sharing the multiuse path (including inevitable electric bikes).*
17. *Parking and bike lanes: On the south side, many neighbors would actually prefer to give up street parking in exchange for a protected bike lane or more green space. Most of their driveways are long enough to handle parking, so losing those spots isn't a big issue.*
18. *I love the idea of a multi-use path. Please delineate one side for bikes and one for peds*
19. *I would like a restriction on parking too close to the alley. It makes visibility when pulling out extremely limited when cars are parked too close.*
20. *Dislike: Multi-use Path, I think it would be safer adjacent to drive aisle.*

Response for Comments Regarding Pedestrian Safety

The project includes improvements to address concerns about pedestrian safety, such as moving crosswalks closer to intersections and adding bump-outs at crosswalks to improve visibility and shorten crossing distances. We have also heard concerns about alley and intersection safety. A key element during the design will be placing on street parking in accordance with Village code so that parking spaces can be placed no closer than 20 feet to a crossing alleyway. On street parking can be no closer than 30 feet in front of an intersection and 20 feet after an intersection. These measures improve sightlines and reduce potential conflicts. Protecting children is a top priority. Raised intersections and extra signage are planned to make crossings safer for children and families. Based on the feedback provided regarding Rectangular Rapid Flashing Beacons (RRFBs), the Village will consider installing a RRFB at the Ashland Avenue intersection.

Comments Received Regarding Pedestrian Safety

1. *less accidents, safer street crossings*
2. *I would like a beacon pedestrian stop light at Ashland/Washington. There are signs to yield to peds how however the yield rate is extremely low. It's dangerous as one of the intersections with the most accidents on this study.*
3. *Add in to the project, or open up, an underground walkway*
4. *I am concerned about the speed of cars on Washington, and the number of accidents at the corner of Ashland & Washington. We have a 9yo child and are concerned for his safety, as well as all the other kids who cross Washington. I have seen multiple near misses of kids getting hit at that corner.*
5. *I would suggest putting a beacon (a pedestrian crossing with a flashing light, there are some on Madison where you press a button to cross) at the corner of Washington & Ashland. I've seen too many near misses of children getting hit by cars. Yes, the kids could go down to the light at Franklin (this is rule for our son)—but most don't, that's just reality.*
6. *Pedestrian crossings: A beacon at Ashland Avenue, similar to the one at Forest, would make it much safer for kids to cross.*
7. *Far too many drivers ignore not only the speed limit but also quick coast stop signs and signals (right hand turns), pay no attention or yield to pedestrian crossings including painted cross walks (I frequently need to pull back from stepping into the street or need to stop in the middle of the street while the vehicle charges thru...on several occasions vehicles have driven in the oncoming lane or parking lane so as to not disrupt their purpose).*
8. *Not yielding to pedestrians especially at Forest + Park for kids activities*
9. *Crosswalk lights. Flashing lights added to the bump outs.*
10. *Add more safety measures. Add other barriers to protect pedestrians*
11. *Add large planters to protect pedestrians*
12. *Additional crosswalk safety measures at Washington & Franklin*
13. *Concerned about children crossing at Ashland Avenue*
14. *Add a RRFB at the Ashland Avenue intersection*
15. *Need something to be installed in the interim similar to plastic delineators*
16. *Visibility crossing Washington with stop signs so far-set back.*

Response for Comments Regarding Traffic

To improve safety and reduce congestion, we are including options like temporary concrete medians to clearly mark areas where vehicles are not allowed to drive and adjusting signal timing at key intersections. Improvements to the intersection of Washington Boulevard and Lathrop Avenue must be approved by the Illinois Department of Transportation (IDOT), which owns and maintains that intersection. IDOT has specific requirements that must be met before any changes can happen. The intent of our design is to install improvements along the corridor that change driver behavior (such as speeding and improper lane usage) so that residents and road users see meaningful improvement even if IDOT does not approve changes at Lathrop Avenue.

Comments Received Regarding Traffic

1. *I WOULD ALSO LIKE TO HAVE A LEFT TURN LANE OR A LEFT TURN LIGHT @ LATHROP FOR EASTBOUND TRAFFIC. A LEFT TURN LANE WOULD STOP THE CARS THAT GET IN A "2ND LANE" THEN SPEED AHEAD TO PASS TRAFFIC. I SPOKE TO CHAD ABOUT THIS.*
2. *Crazy vehicles jockeying for position along Washington and side streets at all times of the day, not just in the rush hours*
3. *Add something for eastbound Washington at Lathrop. - Remove proposed parking on south side of Washington, - Eliminate eastbound relief road for left turning traffic, - Update traffic signals to add a left turn arrow for eastbound traffic, - Add eastbound left turn lane*
4. *Too much traffic especially on Forest Ave. (parks, health center, public work businesses)*
5. *Cars using parking lanes to speed past other cars.*
6. *I have a pretty major concern when it comes to the west half of Washington where the south side of the street loses parking and it seemingly looks like the bike lane just slid south with no addition of corner bump outs. I live at the SE corner of Keystone and Washington. That corner is over run by cars running the stop sign as well as using the parking lane as a passing lane through the intersection. If there is not a cement curb that will do damage to their cars, they will use it as a driving lane! We also use the parking for access to our house, losing that space would a major inconvenience for us.*

Response for Comments Regarding Miscellaneous Items

We appreciate the community's feedback on several important topics and want to provide clarity on each.

Snow Removal: The proposed bump-outs will be angled at 45 degrees to the roadway. This design has worked well in similar communities, allowing for efficient and effective snow removal.

Green Space: Adding green space is an important part of a sustainable design. During construction, the Village will install trees, grasses, and other natural elements to make the corridor more attractive and enjoyable.

Right-of-Way (ROW) Concerns: No private property will be taken for this project. All proposed improvements will stay within the existing public right-of-way, eliminating impacts to nearby properties.

Compliance Fatigue & Safety: The Village's goal is to make the temporary traffic-calming measures permanent to encourage safer driving behaviors. While the installation of delineators has helped, speeding and unsafe conditions remain. Permanent improvements are needed to reinforce safe behaviors like slowing down and following intersection rules.

Cost: We understand concerns about project costs. The investment in design and construction of the proposed improvements reflects the Village's commitment

to provide a long-term solution for the safety of the community. These improvements aim to reduce crashes, protect pedestrians, and create a safer environment for everyone. The Village has already received grant funding to pay for a portion of the Phase I Engineering costs and will continue to apply for grant funding for future design and construction phases of this project. Securement of grant funding ensures that the improvements can be designed and installed.

Comments Received Regarding Miscellaneous Items

1. *How will bumped-out intersections affect snow removal?*
2. *Make sure to integrate more green around new development - grass, bushes, nature, flowers*
3. *Does this project require elimination and of the parkway space to widen the road?*
4. *why spend \$1,785,906 to make things, in my opinion less safe? The proposed project uses bump-outs. Bump outs force cyclist within feet of traffic at every intersection. Delineators allow cyclists their own safe areas at intersections. Cars respect them and Snow plows can plow around them as easy as, or more easily, than a concrete curb.*
5. *Traffic calming delineators were put in place at two intersections that I'm familiar with, and I think has been a great success. The intended parking lane is now clearly not a through-lane, or right turn lane. So, I think eliminating that confusion was a big win. And a reduction in speed by 30 to 53% an even bigger win.*
6. *In the name of safety please keep compliance fatigue at the top of your reduction efforts and please keep the cyclists away from the cars. Bump-outs push cyclist toward (impatient) traffic. And that's unsafe. Take the win and keep the delineators and maybe save a million dollars.*