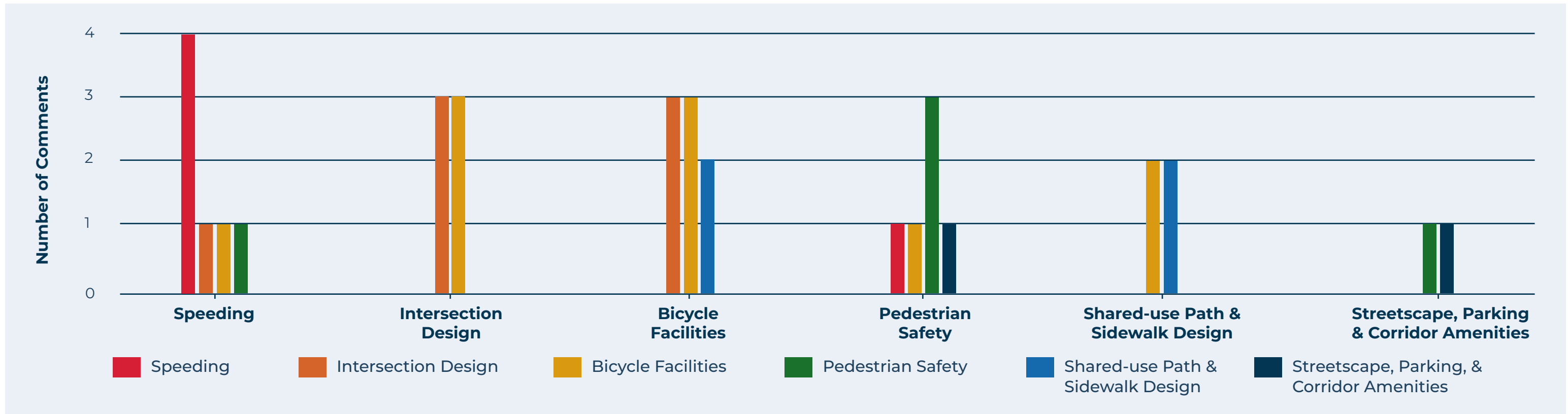


Village Response to Public Comments Received



Comments by Category (Primary)
Speeding: 4
Intersection Design: 3
Bicycle Facilities: 3
Pedestrian Safety: 3
Shared-use Path & Sidewalk Design: 2
Streetscape, Parking, & Corridor Amenities: 1

Comments by Category (Secondary)
Speeding: 1
Intersection Design: 3
Bicycle Facilities: 7
Pedestrian Safety: 2
Shared-use Path & Sidewalk Design: 2
Streetscape, Parking, & Corridor Amenities: 1

Primary Category	Secondary Category	Count	Primary Category	Secondary Category	Count
Speeding	Intersection Design	1	Pedestrian Safety	Bicycle Facilities	1
Speeding	Bicycle Facilities	1	Pedestrian Safety	Streetscape, Parking, & Corridor Amenities	1
Speeding	Pedestrian Safety	1	Shared-use Path & Sidewalk Design	Bicycle Facilities	2
Intersection Design	Bicycle Facilities	3	Streetscape, Parking, & Corridor Amenities	Pedestrian Safety	1
Bicycle Facilities	Intersection Design	3			
Bicycle Facilities	Shared-use Path & Sidewalk Design	2			
Pedestrian Safety	Speeding	1			

Response for Comments Regarding Speeding

Speeding along Washington Boulevard has been documented through multiple vehicle speed studies conducted as part of the corridor evaluation. This data indicates that vehicle speeds exceed posted limits and contribute to ongoing safety concerns. The project uses this quantified information to guide the selection and placement of traffic-calming features such as lane narrowing, raised roadway elements, and curb extensions. These treatments are intended to reinforce slower operating speeds and respond to documented conditions rather than perceived behavior. Additional information on speed data and analysis is available in the Washington Boulevard corridor study published on the Village's website.

Comments Received Regarding Speeding

1. *I take Washington Boulevard multiple times/day. I see little speeding being done. I'm guessing that if there are just a few cars going at extreme speeds, that bumps up the average speed overall, not providing an accurate measure of the problem.*
2. *Speeding cars, but this is less of a problem when you put up the orange delineator sticks*
3. *Speed*
4. *I live at Washington + Gale 32 years. Accidents land at least 3 times a year. Speeding*

Response for Comments Regarding Intersection Design

The Washington Boulevard Phase I Study evaluates lane consistency, turning movements, and transitions through intersections to address safety, operations, and driver expectations. Particular attention has been given to locations where lane configurations change and where users may be less familiar with the corridor. The design is intended to improve overall predictability, reduce conflict points, and balance vehicle, bicyclist, and pedestrian movements while maintaining the existing right-of-way. The intersection offsets (referred to as intersection misalignment by commentors) at Park Avenue and Franklin Avenue were evaluated using applicable Illinois Department of Transportation (IDOT) design standards and are within allowable criteria by these standards. In response to community feedback, the design team will reduce these offsets to improve lane alignment consistency through intersections. Washington Boulevard east of Lathrop Avenue is under the jurisdiction of IDOT, therefore any changes east of Lathrop Avenue must be completed by IDOT.

Comments Received Regarding the Bicycle/ Pedestrian Path

1. *Going westbound on Washington from Desplaines to Lathrop should be marked as two lanes with a 'turn lane only' for Lathrop. After Lathrop it would be one lane westbound. I realize that this requires coordination with DoT and/or Forest Park to accomplish, but would help with controlling the traffic flowing into River Forest from the east.*
2. *There is a significant problem. The proposal creates a seriously dangerous situation by the misalignment of traffic lanes at Franklin & Washington and again at Park & Washington. Cars on Park driving straight through the Franklin intersection would have to swerve to the right six feet in order to avoid hitting the oncoming traffic.*
3. *The proposal includes dangerous curb projections into the street. These 'bumpouts' create hazards for bicyclists and cars.*
4. *There is a huge safety problem with the proposal: You can't drive straight through the intersection at Franklin Avenue without hitting cars coming in the other direction.*
5. *Driving lanes are misaligned at Park + Franklin. This is dangerous – cars can hit head-on.*

Response for Comments Regarding Bicycle Facilities

The Washington Boulevard Phase I project evaluates bicycle accommodations with an emphasis on continuity, clarity, and the relationship between bicyclists, vehicles, and pedestrians. Where on-street bike lanes transition to and from the proposed shared-use path, street signage will be used to clearly indicate when bicyclists are entering and exiting the shared facility. The shared-use path is proposed in the section of the corridor adjacent to parks and recreational facilities to maintain additional on-street parking while still providing a dedicated bicycling facility. The path is designed to meet state design requirements with a 10-foot width, providing adequate space for pedestrians and cyclists to share the facility. In response to comments requesting smoother bicycle turning movements, the design will be refined to soften corners along the shared-use path segment between Park Avenue and Franklin Avenue to improve bicycle mobility. Curb extensions, or bumpouts, are not located within the bicycle lane or travel lanes and do not create a hazard for bicycles or vehicles; instead, they are positioned to shorten pedestrian crossings and discourage driving in parking areas. Input regarding lane continuity, separation, and transitions has helped inform design refinements within project limits and available roadway width.

Comments Received Regarding Pedestrian Safety

1. *On the north side of the street, best practice for bike lanes would be to provide a bike lane separated from the moving traffic by the parking so that cars do not have to pull across the bike lane to park or leave.*
2. *The bike lanes apparently go up on the sidewalk, creating additional dangerous conditions for pedestrians and bicyclists. PLEASE CORRECT THIS SIGNIFICANT PROBLEM!!*
3. *These 'bumpouts' create hazards for bicyclists and cars.*
4. *If you want bike lanes, make them continuous throughout the street. Don't require cars and bikes to weave back and forth while driving down the street.*
5. *Transition from on street lane on Wash to path at Franklin + Park too many right angles need smoother lanes at NE corner at Franklin + NW corner at Park*
6. *Bike lane is missing between Park + Franklin bicyclists will be confused and can have accidents with cars or pedestrians. Need a consistent bike lane all the way!*
7. *I'm concerned about only bike lanes in RF on a few roads. It is not a culture that is obeyed.*
8. *soften the sidewalk angles along the shared-use path for better bicycle transition at Franklin Avenue and Park Avenue intersections with Washington Boulevard.*

Response for Comments Regarding Pedestrian Safety

Pedestrian safety has been a central consideration while studying the Washington Boulevard improvements. The design incorporates shorter crossing distances, raised crossings, improved sight lines, and enhanced crossing controls to address locations with high pedestrian activity, particularly near Washington Square Park and Washington Commons Park. Here, a raised crosswalk is proposed to improve visibility and emphasize pedestrian priority. Signage will also be improved throughout the corridor to reinforce slower vehicle speeds and highlight pedestrian crossings. Feedback related to driver compliance and pedestrian warning devices has informed refinements to crossing treatments and operational details, including evaluating the flash duration of the Rectangular Rapid Flashing Beacon at the Forest Avenue crossing and modifying it where feasible while remaining consistent with requirements set forth by the Illinois Manual on Uniform Traffic Control Devices (IMUTCD). All pedestrian safety improvements are focused within the Washington Boulevard project limits; amenities or improvements beyond the corridor right-of-way are not included as part of this project.

Comments Received Regarding Traffic

1. *More needs to be done to address the intersection of Washington and Forest. With all the pedestrian traffic between Washington Square and Washington Commons Parks it is exceptionally dangerous as the pedestrian warning lights are repeatedly ignored by drivers. Something akin to red light cameras when the button is activated would be a solution.*
2. *1) Put blinking yellow crosswalk lights – like Thatcher + Oak. This slows down traffic even when not blinking.*
3. *Like! Much safer for walkers*
4. *Add Pedestrian crossing delineator sign in front of hit raised crosswalk.*
5. *Shorten the Rectangular Rapid Flashing Beacon Flash Duration at the Park Avenue Crossing*
6. *Improve pedestrian crossing access point found just west of the railroad tracks to tie into existing sidewalk running north/south*

Response for Comments Regarding Shared-Use Path & Sidewalk Design

The shared-use path and sidewalk designs have generated focused feedback related to transitions, geometry, and interactions between pedestrians and bicyclists. The project evaluates these facilities with attention to alignment, turning movements, and comfort at key transition points, particularly at intersections where users move between on-street bike lanes and shared-use facilities. Design refinements consider path width, curvature, and angles to reduce abrupt movements and improve overall usability. The shared-use path is intended to function as part of a continuous corridor system while responding to site-specific constraints and maintaining safe, predictable movements for all users within the Washington Boulevard project limits.

Comments Received Regarding Miscellaneous Items

1. *The bike lanes apparently go up on the sidewalk, creating additional dangerous conditions for pedestrians and bicyclists.*
2. *Transition from on street lane on Wash to path at Franklin + Park too many right angles need smoother lanes at NE corner at Franklin + NW corner at Park*
3. *soften the sidewalk angles along the shared-use path for better bicycle transition at Franklin Avenue and Park Avenue intersections with Washington Boulevard.*
4. *Improve pedestrian crossing access point found just west of the railroad tracks to tie into existing sidewalk running north/south*

Response for Comments Regarding Streetscape, Parking, & Corridor Amenities

Existing benches and waste receptacles are currently located near the park and recreational facilities where pedestrian activity is highest. Additional benches or waste receptacles are not being considered as part of this project. Decorative fencing is not proposed. No-parking signs that conflict with the approved on-street parking locations will be removed as part of this project. Special event parking will continue to be evaluated by the Village's recreation and programming staff on an event-by-event basis, with temporary parking modifications or closures implemented when warranted to accommodate event needs.

Comments Received Regarding Miscellaneous Items

1. *I'm concerned about only bike lanes in RF on a few roads. It is not a culture that is obeyed. Perhaps more bike lanes on all busy thorough fares, etc. so people accept the culture.*
2. *will need to remove no parking signs along Washington Boulevard at the NE corner of Keystone Avenue*
3. *How will the Village deal with special event parking?*
4. *DO not install black decorative fencing*
5. *Add benches and trash cans along Washington Boulevard*