

Comment #1

February 15, 2023

Overall, great work on the plan. As a “Strong and Fearless” type I’m eager to see biking become more ingrained in our community and projects get implemented.

A few comments/suggestions:

- Proposed Bike Network and Priorities (Figs 4-1 and 6-2). As mentioned in the draft, getting east-west connections is key. The projects listed as priorities in Phase 1 are a good start. However, they are not very impactful. If a “big win” connector route like Lake Ave or Glenview Rd could be pulled forward from Phase 2/3 it would really start transforming the village.
- Bike Programs. All the proposed programs look good, especially the bike rodeo and adaptive bike rental (didn’t know this existed). One program I would love to see that don’t cost nothin’ is a Bike Bus like this one in Portland. Potentially this could build on the Safe Route to School initiative and/or May Bike Month. Find a few schools willing to pilot.
- Signage. While physical signage is important, tools like Google Maps and Apple Maps are used for trip planning. I use them, as well as Ride with GPS, to find routes to areas I’m unfamiliar with. Ensuring these maps accurately reflect the bike facilities would give cyclists confidence in exploring and making their way around.

Get that funding and let’s get going!

Mike McKeough

[address redacted]

Mike,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan.

In response to your comment regarding moving a transformative project like Lake Avenue or Glenview Road forward, this is something that the Village will take under advisement, as improvements along these corridors have been identified by other residents, as well. These projects are complex as they would both require right-of-way acquisition, coordination with other agencies (Cook County and IDOT), as well as the normal engineering phases associated with roadway projects. The projects would also be great candidates for federal or state funding, lessening the financial burden on the Village, too. However, the funding process can add time to projects, too. All of this to say that while the Village has identified these as priorities, these projects can be time-intensive to ensure the final result is successful and meets the needs of all roadway users.

Your comments about Bike Programs were well-received, too. The Village is excited to work with local school districts and parent-teacher organizations to create similar programs to ensure that school-aged children are able to get to/from school safely and



comfortably. Bike Buses are a great approach to advance safety for students and it will be one of the tools within the 'safety toolbox'.

Finally, ensuring accuracy on online mapping software can be cumbersome, as Google and other map developers are private companies, and the Village – or any resident – can appeal to them when errors are spotted. Public agencies don't have authority to edit public-facing maps like the ones in Google Maps, but the plan enables the Village to consider new mapping solutions as they become available.



Comment #2
February 15, 2023

Hello-

Please find below a recent email correspondence with David Just regarding my concerns with the crosswalk at Lake and Patriot. I also included an email from Jake Kohler, who let me know that the crosswalk was discussed at the 02/01/23 traffic committee meeting, and it was decided that the Village is going to pursue this item further.

Thank you,

Thomas Karakosta, PharmD.
[phone number redacted]

Thomas,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan. The Village has identified this intersection in the plan as a priority. Other residents identified this intersection as concern, as well, highlighting the need for further study and potential reconfiguration. The main hurdle in implementing safety improvements to this intersection is that it's under the jurisdiction of the Cook County Highway Department (CCHD). Even small-scale improvements would require approval from CCHD. However, the Village is working with consultants on potential improvements to this intersection, while coordinating with CCHD.



Comment #3
February 19, 2023

The plan says that the 'greatest strength' of Glenview's bike network is 'the extensive regional trails that bookend the village', and that the village is 'prioritizing providing its residents with additional local connections from neighborhoods, parks and schools to the regional trail network'. The irony of this is that, on the West side of the village this 'bookend' is a fallacy, because there is currently NO safe way for Glenview cyclists to reach the Des Plaines River Trail without a car and bike rack, and I see nothing in the plan that would rectify this.

The closest access to the Trail is traveling West along E. Lake Avenue to the Cook County Forest Preserve's Lake Avenue Woods-East entrance (see the attachment). A Glenview cyclist can reach the intersection of E. Lake and Magnolia St., West of Milwaukee Avenue, on sidewalks, but from there to the entrance to Lake Avenue Woods, a distance of about half a mile, there are two lanes of traffic both Eastbound and Westbound and a grass berm, but NO sidewalk either side. The speed limit is 40, but everyone drives faster than this. This is entirely unsafe for both pedestrians and cyclists.

Your study describes various kinds of sidewalk or pathway that protect pedestrians and cyclists from traffic traveling at this speed. A 'side path (off-street)' or a 'shared use path' appear to be the best choices to turn this 'bookend' rhetoric into a reality for Glenview pedestrians and cyclists. Since such a path would extend beyond the borders of Glenview, I'm sure this requires negotiation and coordination with FPCC. Please help to make this happen! Last November 8 voters (including me) approved \$40 million of additional taxes to bolster the funding of FPCC. Please suggest to them that they assign a portion of it to this project so that many more cyclists in Glenview and further East can enjoy safe access to their Preserve without having to drive or put their safety at risk.

Thank you for your attention.

Richard Waple
[address redacted]

Richard,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan.

Through the planning process and public comment, the Village is aware of the need for additional walking and bicycling infrastructure to provide access to trails located west of the Village. Many of the factors you described are the same challenges the Village faces when considering what improvements, it can provide. One of these challenges is roadway jurisdiction, as Milwaukee Avenue and Willow Road are under IDOT jurisdiction, and Sanders Road and Lake Avenue are maintained by Cook County. However, interagency coordination can help resolve challenges associated with jurisdiction, and



the plan includes recommendations to improve roadways other than those controlled by the Village of Glenview.

Additionally, Cook County has allocated resources to design a reconstruction of Sanders Road with the potential for a multi-use path on the west side of the road. This design phase could begin as early as 2025. The intersection of Lake Avenue and Milwaukee Avenue is also programmed for reconstruction.

The plan includes infrastructure recommendation to better connect residents to the Des Plaines River Trail on sections of Willow Road and Lake Avenue within the Village limits. During the planning process, the Village met with neighboring municipalities to encourage them to include these recommended facilities on within their municipal boundaries, and the Village will continue to advocate for these connections through adoption of this plan.



Comment #4
March 8, 2023

There are 2 residents in the Avoca West community who are adamant about adding sidewalks to the Avoca West neighborhood. One resident moved here over 10 years ago and the other within the last 5 years. One is on the Avoca PTA and the other is now on the Board. They are responsible for the school's interest in adding sidewalks, after 70 years of the school's not getting involved because there has not been any safety issue. The Board member has publicly stated that cars are speeding on Sherwood, which is completely false and that someone was hit by a car, which again is false because there is NO police record of such.

So, all these new proposals for sidewalks in our neighborhood are a result of these 2 residents' desires, NOT the neighborhood's and school's. Glenview should not change the requirement of following the US Constitution for a 2/3 majority vote to change an existing law, particularly singling out neighborhoods within a mile of a school. Residents/students have always walked on the parkway, which is safer for 3 reasons:

1. cars backing out of driveways have a better view of people walking as close to the street as possible because houses block the view of at least half our driveways
2. sidewalks become uneven and present tripping hazards - I fell in Avoca West Park on an uneven sidewalk (that has been repaired) and broke 3 ribs!!!!
3. grassy areas don't become icy, as sidewalks do - Also, falling on a grassy area usually results in no injuries, unlike sidewalks which cause scrapes, bruises, broken bones, and possible head injuries

If the Village goes along with adding sidewalks within a mile of schools, then it should also take responsibility for removing snow and ice from them!

Thank you.

To Whom It May Concern,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan.

The neighborhood directly surrounding Avoca West Elementary School has been a concern for many parents, residents, and elected officials, which culminated in a Safe Routes to School study. Conditions surrounding the school led parents to describe the area as unsafe and the study recommended implementing additional sidewalks and potential sidepaths.

The Village is cognizant of the needs of parents of students traveling to/from the school and the residents that live in the neighborhood. Your concerns regarding additional infrastructure near the school are taken into advisement. Regardless of the plan's recommendations, adjacent residents will always be advised prior to a project



investigating or proposing new facilities in this area, as with any new project within Village limits. The Village remains committed to striking a balance between ensuring safe conditions for students, while meeting the needs of property owners.



Comment #6
March 9, 2023

I just recently learned about this plan. I checked the website, and the information is overwhelming. I'm an elderly senior. I don't go walking, but I do drive. One of my pet peeves is having to share the road with a bicycle, especially on a narrow two lane road such as Glenview Rd. east of Waukegan. I don't understand why someone would ride there. Today I saw a car trailing a bicycle; they were going in the opposite direction. That had to be so frustrating for the driver and potentially dangerous for the cyclist. Also, I've noticed that some cyclists often do not obey stop signs or no turn on red signs, when there is no traffic. I'd do, but they don't think they have to.

I can't tell exactly where cars would have to share the road with cyclists from your diagrams. However, I would gladly do so, if the lanes were clearly delineated. Maybe cyclists would avoid narrow two lane roads like Glenview Rd. with no shoulders, if there were a safer east/west route.

Thanks for trying. Good luck.
Thelma Ross
Princeton Village

Thelma,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan.

The Village understands your concern that shared roadways can be confusing and stressful when space is constrained. While State law mandates automobiles must provide three feet (3') of space when overtaking a bicyclist, this can be difficult to achieve if there is insufficient space or when a bicyclist is traveling the wrong way.

Thank you for your comment to provide more practical east-west connections and better delineation of roadway and bike lanes. The plan includes recommendations to adding a sidepath along West Lake Avenue and Willow Road, which will help to provide bicyclists and pedestrians with an east-west corridor through the Village that is separated from people driving automobiles.



Comment #7
March 10, 2023

Hello,

I am copying a letter written by our neighbor and will add our thoughts on the issue of sidewalks.

This letter is from Cynthia Chase-Kofkin:

Hello,

There are 2 residents in the Avoca West community who are adamant about adding sidewalks to the Avoca West neighborhood. One resident moved here over 10 years ago and the other within the last 5 years. One is on the Avoca PTA and the other is now on the Board. They are responsible for the school's interest in adding sidewalks, after 70 years of the school's not getting involved because there has not been any safety issue. The Board member has publicly stated that cars are speeding on Sherwood, which is completely false and that someone was hit by a car, which again is false because there is NO police record of such.

So, all these new proposals for sidewalks in our neighborhood are a result of these 2 residents' desires, NOT the neighborhood's and school's. Glenview should not change the requirement of following the US Constitution for a 2/3 majority vote to change an existing law, particularly singling out neighborhoods within a mile of a school. Residents/students have always walked on the parkway, which is safer for 3 reasons:

- 1. cars backing out of driveways have a better view of people walking as close to the street as possible because houses block the view of at least half our driveways*
- 2. sidewalks become uneven and present tripping hazards - I fell in Avoca West Park on an uneven sidewalk (that has been repaired) and broke 3 ribs!!!!*
- 3. grassy areas don't become icy, as sidewalks do - Also, falling on a grassy area usually results in no injuries, unlike sidewalks which cause scrapes, bruises, broken bones, and possible head injuries*

If the Village goes along with adding sidewalks within a mile of schools, then it should also take responsibility for removing snow and ice from them!

We have lived in our starter house—[address redacted]—for 51 years. THERE HAS NEVER BEEN A PROBLEM WITH NOT HAVING SIDEWALKS IN OUR NEIGHBORHOOD. Our children walked to school and were instructed to stay on the grass. Neighbors on Heatherfield allowed the children to go through their yards to come onto Sherwood.

Because there were no sidewalks, people have planted their property utilizing their entire front yard. We would absolutely RESENT having people vote on the sidewalk issue who



live up to a MILE AWAY. This issue came up before and the vote was to remain without sidewalks. Actually there is not speeding on Sherwood because of all the cars that are driven by parents taking their children to school!

We wish to leave well enough alone!

Sincerely,
Lynn and Ken Denenberg
[phone number redacted]

Lynn and Ken,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan.

The neighborhood directly surrounding Avoca West Elementary School has been a concern for many parents, residents, and elected officials, which culminated in a Safe Routes to School study. Conditions surrounding the school led parents to describe the area as unsafe and the study recommended implementing additional sidewalks and potential sidepaths.

The Village is cognizant of the needs of parents of students traveling to/from the school and the residents that live in the neighborhood. Your concerns regarding additional infrastructure near the school are taken into advisement. Regardless of the plan's recommendations, adjacent residents will always be advised prior to a project investigating or proposing new facilities in this area, as with any new project within Village limits. The Village remains committed to striking a balance between ensuring safe conditions for students, while meeting the needs of property owners.



Comment #8
March 10, 2023

I'm writing this note in regards to the Glenview bike walk plan. It is overall a great plan. The descriptions of Glenview and the detailed description active transit accommodations are very comprehensive and impressive.

I would like to put in my support for a change to the sidewalk policy around schools and parks to lower the threshold for implementation or allowing more households to participate; or perhaps removing the petition process altogether. My district (37) does not have sidewalk access to the elementary school at it is so remarkable that we can't get some installed. It is so important that families and children begin to use more active transportation and they will not do that if they do not feel safe. Also our Safe Routes to School mapping recommended sidewalks to be installed.

On another note, there are people now that would ride their bike more for transportation, but there is no place to lock their bike up at their destination. So they have to simply ride for recreation and then get in their car when they're trying to go someplace. This is unacceptable. It seems like an easy fix to get Bike racks added to current parking lots. Also, if there is a new development like the new Ballyhoo restaurant that was just approved; bicycle parking must be a part of any conversation of new parking lot development.

Thank you for all your work on this.
Dorothy Elfring
[address redacted]

Dorothy,

Thank you for taking the time to submit a public comment for the Glenview Bicycle & Pedestrian Plan.

The Village hopes that this plan will create momentum for future active transportation infrastructure development, benefiting residents of all ages.

The sidewalk policy is one that the Village will continue to review. Staff and elected officials understand the need for additional sidewalks and sidepaths, and want to also keep in mind the interests of all residents within the Village.

Bicycle parking has been identified as a common concern brought up by residents. One of the recommendations within the plan proposed minimum bicycle parking standards for new developments and proposed allocating funding to implement additional bicycle parking at popular locations (Park Center, schools, etc.).

