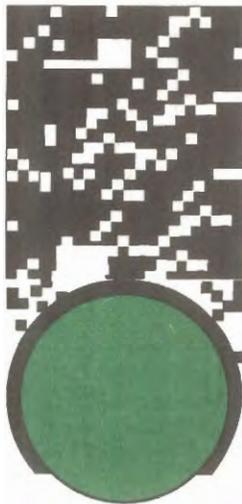


Strategic Regional Arterial

**U.S. Route 12/20 (Vol. II)
from U.S. Route 45 to the Indiana State Line
& 87th Street
from Illinois Route 50 to Interstate 94**



**Operation
GreenLight**

**Illinois Department of Transportation
April, 1993**

FOREWORD

U.S. Route 12/20 and 87th Street (SRA) includes U.S. Route 12/20 from U.S. Route 45 (96th Avenue) to the Indiana State Line and 87th Street from Illinois Route 50 (Cicero Avenue) to Interstate 94 (Dan Ryan Expressway). This Strategic Regional Arterial (SRA) report for U.S. Route 12/20 and 87th Street has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As SRA routes, U.S. Route 12/20 and 87th Street are intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Volume I of this report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions and recommendations for ultimate and low-cost improvements. Volume II of this report consists of documentation of the public involvement process including citizen comments.

SECTION FOUR PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel Meetings, the Public Hearing, and the newsletters to the Panel members and coordinator. The Panel Meetings were held on March 7, 1990; November 16, 1990; and July 8, 1991. The Public Hearing was held on August 8, 1991. SRA newsletters – called the **Spotlight** – were issued in August and October, 1990; and in January, March, May, July and October, 1991.

Copies of the Panel Meetings minutes, Public Hearing minutes and newsletters are included as Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETING MINUTES

Meetings of the U.S. Route 12/20 and 87th Street Advisory Panel were held on March 7, 1990; November 16, 1990; and July 8, 1991. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation Green Light, and the SRA Study process. At the November 1990 meeting, presentations were made to review progress on the SRA Study and alternative improvement concepts to be considered for U.S. Route 12/20 and 87th Street. At the final Panel Meeting, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel Meetings, opportunity was provided for those attending to ask questions, make comments and discuss the presentations and recommendations. All municipalities along the route and Cook County were represented on the Panel.

Copies of the minutes of the Panel Meetings are contained in the following pages.

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE 87TH ST & 95TH ST**

10:00 AM - MARCH 7, 1990
OAK LAWN VILLAGE HALL
5252 W. DUMKE DRIVE
OAK LAWN, IL

=====

The SRA Advisory Panel Meeting for 87th St and 95th St in Cook County was held between representatives of the Illinois Department of Transportation (IDOT), the Chicago Area Transportation Study (CATS), Harland Bartholomew and Associates (HBA), and the Study Advisory Panel Members on March 7, 1990 at the Oak Lawn Village Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Nancy Magnus (IDOT) provided the Introduction to the SRA Study.
3. Rob Hull (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments.

1. Concerning the proposed mall at 95th and Stoney Island, will the consultant be involved in the zoning process to protect R.O.W. at that site? Ans: Study is too late to affect this particular development.
2. Does the word corridor mean that the roadway itself will be expanded? Ans: Not necessarily.
3. Where will the funding come from? Ans: This project is just a start, if money becomes available it should be used here.
4. Why are 87th & 95th St's both on the subnetwork? Ans: To balance the types of roadways that make up the entire system. Achieve a good x-section.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script that reads 'Mark Peterson'.

Mark Peterson

MP:cr

cc: Nancy Magnus
Attendess

SRA ADVISORY PANEL MEETING

Route: 87th St. + 95th Sts.

Meeting Location: Oak Lawn Village Hall

Date: March 7, 1990

Name	Representing
Rob Hull	Harland Bartholomew Assoc.
Mark Peterson	Harland Bartholomew & Assoc.
Rick Boehm	SOUTHWEST COUNCIL OF MAYORS
Dick Mariner	Northwestern Illinois Planning Commission
TERRIE McDERMOTT	Michael Sheahan; Alderman 19 th Ward - Chicago
Carl Jackson	Ald. Caldwell; 8 th Ward
Ray Forsyth	Mayor Hornum Ill
ANTHONY VACCO	MAYOR EVERGREEN PARK
ERNIE KOLB	MAYOR OAK LAWN
Susan Mea	Chicago Dept. of Public Works
JOHN J. BUCHANAN	ALDERMAN AIDE - 10 TH WARD
RICHARD A. MILLER	CITY ENGR. CITY OF PALOS HILLS
ROBERT R. FUENIER	ADVANCE PLANNING ENGR COOK COUNTY HWY. DEPT.
William H. Milton	Alderman Jesse Evans (21 st Ward)
CHATMAN C. WAILES, Jr.	ald. William M. Beavers 7 th Ward Chgo
NEIL D. FERRARI	IDOT - PUBLIC TRANSPORTATION
Eugene Ryan	CATS
NANCY MAGNUS	IDOT - HIGHWAYS

Harland Bartholomew & Associates, Inc.
Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
95TH/87TH STREETS -- COOK COUNTY**

10:00 AM --- NOVEMBER 16, 1990
OAK LAWN VILLAGE HALL
5252 W. DUMKE DR.
OAK LAWN, IL

The SRA Advisory Panel Meeting for 95th and 85th Streets was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 16, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA System and its role in the 2010 Transportation System Development Plan.
2. Rob Hull (HBA) provided a brief review of the SRA study process, discussed the physical relationship between 95th & 87th Streets and intersecting major transportation corridors, displayed the existing and desirable conditions for the route and reviewed strategies to be studied to bring the existing roadways to the desired level of improvement.

Following the presentation, the Advisory Panels Members had these questions and comments:

1. Question was asked if the vertical alignment for 95th Street west of 88th Ave had been reviewed as it exhibits a fairly high incidence of accidents. It was suggested that more right-of-way may be necessary to correct the problem. Response: Those types of problems have not yet been analyzed in detail, but will be evaluated.



2. Suggestion was made to examine feasibility of terminating 95th Street SRA route at Stony Island to the east. Concern was expressed about the multitude of railroad and highway structures requiring modification for desirable SRA cross section. Further suggestion was that relocated route could include 130th Street and Brainard to Indiana. Response: This suggestion will be evaluated. Also, when structures need to be rebuilt that would be the time to ensure that proper horizontal and vertical clearances are provided for with redesigned structures.
3. Question was asked if 95th Street was wide enough to have 12 foot lanes if parking is relocated. Response: Yes, if parking is relocated on both sides of the street.
4. Comment was made that it is imperative that any proposal to eliminate on-street parking include designation of off-street parking locations.
5. Comment was made that Village of Oak Lawn is considering a proposal to deck over the existing parking lot at the Metra station to increase parking to 450 total spaces.
6. Clarification was requested on concept of access management. Response: In urban areas, it means curb cut consolidation and alley termination.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script that reads "George M. Brown".

George M. Brown

GMB:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: 95th / 87th

Meeting Location: Oak Lawn Village Hall

Date: November 16, 1990

Name	Representing
Rob Hull	HARLAND BARTHOLOMEW & ASSOC
George Brown	Harland Bartholomew & Assoc
Allan Lee	Chicago Transit Authority
ERNIE KOLB	Mayor OAK LAWN
DICK MILEER	CITY OF PALOS HILLS
JOHN BUCHANAN	ADM. ASST. - ALD. 10 TH WARD City of Chicago
Kenneth Corle	City of Chicago - Dept. of Planning
Ray Forsyth	City of Homewood Mayor
ROBERT FUENER	COOK COUNTY HWY DEPT.
DONALD MCKENNA	VILLAGE of OAK LAWN
David Zavatiero	Beling Consultants, Joliet, IL
Paul S. Maul	Village of Oak Lawn
LINDA Bolte	IDOT - OPP
ELISA HOEKWATER	NIPC
RICHARD MARINER	NIPC
Rick Buehler	SWC OF MAYORS

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
U.S. 12/20 (95th STREET) & 87th STREET**

**10:00 A.M. - JULY 8, 1991
EVERGREEN PARK VILLAGE BOARD ROOM
9418 S. KEDZIE AVENUE
EVERGREEN PARK, ILLINOIS**

=====
The SRA Advisory Panel Meeting for U.S. 12/20 (95th Street) & 87th Street was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), Study Advisory Panel Members and other attendees on July 8, 1991. Attendees are listed on the attached Meeting Register. Results and specific items are outlined as follows:

1. Mayor Vacco called the meeting to order and conducted roll call.
2. Rob Hull of HBA provided a brief review of the goals and objectives of the SRA system and discussed progress to date achieved on the SRA project. Mr. Hull then presented all recommended SRA improvements that were detailed in the draft SRA report for U.S. 12/20 & 87th Street (which had previously been transmitted to all Advisory Panel Members).

Following the presentation, the Advisory Panel Members had these questions and comments:

1. Mayor Vacco said Evergreen Park could not support the proposal to relocate 95th Street on-street parking to implement a continuous, left-turn median. His concern was that businesses that rely on on-street parking would be forced to close.
2. Mayor Kolb of Oak Lawn did not support the proposal to relocate 95th Street on-street parking to implement a continuous left-turn median. His concern was that businesses that rely on on-street parking would be forced to close.



3. Several Advisory Panel members and other attendees requested that peak hour parking restrictions be considered in lieu of permanent 95th Street on-street parking restrictions.
4. Concerns were expressed about snow piling up on narrow sidewalks with removal of parking proposal.
5. Alderman Buchanan inquired about status of previously IDOT designed interchange at 95th Street and Stony Island.

Response: SRA recommendation is for at-grade intersection with dual left-turn lanes and separate right-turn lanes with right-of-way protected for post-2010 interchange design. Previous interchange design will likely require modifications prior to implementation.

6. Mayor Forsyth of Hometown inquired about the project recommendation to relocate Metra Station at 83rd Street closer to 87th Street as the vicinity exhibits a large amount of traffic congestion.

Response: This project recommendation will be more thoroughly analyzed in Phase I design and, if found to be not beneficial/workable, would not be followed through with.

7. Question was posed about IDOT's ability to fund off-street parking improvements. Roger Valente of IDOT responded that IDOT can fund off-street parking improvements. Mr. Valerte also added that none of the SRA project recommendations are currently funded in the 5-year program of IDOT projects and that all SRA recommendations are based upon what ultimate improvements are required to accommodate the projected traffic of year 2010.



Please inform the writer of any modifications or revisions to these meeting minutes.

Respectfully submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in cursive script, which appears to read 'Robert F. Hull', is written over the typed name.

Robert F. Hull, P.E.
Project Manager

RFH:cr

cc: Nancy Magnus
Advisory Panel Members



ADVISORY PANEL MEETING

Route: 95th / 87th Streets

Meeting Location: Evergreen Park Village Hall

Date: July 8, 1991

Name	Representing
Rick Boehm	SWC OF MAYORS
Rob Hull	Harland Bartholomew & Assoc.
George Brown	Harland Bartholomew + Assoc
Roger Valente	I.D.O.T.
George Catalano	IDOT
Rich Starr	IDOT
DICK MARINER	NIPC
Sandra Botte	IDOT-OPP
ANTHONY VACCO	MAYOR EVERGREEN PARK.
LAWRENCE BUSKING	ALDERMAN GINGER RUGAI CHGO
Harvey Zou	PAT HARVEY FASHIONS - PROPERTY OWNER
Ald John Buchanan	10 th Ward - City of Chgo
MICHAEL BEAUF	MADEWELL Inc. Oak Lawn
Joseph D. Nouc	MA/S Men's Shop

Name	Representing
Ray Forsyth	Mayor Hermeton
Lou CAVELLE	Chamber of Com - Evergreen &
Eunie Cobb	Mayor Oak Lawn
Lynn J. Evans	Oak Lawn, Enginr
ROBERT BOEHM	F. NOVOTNY & ASSOC (EV. PK)
Anna Hollow <small>Standard Bank</small>	Chamber of Commerce - Evergreen Park Chamber of Commerce - Oak Lawn
Tom BRIGGS	EVERGREEN PARK
David Zvattero	Boling Consultants
John Schimanski	Oak Lawn Office Supply
JOHN SCHIMANSKI	OAK LAWN OFFICE SUPPLY
Howard SCHWITZ	S&S Men's Wear
Thomas W. Murphy	Alderman 18th Ward Chicago
Kenneth Cook	City of Chicago - Dept. of Planning
Martin Beckinberg	" " - Dept. of Public Works
Joshua Flowers	City of Chic. - Dept. of Planning
Cornelia Grumman	Southtown Economist
Chuck Wakeland	Village of Oak Lawn
ROBERT FUENER	Cook County Hwy DEPT
Eugene Ryan	CATS

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

A Public Hearing was held to present recommended improvements to U.S. Route 12/20 and 87th Street and to obtain public input. The Public Hearing was conducted at Oak Lawn Community High School on August 8, 1991. The Public Hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA routes on aerial photographs as well as typical roadway cross-sections. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of U.S. Route 12/20 and 87th Street to the overall system; and the scope of recommended improvements for the entire SRA routes.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter also was present during the hearing to take oral comments, and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One Offices.

Included in this section are copies of the following:

- public hearing notice
- summary of public hearing
- public hearing register (Attachment A)
- slide presentation narrative (Attachment B)
- recorded oral comments (Attachment C)
- written comments (Attachment D)
- IDOT response letters (Attachment E)



**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**U.S. 12/20 (95th Street)
from U.S. 45 to
INDIANA STATE LINE**

**87th STREET
from CICERO AVENUE to
INTERSTATE 94 (Dan Ryan Expressway)**

**THURSDAY, AUGUST 8, 1991
2:00 - 8:00 p.m.**

**OAK LAWN COMMUNITY HIGH SCHOOL
95th STREET & SOUTHWEST HIGHWAY
(Use south end parking lot and
enter north door on Southwest Highway)
OAK LAWN, IL 60453**

PURPOSE OF MEETING:

- * To present recommended improvements for the above routes as part of the Strategic Regional Arterial (SRA) system
- * To obtain public input

A slide presentation will be shown every half hour starting at 2:00 p.m. with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and answer questions.

Reports concerning the recommended improvements will be available for inspection at the hearing and prior to the hearing at the District One office (address below).

Handicapped persons desiring to participate in this activity should telephone or write Rich Starr 708/705-4095 to make arrangements for their participation.

DISTRICT ONE OFFICE

**Illinois Department of Transportation
District 1
Division of Highways
201 West Center Court
Schaumburg, IL 60196-1096**

**Summary of Public Hearing
U.S. 12/20 (95th Street)/87th Street
Strategic Regional Arterial**

Thursday, August 8, 1991
2 pm to 8 pm
Oak Lawn Community High School
9400 Southwest Highway
Oak Lawn, Illinois

A public hearing was held by the Illinois Department of Transportation to present recommendations for improvements to U.S. 12/20 (95th Street) and 87th Street as part of the Strategic Regional Arterial System and to obtain public input. The public hearing was conducted in an open house format. A copy of the attendance register for the hearing is provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing. During the hearing, a narrated slide presentation was given every 30 minutes. This presentation included general information about the Strategic Regional Arterial System and Operation Green Light, as well as identifying the scope of improvements recommended for the Strategic Regional Arterial Route. A copy of the narrative for the slide presentation is provided as Attachment B to this summary.

Representatives of the Illinois Department of Transportation as well as the project consultant, Harland Bartholomew & Associates, Inc., were present during the hearing to answer questions and discuss the project recommendation. Also, a court reporter was present during the hearing to take oral comments, and provision was made for submission of written comments at the hearing and for a period of 30 days following the hearing. A copy of the recorded oral comments is provided as Attachment C to this summary; copies of the received written comments are provided as Attachment D. IDOT response letters to the municipalities concerning additional final evaluation of SRA project recommendations are provided in Attachment E. In addition to the recorded oral and written comments, the following comments were expressed to IDOT or project consultant representatives by those attending the hearing. Included beneath each comment, in the form of an IDOT response, is the final disposition of the recommended improvement for that particular segment of the SRA route.

- Many concerns and objections were expressed about the proposal to eliminate on-street parking between Harlem Avenue and Western Avenue on 95th Street to create a continuous median. Specific objections related to detrimental effect of parking elimination on local businesses and spillover effect onto residential areas.

Re: Relocation of on-street parking is no longer necessary since the recommendation for a continuous median from Harlem Avenue to Western Avenue has been dropped from the final report.

- Many concerns were expressed that the SRA project recommendations would create expressway-type conditions on 95th Street and, when coupled with elimination of curbside parking, would make the sidewalk areas unsafe for pedestrians.

Re: Curbside parking to remain, per previous comment, as a buffer area for pedestrian areas and businesses.

- Concerns were expressed that sidewalk areas would be inadequate for piling of snow that is normally piled in the parking lanes and that road salt and slush would be thrown against the windows of businesses.

Re: Final route recommendations revised to maintain curbside parking areas.

- Many concerns and objections were expressed over the SRA project recommendation to implement peak hour parking restrictions between Western Avenue and Cottage Grove Avenue to allow operation of BUS/HOV lanes. Specific objections related to the detrimental effect of parking restrictions on local businesses, safety for children who need to walk across 95th Street to attend school and inadequacy of designated off-street parking locations to provide proper parking supply.

Re: The final route recommendation on this segment includes Bus/HOV lanes operating in the peak hours, however, the improvement will not be implemented before pedestrian safety has been properly addressed and before an agreement can be reached with the local officials on an acceptable parking plan.

PUBLIC HEARING REGISTER

ATTACHMENT A

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
WILLIAM O'HEARN	9008 FRANCISCO EU PARK	STANDARD BK 2 TRUST
Beth Schopper	4949 W. 95 th ST Oak Lawn	Oak Lawn Camera Shop
Maureen Murphy	10015 S Clifton Park	Evergreen Park
ANNE BOYD	4140 W. 95 OAK LAWN	OL/ETP
JOAN ORR Joan Orr	6275 W. 95 STREET OAK LAWN	
Kathleen Kampenga	9512 MERRIMAC OL	Oak Lawn
William Hest	10637 LAUREL D.C.	MARIA & SONS PRINTING
William S Moore	10112 ST LOUIS EVERGREEN PARK	Evergreen Park
Gus SELAS	5540 W. 95 OL	Premis DRIVE
Jayne Griffin	7747 No. Kenton Chgo 60650	Southdale Neighborhood Assoc
EUGENE SIEGEL	10655 OAK ST CHICAGO RIDGE	MAYOR CHICAGO RIDGE
Julia Scurek	5261 W. 95 th St Oak Lawn, Ill	
Jan Koll	9949 S. ST LOUIS Evergreen Park, IL.	Evergreen Park
Jan Suczynski	9821 S Moody Ave Oak Lawn IL	

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
Mary H. Firth	8840 So. McClemente Evergreen Park Ill.	Residents
Shedae Kizik	4955 W 95 th ST Oak Lawn Ill.	Tuziks Parkway
Charles Wakeland	10606 S. Major Chicago Ridge, Ill	Village of Oak Lawn
Henry P. Pr...	9600 South ... Evergreen Park	EO PLS
L.E. Marjan	4959 W. 95 th OAK LAWN	Enterprise Glass
Judith Macnamara	3356 W 95 th ST Evergreen Park Ill	Ringhofer Printing Co
Laura Roche ON behalf of Sheriff Michael	Richard J. Daley Sheridan Room 704 - Chgo. Ill	Center
Arthur M. Bliss	9238 S Ridgeway Evergreen Park	Village Trustee
Joyce Anderson	4949 W. 95 th ST Oak Lawn IL 60453	Oak Lawn Economic Dev.
Cornelia Gummer	5959 S. Harlem Ave Chicago	Southtown Economist
Arlene Gillson	9526 S. MERRIMAN OAK LAWN	
Mary Farrell	9801 S. McVicker Oak Lawn	
Dale Seakotes	5355 W 95 th	
John VALENTINO	4927 W 95 th 4 OAK LAWN	Christopher John

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

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Name	Address	Representing
Carol J. Balster	4627 S. Keanokle Oak Lawn, IL	
Deag Woods	5505 W 95 th St. Oak Lawn IL	Hensil's Optical Dr FW Woods
Jeanne McMeelin	4915 W. 95 th St. Oak Lawn IL	Serviceall Appliance Parts
WILLIAM G GARDNER	4931 W. 95 th St - OAK LAWN, IL 60453	Wm G GARDNER, ATTY.
Patrick J Urbat	4931 W. 95 th St OAK LAWN, IL 60453	SELF
ROBERT MACNAMARA	3356 W 95 th Evergreen Park	R.P.C
WILLIAM EAKINS	5742 W. 95 th St. OAK LAWN ILL.	SELF
Laura Shallow	2400 West 95 th Street Evergreen Park, IL 60642	Standard Bank
LYNN J. KRAUSS	5252 DUMKE DRIVE OAK LAWN, IL. 60453	VILLAGE OF OAK LAWN
MARK Andersen	9226 S. 52 nd AVE OAK LAWN IL	OAK LAWN CAMERA SHOP
DAVID LACINE	3841 W 95 th ST EVERGREEN PARK, IL.	CONCORDIA INSURANCE
Mary Murphy	4123 S Margit Evergreen Park	State Representative Andrew McLean
STELLA BEDNARCZYK	6235 W. 95 th Oak Lawn Ill	
DAN FARRELL	7801 S Keanokle OAK LAWN	

me

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
Ruth Miller	9406 S Sacramento Evergreen Park	First National Bank of Evergreen Pk
Gloria Bidochh	5800 W. 95 th St. Oak Lawn, Ill.	Pace Bus Co
JIM BUSCHBACH	5615 W 95 th ST OAK LAWN, IL	BUSCHBACH INS.
NICK PITSOULAKIS	5207 W. 95 th ST O.L.	MARINA'S BRIDALS
J. H. Kusch	8840 Sacramento Ev. Pk	HOME OWNER
Geri Gordon	5211 W. 95 th St Oak Lawn	Oak Lawn Office Supply
Robert Kenchan	5211 W. 95 th St. Oak Lawn	Oak Lawn Office Supply
J. H. Grubert	9235 Sacramento Evergreen Pk	Home Owner E.P.S.A.A. REP.
Mr & Mrs Jim McMech	4915 W. 95 th St. OAK LAWN, IL	Services Appian
Richard W. Marks	4941 W. 105 th Oak Lawn	Home Owner
Klemens Proszkiewicz	10933 S Central Oak Lawn, Ill	Business
Aaron Smith	5213 W. 95 th St. Oak Lawn	Bus.
ROGER BENSON	5432 W. 95 th L DAK LAWN, IL	B.J. McMAHON'S
HELEN CUPRISIN	9233 S. HOMAN EVERGREEN PARK, IL	HOME OWNER

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
Jonathan A. Ellis	2201 W 95 th ST. Chicago IL 60643	Himmel Furs
Kenneth Paul	10117 So Cicero Ave Oak Lawn Ill	Oak Lawn Coalition Party
Jill Capel	5307 W. 95 th St	Dolores Interiors
Jeanne Casey	5302 W 95 th St Oak Lawn	Annie's, Ltd.
Anne W. Benoit	5208 W. 95 th St Oak Lawn	Melanie Belly.
Alderman Susan Murphy	8146 S. Kedzie CHICAGO IL 60652	18 th WARD
Bob Klenator	5570 W 95 th St DAK HAWK ILL	Thompson & Kuessen F.H.
Lynn Covelle	3929 W. 95 th St. EVERGREEN	EVERGREEN Park- of Co.
William J Sullivan	9400 S. Cicero Ave #203 Oak Lawn, Ill. 60453	O. T. Charles of Commerce
Beth Negrete	6033 W 99 Oak Lawn Ill 60453	Q of Green Residents - 3rd
Mark Santoro	5163 W 95 th OAK LAWN 60453	CARPET WHOLESALE
Judy Pilbury	P.O. Box 26 Palmer Park, IL 60464	95 th Cook Business
Cheryl Polodinic	5140 W 95 th St Oak Lawn, Ill	Oak Lawn Hair Fashion's
William P. Love	4955 W. 95 th ST. Oak Lawn, Ill. 60457	TUZIK'S 95 th ST. BAKERY

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
William A. Finlow Jr	9618 S. Commercial	Ald. John J. Buchanan ^{Chgo} _{10th Ward}
PHILIP HANSEN	9940 S. DAMEN CHGO 60643	BEVERLY RIDGE HOMEOWNERS ASSN
DENNIS DAL SANTO	550 W. ALGONQUIN ARLINGTON HTS 60005	PAGE
KATHY FREDRICKS	10543 S. WOOD ST. CHICAGO 60643	EAST BEVERLY ASSN
CELE PAUL	10117 S Cicero OAKLAWN.	OAKLAWN COALITION ^{PR}
VINCE GAVIN	9730 S. Western Evergreen Park	Evergreen Plaza Shopping Center
^{MAYOR} ANTHONY VACCIO	9418 S. KEDZIE EVERGREEN PARK.	VILLAGE OF EVERGREEN PARK.
DOLORES CAPPEL	5307 W 95 ST. OAK LAWN	MERCHANT
Dr Eng. Bernath	5208 W. 95 th St OAKLAWN, IL.	Dentist
Harriet Murphy	4923 W. 99 th St OAKLAWN, IL. 60453	citizen
Michael DELEGATTO	5570 W. 95 th ST OAK LAWN IL.	THOMPSON & KUENZEL F.H.
JOHN J. NAUGHTON	5311 W 95 th ST. OAK LAWN IL	NORMANS FORMAL WEAR
Deborah Kosterki	9907 S McVicker OAK LAWN Ill.	OAKLAWN RESIDENT
KAREN PITSORLAKIS	5207 W. 95 th ST. O.C. 60453	Marianna's Bridals

PUBLIC HEARING REGISTER

Project: U.S. 12/20 (95th Street)/87th Street

Date: August 8, 1991

PLEASE PRINT CLEARLY

Name	Address	Representing
Maureen Harrigan	9325 S. Kayne Chgo 60620	Alfred J. Kuzni Chgo
John Puzan	10237 S. Western 60643	
G. Garuse	5345 W. Avery Pl Oak Lawn Ill. 60453	
Rosa B. Hudson	9705 So Prospect Chgo Ill 60643	VANDERPOEL Imp AS ROSA B. Hudson
Dave Zoratto	Hillcrest Ill 60435	Bolyn Consultants
Tim Newman	1890 Maple Suite 200 Evanston IL 60201	CH2M Hill
Carol Vining	9730 S. Western Evergreen Ill 60642	Judith Steif
Ernest & Fella Meyer	5252 Dumbauld OAK LAWN	Village of Oak Lawn
DARREL HAMMONDS	9258 So. 54th OAK LAWN	THE CAPTAIN'S CHAIR
Carolyn Williams	1845 W. 95th St. Chgo. 2023 W. 95th St. Chgo	Beverly Hills Pascho Razzmatazz Boutique
KEN CAPPEL	5307 W 95 th ST	DOLORES INT.
Joseph M. DiWoo	5201 W. 95 th ST OAK LAWN	MAI'S MENS SHOP
Joseph J. Lachover	9116 S. Troy Evergreen Ill	
Leo Biowick	4150 W 79 th Pl	

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All Bodie	1000 E. 111TH CHGO IL. 60628	CALUMET AREA IND. COMMISSION
DENNIS LAWSON	11005 S. KOLMAN OAK LAWN, IL	EV. PK. AREA 95 th + I-55/216
Rick Boehm	6701 S. ARCHER BEVERLY PARK	SOUTHWEST COUNCIL OF MAYORS
Oliver Jones	2818 W. 100th St Englewood PK. Ill	EV. PK. AREA 95TH + CALIFORNIA
JANINE WINSKI	9715 S. MANSFIELD OAK LAWN	
H.D. PARTLOW	9240 S. HARDING EV. PK.	PERSONAL
LOIS D. WEBER	9006 S. HOYNE CHICAGO 60620	95TH ST. BEVERLY HILLS BUSINESS ASSN.
Carole A. Finn	9240 S. HOYNE CHGO 60620	CHRIST THE KING SCHOOL
ARTHUR C. MUNIN	10339 S. HAMLIN CHGO ILL	CHGO Police DEPT.
Helen Andersen	8940 S. Bell CHGO 60620	Kellogg School
PATRICIA BOYD	10324 LAKWOODS CHICAGO IL 60643	SENIORS
Jim Cosmo	9336 S. Winchester CHI. 60620	Dev. Improvement Assn
Eda Schumpfle	10324 Lakwoods 10233 So. Wood	BAPA 10322 S. Wood

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Irene Daily	Oak Lawn Ill	
Martin Beckenbergs	City of Chicago Dept. of Public Works	Public Works - Chicago
William B. Lewis	10316 S. Laramie Oak Lawn	
Lee R. Toksdorf	8834 S. Central OAK LAWN IL	—
Lester Pasene	9241 S. Harding EV PK #4 60647	
Russell Malinsky	9235 Harding EV PK 60642	
Eugene B. Dixon	9533 S. Massasoit Oak Lawn IL 60453	
Otho Casarano	9208 S. Oakley 12133 W. 95 th St Chicago	Glenview Assn.
EDWIN M. LOBBACH	5001 LAMAR DR OAK LAWN IL 60453	
Adeline Ray	10233 S. Wood Chgo 60643	Beverly Area Planning Assn
Maurice Hart	10669 S. Bell Ave Chgo	Beverly Area Planning Assn
Glenn Williams	10731 S. Western #8 Chicago IL 60643	Beverly Area Local Dev. Co.
JOSEPH MERLE	9746 S. 51 st AVE OAK LAWN IL 60453	

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Arnold Thompson	9901 S. Maplewood Chicago, IL 60642	self
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Larry Malico	The Times Lansing, MI	The Times
Sanford Perkins	500 W 95 TH ST CHICAGO ILL 60620	18 th Sen Dist
Charles Marble	500 W 95 TH ST Chicago 60620	. 11 11 11
Frank Stanley		E. S. CHAMBS OF ^{CO}
Terri Braman	10231 S. Western	Senator Joyce
Tom Dart	10231 S Western	Sen. Joyce
James F LaPorte	4705 S. Kennech. Oak Lawn IL-60453	SELF
Jeremiah Joyner	ILL S. ST	
Cileen Blazey	9515 S. Hamlin Evergreen Pk.	Resident
Patricia Tamontaque		
Robert Walsh	9278 S. SPRING AVE OAK LAWN IL 60453	RESIDENT + BUSINESSMAN

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JOE & LINDA RASPANTE	<i>5901 W 98th ST. OAK LAWN</i>	OAK LAWN
Jean Lachat	<i>5959 S. Harlem Chgo IL 60638</i>	Southtown Economist
WILLIAM P. McDONAGO	<i>9437 So Springfield Evanston PARK, IL</i>	Evangelical Park
<i>Ann Vilikis</i>	<i>5408 W 95th ST. Oak Lawn, IL 60453</i>	<i>Oak Lawn</i>
JOHN E. MCGURK	<i>5172 W 95th ST OAK LAWN IL 60453</i>	OAK LAWN
RONALD SPITZER	<i>5500 W 95th ST OAK LAWN #11</i>	

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B. Woolley	9124 S. Troy	
	Ev. P. IL 60642	
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	EP 60642	
Bob Streit	9516 S. Melvina	Oak Lawn
	Oak Lawn	
Lloyd CIEPLAK	9217 MASSASOIT	
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Joseph Cogliandro	3570 W 95th St	
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Mary E. CIEPLAK	9217 MASSASOIT AV	
	OAK LAWN, IL 60453	
MARY ANN SPITZER	9708 W. 95 th ST.	
	OAK LAWN, IL 60453	
JEROME L. SOCHAT	9015 S MEADE AVE	MYSELF.
	OAK LAWN, IL. 60453	
HENRY EISSES	9120 MOODY AV,	

SLIDE PRESENTATION NARRATIVE

ATTACHMENT B

U.S. 12/20 (95TH STREET)/87TH STREET
PUBLIC MEETING SLIDE PRESENTATION

1 – IDOT Logo

Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for two routes designated as part of the Strategic Regional Arterial System. These routes are:

2 – Location Map

- U.S. 12/20 (95th Street) from U.S. 45 to the Indiana State Line;
and

- 87th Street from Cicero Avenue to I-94 (Dan Ryan Expressway)

3 – SRA Logo

The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeastern Illinois.

4 – SRA System Map(CATS)

The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system.

5 – Operation GreenLight Logo

6 - View of Expwy Congestion

7 – View of Arterial Congestion

As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips.

8 –View of Skokie Swift at Dempster

9 – 8-point program list

However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system.

Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

10 – SRA Route Type Map

Within the overall system, three different route types have been defined based upon future density of development in the region. The three route types are designated as rural, suburban and urban.

Urban routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County and the more developed portions of McHenry, Kane and Will Counties. Rural routes are located in the outer portions of Lake, McHenry, Kane and Will Counties.

11 – View of Ohio Street

Each of the three route types has different characteristics which affect the type and scope of potential future improvements. Routes located in densely urbanized areas typically have minimal possibilities for roadway expansion. However, improvements could be made to intersections, local transit facilities and low structural clearances. For routes in developing suburban areas, preservation of right-of-way, additional lanes on roadways, and signal coordination may be considered. In rural areas, preservation of right-of-way and controlled access would provide for movement of through traffic and accommodate future needs.

12 – View of North Avenue

13 – View of IL 64 West of Wasco

14 – SRA Design Concept Report Cover

Desirable characteristics for each of the three route types have been defined in the Strategic Regional Arterial Concept Report, completed in January, 1991. These characteristics identify desirable standards in planning for the routes on the system.

15 - SRA Route Map w/Year 1 and Year 2 Routes

Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including the U.S. 12/20 and 87th Street routes.

16 - SRA Objectives

Development of a comprehensive, long-range plan for the entire Strategic Regional Arterial network is necessary in order to implement improvements to the system in a coordinated and cost effective way. To accomplish this consistently throughout the system, the route studies are guided by eight objectives.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Identify and protect needed right-of-way.
- Examine ways to enhance public transportation.
- Manage access to Strategic Regional Arterial routes to improve through traffic movement and reduce conflicts.

- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the Strategic Regional Arterial route corridors.
- Identify potential environmental concerns.

**17- SRA Work
Program Chart**

For the past twelve months, U.S. 12/20 and 87th Street route studies have been carried out . This began with the collection and analysis of information about conditions along both route. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Construction cost estimates for the recommended improvements for each route were prepared. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

Throughout the planning process, local involvement and coordination efforts included meeting with an Advisory Panel for each Strategic Regional Arterial route. A regular newsletter for each Panel has informed members about the Strategic Regional Arterial program and ongoing route studies, and a draft report has been prepared for each route.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

18- Location Map

U.S. 12/20 is a Strategic Regional Arterial route between U.S. 45 and the Indiana State Line, a distance of 18 miles. The route is designated a Strategic Regional Arterial on 95th Street between U.S. 45 and Ewing Avenue, on Ewing Avenue Between 95th Street and Indianapolis Boulevard and on Indianapolis Boulevard between Ewing Avenue and the Indiana State Line. The route passes through the communities of Hickory Hills, Palos Hills, Chicago Ridge, Bridgeview, Oak Lawn, Evergreen Park and Chicago.

- 19- Regional Transportation Facilities**
- As part of the SRA system, U.S. 12/20 is connected to the regional transportation facilities by seven intersecting Strategic Regional Arterial Routes: U.S. 45, Harlem Avenue, Cicero Avenue, Pulaski Road, Western Avenue, Stony Island Avenue and Torrence Avenue. The Tri-State Tollway, I-294, and the Dan Ryan Expressway, I-94, are the two expressways intersecting with U.S. 12/20. Major transit facilities that intersect U.S. 12/20 include the Metra lines Norfolk Southern, the Rock Island Main Line, the Rock Island Beverly Branch, the Metra Electric Main Line and the CTA Dan Ryan rapid transit line.
- 20- Typical Urban Cross-Section**
- U.S. 12/20 is classified as a suburban SRA route from U.S. 45 to Harlem Avenue and as an urban SRA route from Harlem Avenue to the Indiana State Line. For a suburban SRA route it is desirable to have three through lanes in each direction with at least a 120-foot wide right-of-way. For an urban SRA route it is desirable to provide a minimum of two through lanes with at least a 72-foot wide right-of-way.
- 21-Typical Suburban Cross-Section**
- The projected travel demand for U.S. 12/20 in the year 2010 varies over the length of the route. Between U.S. 45 and Tri-State Tollway the projected traffic is less than 30,000 vehicles per day; between Harlem Avenue and Pulaski Road the projected traffic is between 30,000 and 40,000 vehicles per day; between Pulaski Road and Western Avenue the projected traffic is between 40,000 and 50,000 vehicles per day; between Western Avenue and Cottage Grove Avenue the projected traffic is between 30,000 and 40,000 vehicles per day; and, between Cottage Grove Avenue and the Indiana State Line the projected traffic is less than 30,000.
- 22- View of 95th Street Rush Hour**
- The recommended roadway improvement for 95th Street between U.S. 45 and Harlem Avenue maintains a consistent two through traffic lanes in each direction with an 18-foot center median. The ultimate desirable right-of-way width is 120 feet for this roadway improvement. It is also recommended that all existing traffic signals between U.S. 45 and Harlem Avenue be coordinated to improve traffic flow at a relatively low cost. It is recommended that right-of-way be protected in the northeast quadrant of the interchange at Tri-State for eventual implementation of a Park-N-Ride lot.
- 23-U.S. 45 to Harlem Ave.**
- The recommended roadway improvement for 95th Street between Harlem Avenue and Western Avenue maintains a consistent three lanes in each direction with a 12-foot center median. Implementation of this roadway improvement will require the relocation of all on-street parking. Other improvements include the coordination of all existing traffic signals to improve traffic flow and the construction of a parking deck at the Oak Lawn Metra Norfolk Southern commuter station to promote increased transit usage.
- 24- Harlem Ave. to Western Avenue**

- 25-Western Ave. to Cottage Grove Avenue** The recommended roadway improvement for 95th Street between Western Avenue and Cottage Grove Avenue is 6 through lanes with the existing center median during peak hours and 4 through lanes with the existing center median during off peak hours. Implementation of this roadway improvement will require on-street parking be prohibited during peak hours. It is recommended that the curb lanes be used only by bus and other high occupancy vehicles during the peak hour travel period. To increase traffic flow all existing traffic signals should be coordinated. Additional parking and other improvements are recommended for the Metra Rock Island Main and Beverly Branch lines and CTA rapid transit station at the Dan Ryan Expressway.
- 26-Cottage Grove Avenue to Torrence Ave.** The recommended roadway improvement on 95th Street between Cottage Grove Avenue and Torrence Avenue is a consistent three lanes in each direction with an eighteen-foot center median. The ultimate desirable right-of-way width for this roadway improvement is 120 feet. It is recommended that major intersection improvements be implemented at the 95th Street/ Stony Island intersection, such as dual left turn lanes on all intersection legs. All existing traffic signals should be coordinated to improve traffic flow.
- 27-Torrence Ave. to Ewing Ave.** The recommended roadway improvement for 95th Street between Torrence Avenue and Ewing Avenue is a consistent two through lanes in each direction with a 12-foot center median. It is recommended that all existing traffic signals be coordinated.
- 28-95th Street to Indianapolis Boulevard** The recommended roadway improvement for Ewing Avenue between 95th Street and Indianapolis Boulevard is two through lanes in each direction with coordination of existing traffic signals.
- 29-Ewing Avenue to Indiana State Line** The recommended roadway improvement for Indianapolis Boulevard between Ewing Avenue and the Indiana State Line is a consistent three through lanes in each direction with a 12-foot center median.
- 30-Location May** 87th Street is a Strategic Regional Arterial route between Cicero Avenue and Interstate 94, the Dan Ryan Expressway. The route passes through the communities of Hometown, Evergreen Park and Chicago.
- 31-Regional Transportation Facilities** As part of the Strategic Regional Arterial system, 87th Street is connected to the regional transportation facilities by three intersecting SRA routes: Cicero Avenue, Pulaski Road and Western Avenue. Interstate 94, the Dan Ryan Expressway, is the major expressway facility intersecting 87th Street. Major transit facilities that intersect 87th Street include the Metra Norfolk Southern and Rock Island lines and CTA rapid transit facility at the Dan Ryan Expressway.

32-Typical Urban Cross-Section

87th Street has been classified as an urban Strategic Regional Arterial route. For an urban SRA route it is desirable to provide a minimum of two through lanes in each direction with at least a 72-foot wide right-of-way.

33-View of 87th Street Rush Hour

The projected travel demand for 87th Street in the year 2010 varies over the length of the route. Between Cicero Avenue and Damen Avenue the projected traffic is between 40,000 and 50,000 vehicles per day; between Damen Avenue and Halsted Street the projected traffic is between 30,000 and 40,000 vehicles per day; between Halsted Street and the Dan Ryan Expressway the projected traffic is less than 30,000 vehicles per day.

34-Cicero Avenue to Western Avenue

The recommended roadway improvement for 87th Street between Cicero Avenue and Western Avenue is three eastbound through lanes and two westbound through lanes with a 12-foot center median. It is recommended that all existing traffic signals be coordinated to improve traffic flow.

35-Western Ave. to Halsted Street

The recommended roadway improvement for 87th Street between Western Avenue and Halsted Street is 3 through lanes in each direction during peak hours and 2 through lanes in each direction during off peak hours. Implementation of this roadway improvement will require elimination of all on-street parking during the peak hours. All existing traffic signals should be coordinated.

36-Halsted Street to Dan Ryan Expressway

The recommended roadway improvement for 87th Street between Halsted Street and the Dan Ryan Expressway is a consistent three through lanes in each direction with a 12 to 18-foot center median. Implementation of this roadway improvement will require a minor roadway realignment and a 90-foot right-of-way width near the Dan Ryan Expressway. It is also recommended that a parking deck be constructed near the CTA Dan Ryan rapid transit line.

37-SRA Logo

Additional information concerning the Strategic Regional Arterial Program, as well as the studies and recommended improvements for U.S. 12/20 (95th Street) and 87th Street as part of the Strategic Regional Arterial system may be viewed in the adjoining room. Representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room, will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

38-Address for Comments

39-IDOT Logo

Thank you for participating in this public hearing.

RECORDED ORAL COMMENTS

ATTACHMENT C

Opening Statement

Lawrence Busking: Residents of the 19th Ward of Chicago would welcome the opportunity to approve the flow of traffic on U.S. 12/20, but we do not want to downgrade our neighborhood to improve a street. After reading the draft of the study, I have detected some misconceptions about our area which need to be addressed.

Parking, Sidewalks and Frontage Roads, On Page 51, Section 3.4.2, it says, "on-street parking is permitted throughout, but it's not extensively used." The report's most serious flaw has been its failure to take into account the extensive strip shopping and associated on-street parking from Western to Ashland Avenues. The report has also flawed to take into account the cohesive nature of the surrounding residential area and its reliance on the shopping strip.

Transit, Although the report acknowledges public transportation, it fails to take into account the relationship between public transportation, and the traveling public and their destinations. As a result, public transportation seems to be given second class status while it is used as an excuse to widen this route for private transportation flow.

Historical Significance, Page 53, Section 3.4.3, The

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report has the boundaries of the Ridge Historical District all wrong. Prospect Avenue is the eastern boundary, while Hoyne Avenue is the western boundary.

Sensitive Land Uses, This section identifies some of the public buildings directly on 95th Street, but does not identify other public areas close to the route which are accessed by 95th and its cross streets. (i.e., Ridge Park, Kellogg School, Christ The King School, four (4) churches, and a regional shopping center). Because of the makeup of this area, heavy pedestrian traffic is a hallmark of this cohesive neighborhood and is entirely neglected by this report.

Development Characteristics, Page 53, Section 3.4.4, Development Access and Setbacks, "Curb cuts provide access to the strip commercial establishments." This statement is wholly wrong as on-street parking provides for the majority of parking for shopping.

Recommended Improvements, Pages 53 to 57, Section 3.4.5; On Page 54, the report recommends the widening 95th Street; On Page 57 under, "Potential Environmental Concerns," the report says, "no major widening" is proposed, and yet in table 3.18, the estimated cost of this non-major widening is \$9.1 million. In comparison, the major widening of 95th street

from 96th Avenue to Harlem Avenue is estimated to cost \$12.5 million. What exactly constitutes major widening and its impact? Doesn't the people environment of a cohesive neighborhood count for something in an impact statement?

Traffic Signalization, Page 56, "All traffic signals should be interconnected into a signal system."

This one statement is the highlight of this report. If traffic can be improved up or down 95th Street without having to stop at every traffic signal, you would have accomplished the one goal on which we can all agree.

87TH STREET SEGMENT 2

Sensitive Land Uses, Page 99, Section 3.10.3, The area of the abandoned railroad right-of-way near 87th and Damen Avenue and the adjacent Dan Ryan Woods has been identified as a high-quality wetland area with many rare and endangered plant species. This fact must be included in the SRA report.

Since 87th Street lends itself to heavier traffic volume and since it also passes under the Tri-State Tollway (I-294) and the Skyway (I-90), perhaps consideration should be given to providing access to these highways and designating 87th Street as the preferred long trip SRA.

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Calvin Pearce: First and foremost, I understand that IDOT has an obligation to try to utilize the consultants to come up with the current picture for aviating the traffic problem. The only problem is that with that professional consultant's opinion, we lose sight of what the priorities are for the communities that are involved.

The traffic is there. It exists because of businesses that are nourishing. This is the reason why people come in. If you do anything that upsets that business flow, then there will be no need for the expansion, after the fact, having serious concern needs to be considered when you look at the loss of parking meter revenue. That loss of revenue is going to be felt by the City of Chicago and also by all the suburban cities and have a very serious impact on our schools. Those businesses that fail because of the loss of street parking, it's going to cause students to lose jobs; it's going to destroy businesses, businesses that support schools right now, businesses that are helping to turn the whole educational process around.

I don't think we need a 95th expressway. The reason why is because loss of one life, one child. Because of this, expansion would be too much of a price to pay. I think that

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the Illinois Department of Transportation should be supporting our return to standards in education and should be doing all that they can to nurture family and the community.

And I think that those, as priorities, is what will make our state great. I don't know what the solution is; I just know that it's not widening 95th Street and destroying businesses, because most of our students will not be going off to college to become rocket scientists. The majority of our students will be coming right back to work in those businesses that flourish on 95th Street and 87th Street.

Lois Weber: I am the Executive Director of the 95th Street Beverly Hills Business Association. For over 30 years the 95th Street Business Association has represented the interests of the nearly 150 retail merchants and business people on 95th Street between Western and Ashland in Beverly Hills. The Association strives for growth and activity while maintaining a safe, attractive, and economically viable business district.

It has come to our attention that the Illinois Department of Transportation is looking at ways to increase traffic capacity and alleviate traffic congestion on arterials,

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in this case, 95th Street. We understand that recommendations include restricting or removing on-street parking, creating a high-volume lane adjacent to the curb and possibly narrowing the sidewalks.

The major problem facing the business district at this time is the lack of convenient accessible parking. Vacancies are rising for this reason; business attraction efforts are thwarted for this very reason; and the customer base is dwindling, again because of the lack of available parking.

The 95th Street business district grew as a major shopping area at a time when reliance on the automobile was not so strong and no consideration was given to setting aside vacant parcels for future parking needs. Our small businesses strive to compete with suburban malls and mini malls, which all provide on-site parking. It is a well documented fact that although people will walk for miles in a mall, they will only shop on a city strip if they can park on the block with which they wish to patronize.

This past November, the City of Chicago, Department of Planning commissioned Barton Aschman Associates of Evanston to do a parking study of 95th Street from Ashland to Western. Once again, this study, as all of those done before, points to

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the fact that there is a shortage of parking on 95th Street. The study also reports that there is no cost effective way to increase parking, and that 95th Street businesses depend on curb side parking in close proximity to their stores.

If the Illinois Department of Transportation follows through on this proposal and eliminates 95th Street's 300 curb-side parking spaces, it will also be sounding the death knell of a vibrant, residential shopping strip which in turn will have a devastating, negative impact on the Beverly Hills community.

In 1984 the 95th Street business district was declared a special service area which means that property owners have opted to tax themselves to pay for beautification projects, marketing programs, and various efforts to strengthen 95th Street, and now the State of Illinois wants to create a highway and probably a "ghost town" in the process.

There are much broader issues at stake in moving traffic more quickly. There are serious economic, safety, and environmental considerations that must be addressed.

It is absurd to think that a city strip shopping area can survive without on-street, curb-side parking. No vacant land is available to create parking lots. It is too costly to

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purchase and demolish existing structures to develop parking alternatives. Parking on local side streets is minimal due to residential parking zones and cul-de-sacs require more width than currently exists on these side streets.

If a high-volume roadway is needed to move traffic east and west, the Illinois Department of Transportation must look for an alternative that does not bisect a residential community. It seems hardly fair to destroy a business district and possibly an entire neighborhood just for the sake of improving traffic flow.

Lester Racine: Where am I going to park my car? I live the third house off of 95th Street north. I have no driveway to park my car. I have to park it on the street. Now, I go shopping at a store, any store, come back, people that are shopping on 95th Street, they are in front of my house; they are parked. And even the employees on 95th Street will park in front of my house. I never have a place to park my car. I have to walk maybe three blocks down to park my car, which is wrong.

Lee Tolksdorf: My complaint is the intersection of

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87th Street, Pulaski Road and Southwest Highway. There is a bottleneck there in normal times. If you get caught by the light, it's a three minute wait. If you're in rush hour, it's usually a six minute light if you don't make the first light. If you're on the edge of that nine minutes, you're going to wait at this intersection.

I would suggest that an overpass on 87th Street, similar to the one on Archer and Ashland Avenue in Chicago, be put there. This way the through traffic on 87th Street would go over the overpass and straight through and you only have to coordinate your light between Southwest Highway and Crawford Avenue. It would also eliminate the bottleneck of the railway that goes in there too, because you would be going over the railroad tracks.

Patricia Boyd: Regarding Operation GreenLight, as a senior representing seniors in the community where I spent my youth, raised our family, and currently choose to enjoy involvement and opportunities, I present here with the concerns that loom regarding the Operation GreenLight proposal being considered by IDOT for 95th Street.

Schools, youngsters cross 95th Street from north to

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south, south to north as often as four times per day on foot.
No closed-campus sometime during prime time.

Concerns, Would you expose your children, or grandchildren to the hazards that the proposal would present? You would not, because to free a neighborhood with this stigma, thus creates a real estate disaster.

Churches, Members enjoy the convenience of walking to the church of their choice, many on a daily basis, crossing 95th Street during morning prime time.

Concerns, seniors' lives definitely would be jeopardized with the present mode of traveling 95th Street altered. Churches would suffer a declined anticipation, a threat to their survival.

Businesses, Countless businesses provide convenient local shopping easily accessible on feet or via handy meter parking.

Concern, A survey organization considered the IDOT proposal a "plus" for any business on such a route. Do local businesses ever survive damaging manmade blows? Bottom line, "we are our community." Our community life is important to us. Our present health is the result of constant people participating in local decisions at the Civic Association

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level. Therefore, we consider the proposal of IDOT a devisive one for our community, geographically, as well as in the three years outlined above.

Thank you for this opportunity to share our vital concerns with you. Sincerely, Patricia K. Boyd

Otto K. Kaiserauer: Basically I am a business owner and resident of the Beverly Hills Community along the 95th Street where I have owned an Art Gallery for over 20 years. And, historically, it has been our desire on the street as far as the business community is concerned. As a business associate, as well as individual business owner, I want to improve the parking situation along 95th Street.

Based on the outline of Operation GreenLight, the parking situation would be pretty much eliminated or impaired, which would be devastating, in my opinion, to the local business community. I am strickly speaking for Beverly, but 95th Street and Ashland also would be true for the extent of 95th Street shopping strip in Oak Lawn. But I am confining my remarks to the Beverly area and Western Avenue. And it's very difficult and always has been confined to added-parking, which is essential to the business community, retailing business

community.

To alleviate parking, as Operation Greenlight suggests, would be so detrimental that that would, in my opinion, leave the retail community totally wiped out because nobody can park and nobody can come to shop as far as the residential community is concerned, which is immediately north and south of 95th Street, they are very much dependent, not only dependent, but also declined to shop 95th Street.

There is very definite danger points which cross over from local area schools. The children have to cross 95th Street which would become even more dangerous to the children if they would have to contend with the increased high speed traffic that is contemplated by this IDOT plan.

In short, my recommendations would be to improve the parking at 95th Street as it is now, and take 87th Street as an alternate route for Operation GreenLight and improve and expand on 87th Street, which has a lot less shopping areas, has a wider street, and has a better potential for expansion and improvement for purposes of what Operation GreenLight would be doing.

In short, this is my statement which I am saying I'm totally against eliminating parking and in favor of traffic

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improvement. We are all in favor of traffic improvement, but traffic improvement, in my opinion, can be accomplished by rerouting or reutilizing 87th Street instead of wiping out complete businesses. Besides, I also have a strong feeling in the residence community because I am a resident of Beverly, that there might be a hitch in real estate in the community, which is a very solid integrated community in Chicago property, and would have a negative impact to the residence community, needless to say, the commercial industry.

So I am against abolishment of parking; I am for increasing of parking on 95th Street, and I am in favor of the survival of the business community.

Gingerrugai: Alderman of the 19th Ward of Chicago. I am very concerned with IDOT's proposal, Operation GreenLight, for 95th Street from Western to Ashland. As a particular proposal is written, I would have to strongly oppose implementation. The loss of commercial parking and increased safety hazards for our children crossing 95th Street en route to school would be the most important reason for this opposition. Where the plan does not propose to proceed in steps and phases, I could see that there could be worthwhile

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improvement such as signal modification and traffic interconnecting of signals. This could be done without loss or minimum loss of parking. I am interested in future discussions that in fact coenhances the residential character of our community and our adjacent small town business district.

I am very aware that there is no funding for any of these proposals at this time and that any future action will not be considered for many years and only after further input in public hearings. I think an additional concern is the potential for any damage to prospective businesses considering relocating in the area with the thought of limited parking. We may dissuade some potential businesses from locating in your area. I would offer that IDOT can do some positive PR regarding this too. In fact, clear up any misconceptions regarding it.

Jonathan A. Ellis, Himmel & Sons, 2201 West 95th Street, Chicago (Beverly): We just want to go on record that we strongly oppose any traffic, any number of traffic spaces throughout the Beverly, Morgan Park business area on 95th Street. There is no off-street parking, no off-street parking. Every street is, "permit parking only," and if they

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come in and restrict parking anytime, they're going to kill the businesses on the street plus the fact any reduction in the sidewalk. We have a lot of walking traffic on the street; any reduction in the sidewalk due to bus terminals and lanes will endanger pedestrians.

We see that if they go to three lanes that probably there would be an increase of the traffic when using the street. And secondly, the street in which they go is going to increase, again pedestrian problems. We have a lot of school kids that cross the street, tight knit community, and we would just like to see them help us with our parking rather than make it a large street for increased traffic.

Eda Schrimple, Director of Economic Development for Beverly Area Planning Association: I am here to testify against the recent proposal by IDOT and NPIC to upgrade the flow of traffic on 95th Street to higher volume, specifically from Ashland to Western, to eliminate on-street parking, narrowing the sidewalks and creating a mini highway.

The proposal, I feel, has not taken into account the merchants, the surrounding residential area, or the pedestrian traffic currently on the strip as far as parking. The proposal

would eliminate or reduce the parking space currently available. Merchants on 95th Street have suffered. It is now very difficult to locate tenants on the strip right now because that's what I do for a living, because of potential customers. I know this for a fact. If he doesn't find a parking space within a block of the store he wishes to patronize, he will go elsewhere, so we strongly oppose.

We have been, for the past 10 years, working to create more parking on the street for this reason. Increasing the flow of traffic, this is absolutely unacceptable. 95th Street suffers from high volume of traffic right now. It would be dangerous for children crossing 95th Street that go to several schools there; and to senior citizens, who already find it dangerous and refuse to shop there; and to residents, who live on both sides of 95th Street are traveling at a high speed, the visibility of the merchants that are located along the street is hindered, therefore, creating a lack of customers. If you don't see the stores, you're not going to take the time to stop, so you will not go in there and shop.

The focus of the 95th Street Business Association and the Beverly Area Planning Association have been to bring back the walking traffic on the strip by reducing the fear of the

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high volume of traffic that now exists.

The Beverly Planning Association, along with the community and 95th Street Business Association, have worked for many years to create a shopping atmosphere with plantings, trees, flowers etc. We have done all this to create parking to reduce the speed of traffic. We put stop signs, yield signs, and traffic signals, and now this study is going to undue like efforts by the City, by all of us in order to do this.

If this proposal is enacted, all the efforts would be fruitless. The results would be a reversal of positive efforts. If this became a mini expressway, the merchants would leave. There would be a lack of customers, very little walking traffic, and it would be difficult to bring in new business structures. They should look at 87th Street. There is no commercial surroundings there. It's very little traffic because they use 95th Street.

Adeline Ray: I am the Education Coordinator for the Beverly Area Planning Association located at 10233 S. Wood Street, Chicago. It's part of my job in working with all of the schools in the Beverly Hills/Morgan Park community of Chicago to look out for their best interests and to represent

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their needs and concerns. It is to that end that I am here to address the proposed widening of 95th Street under Operation Greenlight and to express our strong opposition to any such plan.

95th Street runs through the heart of Beverly and affects the day-to-day lives of over 1700 students. This number represents only the students who attend the public, private, and parochial elementary and preschools whose boundaries and geographic locations straddle this thoroughfare. It is these children, and indeed all of the children of this community, that this plan endangers who, daily, must cross 95th Street to get to and from school, home, the library, the babysitter, the park, CCD classes, church services, tutoring sessions, sports programs, dance lessons, doctor appointments, to get a hamburger, an ice cream cone, or school supplies.

Increasing the through traffic on 95th Street, as this proposal is designed to do, presents a serious safety hazard to the pedestrian traffic, much of which is composed of our local student population. Crossing guards now have the difficult task of assisting children across intersections that have no traffic signal. The Operation Greenlight plan drastically

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increase the threat to the safety of these youngsters and the adults who are responsible for them.

Increasing the number of lanes on 95th Street would bring on more through traffic than it would alleviate, would turn our community hub into a speeding highway, would seriously jeopardize the safety of our young, and would divide our closely-knit schools by dividing those who attend them.

Beverly Hills is much more than a dot on a map or a space to get through from here to there. Please keep in mind the devastating, reverberating effects this proposal presents. Thank you for this opportunity to present our strong opposition to this proposal.

Kathy Fredricks, President of East Beverly Association: This is a statement from that organization.
"Dear Sir or Madam, It is our understanding that your department is conducting a study regarding traffic congestion and traffic flow on arterial streets. Operation Greenlight is the reference name for this study. We are concerned with 95th Street in the Beverly neighborhood.

We appreciate your interest and efforts to improve traffic problems. However, there is one fundamental that must

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not be overlooked and that is: It is absolutely critical that changes considered for 95th Street in Beverly not involve any reduction or restriction of available parking.

For many years, limited parking has made it difficult for businesses located along 95th to attract customers. The health of Beverly is directly related to the health of this business area. Therefore, the East Beverly Association is stating our position on some options which we understand are being considered:

1. We are categorically opposed to any restriction or reduction of on-street parking along this stretch.
2. We are opposed to any alterations which would increase traffic along 95th Street.
3. The implementation of bus lanes at the sidewalk or curb is very undesirable as it would necessarily reduce on-street parking.

We can be reached at P.O. Box 438582, Chicago, 60643 should you have a need to contact us. We appreciate your consideration of our position."

Arthur C. Munin, Chicago Policeman assigned to the 22nd District in Morgan Park: My current assignment is the

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foot patrol on 95th Street from Western Avenue to Ashland Avenue. My hours are from 8:00 in the morning to 4:30 p.m.

My main concern with any improvements on 95th Street is the safety of the many children that cross the street to the different schools. We also have a major parking problem as it is with not enough parking on or off street for the many businesses that occupy 95th Street.

Currently, on my beat there are over 150 businesses from Ashland to Western Avenue. Another major problem we have would be the senior citizens that use the many stores in our community. Currently, within just the past six months, one senior citizen was hit, struck by a car on 95th Street, killed due to the heavy traffic we have now. I don't think adding a bus lane would help, especially when it comes to the senior citizens attempting to cross these many intersections.

I do think there are improvements that could help. One such thing, the street could be repaved to make it safer. There is a large lump on 95th to Damen which has caused a few accidents. A few of these improvements would help.

Jim Cosme, Beverly Improvement Association: I just want to go on record as our Association opposing any

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restricting or removing of on-street parking of 95th Street between Ashland and Western. We feel this would cause a major loss of business to the local stores.

It would also increase our traffic flow and would have three major schools that would have to cross children every day. We also have two parks that the children have to have access to coming and going from the schools. We feel that any increase in the traffic flow would endanger these children. We don't see any advantage to the neighborhood in the type of plan they are suggesting and we hope they won't do it.

Carol Vining: I am here on the behalf of the Beverly merchants and two local retail stores. What I am protesting against is the changes that the proposal is advising because it would take away all of our street parking that the local merchants need for their customers.

In other words, in shopping in the stores, most of them don't have their own lot, their own private park, so without the meter parking on the street, most of them would be out of business. Convenience is what a customer comes to shop for, and in order to support the local merchants, they have to give them the added incentive of convenient, safe parking. The

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changes that they are proposing, the traffic would increase, the speed would increase; that would be endangering people getting in and out of their cars.

This is a local residence and this is a local community and the school kids, I think there are three or four grammar schools, parochial schools, and I am sure you heard all this before.

Ernest F. Kolb, Mayor of the Village of Oak Lawn: I thoroughly object to this proposal along with Evergreen Park because it takes away parking for the people in the village of Oak Lawn to shop at their local stores. It's a dangerous situation because taking away that lane and using it for traffic only allows sidewalk width between moving traffic and the building that people are shopping in, so there is no buffer there for the people to walk on and shop.

I think they're sacrificing all of the private business and also the shopping in the village of Oak Lawn in their efforts to move more traffic in the Village of Oak Lawn. It's a dangerous situation; it should not be done. Alternate routes should be found, not 95th Street. We saw that happen on Cicero Avenue where all parking was eliminated and all that

street is now, it's a pass through. And that's all they're using 95th Street for is a pass through and that's not the intention of the outset, and I really thoroughly object to this proposal.

As a private citizen, Ernest F. Kolb, my wife, and my family object because we use those stores. We get our gasoline there. We go to the cleaners there. We shop at the supermarkets there. We buy our clothes there. We do all those things there. We eat dinners there at the restaurants. This will have an effect on all of us. I really emphatically object to this procedure, speaking as the Mayor of Oak Lawn and speaking as a private public citizen.

I am submitting a resolution on behalf of the President of the Village Board and Village of Oak Lawn, Resolution No. 91-15-10, a resolution objecting to IDOT's proposal to eliminate parking in Oak Lawn and Evergreen Park areas to provide left turn bays and 'stacking lanes' and taking away the parking lane on 95th Street.

Representative James Keane, 28th District asked that I would represent his support of the community's position in opposition to the elimination of parking on 95th Street. An increase is hazardous for the children's crossing. He is

supportive of the Business Association's as well as the community's position on this matter.

Phil Hansen, President of Beverly Ridge Homeowners Association, Serving the community bounded by 95th to 103rd Streets and the Rock Island Suburban Line Railroad to Western Avenue: I am here to come out against the widening of 95th Street for about four reasons: One, there are two schools north of 95th Street that serve students south of 95th Street, and they come in the morning, go home for lunch, and then they go home in the afternoon, and that's three times a day over that the children would have to cross 95th's traffic flow.

Secondly, there is a severe parking problem already on 95th Street for the businesses, and if they're not able to park during those peak periods, those businesses are going to suffer.

Thirdly, if those businesses close, that would hurt the entire character of the neighborhood, and our neighborhood businesses because they won't be able to survive if people can't park to get there.

And 95th Street between Western in the neighborhood shopping area, people walk back and forth and cross that street all day. A lot of senior citizens would use those stores on

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95th. A lot of families, my own children go to 95th Street a lot. Make it wide, you make more traffic come through which is going to make it drown the neighborhood. So we represent approximately 450 residents that live within those boundaries that I talked to you about earlier, and for the consensus, people do not want that change on 95th Street. They need more parking and not less parking, and they really need more parking, so that's basically my standard.

Glenn Williamson, Beverly Area Local Development Company: I saw the slide show and the presentation, and it talks about how 95th Street between Western through Halsted, they expect the traffic to be up to 30,000 to 40,000 cars a day. Currently, the traffic in their report is 24,000 cars in the same area.

I know from looking at past traffic flow records, that the traffic is actually decreased between Western and Ashland, which is the area that we're concerned about in the Beverly and Morgan Park area. I don't know why the IDOT people think that the traffic will nearly double in the next 20 years.

Therefore, a mandate getting rid of on-street parking, but I don't think that that's right. I don't know that they

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have any specific information that says that is the solution. I think that what they are talking about doing by eliminating restrictive parking, there are 400 something spaces on 95th Street altogether, 300 of those spaces are on-street parking. If you eliminate those spaces in response to some fancy feet for additional traffic flow, you're going to severely hurt that area. There doesn't seem that there is any real requirement that mandates such a drastic step.

The written testimony that I submitted shows that I am strongly opposed to the recommendation for elimination of any parking on 95th Street. I think it's going to be a terrible thing for the businesses.

Vince Gavin: I am Vice President of Rubloff Real Estate. I am general manager of Evergreen Plaza, and a principle owner in the properties in Chicago that run on 95th Street from Western to Claremont to Oak Lawn. I am definitely opposed to the removal of parking spaces in Evergreen Park as well as Beverly. I feel it would have a definite impact on the business climate of the street. I'm a leasing agent; I know how hard it is to lease stores if people do not have convenient local parking. I am also greatly concerned about the safety

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factor of people walking on the street, especially with children in Beverly, discouraging them from coming over on 95th Street to do any shopping. Once you have a situation where your commercial mart or your retail strip starts to deteriorate, it's only a matter of time before your residential community is affected.

I think that if this proposal is perceived, an alternative should be proposed by IDOT relative to concern and consideration, not only for retail property owners, but also the residents.

Mayor Anthony Vacco of the Village of Evergreen Park:
On behalf of Mayor Kolb of Oak Lawn and myself, I want to make a statement that we believe this is a violation of the Opening Meetings Act. A public hearing is just what it says, a hearing that the public should be able to hear everything that's being said. That we feel this is an illegal meeting because the Opening Meetings Act,

*Resolution No. 6-1991,

Resolution of the Village of Evergreen Park for the Illinois Department of Transportation to abandon all plans to eliminate parking lanes along 95th Street.

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WHEREAS, the Village of Evergreen Park has studied a proposal by a consultant to the Illinois Department of Transportation recommending left turn bays and stacking lanes at five intersections on 95h Street; and

WHEREAS, the Village of Evergreen Park has identified the resultant loss of on-street parking totaling 98 spaces which will have a negative economic impact on our entire business community; and

WHEREAS, the elimination of said parking spaces will create a hardship on local residents who support our business community and will likely force them to shop elsewhere; and

WHEREAS, the safety of shoppers would be compromised due to the removal of a parking lane which serves as a buffer between a busily traveled roadway and an extremely narrow sidewalk of less than four feet in some areas; and

WHEREAS, the removal of a parking lane would lessen the attractiveness of the business due to the rainwater, slush, and road salt that would be splashed on storefronts and customers entering and exiting the businesses along 95th Street; and

WHEREAS, the IDOT plan does not take into account the limited number of available parking spaces to the rear of the

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storefronts when it detailed the elimination of parking on 95th Street.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Evergreen Park, Cook County, Illinois, that the Illinois Department of Transportation should abandon all plans to eliminate the parking lanes along 95th Street which are vital to the economic health of the private businesses, along said route.

ADOPTED by the Mayor and Board of Trustees this 5th day of August, 1991."

I also have a letter that is addressed to Mr. James Slifer, District Engineer of the Illinois Department of Transportation in Schaumburg, "Dear Mr. Slifer: It is with grave concern that the Village of Evergreen Park has received indications that IDOT is proposing to 'streamline' traffic flow on 95th Street. We understand that it is your job to handle traffic, but the way it is being done is detrimental to our Village.

Our Engineer's have received various reports from your consultants indicating that four (4) intersections in Oak Lawn and five (5) intersections in Evergreen Park are proposed for traffic signal upgrades and new left-turn bays. We understand

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that in order to accomplish the intent of your design, parking must be eliminated almost 1 1/2 blocks in each direction from the center of those intersections. Then, we get a second document, called an "SRA Plan", under which I am told IDOT proposes to eliminate all parking for the entire 2 mile stretch in Evergreen Park, to say nothing of what will be done in adjacent areas.

The consequence of your SRA Plan would be total devastation in Evergreen Park. We pride ourselves on our commerical community, and the Chamber of Commerce works very hard in trying to keep all storefronts rented and occupied. If parking is removed, business will die. It's as simple as that. Then, we can have all vacant storefronts, and that will be the beginning of the end for commerical enterprise in our Village.

I know I speak for our entire Village Board when I say that this concept is totally unacceptable, and there is no way that we could endorse or possibly consider a proposal of this nature.

Insofar as the work involved on five (5) intersections is concerned, that project will have a similar effect, and will in essence, be getting a 'foot-in-the-door.' There are only

six-foot (6') sidewalks on each side of the road, and if 35 MPH traffic travels down the curb lane of 95th Street at these intersections, there will be danger presented to pedestrians, rocks kicked up from car tires to break store front windows, and snow and slush in the wintertime to adversely affect businesses within the limits of your project. There are also very few vacant parcels that could be considered for development of off-street parking. Your plan shows only one small lot that could be developed for off-street parking on a two mile section of urban roadway.

To sum it all up, Evergreen Park is totally against the implementation of this project. Improving traffic movement in general only attracts more traffic. We would prefer that everything be left as it is, and if it takes people 10 more minutes to get to where they want to go, then so be it.

Please take our comments under consideration before pursuing this project any further."

I believe 95th Street has been and should always remain a commercial street and not a superhighway or freeway. It was not intended for that and should remain just as it is. Thank you very much, Mayor Anthony Vacco.

Mayor Anthony Vacco continues, representing State

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Representative John J. McNamara, 27th District in Schaumburg, Illinois. This is also addressed to Mr. James Slifer, District Engineer for the Illinois Department of Transportation, In re: Improvements for U.S. 12/20 (95th Street). "It is my understanding that there is a proposal to eliminate parking on one side of 95th Street through Oak Lawn.

This is a dangerous proposal. The sidewalks on both sides of 95th street are already very narrow. At some points people are actually blocked by street light poles, and any traffic close to the curb could seriously jeopardize the safety of our residents. Making Oak Lawn a community with a major thoroughfare through its middle with no room for parking will not only ruin the business community but establishes a (7) lane traffic expressway through the center of the town.

It is already impossible to safely cross 95th Street, and adding turning lanes of traffic may further jeopardize a precarious situation. Sincerely, John J. McNamara, State Representative, 27th District."

Carolyn Williams: I am the Executive Director of the Beverly Hills Preschool. We have a program for children who are 3 months old to 10 years old in a building that has a front

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that is entirely glass between 95th and Longwood Drive and 95th and Winchester. We are very concerned about the traffic patterns that we have to be exposed to because we have had cars to jump the sidewalks and run through the front of the building. No children have been hurt to this date, but we have had to place cement flower pots along the front of the building to slow down the cars so that they won't hit the glass. If the streets are made more widened and the sidewalks are made more narrow, that would put us in greater jeopardy because we would be closer to the traffic than we are now.

Also we have parents who drop off children in the mornings between 6:00 o'clock and 9:00 o'clock in the morning, and if we have traffic stopped between 7:00 and 9:00, it would interfere with our parent's ability to drop off their children. They also pick up the children in the evening after work between the hours of 4:00 and 6:00, and if there is no parking, they would not be able to pick up the children and put them in their cars. We feel that it is a very serious problem for the preschool, and the preschool does take up half of the block so we have a lot of exposure to the traffic.

I also own a boutique two blocks west of the preschool on 95th and Damen, and there is no parking for the customers

that frequent the boutique. And we have had customers come in and tell us that their tires have been flattened because they had to park in the Chicago Health Club parking lot because there was no where else to park and someone from, I guess, the health club got angry and flattened all their tires.

We have had customers to tell us they cannot shop at our store because there is no place to park on 95th Street. There are very few businesses that have parking lots. This problem has always been severe, and this proposal is going to make it even worse, and a lot of businesses are going to have to close their doors on 95th Street. Carolyn J. Williams, Beverly Hills Preschool, 1845 West 95th Street, and Razz Ma Tazz Boutique, 2023 West 95th Street.

Louis Cavelle: I am the president of the Evergreen Park Chamber of Commerce. I am president of Century 21 - Cavelle Realtors. I'd like to start by reading a resolution that was prepared by the Evergreen Park Chamber of Commerce.

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"Resolution"

WHEREAS: The Evergreen Park Chamber of Commerce has studied a proposal by a consultant to the Illinois Department of Transportation (IDOT) which recommends left turn bays and "stacking lanes" at certain intersections on 95th Street (at Millard, Homan, Utica, California and Campbell Avenues) in Evergreen Park; and

WHEREAS: The Evergreen Park Chamber of Commerce has identified the resultant loss of on-street parking as having a negative economic impact on the entire business community of Evergreen Park; and

WHEREAS: The safety of the Evergreen Park shoppers would be negatively impacted by the elimination of the parking lane that now serves as a buffer between a busy thoroughfare and a sidewalk of less than four feet in many areas; and

WHEREAS: The elimination of a parking lane would detract from the attractiveness of businesses due to seasonal problems resulting from waste water and road salt; and

WHEREAS: The Evergreen Park Chamber of Commerce has determined that the business community along 95th Street would suffer a negative impact and since it is the responsibility of the State of Illinois to protect its communities from unreasonable hardship and/or loss; and

THEREFORE, be it resolved that the State of Illinois

should not require the sacrifice of two villages' private businesses, Evergreen Park and Oak Lawn, where similar "easements" are planned, in its efforts to make traffic flow more quickly in the two communities; and

THEREFORE, the Illinois Department of Transportation should immediately abandon its proposal to eliminate parking lanes in Evergreen Park and Oak Lawn along 95th Street in order to provide left turn bays and stacking lanes and should immediately begin a study for relocation of pass-through traffic on other streets."

As a realtor of Evergreen Park, I can tell you that if this proposal does go through, it will drastically affect the business community; and if it does affect the business community, it's going to affect the residential community. I feel a plighted area within two or three years which would have very hard economics, a resource on not only the State of Illinois, but the surrounding areas as well.

I further want to go on record that I think this here has been a shamle. I feel it's not a public hearing, and I feel it should be open to the public of hearing everybody's comments and answers.

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Joe DiNovo: I own Mal's Men Shop in Oak Lawn at 5201 West 95th Street, and there are 10 businesses in my area; we all share 35 parking spots on 95th Street. That's 3 1/2 spots per business, and there is a lot of retail stores and real estate where there is people coming in and out all the time. We are at a stoplight at 57th Avenue where there is a lot of traffic and a lot of accidents, and to put in this thoroughfare would increase the accidents a lot more.

Also, this is not my idea of a public hearing. A public hearing should be discussions and answers and questions being answered. There's none of that going on. There's statements, "who's going to get these, who's going to hear them."

Another thing is if they want to make the flow on 95th Street better, there's a train up there on 95th Street in Oak Lawn that has at least 34 passenger trains a week, Monday through Friday, and at least 25 freight trains that hold up, you know, at least 7 or 8 hours a week that hold traffic up at different periods.

There's parking alongside of my store that would be taken away also. This would completely devastate business in the heart of Oak Lawn. Also, the pedestrians' sidewalk, the

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people that walk on the sidewalk, there would be nothing left. It would be dangerous to the pedestrians, people walking by, and also we would have more cars going through our windows than we already do from accidents. Moving the curb over, and moving the sidewalk, making less of a sidewalk, would increase more accidents and also make it rougher traffic during the snow and rain, and that's my statement.

Dr. Evo Binotti: I have a practice at 5208 West 95th Street. I'm associated in there with one orthodontist, one family practice physician, a specialist, and another dentist.

I feel that this family practice physician has a lot of old people that have to park in front, and an orthodontist that has a children's practice, and another dentist in there, and there is no place for them to get off in the front. If they park in the front, there's no way for them to get in the office. I also live there. I have a medical -- I own the building and I live there. I think it's very, very inconvenient for everyone else, and if they can't have a parking place for them to park, it would be very difficult to maintain practice.

Ann Binotti: I live at 5208 West 95th Street in the big medical building. We have an apartment upstairs, and I object to this because it would interfere with the welfare of our tenants. We have two tenants and a family practice, and it's important that they have parking that's available to them. People do not like to be inconvenienced and look for off-street parking.

And another objection I have is the fact we have a lot of elderly people in Oak Lawn and crossing the street; six lanes of traffic is quite hazardous because it's hard enough getting across four lanes, and besides I don't see so much -- any jam of traffic on 95th Street. I lived there for 30 years. I don't see any jams that should require taking our parking away, which is important to all of us.

Harriet Murphy: I am a citizen and have been involved in the life of the Village of Oak Lawn for most of my adult life. When I moved to Oak Lawn nearly 45 years ago, it was shortly after the war, and my family was among those of the young veterans moving into their first homes.

It is a bit of a shock to now find myself among the old-timers. Oak Lawn grew from a small town of 8,000 to a

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community of 25,000 in a few short years. In the late '40s and '50s, our downtown was compact with many businesses, both service and retail, that were easily accessible. 95th had diagonal parking then.

I don't want to start sentimentalizing about the good old days, but neither do I want so-called progress to convert 95th to a throughway which will kill off local enterprise. For if parking is removed from the center of town, that's what can happen.

Many, if not most shoppers on 95th, who see "no-parking signs" in front of the store they want to visit, will simply go elsewhere, even though off-street parking may be available.

I understand the mission of the Department of Transportation is to facilitate the flow of traffic. I ask, at what cost? We've already seen 95th Street widened twice; the last time nearly eliminating our sidewalks so vital to a business district. The danger to pedestrians on these narrow sidewalks when traffic will be moving along 95th at the curb without the buffer of parked cars cannot be minimized.

I hope the officials of IDOT would agree the viability of life for our town and its citizens is at least as important

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as pushing cars through it. I plead with your people to seek other alternatives to putting a further squeeze on our already beleaguered business people. We want to keep the center of our village alive. Thank you.

Thomas Murphy: I'm the alderman of the 18th Ward of the City of Chicago. I'm here representing the people from the 18th Ward. This project includes work on 87th Street, and it's my purpose being here today to just address the 87th Street portion of the Strategic Regional Arterial Route.

I think that 87th Street needs to be improved especially at the intersection of 87th and Pulaski. I would like to see a grade improvement at that intersection as there are railroad tracks currently there, and I believe that greatly disrupts the flow of traffic of 87th Street and Pulaski as well as our Southwest Highway. It is the intersection of three streets plus a railroad lends itself to the longest traffic signal on the southwest side of Chicago and, I believe, the southwest suburbans as well. It is a dangerous intersection as well as an inconvenient intersection for traffic.

I would recommend an overpass on 87th Street to improve the Strategic Regional Arterial Route described in this

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program or in this project. I think by doing so, it would not only improve the flow of traffic on 87th Street, but it could include a planned Metra station at the intersection of 87th and Pulaski, as both 87th Street and Pulaski Road are considered regional arterial routes. The Metra station at the intersection of two regional arterial routes would seem to me to be logical. With an overpass, this could be accomplished without disrupting further flow of traffic on 87th Street and without creating more problems than already exist at that intersection. A Metra station at that intersection will also help improve the flow of traffic because it would bring additional riders and additional ridership to the Metra system.

We currently have problems within the 18th Ward as to parking problems and traffic problems at 83rd and Lawndale in which their Ashburn Metra station now stands. I would like to see this grade improvement at 87th and Pulaski which I feel would help improve not only the flow on 87th Street, but also help traffic and parking problems which currently exist in our Ward near the Ashburn Metra station. Thank you.

My name is William Eakins from 5142 West 95th Street in Oak Lawn. I own American Health Foods in Oak Lawn. I just

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want to go on record as being against this proposed route that the State is proposing. I believe that the State did not take into consideration the business community, the lives involved in the area, or how this would be very detrimental to the way people are living in Oak Lawn, the shopping people do in Oak Lawn, Evergreen Park, or Beverly.

I feel that the State has really much better things to do with their money than to try to go out of their way to hurt people, and I think this is what it's going to do is hurt the business community. And 95th Street would be very hard to cross for children, old people, big senior citizens' communities, all of our senior citizens' communities here; I feel it's going to be very detrimental to them also.

I feel that people are drawn on 95th Street to shop, and I think that it's not going to be -- they won't have to worry about the movement of people because the people are not going to be going on 95th Street once the businesses are taken down and destroyed, which is basically what the State is trying to do.

Many businesses, as myself, do not have parking in the back of the stores which goes for many places in Evergreen Park, Beverly, and Oak Lawn. And if the parking on 95th Street

is taken away, then there's no sense to stay in business, and just close up and move somewhere else. It will be detrimental for all of us.

Judith A. Macnamara: I'm here as a resident of the Beverly Community. I object thoroughly to this. I think now that I live in a community where traffic is down, and I think it's a safe community. It's a safe community to go back and forth between the two Beverlys as far as children and people walking and everything, and that's going to change if this proposal goes through.

I also own a business -- my husband and I own a business in Evergreen which is right on 95th Street. We just purchased the building recently. Our business is dependent on customers having access to us on 95th Street. I think this is horrible. The sidewalks are unsafe to run traffic through there like that. It's unsafe right now to run it through there. People speed through there, especially trailer trucks running through there. They're speeding through there all the time. We have accidents because of that, and I can't see where it's going to be any safer with this proposal going through.

This is going to hurt the community; it's going to

hurt the businesses; and it's also going to hurt the homeowners in this community. We have children all the time walking down these sidewalks going to the schools that are located in this community, and it will not be safe for them anymore.

I object because I do not think this is a public hearing. I think this is a whitewash by IDOT.

Robert Macnamara: I oppose to this project on three points of view. As a businessman in Evergreen Park, this will definitely affect us because of the elimination of parking. And also because of the traffic flow back and forth, people just getting across the street. I think this will have a definite impact on businesses in general in our entire area.

Secondly, I object because of the number of schools; children have to cross 95th Street and 87th Street to get to their respective schools. Also by going down these streets that have both the center of the communities pretty much separating the communities from one another.

I also object to this type of a public hearing. I think that when we can hear what others have to say positive, as well as negative, is much more beneficial for everyone.

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Rosa B. Hudson, president of the Vanderpoel
Improvement Association in Beverly:

"To whom it may concern, the proposal that would alter
95th Street and restrict or remove on-street parking to provide
bus lanes would be an extreme detriment to both the business
and residential community.

The Vanderpoel Improvement Association has long
supported a strong business district along 95th Street east of
Western Avenue. Restrictions or removal of the already short
supply of on-street parking would increase the hardship
suffered by these businesses. Many businesses have had to move
out because their customers cannot park, and therefore, take
their much needed patronage elsewhere. Recent traffic studies
have shown that the area is generally parked at a rate of 110%.

The residential community is very proud of the
recreational, educational, and religious facilities available
on both sides of 95th Street. Residents of all ages daily
cross 95th Street to make use of these facilities. Many
children cross 95th Street daily to make use of these
facilities at Ridge Park.

The Vanderpoel Magnet Elementary School, located
between Vanderpoel and Prospect on 95th Street, is serviced by

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several school buses during peak driving hours. There will further be a great increase of traffic when the Jewel Grand Bazaar on 95th and Ashland opens fully this fall. At present, there is already a great safety risk in crossing the street at peak drive times. The proposed changes would increase the density of traffic as well as the speed at which it would travel.

Further, there exists a great need for more commuter parking around the 95th Street Metra Train Station. Restrictions or removal of any of the already heavily used parking areas would push more of these cars back into the neighborhoods.

The need for improved access through the city for all kinds of traffic is well appreciated. However, the growth potential and safety of a community should not be sacrificed. It is important that residents and shoppers have good access to an area. It is important for residents and shoppers to be able to stop, park, and use all facilities in the neighborhood. It is important that the present proposal for 95th Street be changed to help our community thrive and not just become another drive through lane in another big city. Sincerely,
Rosa B. Hudson"

My name is Laurie Roche, and I am speaking on behalf of the Sheriff of Cook County, Michael Sheehan, he is opposed to the proposed I.D.O.T.'s plan for reasons which include a safety factor. Number one, all along 95th Street children cross back and forth, north and south to go to school and to both sides of the street. With the increase of traffic and increase of speed, it would make it completely unsafe, also for senior citizens who find difficulty in crossing a wide, high speed street. There would be an increase in traffic on this widened street, and it would be going at a high rate of speed also causing traffic accidents and accidents in general.

The third thing I am opposed to would be the economic decline of our communities. At the present time, most residents who live in these communities walk to shop in their neighborhood. Small businesses would be forced to go out of business because there is no place to park and there would be an economic decline in their community. Businesses would close and people would soon be selling their homes. I am opposed to this proposed I.D.O.T.'s plan. Michael Sheehan

Laurie Roche: I live at 2624 W. 94th Street,
Evergreen Park. As a resident of the Village of Evergreen Park

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for 29 years, I am opposed to the proposed I.D.O.T. plan for the reasons I stipulated before. The increase in traffic, the safety factor for the children and the elderly, and the economic decline in our community because businesses will go out of business and people would soon sell their homes and move on. Thank you.

William Ohearn: I am a vice president of the Standard Bank & Trust of Evergreen Park. My first comment is I thought the public meeting would be a different format than it is today. My comments as a resident and a businessman is concerning the affect it will have on local businesses and on-street parking through Evergreen Park but also through Oak Lawn and part of the Hickory Hills. As a resident, I am also concerned about the safety issue. There would be one more lane of traffic pedestrians would have to cross from one side of the street to the other and also concerning the safety of pedestrians on the sidewalk with passing vehicles and the effect of snow and ice in winter months.

Mary Murphy, 1923 South Mazart, Evergreen Park. I am appearing for a State Representative, Sam Burrill, 29th

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District and myself. We both are opposed to the development on the changing of 95th Street, on the safety and traffic, and economic plight. Our businesses on 95th Street and Evergreen Park rely on the on-street parking to survive, and this would wipe them out. We can't get through so we are relying on this.

Laura Shallow: I am addressing my remarks as a vice president of Standard Bank. We're a business in the community with four of our six offices on 95th Street. The offices include one in Evergreen Park, Oak Lawn, Hickory Hills, Chicago Ridge, and then we have two other offices in Palos Park, and Orland Park.

I am also addressing my remarks as an employee of the Oak Lawn community, the 95th Street Association where the bank's devotion to the other banks and other businesses in the community rely on making it very convenient for the residents and for business people to obtain goods and services from the community.

This proposed I.D.O.T plan will severely affect the economic plight of the area by making it more inconvenient for people to go do their business in Evergreen Park, Oak Lawn, and in the other communities. The businesses' primary concern

right now is parking. If we were to survey them, which we have done in the past, we would list parking as the number one problem. Despite the fact that some of the areas still have on-street parking, eliminating on-street parking would make a major hardship on the businesses who rely on parking to draw customers to their businesses and stores.

Businesses in this area are not interested in speeding up traffic. We are interested in slowing down traffic, so the people will look at the businesses that are on 95th Street, so that they will stop at the businesses, spend their dollars in the community, and therefore, put money back in the area and making the area economically viable for residents.

This also poses a direct hardship and tremendous inconvenience because people want to park very close to their location. We have a number of lots, vacant lots, in the community, but people did not like to park there because it's too far away from the businesses.

In addition, there is also the major concern of safety. People will not want to walk on the sidewalks because there will be no buffer from the street area. Additionally, there is a concern with bad weather because we have snow, sleet, and rain coming up on to the sidewalks and coming into

the properties. And it will make it more difficult and more costly for the businesses to maintain their businesses in an attractive place.

This proposal is particularly bad for senior citizens, for residents, and for children, who are a very important part of our community. This plan does not take into account the businesses' concerns, the residents' concerns, the concerns of all the organizations that try to keep dollars inside of Evergreen Park. If businesses go elsewhere, so will the community, and so will the shoppers in the community. This plan will cause a decay of Evergreen Park, in Oak Lawn, and surrounding neighborhoods. There will be no need for this plan, no need to speed up traffic because if the plan goes through, there will be no traffic, no travelers, and no community.

Also, I want to communicate that I am opposed to the matter in which this hearing is conducted. I think when you say a public hearing, I think the people should be able to make their comments in public and should be addressed publicly.

Arthur Bliss: I am a resident of Evergreen Park, and I simply wish to make a statement that I feel the I.D.O.T. plan

would be extremely harmful to the business community and would be extremely dangerous should we have parking on one side of the street or the other side of the street and residents running across the street to try to get to businesses that are in the area. It just wouldn't work out.

The whole plan itself, I believe the essence of the plan is to move traffic. and I don't believe a plan would accomplish that much. We really do not experience traffic jams in Evergreen Park. Saturday and Sunday, or Friday nights are the heaviest traveled times. We do not have a problem. We're able to keep the traffic moving with our police department, and we do not see a problem coming. The problem is being created by the State. Why, I don't know. We are totally against this plan, and I am totally against this plan.

Maureen Murphy of Evergreen Park: I am here to speak against the proposal. More importantly, I want to point out the 95th Street throughout is not just a thoroughfare, but a businessfare, and our small business owners are very concerned as we are in our small Village dependent on the revenues generated from these businesses on 95th.

It is my hope that the I.D.O.T. officials will work

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with the various Village structured departments to somehow reach a compromise with regard to the flow of traffic. However, we have to emphasize the importance of the small business owners in our community.

Dave Lacine, manager of Concordia Insurance in Evergreen Park: We are located on 95th Street, and we are one of the typical smaller businesses on 95th Street, and this would create a real problem for our business. There is absolutely nowhere else to park except on 95th Street. There would be a problem in the winter when you really have traffic going right by our building.

I think it would be dangerous too because if anybody rides, or whatever, through there, they're going to be right next to business, and that's going to create a real problem. I have driven down 95th Street between 94th and Kedzie. I am within one or two minutes everyday. I don't really know what they're talking about.

Overall, I just think it will be a real problem for our business. I don't think the economic value is considered in making this decision, and as you probably heard a hundred times already, this is not really considered an open format, as

many people have to stand for an hour in line. This should be different, in an open form.

James Busch-Bach: I own the Busch-Bach Insurance Agency at 5615 West 95th Street and also the World Travel Mart at the same address. I came here with the idea that this was going to be a public hearing, and I am very disappointed in the way it's set up.

I feel that many of the businesses in Oak Lawn and Evergreen Park would have to go out of business if this goes through. I feel it would force most businesses out because there would not be sufficient parking or enough parking available in these areas. They depend on on-street parking. That's really all I have to say.

William Sullivan, Executive Director of Oak Lawn Chamber of Commerce: I would like to start with this comment, that this is not a public hearing. This was advertised as a public hearing; the legal notice said it was a public hearing. This is a different thing entirely.

Secondly, in behalf of all of the business people and members of the Chamber of Commerce who I have talked to, there

is no one who is in favor of this plan. The engineer himself, consulting engineer from Bartholomew, mentioned that they did not consider the economic impact of this plan. They merely want to move traffic through Oak Lawn faster.

Many of the traffic problems on 95th Street feature I.D.O.T.'s widening of 95th Street in 1966, and they're only going to make a bad situation worse. This proposal is nothing less than economic suicide for the business communities of Oak Lawn and Evergreen Park, and we hope that this plan will be given all the consideration it deserves before it is depleted.

Ruth Gilke: I am a resident of Evergreen Park and have been since 1951. I am also employed by the First National Bank of Evergreen Park, and I am here representing the bank. While we are one of the very, very few businesses who will be affected by this change or would be affected by this proposed change, our concern is great with the remaining businesses who totally, totally rely on the 95th Street parking.

I've lived in this town long enough to watch it grow. Our bank has been one of the anchor businesses in the community, and while we have, like I say, really a problem of parking presently, we would just hate to see the business

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community decline and evaporate, which we really believe would totally decline and thereby affect the residential community. And also I will continue to say how the business community goes up, so does the rent, when that fails, so does the town and that would be a tragedy.

Deloris Kostecki: I am a resident of Oak Lawn. We are very much against this. We have a lot of children, and this is going to be like a highway, and it is going to be very dangerous for our kids. And the kids have doubled, I guess, in the last year, so we are very concerned. And also we are concerned about the businesses on 95th Street, because if this goes through, those people are going to lose an awful lot of money.

Ruth Negrete, 6033 West 95th Street, Oak Lawn: I am a mother of 2 children, and I am also a secretary here in Oak Lawn. I have lived here in Oak Lawn for 15 years. I am a native of Chicago, born and raised, and I was on the south side and we moved to the north side when I was 13 years old.

I have always been involved in the community, when I lived up north Foster and California and in the Logan Square

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area and now in Oak Lawn. I have become familiar with what they are trying to do now. My opinion is, "look what happened to our great State Street." "Look what happened with the Dan Ryan." And they are going to take the character out of 95th Street. Whether you go to Chicago, Beverly Hills, or Evergreen, Oak Lawn, or Hickory Hills, 95th Street has its character.

And I feel as an Oak Lawn resident as I did when I was living in Chicago, you are going to take the character out of Oak Lawn. You are going to be destroying the private lives of Oak Lawn. I am concerned about the businesses in Oak Lawn, but I am also concerned about the residents. Once you have this many lanes, people will be going to the next street, the next block, those people in turn will then be complaining to the Village, to the police department that those people who want to shop on 95th are taking up their spots.

And how do I know, because I am a Chicagoan, and I have a dad who lives in Chicago. And now you need a permit to park on his street, and this is what is going to happen on 95th Street.

Theodore Tuzik: My comments are, if I lose my parking, I'm going to lose my business. It's very important

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especially at peak time. If I don't have the parking, people will go to the mall or somewhere else and will put me out of business. I don't see the necessity of moving the traffic between the two expressways, expressways, which are being worked on all summer. They're just moving us to another traffic jam. If I lose my business, I lose my livelihood. Thank you.

Bill Love: I think that this would be disasterous for the businesses. I mean we lose from 75 to 85 percent of our customers. If we lose that, we lose our businesses. The I.D.O.T. is worried about what's going to happen 20 years from now. I think if they put this expansion into effect, a lot of these businesses will not survive, and I just can't see anything good coming out of this.

Roger Benson: My family owns B.J. McMahon's. Their business is on 5400 West 95th Street. Besides that, from a business standpoint, it would be the difference between me making a living and going under. I desperately need the parking. I don't feel that 95th Street is a problem. I have never had a problem going to the TriState or getting anywhere

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in town. Traffic flows. My business is right up on 95th Street near the sidewalk. I see where traffic backs up on 95th Street, but going west it's never a problem.

I also live on 96th Street, and from the view of a resident, I don't want a faster moving street through my community. The community is single-family homes around 95th Street. This is the center of town. It is the heart of the community, and by taking and eliminating parking, they're going to destroy the business climate in town.

And people don't realize it has a lot to do with the tax base. It could be a difference in their taxes. And there is a lot of recommendations that nobody considers. It's more at stake than the cost of building our road. We have a community, and if they do this, it's going to change. It's never going to be the same.

I am against it. I will do whatever I can to stop it. This will be disastrous to our town. And anything I can do to stop it, I will. If they think that people are upset now, when the residents down the street from my business realize that there are going to be customers parking in front of their houses. This is just the tip of the iceberg when the residents find out that they're going to lose parking

privileges to keep the business afloat, I think you're going to find this is going to be nothing in comparison. I just hope that common sense prevails, and we don't want it.

Joyce Anderson, Oak Lawn Camera: I have been in business for two years, and I am opposed to the parking being eliminated on 95th Street. We have a business on 95th Street in Oak Lawn.

Beth Schopper: I am also opposed to them removing the parking from 95th Street. I feel that it would be financial suicide for them to do it to the businesses. We are all small owners, and the people would not walk two blocks to our storefront to purchase something. Whether it is a roll of film from our store, or to get film developed. They're going to the main malls and strip malls where they got convenient parking, and will be able to run in and out. They don't want to spend much time getting to the store. That's what a lot of our customers want. They want to be able to pull up in front of the store. That's part of why they come to our store besides the personal service that they get.

It's already very difficult to compete with the mass

merchants without them now taking away that convenience of parking in front of the store so they can run in and out. It would be financial suicide for the stores.

Mark Anderson, Oak Lawn Camera Shop: I am opposed to the removing of parking on 95th Street for the reason and the fact that that would more than likely put my parents business out of business, and we've been there for 22 years.

I would hate to see Oak Lawn turn into some sort of a ghost town neighborhood up and down 95th Street which seems inevitable with the removing of the parking which would remove the businesses from 95th Street in Oak Lawn.

The form for this public hearing was a bit ridiculous, making people stand in line for half an hour to 45 minutes just to talk to a court reporter. It doesn't seem to be a fair way to express our feelings toward this matter.

Deloris Cappel: I have property on 95th Street, 5307 to 5311. There are three stores involved. The parking in Oak Lawn is getting to be a total premium. I bought a house directly in front of me, and I put thousands of dollars into a lot because we have virtually no downtown parking. There is no

parking there. If the State goes through with this kind of proposal, it's going to completely put all these merchants out of business. There is no way that this could exist. They got to have that parking on 95th. Basically that's about it. We have got to have that parking. It's essential. We are all going to be on the bread line if you don't.

John Valentino: I have been in Oak Lawn in business for 10 years, and I just bought property on 95th Street. And the reason I moved there is because I wanted access to the street and now they want to take away the parking, and I would probably have to lose my business if they did that because I depend very heavily on the front parking. It's an impulse business.

I believe there is no problem on 95th Street now with traffic. It's 6 lanes now. The only time there is a problem -- if they wanted it to flow better, they could maybe put a little viaduct where the train is because every time a train goes by, it's usually a slow train, a cargo train, and that's the only time there is a problem with traffic. So if they did something with that where they could maybe put a little viaduct over it, it would eliminate some percent of the problem.

Robert Kuenster, owner of the Thompson and Kuenster Funeral Home at 95th and Central in Oak Lawn: I do oppose to what they're trying to do with the speed limit and the widening of streets because they're going to put a lot of the small businessmen out of business in Oak Lawn as the parking in Oak Lawn is terrible as people know. They will put a lot of people out of business, and it would be loss income for a lot of people, and people would be out of work which I am not for.

Cheryl Saladino, Oak Lawn Hair Fashion: We have been established there for 20 years. In representing the other established businesses for 20 years or more, we plan to stay in Oak Lawn and be profitable, and we just feel that this no parking will hurt us deeply.

My other main concern is our service or inner business, how would we service our handicapped people in wheel chairs, our senior citizens with walkers? I find that it's just a disastrous plan, and the final judgment of it would be totally to destroy all the businesses in Oak Lawn.

Jeanne McMeekin: I am a small business owner, and my main concern is the elimination of parking on 95th Street

between the Metra Station and Cicero Avenue. By eliminating the parking on that street, you're going to have disastrous results with the business community. Small businesses will be actually going out of business. And congestion as far as the traffic flow, will not be eased up with the elimination of parking. By making parking lots in certain areas, such as 95th and Cicero, it would just congest the area more with parking lots there.

I believe the parking should be left as it is. And to ease the traffic flow, the traffic signals should be timed to make the traffic flow smoother. And I also believe that like I said before, the small businesses will be going out of business because their customers will not want to park a couple blocks away and walk to the stores.

In our instance, we have a small appliance business, and people would be carrying appliances to our shop for repair, and they're not going to carry them 2 1/2 blocks to a shop, so our business would definitely be out of business. If an elimination took place, they should work around the eliminating of parking and work in other areas that would make the traffic smoother.

Jim McMeekin: We service all appliances. I'm here basically about the concern of the parking on the south side of 95th Street. Most of my customers are elderly, and I run a small appliance business, mixers and toasters, and for a old person, that is heavy.

They're proposing a public parking lot at 95th and Cicero which is 2 blocks away from my business. It's much too far for any of my customers to carry, I think. In the same token, I can see how that will really impose on the cars not being able to get in and out on 95th and Cicero.

They're also talking about having the Metra Station become a 2-level deck parking. They're going to have to pay to park there, and that's also 2 blocks now to the west. That's why I am here, just to voice my opinion, hopefully get them to keep the parking on the south side of 95th street.

Lloyd Cieplak: I am an Oak Lawn resident, and a senior citizen. I am opposed to this idea of adding additional lanes for various reasons, and I know it's going to destroy the businesses on 95th Street.

Secondly, they say that they're not going to increase the speed limit, but even though they might pose the same speed

limit signs, I still think the people will exceed that speed limit sign. I think it will be dangerous for pedestrians, for senior citizens walking, and as I said, primarily, it's going to destroy the business district completely.

Mary Cieplak: I am opposed to this proposal. I think if they coordinate the traffic lights first, they will be pleasantly surprised at how well the traffic moves. And I also think this proposal will change the whole character of our village. We like it just the way it is.

Marianne Spitzer: We have a service station at 55th and 95th, and we are against the widening of 95th Street. They had a hard time getting our service station to be at the end of town through all the businesses in our town, so I am against it.

Ron Spitzer: I have a business on 95th and 55th Avenue, and I don't think this will help us a bit if you put no parking on 95th Street.

Judith Pillsbury: I have businesses on 95th Street. I am going to make this very short. All that I would like to

Strategic Regional Arterial
U.S. 12/20 (95th Street)
87th Street

Public Hearing

August 8, 1991

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say is that if this proposal goes through, my business will be gone so I am opposed to it.

Jerome Sochat: I am against it. First of all, it's a speedway now, and if they make it no parking, it's going to be even worse. Now, when I try to get onto 95th Street from a side street, it's almost like taking your life into your own hands. And if they make it no parking, it's going to be even worse. If people can't park on 95th Street, it's going to hurt business and endanger our children's lives.

Ernest F. Kolb, Village Trustee, 5252 West Dumke, Oak Lawn, Illinois 60453-2489: This is a resolution objecting to I.D.O.T.'s proposal to eliminate parking in the Oak Lawn and Evergreen Park area to provide left turn bays and "stacking lanes",

"RESOLUTION NO. 91-15-10

WHEREAS, the Village of Oak Lawn has studied a proposal by a consultant to the Illinois Department of Transportation recommending left turn bays and 'stacking lanes' at certain intersections on 95th Street; and

WHEREAS, the Village of Oak Lawn has identified the resultant loss of on-street parking as having a negative economic impact on our entire business community; and

WHEREAS, the safety of Oak Lawn shoppers would be negatively impacted by the elimination of a parking lane which now serves as a buffer between a busily traveled roadway and a sidewalk of less than four feet in many areas; and

WHEREAS, the removal of a parking lane would lessen the attractiveness of the businesses due to seasonal inundation of the stores with rainwater and road salt; and

WHEREAS, the Village of Oak Lawn has concluded due to a study of similar improvements along Cicero Avenue that the effect on the business life of Oak Lawn would be seriously impacted, and it is the responsibility of the State of Illinois to protect its communities from unreasonable hardship and loss.

THEREFORE BE IT RESOLVED that the State of Illinois should not require the sacrifice of private businesses in their efforts to move more traffic throughout the Village of Oak Lawn and Evergreen Park.

Now, therefore, the Illinois Department of Transportation should immediately disregard the proposal to eliminate parking in the Oak Lawn and Evergreen Park area to

Strategic Regional Arterial
U.S. 12/20 (95th Street)
87th Street

Public Hearing

August 8, 1991

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provide left turn bays and 'stacking lanes' and again study for the relocation of pass through traffic on other routes."

Karla Perkins: I think this is a progressive step that I.D.O.T. is taking by attempting to envision the traffic problems of the future and now pursuing solutions. As a daily user of 95th Street, I think that this would be a positive step to increase the through lanes, but I do hope that a public hearing or a public meeting similar to this one is held in the vicinity of the eastern limits of the project in order to get a more diverse cross section of input from the community.

Joseph Coglianese, Joseph's Barbara Shop, 3570 West 95th Street: I run a little business on 95th Street, and if they take all my parking away, it will just put me out of business. Not only that, it's going to lower property value around there. I own the building that I work in, and the property value is going to go down because if you don't have parking, the building is worth two cents.

The parking is at a premium right now, and if they take -- what I can't understand, we did have a median. Why put a wider one in and take the parking away. That doesn't make

Strategic Regional Arterial
U.S. 12/20 (95th Street)
87th Street

Public Hearing

August 8, 1991

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much sense to me. And my business edge concern is the parking. If they take the parking away, you're taking my business away, my livelihood. Not only my livelihood, but my investment of the building. It's not going to be worth anything if people are just going to drive right by the place. You can't operate a business that way.

It's a tough street to cross right now. The median strip is a good idea in the middle of the street, but why did you take it out in the first place.

WRITTEN COMMENTS

ATTACHMENT D

**Summary of Written Comments
U.S. 12/20 (95th Street)/87th Street
Strategic Regional Arterial**

The majority of the written responses centered on the improvements recommended for U.S. Route 12/20 (95th Street) from Harlem Avenue to Western Avenue in Oak Lawn and Evergreen Park and from Western Avenue to Ashland Avenue in Beverly Hills. The draft report recommendation to install a 12-foot wide median along 95th Street and remove all on-street parking in Oak Lawn and Evergreen Park generated many negative comments in the following areas:

- potential loss of business for merchants along 95th Street who depend heavily on on-street parking,
- insufficient/inconvenient off-street parking areas,
- displaced parkers using residential streets,
- loss of buffer area between traffic and pedestrians,
- increased speed of traffic, and
- increased maintenance problems for merchants due to snow storage on sidewalks and debris spayed against storefronts by passing vehicles.

These comments were similar to the comments received concerning the recommendation to relocate parking in the peak hour and provide a bus/HOV lane on 95th Street from Western Avenue to Cottage Grove Avenue. The largest number of negative responses came from Beverly Hills who in addition to reiterating many of the concerns expressed by Oak Lawn and Evergreen Park were concerned about:

- the potential safety problems created by the confusing peak hour roadway configuration,
- pedestrian safety with buses travelling in the curb lane, and
- bus exhaust closer to pedestrians and businesses.

Very few written comments were received concerning recommendations on the remainder of 95th Street or on the 87th Street SRA route.

After consideration of these comments, the 12-foot wide median and parking relocation recommended between Harlem Avenue and Western Avenue was dropped from the final report in favor of maintaining the existing cross-section.

October 11, 1991

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

To Whom it may concern:

This letter is to protest the plan to make a thoroughfare of 95th Street. We are senior citizens living in a residential area and feel it would be detrimental to us and also the children who live in this area.

Thanks for your consideration.

Conrad H. Herget 9342 So. Avers Ave
Conrad H. Herget Evergreen Park, IL
60642

Evelyn O. Herget Same as above
Evelyn O. Herget

CC: IDOT Mayor Anthony Vacco
Evergreen Park Village Hall
9418 South Kedzie Ave.
Evergreen Park, IL 60642

BUREAU OF PROGRAMMING
RECEIVED
OCT 30 1991
DISTRICT #1

BUREAU OF PROGRAMMING
RECEIVED

OCT 31 1991

DISTRICT #1

October 28, 1991

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Gentlemen:

I am writing as a long time resident of Evergreen Park and the Beverly Hills area of Chicago to protest the proposed plan for eliminating parking and the widening of 95th Street.

It is inconceivable that any one could feel that such a plan would be of any benefit. The number of local businesses that will be forced to close and or move because of this change is frightening. These merchants, many of them in locations for years will be facing losses from which they won't recover.

Aside from the unfairness of this, what about the residents and school children who cross this already busy street? The danger from increased traffic and increased speed is evident to all of us. Why can't you people who are supposedly experts, see what havoc this will cause.

Residents living near will also be relocating, particularly seniors, or those with growing families, the danger of such a speed-way is not attractive.

It is my sincere hope that some good common sense will be invoked and this plan will be cancelled.

Yours very truly,



Marcalla M. Moore
3558 West 95th Street
Evergreen Park, Illinois 60642

cc: Mayor Anthony Vacco
Administration Building
9418 S. Kedzie Avenue
Evergreen Park, Illinois 60642

BUREAU OF PROGRAMMING
RECEIVED

OCT 31 1991

DISTRICT #1

October 29, 1991

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 West Center Court
Schaumburg, Illinois 60196

To Whom It May Concern:

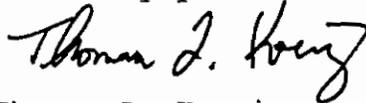
I am writing to advise you that as a resident of Evergreen Park for the past 15 years, I am opposed to the proposed plan to eliminate parking and the widening of the 95th Street corridor.

I find it hard to believe that any person would feel that this proposed plan would benefit any person or business. The losses to businesses are inconceivable.

As a concerned parent who has children attending Evergreen Park Junior High and Evergreen Park High School, the thought of increased traffic and speeds on 95th Street is a danger that our community does not need.

I hope that the people involved with this proposed plan will sincerely think about its' consequences and the plan will be canceled. The communities of Beverly Hills Chicago, Evergreen Park and Oak Lawn will benefit from its cancelation.

Sincerely yours,



Thomas L. Koenig
9034 S. Richmond Avenue
Evergreen Park, Illinois 60642

cc: Mayor Anthony Vacco
Administration Building
9418 S. Kedzie Avenue
Evergreen Park, Illinois 60642

GENERAL ASSEMBLY

STATE OF ILLINOIS

COMMITTEES:

- REGISTRATION & REGULATION
CHAIRMAN
- EDUCATION FINANCE
VICE CHAIRMAN
- ELEMENTARY & SECONDARY EDUCATION
- MUNICIPAL & CONSERVATION LAW
- COUNTIES & TOWNSHIPS
- RULES



TERRY A. STECZO
HOUSE OF REPRESENTATIVES
78TH DISTRICT

BUREAU OF PROGRAMMING
1506 CICERO AVENUE
OAK FOREST, ILLINOIS 60452
(708) 687-6555

OCT 18 1991
SPRINGFIELD OFFICE:
2043 STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
(217) 782-8047

October 15, 1991

Secretary Kirk Brown
Illinois Department of Transportation
2300 S. Dirksen Parkway
Room 300
Springfield, Illinois 62764

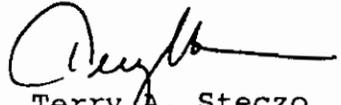
Dear Secretary Brown,

I have read in various area newspapers that the Illinois Department of Transportation has announced a proposal to eliminate parking along 95th Street from Western Avenue to Harlem Avenue in order to have viable usage of additional lanes and to expedite traffic.

It is my opinion that such a plan would result in irreparable harm to the business and commerce along 95th Street in the communities of Oak Lawn and Evergreen Park.

Rather than ban parking along this stretch of roadway the Deptment should consider better regulation of existing traffic signalization and other less severe means to address traffic flow. Such alternatives would solve the Department's problem and allow local commerce to continue to be viable.

Yours very truly,


Terry A. Steczo
State Representative

cc: Mr. James Slifer ✓

10/18/91
D. How-
PIU bc reading w. PR
draft reply!
LR

October 25, 1991

Patricia M. Berry
V.P. Most Holy Redeemer
School Board
9536 S. Millard
Evergreen Park, Ill. 60642
BUREAU OF PROGRAMMING
RECEIVED

Illinois Department of Transportation
201 West Center Court
Schaumburg, Ill. 60196

NOV 01 1991

DISTRICT #1

I.D.O.T.,

Enclosed you will find the petitions of our neighborhood against your proposed plan to make a thoroughfare of 95th Street. 573 residents and voters have signed this petition in hopes of stopping you from destroying our community. Not only would the merchants be ruined along 95th street if their parking was taken away but a serious safety factor would result for our many children.

95th Street runs through the center of our village. Many of our children cross this already hazardous street daily to attend school and other activities. Your turning 95th street into a thoroughfare would result in even more traffic and more danger for our children. Our play ground for Most Holy Redeemer School is directly on 95th street. We no longer feel it would be a safe place for our children to recreate if such a change were made in the traffic flow. All this to save road eating trucks a few minutes to gain access to I 294 we DO NOT feel is worth the price!

Sincerely,



Patricia M. Berry
9305 S. Millard Ave.
Evergreen Park, Ill.
60642

cc: Mayor Anthony Vacco, Evergreen Park

October 17, 1991

Anton R. Iberle
9534 S. Sawyer Ave.
Evergreen Park, Il 60642

Illinois Department of Transportation
201 W. Center Court
Schaumburg, Il 60196

Subject: 95th Street

Dear Sirs:

I am writing to make you aware of my opposition to your proposition to eliminate parallel parking on 95th Street in Evergreen Park and Oak Lawn. In my opinion, this action would have several negative aspects. It would become more hazardous for shopper and pedestrians to cross a thoroughfare that would be faster and busier! By eliminating parking for merchants and businesses on 95th Street, the possibility of less business would force some of them to close, resulting in a loss of tax revenue to the Villages and a loss of jobs for local residents.

I strongly urge you to reconsider your proposal and not eliminate the parallel parking on 95th Street.

Sincerely,



Anton R. Iberle

cc: Mayor Anthony Vacco - Evergreen Park

OCT 21 1991

RECEIVED
OCT 22 1991
DIST. ONE - DESIGN

10/06/91
COURT
11

Patricia Telander
9421 South Turner Avenue
Evergreen Park, IL. 60642

October 6, 1991

Illinois Department of Transportation
201 Center Court
Schaumburg, Il 60196

To whom it may concern:

I am protesting the proposal to create a thoroughfare along 95th Street. As a resident of Evergreen Park, it is necessary for me to use this street both as a driver and a pedestrian. The increased traffic utilization would impair those of us who must use this street to conduct our daily business in our community. The increased traffic speeds would make it very dangerous for my children to cross 95th Street for school and recreational activities.

Please consider the residential nature of the community that would be divided unrepairably by this proposal for the sake of expediency of those who do not live there.

Respectfully,



cc Anthony Vacco

10.22-9.

**Joe Farris
Flowers & Gifts**

2807 WEST 95TH STREET
EVERGREEN PARK, ILLINOIS 60642
PHONE 424-5900

September 30, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

As a businessman who has had an automobile come through the front window of his store (even with cars parked on the street), I cringe to think of what might happen if there are no parked cars to serve as a buffer. Increased speed will be an additional hazard.

Quite a number of children walk along 95th Street sidewalks going to and from school. I fear for their safety if the IDOT proposed plan for 95th Street goes through.

Please, please reconsider--and drop your plans to make a speedway out of 95th Street.

Sincerely,

Joe Farris
Joe Farris

cc: Mayor Anthony Vacco
Governor Jim Edgar
State Rep. John McNamara

SEP 15 1991 ?

10124 So. Kenneth Ave
Oak Lawn, Ill. 60453
October 19-1991

Illinois
Department of Transportation
201 W. Center Court
Schaumburg, Ill. 60196

Gentlemen:

I implore you to abandon the idea
of making 95th St. a 6-lane highway.

It is a scary, ill-thought idea
that would ruin existing service and
commercial businesses — and truly
split communities in a town.

Please don't do it. I'm sure there are
other options. Investigate them.

Sincerely,
Fernando McKealy

Dorothy Shearer
9251 S. Richmond
Evergreen Pk. Ill
60642

Dear Sirs,

I have recently learned of your plans to make 95th St. in Evergreen Park and Oak Lawn a six lane highway. You will be distraging our small town feeling but, most of all you will be putting our Children in danger. The Children of Evergreen Park enjoy the unique (in this age) privilege of being able to move around our Village fairly safe. We want to keep it that way. I am

EDWARD F. BRABEC
MANAGING DIRECTOR
ARTHUR R. BUTOW
ASS'T. MANAGING DIRECTOR

TRUSTEES
OF THE
PLUMBERS' WELFARE FUND

THOMAS J. CLENNON
SECRETARY

UNION TRUSTEES
EDWARD F. BRABEC
RICHARD L. WELDON
RAYMOND J. SMITH
STEPHEN A. KENDRICKS
JONATHAN B. BOOSE

LOCAL 130, U. A.
3RD FLOOR, 1340 W. WASHINGTON BLVD.
CANAL 6-4200
CHICAGO, ILLINOIS 60607

CONTRACTOR TRUSTEES
ARTHUR R. BUTOW
LEONARD V. STUTZ
PAUL R. SMITH
JAMES L. ALTHOFF
WILLIAM J. REICHERT

Very ²⁷⁸ against this plan and
it will be nothing but a
threat to our childrens safety.
And our right to live as we
please in the area we have
chosen to raise our children

Sincerely,
Dorothy Sheares

K.I.P. Secretarial & Resume Service
2805 West 95th Street, Evergreen Park, IL 60642 • (708) 425-6100

LETTER OF INFORMATION

OCT 22 1991

October 3, 1991

RECEIVED

OCT 22 '91

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

LAND ACQUISITION

To Whom It May Concern:

During the 25 years I have been in business in Evergreen Park, one of the biggest physical problems faced here has been that of parking. Installing parking meters on 95th was discussed at length, but cost was a factor. Limiting parking to an hour or two was also discussed, but cost of added police to check was too great also.

An ordinance was then passed that required all new business construction have a certain percentage of space for parking. That was fine--but most of the buildings in Evergreen Park (a majority of which are on 95th Street) were constructed before that ordinance! What were they to do? They had to depend on parking on 95th Street for their customers and often employees.

Now IDOT comes along and wants to take away that space. Perhaps you are not close enough to the daily business environment to realize that your plan will mean closing of many 95th Street businesses, more people out of work, less revenue for the Village from sales tax, an increase in our taxes, and a decrease in the value of our homes.

With this country in a recession now, please don't add to it by implementing your plans. Spend my tax money more wisely. We don't need a speedway on 95th Street. We do need the parking space.

Most sincerely,



Frances L. Loving
Owner/Manager

cc: Mayor Anthony Vacco
Governor Jim Edgar
State Rep. John McNamara

00.2100.

9417 South Turner Avenue

Evergreen Park, IL. 60642

October 6, 1991

Illinois Department of Transportation
201 Center Court
Schaumburg, Il 60642

To whom it may concern:

I am protesting the proposal to create a thoroughfare along 95th Street. As a resident of Evergreen Park, it is necessary for me to use this street both as a driver and a pedestrian. The increased traffic utilization would impair those of us who must use this street to conduct our daily business in our community. The increased traffic speeds would make it very dangerous for my children to cross 95th Street for school and recreational activities.

Please consider the residential nature of the community that would be divided unrepairably by this proposal for the sake of expediency of those who do not live there.

Respectfully,
Diane M. Gardner
James D. Gardner

cc Anthony Vacco

Most Holy Redeemer Parish School Board

9525 S. Lawndale Avenue
Evergreen Park, IL 60642

Rectory Telephone: 425-5354

School Telephone: 422-8280

LIST OF PROGRAMMING

001 22 001

#1

October 6, 1991

Ms. Nancy Magnus
Program Development Section Chief
Illinois Department of Transportation
201 Center Court
Schaumburg, Illinois 60196

Ms. Magnus:

The proposal calling for the creation of a thoroughfare along 95th Street has serious implications for the entire Evergreen Park Community. Although it may be true that automobile, bus and truck traffic flow would be improved, it would be devastating to the pedestrian traffic along 95th Street.

Many of the children of Most Holy Redeemer School live on the north side of the street and therefore must cross 95th Street to attend school and the numerous other activities held after the school day is over. The addition of another lane in each direction would make passage impossible for our students. Increased traffic volume at increased speeds pose a threat for all pedestrians along 95th Street, especially our children as they walk to and from school or play on school grounds. Our playground is located alongside 95th Street.

Our children also participate in neighborhood programs including baseball, softball and swimming which require crossing of 95th Street. Presently, utilization of the traffic lights has made it possible for safe access to activities. Children will not have the opportunity to engage in many community activities if the thoroughfare is created.

It is apparent that the study that IDOT invested in neglected to consider the community surrounding 95th Street and the effects on residents that must utilize the street many times every day for school, recreation and shopping. Please do not divide our parish school and our community by creating a thoroughfare along 95th Street.

Respectfully submitted,

William Swiatkowski *Diane W. Galt*
Kathleen Kielap *Pat Perry*
Eileen Van Haren *George J. DesLaurie*
Aristo Korman *David A. Gryn*
Kathleen M. W. Jankowski *Joseph W. Gajda*

cc Anthony Vacco
Andrew McGann

Oak Lawn Area Chapter # 3558



NOV 10 1991

087211031

October 16th, 1991

Mr. James C. Slifer, P.W.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumberge, Illinois - 60191-1096

Attention: Mr. Walter S. Kos, P...

Gentlemen:

I was unable to attend your "Operation Green Light" slide presentation on August 8th, 1991, at the Oak Lawn Community High School in Oak Lawn, Illinois. However, I understand your representatives were not to receptive to the objections made by those present.

Our Oak Lawn Area Chapter No. 3558 of The American Association of Retired Perssions meets monthly at Our Lady of Fatima K. C. Hall at 5830 West 95th Street, Oak Lawn, which is just off the corner of 95th Street and Southwest Highway in Oak Lawn. Many of our members come by Bus from the area West of there and must cross 95th Street to enter our meeting place. Inasmuch as the parking lot adjacent to the meeting hall is not large enough to accomodate all members who drive, they find it necessary to park their cars in a lot on the South side of 95th Street and pray that they will get across the street alive.

If your "hair-brain" plan goes through, our members will never get across the street in time for our meeting (if they are lucky).

Present merchants of Oak Lawn have a good business and most have been in business here for many years. The lack of street parking will cause many to shop elsewhere and many stores to close resulting in a loss of revenue to Oak Lawn, plus the inconvenience to our citizens.

Mr. James C. Slifer, P. E.

October 16th, 1991

Page Two

Children living South of 95thStreet will be deprived of their right to use the Great Oak Lawn Liabrary. In other words, the Worldof Oak Lawn, forone place, will beentirely disrupted.

In other words please SCRAP your plans for :Operation Green Light" as I am sure every citizen of Oak Lawn, as well as those in the Villages along 95thStreet are OPPOSED toit.

Yours very truly

Dorothy L. Mehring

Corresponding Secretary
Oak Lawn Area AARP No. 3558

~~CONFIDENTIAL~~

Oct. 8, 1991

Dear "IDOT" members:

I am a tax paying citizen and home owner in Oak Lawn, Ill. I have owned my home for the past 50 years and I am very much opposed to making 95th Street a high speed thoroughfare through our town and elimination of parking on 95th St.

A proposition of this type would not only put the local business people, who incidently built Oak Lawn, out of business, but force many of the residents to relocate and many of these residents are Senior Citizens.

Sincerely yours,
Harry J. Reck

EVERGREEN LOCKS & KEYS

2805½ West 95th Street
Evergreen Park, IL 60642
(708) 423-2890

September 30, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

A few years ago, we moved our place of business from a side street with ample parking space to a location on 95th Street, where we would have better exposure and more walk-in trade. Naturally, we depend on the parking space in front of our store for our customers. Now IDOT wants to take that away from us.

With parking in Evergreen Park at a premium, this could mean that a number of businesses will close, thereby making this practically a ghost town. Also, closing of businesses will result in higher unemployment.

We wish to register our protest with you and to beg that you reconsider and not do this horrible thing to Evergreen Park and Oak Lawn.

Sincerely yours,

EVERGREEN LOCKS & KEYS



Robert & Joan Nawrot

cc: Governor Jim Edgar
Mayor Anthony Vacco
State Rep. John McNamara

OCT 17 1991

EVERETT/STOWER

Kenneth B. Miller, D.D.S.

2809 WEST 95TH STREET
EVERGREEN PARK, ILLINOIS 60642

September 30, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

SEP 30 1991
08:28 AM
11/11/91

To Whom It May Concern:

It is my understanding that IDOT is proposing to ban all parking on 95th Street through Evergreen Park, Oak Lawn and on to the Tollway. This, to me, does not seem to be a wise plan.

Traffic on 95th Street moves at a fast pace now, so why plan to make it faster? Our sidewalks are narrow, and the traffic driving right along the curb would be extremely dangerous. I have heard of several incidences where cars coming from previous drive-in fast food places on the corner have pushed parked cars up into the store fronts. That problem has been solved, but what about cars speeding right along the sidewalk with school children often walking during the morning rush-hour period?

Please spend our tax money on better causes.

Sincerely,

Kenneth B. Miller, D.D.S. *J. H. Burgett D.D.S.*

Kenneth B. Miller D.D.S.

cc: Governor Jim Edgar
Mayor Anthony Vacco

Rep. John McNamara

DO NOT WRITE IN THESE SPACES

OCT 19 1991

100-11111-1 #1

Patricia Telander
9421 South Turner Avenue
Evergreen Park, IL. 60642

October 6, 1991

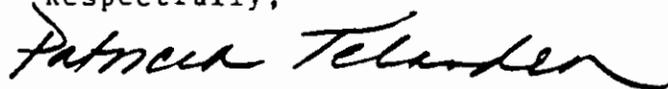
Illinois Department of Transportation
201 Center Court
Schaumburg, Il 60196

To whom it may concern:

I am protesting the proposal to create a thoroughfare along 95th Street. As a resident of Evergreen Park, it is necessary for me to use this street both as a driver and a pedestrian. The increased traffic utilization would impair those of us who must use this street to conduct our daily business in our community. The increased traffic speeds would make it very dangerous for my children to cross 95th Street for school and recreational activities.

Please consider the residential nature of the community that would be divided unrepairably by this proposal for the sake of expediency of those who do not live there.

Respectfully,



cc Anthony Vacco

October 8, 1991

BU BUREAU OF PROCEEDINGS
OCT 15 1991

DISTRICT 5

Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Gentlemen:

I would like to go on record AGAINST the proposed super six lane highway for 95th Street.

I work three miles from the house and frequently drive. I do 8 miles over the limit but there are numerous cars who pass me by doing 40-50 (I assume) because they pull away from me. I have also observed truckers who blatantly disregard red lights and barrel right through regardless of who is in the way be it a straight drive or turn. 95TH STREET IS A BUSINESS DISTRICT FOR A SMALL SUBURBAN AREA. If truckers want to make fast tracks between the Tri-State (294) and the Dan Ryan Expressway, let them use I 55 (Stevenson Expressway) and they do a good job on tearing up those roads, we don't need them tearing up ours as well.

Another reason for not committing to this proposal is the number of school children, not only in Evergreen Park, but in the other suburban areas who must cross 95th St. As a parent who sees what traffic speed is now, I worry how many deaths or injuries would it take before the IDOT will listen to the voices of the majority. What about the senior citizens who have difficulty in crossing the street and who take longer to cross than us quick stepping adults? Remember, it was some transportation department who took out all of the 18"-24" median for pedestrian protection in the event of being caught in the middle of the street. At least I felt safe being on one of these concrete dividers.

Finally I want to add fuel to the fire by informing IDOT of a child who was struck by a car while on his bike trying to cross 95th St. 1 block west of 95th & Menard. There is no concrete middle there, only two yellow lines which is not enough room to even put your bike horizontal without fear of being hit. But the child was hit on the north side of 95th St. just west of the Pace Southwest Suburban Bus Barn. This happened sometime in August (I believe). I work for Pace, did not witness the hit but saw a limp child being taken to the ambulance. I'm sure Oak Lawn has a record of this accident. I don't even think that the car that hit him stopped but I cannot be sure. Is this just the beginning?

- 2 -

IDOT needs to open its eyes and stop being for quick traffic patterns. Through truck traffic does not belong on 95th St. Let them use 87th or go around the city. 95th Street as a crosstown expressway is not the answer. THE SPEEDERS AND TRUCKERS DO NOT RULE OUR HIGHWAYS AND IT TIME TO GET THAT MESSAGE TO THEM. Let them take the time to "smell the roses".

Sincerely,



Kathleen Mazurek
9511 S. Homan Ave.
Evergreen Park, IL. 60642

cc: Mayor Anthony Vacco
Village of Evergreen Park

October 7, 1991

001181331

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

L. J. ... #1

Re: No Parking proposals for
95th Street in Evergreen
Park and Oak Lawn, Ill.

Dear Sir or Madam,

I have been a resident of Evergreen Park since 1939 and have had the opportunity to witness the growth of both Evergreen Park and Oak Lawn for over fifty years.

The growth of the business community along 95th Street has been a result of the needs of the residents of both Evergreen Park and Oak Lawn. There are medical and dental facilities, Drug Stores, Meat Markets, Grocery Stores and many other businesses which furnish the needs of these Communities without requiring us to travel long distances.

As the residential communities developed in the past, there was a need to widen 95th Street to both handle the increased traffic and meet the parking needs of the Community. While some people may have been upset at the time, the end result was beneficial to both businesses and residents.

Now the Illinois Department of Transportation has presented a proposal to eliminate parking along 95th Street in both Evergreen Park and Oak Lawn as a means to providing faster transportation through both Communities. This is being proposed without regard to the businesses and residents of the Communities. People cannot park in residential areas while going to the business establishments, and the business people cannot survive without customers, patients or clients. I am 82 years old, have never driven a car, and walk with the assistance of a tripod cane. My family and friends provide my transportation, but I cannot walk long distances. How will I go to the businesses and offices which have served my needs for more than fifty years if parking is not permitted in the area where these facilities are located? Will we be forced to become part of the traffic problems because we must now travel outside of our Community to secure products and services? How will this help solve the problem?

Your proposal is a guaranty that the business communities of Evergreen Park and Oak Lawn will become a long line of abandoned stores and offices. It is a guaranty that we will have to go outside of our Community to secure the goods and services we need with the result that the Villages will lose Sales Tax Revenues and be forced to raise the Real Estate Taxes. This is a tragic result

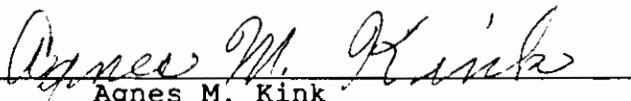
October 7, 1991
Illinois Department of Transportation
Page Two of Two Page Letter

for people trying to raise families and for people on fixed incomes. Many of the business people are also residents of these Communities. They know and care about the needs of the other residents. They often carry items not normally carried by major stores because they know their customers. Many of the businesses donate to fund raising activities, which benefit the community and residents, because they are part of the community. When these businesses are forced to leave, will some business in Orland Square care about the fund raising projects in Evergreen Park or Oak Lawn? No. They will have to say that "We can't give to every need because of the size of the area we serve."

I fail to recognize the need to provide for a faster means to get from Chicago to the Toll Road. An extra fifteen minutes is not worth the loss of jobs and services, the destruction of two business communities which provide many tax dollars to the Villages and the State of Illinois and jobs for the Village residents. For a short time each morning and each evening, some people have to wait for a few lights to change from Red to Green so they can hurry off to where they are going. Most people who take these routes know the traffic conditions, they allow for backups, they plan ahead. It is my request that your Department do the same thing. Plan ahead, enforce the time limits at railroad crossings, maybe provide for "No Parking" areas from 7:00 a.m. to 9:00 a.m. on one side of the street and "No Parking" areas from 4:00 p.m. to 6:00 p.m. on the other side of the Street. This will speed traffic in the direction which is most used during those hours while still permitting the business communities and the Villages to exist and provide for the needs of the residents.

Thank you, in advance, for the consideration which you will give to my letter.

Very truly yours,


Agnes M. Kink
9209 South Sacramento
Evergreen Park, Ill. 60642

c.c. Anthony Vacco,
Mayor, Village of Evergreen Park

October 5, 1991

Dear IDOT,

I am a seventh grader attending Most Holy Redeemer School at 95th Street and Millard Avenue. I live at 93rd Street and Millard Avenue so I cross 95th Street every day to get to school. A lot of my friends live across 95th Street and so I cross it to go over to their houses quite often. I have practices and sports games at school at least three times a week and have to cross 95th Street to get there the same as when I go to school. Eliminating 95th Street's (the street I cross every day of my life at least two times) parking on one side of the street would make it much busier. That means it will be a much more hazardous street to cross as often as I, my brother, my neighbors, my friends, and schoolmates do. I am writing to ask you to seriously reconsider your plan to make a thoroughfare of 95th Street. Please consider what harm this change could cause us. Thank you.

Sincerely,
Betsy
Berry

(9305 S. Millard
Evergreen Park Ill
60643)

9433 S. Massasoit
Oak Lawn, IL 60453
October 11, 1991

BUREAU OF PROGRAMMING
RECEIVED

OCT 16 1991

LETTER #1

Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196

Gentlemen:

Apparently there is a possibility that 95th Street might become a super highway and all parking would be prohibited. This letter is in strong opposition to such a proposal.

Since 1959 we have lived at the above address, just steps away from 95th Street. Over the years we have seen the traffic on that street increase dramatically and today, it is almost impossible to cross that street on foot. This is a matter of great concern to our family and our neighbors. There are no shopping malls in our immediate area and we shop at local neighborhood stores, many within walking distance of our home.

Eliminating parking on 95th Street would cause a serious problem for those who would drive to these stores because of the limited parking available. As it is now, we find it almost impossible to ever park in front of our own home since the overflow of cars park on the side streets. If this is a problem now, it is hard to imagine what it will be like if even this parking is banned on 95th Street.

Please do not do this to the residents and businesses in the area. Such a proposal can only hurt all of us.

Cordially,



Ronald & Catherine McLaren

10140 S. Komensky Ave.
Oak Lawn, Ill. 60453
Oct. 10, 1991

Illinois Dept. of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

BUREAU OF PROGRAMMING
L. CHAVEZ

Gentlemen:

OCT 16 1991

RE: 95TH STREET PROJECT

We are against 95th Street becoming a super six lane Highway **DISTRICT #1**
without any parallel parking as proposed by the Illinois Dept.
of Transportation.

It could ruin the business community and it could become a hazard
for shoppers and for pedestrians to cross such a busy thoroughfare.

We are concerned about the transformation of a busy commercial street
into a 6 lane "speedway" and hope that you will reconsider your
current plans and find some other alternative.

Yours truly,


JOHN F. BORGE


MARY L. BORGE

2801 West 95th Street
Evergreen Park, IL 60642
October 1, 1991

ILLINOIS DEPARTMENT OF TRANSPORTATION

OCT 16 1991

DISTRICT #1

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

We are writing to protest any attempts at changing the present operation and direction of traffic on 95th street through Evergreen Park.

The designation that you are proposing would do grievous harm to the economics of this small village. Property owners and small businesses would bear the brunt of this "Administrative" decision. City planners, citizens, and business persons (code words for taxpayers, voters) built this village around the concept of strip shopping centers with parking available in the front of their stores. Most of the business and property owners along this street are not prepared and cannot accommodate parking in the back of their buildings for tenants and customers alike. In addition, the sidewalks are just a few feet from what will be rapidly moving traffic, which creates a very dangerous situation for pedestrians. In essence, these accommodations were "grandfathered" in a time when the village was being built and developed.

We find it appalling that at a time when the economy is in such dire straits that the federal government has lowered interest rates that another branch of the same government would attempt to effectuate such an injurious policy.

You may add our names to what we are sure is a growing list of individuals who will not sit idly by as you attempt to turn our village into just a place to pass through instead of a place to live, raise families, work and enjoy.

Sincerely,


Antone J. and Edna Mae Haas

cc: Mayor Anthony Vacco
Gov. Jim Edgar
State Rep. John McNamara

MARY'S HAIRITAGE
9506 South California Avenue
Evergreen Park, IL 60642

RECEIVED
OCT 16 1991

October 3, 1991

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

IDOT's plan to ban parking on both sides of 95th Street from Western to Harlem and to increase speed limits most certainly would be disastrous for Evergreen Park and Oak Lawn.

Parking space, especially in Evergreen Park, is at a minimum, with parking on 95th Street a necessity for most businesses' customers. Those places that do have small parking space will probably be plagued by others who are not their customers using this space--leading to arguments and hard feelings.

I have yet to see any benefits from IDOT's plan. We certainly don't need increased speed. We do need the parking space.

Sincerely,

Mary Mateja

cc: Mayor Anthony Vacco
Governor Jim Edgar
John McNamara, State Representative

October 9, 1991

RECEIVED
OCT 13 1991
SCHAUMBURG, ILL

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Gentlemen:

REFERENCE: RETAINING BUSINESS AND STORES ON 95TH STREET
IN THE EVERGREEN PARK AND OAK LAWN AREAS

Recently it has been proposed to eliminate on-street parking in the communities of Oak Lawn and Evergreen Park. It is imperative to have accessible parking and stores to retain the tax base to both of these communities. I have lived and shopped in these stores for over thirty years and believe they are a desirable part of the living environment. If the parking is restricted, the commercial establishments will leave and we will have vacant stores in place of our well established business community.

Also, and very importantly, increased truck traffic will be a danger to our children. We are communities of families and schools. Additional trucks and increased speed limits will rob us of our well established life styles.

Sincerley,



Lorraine Peterson
10720 South Kenneth Avenue
Oak Lawn, IL 60453

HAMBURGER HOTLINE
2801 West 95th Street
Evergreen Park, IL 60642

October 3, 1991

Illinois Department
of Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

This is to protest IDOT's plan to ban parking on both sides of 95th Street in Evergreen Park and Oak Lawn. Most small businesses in these two villages depend on the street parking for their customers.

If the speed is increased, that will definitely be a hazard. We have enough accidents occurring at 95th and California as it is. I shudder to think about how many more there will be with increased speed. I have heard several people say they will never again cross 95th Street on foot if your plan becomes fact. Too many of our children have to cross 95th going to and from school.

Please think of us--the small business men and women, the mom and pop stores--who are working many, many hours daily to make a living. What will we do if we have to close because of lack of parking space for our customers?

Sincerely yours,

Evelyn Esposito
Vincent Esposito
Evelyn & Vincent Esposito

cc: Mayor Anthony Vacco
Governor Jim Edgar
Rep. John McNamara, Transportation Committee

9437 S. Millard Ave.
Evergreen Park, IL 60642
10 October 1991

10 OCT 1991 11 11 AM

00111111

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: Proposal to make West 95th Street a thoroughfare

Gentlemen:

I wish to express my displeasure at the proposal to ban parking along the curb on West 95th Street. I really believe this would be an extremely dangerous situation for pedestrians walking on the sidewalk. The sidewalks on West 9th Street are very narrow and all the buildings but right up to the sidewalk. If a car or truck were to jump the curb a pedestrian or occupant of a store would be placed in a dangerous situation.

The many small stores along 95th Street depend very much on having their customers park in front of their business. To take away this parking space will invite closure for many of these business and with their closing would also go your sales tax receipts.

I hope you will earnestly consider your decision very carefully.

Very truly yours,


Warren G. Johnson

Copy to:
Mayor Anthony Vacco

ROSEANGELA'S

2807½ West 95th Street
Evergreen Park, IL 60642
708-422-2041

BUREAU OF PROGRAMMING

OCT 16 1991

DISTRICT #1

October 1, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

This is to protest your plan to prohibit parking on both sides of 95th Street and to increase the speed limit. This will certainly be detrimental to Evergreen Park, Oak Lawn, and other businesses along this main thoroughfare.

In the first place, many businesses have no parking other than on 95th in front of their stores (many places were built here before an ordinance was passed making it mandatory that space be left for parking). These stores will have to close. Customers just will not walk a block or more to trade--they find a place where they can drive up in front, even if they have to drive a distance.

In the second place, and really more important, is the fact that 95th Street is very heavily traveled by children walking to and from school. The sidewalks are narrow enough now since 95th Street was widened; with speeding automobiles coming right up to the curb--we have no doubt that there will be children injured and perhaps killed.

Won't you reconsider and drop your proposed plan. Life is much too fast as it is, so why speed it up?

Sincerely,



Jack Pesce and Vince Rizzi

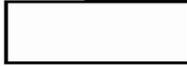
cc: Governor Jim Edgar
Mayor Anthony Vacco
State Rep. John McNamara



SOUTHWEST COUNCIL OF MAYORS
 6701 South Archer, P.O. Box 128 Bedford Park, Illinois 60501
 (708) 458-2067

BUREAU OF PROGRAMMING
RECEIVED

CHICAGO AREA TRANSPORTATION STUDY
 300 West Adams Street • Chicago Illinois 60606



September 27, 1991

OCT 02 1991

DISTRICT #1

Mr. James C. Slifer, P.E.
 District 1 Engineer
 Illinois Department of Transportation
 201 West Center Court
 Schaumburg, Illinois 60196

ANTHONY VACCO
 Council Chairman
 Mayor, Village of Evergreen Park

ERNEST F. KOLB
 Council Vice-Chairman,
 President, Village of Oak Lawn

EUGENE L. SIEGEL
 Council Vice-Chairman
 President, Village of Chicago Ridge

ARNOLD ANDREWS
 President, Village of Alsip

CHARLES F. PLOSZEK, JR.
 President, Village of Bedford Park

JOHN A. OREMUS
 President, Village of Bridgeview

HARRY KLEIN
 Mayor, City of Burbank

CHESTER STRANCZEK
 Mayor, Village of Crestwood

DANIEL A. RILEY
 Mayor, City of Hickory Hills

RAYMOND J. FORSYTH
 Mayor, City of Hometown

EDWARD C. RUSCH, JR.
 Mayor, Village of Justice

JOSEPH S. FORZLEY
 President, Village of Lemont

MADELEON ROGOWSKI
 President, Village of Mernonette Park

LORIN L. SCHAB
 President, Village of Orland Hills

FREDERICK T. OWENS
 President, Village of Orland Park

EUGENE G. SIMPSON
 Mayor, City of Palos Heights

GERALD R. BENNETT
 Mayor, City of Palos Hills

ROSEMARY S. KAPTUR
 Mayor, Village of Palos Park

JAMES A. RIZZI
 President, Village of Willow Springs

DANIEL A. KUMINGO
 President, Village of Worth

RICHARD B. BOEHM
 Council Liaison

Dear Mr. Slifer:

In the interest of the 87th/95th Street SRA Study, I am forwarding to you an editorial and a full page add regarding some of the recommendations contained in the report. The editorial is being carried in all fourteen editions of the *Southwest Messenger Press* publication. The full page add is being run in the *Oak Lawn Independent* and the *Evergreen Park Courier*. Both the editorial and add were in the Thursday, September 27, 1991 edition. These news clips do reflect the basic opinions of many of the areas residents and business owners.

Sincerely,

Richard B. Boehm
 Council Liaison

RESIDENTS CIVIC LEADERS ELECTED OFFICIALS

WE NEED YOUR HELP!

AMERICAN HEALTH FOODS
5142 W. 95th Street
423-5099

ANGELO'S LEATHER & FURS
5207 W. 95th Street
423-6663

ANNIE'S LTD.
5203 W. 95th Street
636-9800

ARTLYNN PHOTOGRAPHY
3711 W. 95th Street
425-8080

BAXTER PHYSICAL THERAPY
3759 W. 95th Street
422-2960

BIROS REALTORS
9501 S. Hamlin
422-0011

BROWN'S FRIED CHICKEN
3414 W. 95th Street
636-6888

CAPTAIN'S CHAIR
5364 W. 95th Street
422-9403

CENTURY 21, CAVELLE REALTORS
3929 W. 95th Street
636-1111

CENTURY 21 CREST HOUSE REAL ESTATE
4425 W. 95th Street
425-4533

CHICAGO TITLE INSURANCE
3759 W. 95th Street
425-1950

CHRISTOPHER JOHN FLORAL DESIGNS
5227 W. 95th Street
422-6313

D'ION FURS INC.
6635 W. 95th Street
598-0091

DON ROBERTS BEAUTY SCHOOL
3147-49 W. 95th Street
636-2584

ECKERT MEAT MARKET
5267 W. 95th Street
422-4630

We're united in the fight to keep 95th street from becoming a super six lane highway without any parallel parking as proposed by the Illinois Department of Transportation (IDOT).

Not only would it ruin the business community, but would become a hazard for shoppers and for pedestrians to cross such a busy thoroughfare.

The Oak Lawn and Evergreen Park village boards and chambers of commerce have issued resolutions condemning the plan. Mayor Vacco of Evergreen Park and Mayor Ernie Kolb of Oak Lawn urge all citizens concerned about the transformation of a busy commercial street into a 6 lane 'speedway' to write their objections to:

**ILLINOIS
DEPARTMENT OF TRANSPORTATION
201 W. Center Court
Schaumburg, Illinois 60196**

**ERA R.M. POST
TOM POST**
5239 W. 95th Street
657-7300

EVERGREEN PARK COURIER
3214 W. 95th Street
386-2425

EXCLAMATIONS!
3523 W. 95th Street
499-3988

**JOHNSON-PHELPS VW
POST & LADIES AUXILIARY**
9514 S. 52nd Avenue
423-5220

KELLY-KEAN NISSAN, INC.
4300 W. 95th Street
499-1000

**KUPPENHEIMER
MEN'S CLOTHIERS**
6101 W. 95th Street
499-5987

LA IMAGINE, LTD.
6234 W. 95th Street
430-1964

MADEWELL DRAPERY
5219 W. 95th Street
499-2400

MARINA'S BRIDAL
5207 W. 95th Street
425-1011

**MEINEKE
DISCOUNT MUFFLERS**
5458 W. 95th Street
423-4502

MENU-MART
3259 W. 95th Street
422-6840

**MILEX TUNE UP
& BRAKE CENTER**
9600 Southwest Highway
499-2282

NAPLES BAKERY
3705 W. 95th Street
424-1810

NORMAN'S FORMAL WEAR
5311 W. 95th Street
425-0786

OAK LAWN FIRESTONE
5600 W. 95th Street
422-1370

**OAK LAWN
INDEPENDENT**
5211 W. 95th Street
388-2425

**OAK LAWN
OFFICE SUPPLY**
5211 W. 95th Street
GA 4-0006

OAK LAWN TOYOTA
4320 W. 95th Street
423-5200

**PARK MAGNAVOX HOME
ENTERTAINMENT CENTER**
3634 W. 95th Street
424-0630

**PAT'S HOBBIES & CRAFTS
INC.**
5730 W. 95th Street
424-6131

**PAUL J. DOBIAS
SAFE SERVICE**
5132-34 W. 95th Street
424-0294

RICKETTI'S RISTORANTE
5172 W. 95th Street
499-9900

**ROSANGELO'S PIZZA
& RESTAURANT**
2807 1/2 W. 95th Street
422-2041

**SOUTHWEST AUTO
RADIATOR**
6209 W. 95th Street
425-1220

**SOUTHWEST PHYSICAL
THERAPY &
REHABILITATION Ltd.**
6305 W. 95th Street
499-4487

TRAVEL UNLIMITED, INC.
5411 W. 95th Street
636-1400

VELI'S KOFY KUP
5253 W. 95th Street
857-9231

**WHITE CASTLE
RESTAURANT**
9501 S. Cicero - Oak Lawn
3300 W. 95th Street - Evergreen Park

WHITE HEN PANTRY
4501 W. 95th Street
836-8428

EDEN'S OPTICIANS
5569 W. 95th Street
499-3656

**THIS INFORMATIVE MESSAGE BROUGHT TO YOU
BY CONCERNED BUSINESS PEOPLE
OF OAK LAWN AND EVERGREEN PARK.**

WOLF'S BAKERY
3241 W. 95th Street
422-7429

A Publication
Of The
Southwest
Messenger Press,
Inc.

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Water Run-Off

The Metropolitan Water Reclamation District (MWRD) has agreed to grant a 30-year easement to the Village of Alsip for a storm-water run-off into the Cal-Sag Channel. The easement was needed for the construction of a Budgetel Motel by Hartz Construction on the east side of Cicero Ave. between 128th St. and 128th Pl.

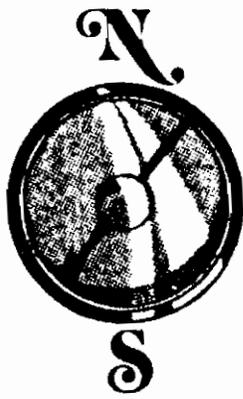
Also agreed to was a 40-year lease of 6.7 acres of land adjacent to the village's boat launch along the Cal-Sag. In exchange, Alsip would give the MWRD 4.1 acres of village property next to an MWRD sludge-drying area south of the Tri-State Tollway near Ridgeland Ave. which will be used for the expansion of the sludge-drying operation.

However, the village's parcel is subject to long-term leases for billboards that generate about \$14,000 of rental income for the village. In the beginning, the MWRD proposed splitting the revenue but it has agreed that the village will continue to get all rental income for five years. After that, the money would be split between the village and the MWRD for fifteen years. After fifteen years, monies would be given completely to the sanitary district.

Deadline

Secretary of State George H. Ryan today reminded passenger car owners who have license plates expiring in September to buy their renewal stickers at a Secretary of State vehicle facility in Chicago or Springfield or at a financial institution that sells stickers. It is now too late to mail applications and guarantee delivery of stickers before the Sept. 30th expiration date.

Nearly 660,000 pre-printed renewal applications have been mailed to passenger car owners who renew their stickers in September.



All Points Southwest

BY
WALTER H. LYSEN

Opposition to the proposed elimination of parking along 95th Street (US 12-20) from Route 45 (LaGrange Road) to Lake Michigan is gaining momentum as business and residents join together to fight the Illinois Department of Transportation's (IDOT) proposal.

Both Mayor Vacco of Evergreen and Mayor Ernie Kolb of Oak Lawn are contemplating erecting signs, on both sides of 95th Street through their villages, objecting to the proposal and urging support from residents, Mayor Kolb told us Tuesday.

Both Oak Lawn and Evergreen Park Village Boards have passed resolutions rejecting the plan. Both villages Chambers of Commerce have also gone on record as opposing the move.

"Ninety-fifth Street would become an Autobahn with cars zooming through," commented Mayor Kolb. "Loss of business also means loss of sales tax money upon which both Oak Lawn and Evergreen Park depend heavily. Then, too, pedestrians and shoppers would find it difficult crossing the six lane super highway much like trying to cross the Expressway," added Kolb.

Vacco pointed to a flaw in the plan that apparently has not been addressed by IDOT. "The loss of revenue from sales taxes would affect not only Evergreen Park and Oak Lawn, but the State of Illinois as well. With a virtual loss of 95th Street as a commercial artery, this tremendous source of revenue would disappear. Does that make any sense at all?"

This projected speedway would be an economic nightmare. Loss of revenue would be juxtaposed with construction costs, maintenance costs etc. and the plan should be scrapped before it goes any further. Negative aspects so far outweigh any advantages that an immediate abortion is the only course of action.

ALL POINTS extends condolences to the family of the late Senator Walter LeRoy Lemke who died Thursday at LaGrange Memorial Hospital. Lemke served two years in the Illinois House ('73-'75) before moving over to the Senate where he served for 11 years in the 24th District which includes portions of Palos Hills, Hickory Hills, Bridgeview, Oak Lawn and Worth.

Local mobile home owners and mobile park owners shouldn't miss the committee hearing State Representative Dave McAfee (47th) is holding at 7 p.m. on Thursday, Oct. 10th at the Lyons Township Hall, 6404 Joliet Road.

McAfee is co-sponsoring legislation that involves a 'Bill of Rights' for residents of mobile home parks, as well as an 'Ombudsman' program to help settle disputes between home owners and park owners. The Illinois House of Representatives "Subcommittee on Manufactured Housing."

"We have thousands of mobile home residents in half a dozen parks in southwest suburban communities and I urge as many people as possible to attend the hearing," McAfee concluded.

Jim Gierach, Attorney for the Village of Worth and Worth Township, will announce his candidacy for Cook County States Attorney at 10 a.m. Monday, Sept. 30th at a press conference to be held in the Joliet Room of the Chicago Hilton and Towers, 720 S. Michigan Ave. Jim is the son of Cook County Circuit Court Judge Will Gierach.

1 v. 1
OCT 09 1991

9748 S. Lawndale Ave
Cu Jse Pk Sec
Oct 4-91

Cal. Dept of Transportation,

I am very much opposed to the widening of 95th st. What happens to all of the traffic lites along this road? Many children must cross this road to get to school.

Many businesses along this road will be badly hurt by this.

Most sincerely

Mrs. Ann Longo

BUREAU OF PROGRAMMING

RECEIVED

OCT 10 1991

DISTRICT #1

1004

Oct. 6, 1996

BUREAU OF PROGRAMMING

OCT 10 1991

DISTRICT #1

To Whom It May Concern:

Our family of eight has lived in Evergreen Park for almost 26 years. We purchased a house in Evergreen Park because we liked many qualities unique to E. P.

We have no school buses in Evergreen because the village is in walking distance to all schools. Our primary grade schools are each located in the village - Northeast, Southeast, Southwest and Northwest - students can easily walk to them.

Our Junior High (one school) is located centrally so all 7th & 8th graders go to the one school. Now this means half of the village students must cross 95th Street to attend daily junior high.

Our one and only high school is located at 99th Street so more than half of the students are crossing 95th Street at least twice a day.

2.

Our last of six children is a senior now at Evergreen High and has a choice of walking the 2 miles or taking his bicycle. (Seniors usually walk.) He lives on 89th Place and the school is on 99th Street so he is crossing 95th Street twice a day.

A six lane highway would be a dangerous stop for all children, coming and going to school daily, whether on foot or bike.

My children were able to grow up in this entire village and now I feel your plans would cut this village in half and endanger our young student citizens in the future.

Please reconsider your proposal and allow our busless children to walk to school with as little danger as possible.

Thank you for your time and consideration.

Sincerely,
Virginia Stauber
2712 St. 89th Place
Evergreen Park, IL 6064.

Helen Cuprisin
9233 South Homan Avenue
Evergreen Park, IL 60642
708/424-3546

September 6, 1991

James C. Slifer, District Engineer
Illinois Dept. of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

ATTN: Walter S. Kos

Dear Mr. Kos:

I attended the public hearing on August 8, 1991, to protest the proposed widening of 95th Street from U.S. Route 45 to the Indiana state line.

First of all, this was not a true public hearing since there was no exchange or dialogue possible with IDOT officials as is to be expected at a hearing. Dialogue is necessary and both sides must be heard by all in attendance.

Why on earth should established communities such as Evergreen Park and Oak Lawn with thriving (and struggling) businesses be expected to welcome a plan that would drastically change their quality of life by imposing a six-lane highway in their midst? There is no good reason that I can think of that would justify IDOT doing this to our residents and businesses.

IDOT does NOT have the right to:

- deprive businesses of their parking spaces, thereby driving away patrons
- place pedestrians in danger by having traffic roaring past them in lanes that were formerly available for parking
- make it difficult for pedestrians, especially seniors and school children to cross 95th Street
- subject us to increased pollution from additional traffic

The state of Illinois does NOT have the right to deny needed funding for mass transportation while it squanders money on UNNEEDED highway projects such as the 95th Street widening.

Sincerely yours,

Helen Cuprisin

cc: Mayor Anthony Vacco, Evergreen Park
Mayor Ernest Kolb, Oak Lawn

BUREAU OF PROGRAMMING
RECEIVED

SEP 11 1991

DISTRICT #1

Gre/PSG 9/12/91

9437 S. Millard Ave.
Evergreen Park, IL 60642
5 September 1991

Illinois Department of Transportation
310 S. Michigan Ave.
Chicago, IL

Re: Project to add a lane of travel on West 95th St.

Gentlemen:

I wish to express my protest to the banning of all on-street parking on 95th street in Oak Lawn and Evergreen Park, Illinois.

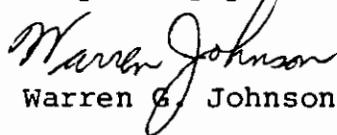
I enjoy walking or riding my bike on the sidewalk to do shopping along 95th Street, and to think that speeding cars and trucks will be within a few feet of me gives me the shudders. The sidewalk is very narrow on this stretch of road and all the stores but right up to the sidewalk. A very frightening situation could develop if a car or truck should come over the curb. At least in the present situation if a car goes out of control chances are that it will hit a parked auto instead of a pedestrian.

I agree with the protests of the many merchants along this street that they will be hurt severely if on-street parking is eliminated. At the present time about 25% of the stores are vacant and if your plans is put into effect more than 50% will become vacant. Can the State of Illinois and the villages afford to lose this sales tax revenue?

The speed limit is 30 mph and most cars and trucks now travel at about 40 mph, and with your plan of a faster traffic flow they will begin to travel 50 mph. This will become a dangerous situation to pedestrians and school children along the street.

I sincerely hope you will reconsider your plans.

Very truly yours,


Warren G. Johnson

Copy to:
Anthony Vacco, Mayor
Village of Evergreen Park

9515 South Hamlin Avenue
Evergreen Park, Illinois 60642
September 13, 1991

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL. 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

SEP 17 1991

DISTRICT #1

Attention: Mr. Walter S. Kos, P.E.

Gentlemen:

On August 8, 1991, I attended the so-called "public hearing" held at the Oak Lawn Community High School regarding "Operation Green Light". I viewed your slide presentation, disagreeing with some points which you attempted to bring out. I also studied the various diagram exhibits which were on display in the large gymnasium and directed questions and comments to your representatives. However, I did not express my views to the court reporter to be recorded because by that time I felt it would merely be a waste of time. I did not feel any of the men present were interested in the comments of a "little old lady".

I have resided at 9515 South Hamlin Avenue in Evergreen Park for over 43 years and my home is merely about 200 feet from 95th Street. Over the years I have seen new merchants enter the area who have provided a great service to the residents of Evergreen Park. Many of these small merchants do not have parking areas and depend on street parking. To take that away would be disastrous to them and to the consumers. The loss of revenue from these merchants would in turn result in increased real estate taxes to the homeowner. As a senior citizen who does not receive a pension of any sort and depends solely on a small social security check and meager life-time savings, this would create a great hardship on me in trying to make ends meet.

Your plan to eliminate curb parking in our Village would merely speed up traffic which already travels too fast. To make a left-hand turn on to 95th Street is virtually impossible. For a Senior Citizen to attempt to cross 95th Street on foot is out of the question. One had better say their prayers before attempting to cross. Your representatives told me that will all be eased with your proposed 12 foot median strip and turning lanes. That sound good to a young person, but for a Senior, one must first attempt to cross three lanes of high speed traffic before reaching the median. I challenge you to come to the corner of 95th and Hamlin Avenue someday and try it for yourself.

I also would like to know just where the snow plows would push the snow after a heavy snow fall. Would it simply be piled on top of the public sidewalks, thereby making it impossible for the pedestrians to use the walk? What happens when the snow turns into slush and I happen to be

Mr. James C. Slifer, P.E.

September 13, 1991

-Page Two-

walking on that sidewalk when traffic goes flying by? My clothing would be completely splattered and would result in large cleaning bills. To take away the parking lanes would mean traffic would be speeding past just inches away from the pedestrian on the sidewalk -- quite a hazardous condition. Your representatives claim this plan is to keep traffic moving. At the present time, our public buses are able to pull to the curb to take on or discharge passengers. Will you please tell me what will happen to them?

At the present time, I am faced with the problem of trying to find a spot to park in front of my own home. To take away the 95th Street parking lane would intensify this problem. Additional traffic on 95th Street would also add to the air and noise pollution which already exists.

I brought up some of these points while speaking with your representatives. However, I was told not to worry as things were only in the planning stage and probably would not go into effect until the year 2010. They probably assume that I will be dead and buried by that time. Well, let me tell you -- my hair may be white and I admit to being in the 70's-- but I intend to hang around for a good many years yet. Right now, I am forced to live with the mistakes made 20 years ago. Do not force those who may come after me 20 years from now to live with mistakes you are planning to make right now. You refer to them as "improvements". I call them a DISASTER. I love Evergreen Park. Do not ruin our "Hometown". I strongly OPPOSE "Operation Green Light".

Yours truly,



Mrs. Eileen Blazsey

KELLY F. MURPHY INSURANCE AGENCY

10709 South Kilbourn Avenue
Oak Lawn, IL 60453
(312) 424-3280

BUREAU OF PROGRAMMING
RECEIVED

OCT 09 1991

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 West Center Court
Schamberg, Illinois 60196

October 4, 1991

IDOTS:

You can't imagine how close I came to writing 'Idiots'.

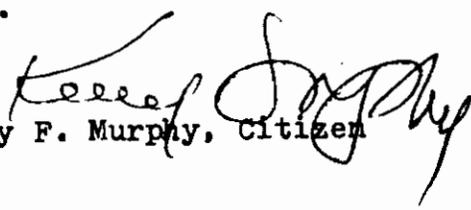
Anyway, I'm writing to voice my objections to IDOT'S plan to widen 95th Street, (a/k/a Hwy. 12-20).

The concept is foolish. Not only will it be a very disruptive monster to control, it will be extremely difficult to negotiate.

Come to Oak Lawn. Try crossing the current three lane highway at any time during the day. From six in the morning 'til eight at night, 95th Street is a very, very busy thoroughfare! (I'm not sure I spelled thorough fare correctly but you know what I mean.)

There is a Super Market, Freshline Foods, located at 95th and 5400 West. Try crossing 95th Street at that corner! It is a fully lighted, (Stop Lights...the whole thing), corner. Still, If you are on foot, be sure to have your St. Christopher Medal with you..you'll need it crossing 95th Street.

And now you want to make it a six lane, one way, super highway??? Please reconsider this idiocy. We, the people of Oak Lawn are against any such 'improvement'.


Kelly F. Murphy, Citizen

OCT 07 1991



Mr Michael M Grubbs
9235 South Sacramento Avenue
Evergreen Park IL
60642

1991

JAMES C. SLIFER, P.E.
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL. 60196-1096

BUREAU OF PROGRAMMING

RECEIVED

OCT 09 1991

DISTRICT #1

DEAR SIR:

AS A RESIDENT OF EVERGREEN PARK FOR THE PAST 41 YEARS, I AM APPALLED AT I.D.O.T.'S "OPERATION GREENLIGHT" IN MAKING 95TH STREET A SUPER SIX LANE HIGHWAY BY ELIMINATING ALL PARALLEL PARKING

NOT ONLY WILL YOU RUIN OUR BUSINESS COMMUNITY WHICH IN TURN WOULD BE A TREMENDOUS LOSS OF REVENUE FROM SALES TAX TO EVERGREEN PARK AND OAK LAWN, BUT ALSO TO THE STATE OF ILLINOIS. — THIS WOULD BECOME AN ECONOMIC NIGHTMARE TO OUR VILLAGES.

WHAT ABOUT THE SAFETY FACTOR — THE HAZARD FOR SHOPPERS AND PEDESTRIANS TO CROSS SUCH A BUSY THOROUGHFARE, NOT TO MENTION SCHOOL CHILDREN CROSSING TO ATTEND THEIR SCHOOL. HAS A STUDY BEEN MADE ON PEDESTRIAN TRAFFIC ON 95TH ST. ? — I DOUBT IT.

ON AUGUST 8, 1991, A PUBLIC HEARING WAS HELD AT THE OAK LAWN HIGH SCHOOL, WHICH I AND MANY OTHER CONCERNED RESIDENTS, VILLAGE OFFICIALS AND BUSINESS MEN AND WOMEN ATTENDED TO HEAR I.D.O.T.'S, P.R. PEOPLE TELL OF THE QUOTE "IMPROVEMENTS FOR U.S. 12/20 (95TH ST. AND 87TH ST.) AS PART OF THE STRATEGIC REGIONAL ARTERIAL SYSTEM" UNQUOTE, IMPROVEMENTS TO WHOM I ASKED? WHO IN THE STATE LEGISLATOR WAS LOBBYING FOR THIS IDIOTIC PROPOSAL? WHO WOULD GAIN AT THE COST OF THOSE WHO WILL LOSE?

I WROTE MY OBJECTIONS TO THIS "OPERATION GREENLIGHT" AND PUT IT INTO YOUR SUGGESTION BOX AT THE END OF THE ABOVE MENTIONED PUBLIC HEARING. I REQUESTED A RESPONSE

BUT NEVER RECEIVED ONE. I SUSPECT MY LETTER ENDED UP IN SOME WASTE PAPER BASKET OR SHREDED WITHOUT BEING READ.

I AM AND HAVE BEEN THE NORTHEAST REPRESENTATIVE OF E.P.S.A.A (EVERGREEN PARK STUDY AND ACTION ASSOCIATION) FOR THE PAST SIX YEARS. I ALSO PUBLISH OUR QUARTERLY E.P.S.A.A NEWSLETTER. AS N.E. REPRESENTATIVE, I HAVE BEEN DELUGED WITH PHONE CALLS ABOUT I.D.O.T.'S IDIOTIC PROPOSAL OF "OPERATION GREENLIGHT" ALONG 95TH ST.. MY ONLY SUGGESTION TO THEM IS TO WRITE THEIR OBJECTIONS TO I.D.O.T. IN HOPES THAT THEY WILL RE-EVALUATE THEIR PROPOSAL.

SINCERELY

CONCERNED CITIZENS

Mr. & Mrs. R. K. Brubick

CC: ANTHONY VACCO
MAYOR OF EVERGREEN PARK



Beverly Area Planning Association

10233 South Wood Street, Chicago, Illinois 60643 312/233-3100

August 20, 1991

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Walter S. Kos, P.E.

DEPT. OF TRANSPORTATION
AUG 22 1991

DISTRICT #1

Dear Sirs:

The Public Education Committee of the Beverly Area Planning Association is concerned with the public schools of our community as well as the students who attend them. Those schools include Barnard, Clissold, Esmond, Kellogg, Sutherland, Vanderpoel, and Morgan Park High School, all located in the city of Chicago.

Several of those schools would be directly affected by the suggested plan to widen 95th street to six lanes. Several private and parochial schools in our community would also be affected by the widening of this busy street.

Our committee is absolutely opposed to this plan.

Crossing 95th street is already a serious task for young people, and crossing six lanes of traffic would be considerably more dangerous than what our children are faced with now.

Further, there is a large Chicago Public Library branch on 95th street used by families on both sides of the street, many with preschoolers. Crossing six lanes of traffic, perhaps pushing a stroller, would certainly not be something I would want to attempt - assuming there was some place to park to make going to the library possible at all.

Since our understanding is that the lanes would have to be 12 feet wide instead of their present 10 feet, the sidewalks would have to be narrowed, only increasing the hazards of using 95th street.

We all appreciate that six lanes of traffic, unimpeded by parking would move more cars more rapidly from the tollroad to the Dan Ryan, but we DO NOT WANT MORE CARS MOVING MORE RAPIDLY DOWN A STREET THAT IS IN THE MIDDLE OF OUR COMMUNITY.

This is a time when we must all recognize that the lives and safety of our citizens, especially our children, simply must take precedence over moving automobiles.

Please feel free to contact the undersigned if you wish further comment or have questions that need to be addressed.

Sincerely,

A handwritten signature in cursive script that reads "Gretchen McDowell".

Gretchen McDowell
Chairman
BAPA Public Education Committee
9932 South Maplewood Avenue
Chicago, Illinois 60642-3636

312/238-0885



PHONE (312) 443-6444

SHERIFF'S OFFICE OF COOK COUNTY, ILLINOIS

RICHARD J. DALEY CENTER, CHICAGO, IL 60602

MICHAEL F. SHEAHAN

SHERIFF

August 9, 1991

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Slifer:

As the Sheriff of Cook County, former Alderman of the 19th Ward in the City of Chicago and father of six children, I am writing to express my opposition to the proposed IDOT plan for US 12/20 (95th Street) and 87th Street. I oppose this plan for a number of reasons.

First, the proposal, Operation Greenlight, would jeopardize the safety of children. Neighborhood school children must cross 95th Street on their way to and from their respective schools.

Second, our senior citizens who walk and shop in the community would be fearful of crossing a widened high-speed street. These same senior citizens often have difficulty crossing the street within the allotted time now and opening additional traffic lanes would increase that difficulty.

In addition, the proposed changes would increase the amount of auto and truck travel thereby, creating excessive noise levels for nearby residents.

Finally, Operation Greenlight would adversely effect the economic stability of our neighborhoods. Small businesses which are the backbone of our communities would suffer because of the loss of street parking. This would have a negative effect on their businesses and consequently, many of them would be forced out of business. The result would be vacant commercial property which is usually a precursor to blight and residential relocation.

I recognize that we are faced with an increase in traffic wherever we live or travel however, I do not believe that your plan offers viable alternatives.

Sincerely,

A handwritten signature in cursive script that reads "Michael F. Sheahan".

Michael F. Sheahan
Sheriff of Cook County

AUG 26 1991

NEW
LW

Aug 20, 1991

Frances Bonnett
11145 S. Campbell, Chicago, Illinois 60655

Dear Sirs:

I just read a letter to the editor of last Fri. Aug. 16th in the Southtown Economist.

I live in the Beverly-Morgan Park area and I travel on 95th & 87th quite often, both in cars, and on foot because of relatives there. The letter stated that there was a public hearing on Aug. 8th on the proposed widening of 95th St. & 87th St. I had not heard of that, although I read several newspapers daily.

I do not like the idea of widening those streets at all, as they are back quite wide already. It is very difficult to cross those streets on foot, as they are now, with turning cars & heavy traffic.

It is also hard to get many cars turned with the light also. But I would really steer clear of 95th & 87th if ~~it~~ ^{they} were to become wider.

It is difficult to walk with small children & strollers with multiple lanes of cars so close. When I walk on 111th past the cemeteries, my small grandson knows he has to walk on the inside, so that if a driver loses control of his car, I will be between Patrick and the car. It is very aggravating to always have to be on the defensive while taking a walk. Widening those streets will cause much distress to many pedestrians, to say nothing of the businesses on 95th. I can't think of a single reason why it should be done. Is there one?

Nance Bonnett

8840 So. Sacramento
Evergreen Park, W. 60642
Aug. 15, 1991

James C. Slifer, P.E.
Dist. Engineer for
Ill. Dept of Transportation

RECEIVED
AUG 19 1991
DISTRICT #1

Dear Sir —

I was amongst the crowd who attended the Public Hearing, Aug. 8, 1991 in the Oak Lawn High School Auditorium for your presentation of plans to widen 95th and 87th streets which "run thru" our immediate vicinity of Evergreen Pk.

The films and discussions led me to believe the trucking and bus companies are really lobbying for such efforts. My time was limited that evening so a "rep." suggested that I write; therefore, I agree with those who oppose widening 87th and 95th streets to build Super Highways. Private businesses need support to survive on 95th St. — malls are not the friendly solutions! Trucks should reduce their load limits to 20 Ton, for auto safety, and or return to the railroads; thus, the unemployed would be back in the labor force. Your plan would eventually

pg. 2

cause air and noise pollution
which could affect health problems
of community residents.

As I recall, weren't 127th
and 159th streets built or widened
to give trucks better access to the
metro-regions in conjunction
with Harlem and Cicero Ave., Calumet
Expressway, "the" Skyway, and
more recently the Dan Ryan Expre-
way? Hope you realize our concerns.

Amen

Sincerely
Mary H. Kurth

ILLINOIS HOUSE OF R

DISTRICT:

5323 WEST 95TH STREET
OAK LAWN, ILLINOIS 60453
708/422 9300

SPRINGFIELD OFFICE:

STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62706
217/782-8404



COMMITTEES:

APPROPRIATIONS I
ELEMENTARY & SECONDARY
EDUCATION
PUBLIC UTILITIES

CHAIRMAN

SELECT COMMITTEE ON
VETERANS' AFFAIRS

VICE CHAIRMAN

SELECT COMMITTEE ON
SMALL BUSINESS

JOHN J. McNAMARA
STATE REPRESENTATIVE • 27TH DISTRICT

August 8, 1991

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, IL 60196-1096

RE: Improvements for US 12/20 (95th Street)

Dear Mr. Slifer,

It is my understanding that there is a proposal to eliminate parking on one side of 95th Street through Oak Lawn.

This is a dangerous proposal. The sidewalks on both sides of 95th street are already very narrow. At some points people are actually blocked by street light poles and any traffic close to the curb could seriously jeopardize the safety of our residents. Making Oak Lawn a community with a major thoroughfare through its middle with no room for parking will not only ruin the business community but establishes a (7) lane traffic expressway through the center of the town.

It is already impossible to safely cross 95th street and adding turning lanes of traffic may further jeopardize a precarious situation.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. McNamara".

John J. McNamara
State Representative
27th District

**The
Beverly Hills Gallery**
Original Oil Paintings • Lithographs • Prints
— Expert Custom Framing —

2133-35 West 95th Street
Chicago, Illinois 60643

(312) 239-7460

Illinois Department of Transportation

Springfield, IL

August 6, 1991

RE: "Operation Greenlight"

To: Whom it may concern

As a resident and businessman of Beverly Hills for over 20 years, I am objecting to IDOT's proposed restrictions or removal of parking along the 95th Street business shopping strip, and the creation of "bus lanes" along the curbs. Whatever the ultimate objectives are on the part of the State government on contemplating to implement such potentially damaging restrictions, it is my contention that there are much better and more viable alternatives, e.g. 87th Street, to alleviate traffic congestion from 95th Street to a much less commercial and more open street that lends itself to smoother traffic at a possible higher rate of speed limit.

There are well over 300 parking spaces along 95th Street (between Western and Ashland Avenues) on which the local merchants desperately depend for their customers to park. To take away this vital means of accessibility to customers in their way of patronizing their favorite merchant stock along 95th Street would be a devastating blow more so to our business community as a whole, and would spell doom to the survival of this viable strip shopping area.

Furthermore, the immediately adjacent residential community of Beverly Hills would be threatened as a strong, viable housing stock as well as the residents' cohesion with the business community. - The proverbial inter-dependence between the residential and business community provides the true backbone of a viable and striving community, as Beverly Hills/Morgan Park presently presents itself.

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Chicago, Illinois 60643

(312) 239-7460

-2-

Enough studies for improved parking along 95th Street have been conducted over the years by the city and the state; the need for m o r e parking, not less, has always been the prime concern of the business community, the residential community, along with the encouraging involvement and guidance of the city government. To continue to do less than what the merchants and the 95th Street Business Association have tirelessly worked for for decades, would be irresponsible. - In addition, there are three grade schools in the immediate area of 95th Street, that have daily a stream of school children crossing 95th Street. The proposed parking restrictions in favor of a better traffic flow would certainly bring along higher speed limits and thus endanger the lives of these children.

In summary, I am totally and categorically opposed to IDOT's proposed plans for 95th Street, out of concern for the continued health and prosperity of our fine community.

Cordially yours,

THE BEVERLY HILLS GALLERY



Otto K. Kaiserauer
Prop.

cc: 95th Street Business Assn.
Ald. Ginger Rugai
Sen. Jeramiah Joyce
Rep. James Keane



East Beverly Association, Inc.

P.O. BOX 438582
CHICAGO, ILLINOIS 60643

July 29, 1991

Illinois Department of Transportation
Springfield, Illinois

RE: Operation Greenlight and 95th St.

Dear Sir/Madam,

It is our understanding that your department is conducting a study regarding traffic congestion and traffic flow on arterial streets. Operation Greenlight is the reference name for this study. We are concerned with 95th St. in the Beverly neighborhood.

We appreciate interest/efforts to improve traffic problems. However, there is one fundamental that must not be overlooked and that is:

It is absolutely critical that changes considered for 95th St. in Beverly not involve any reduction or restriction of available parking.

For many years, limited parking has made it difficult for businesses located along 95th to attract customers. The health of Beverly is directly related to the health of this business area.

Therefore, the East Beverly Association is forwarding our position on some options which we understand are being considered -

1. We are categorically opposed to any restriction or reduction of on-street parking along this stretch.
2. We are opposed to any alterations which would increase traffic along 95th St.
3. Implementation of bus lanes at the sidewalk/curb is very undesirable as it would necessarily reduce on-street parking.

We can be reached at the address shown above should you have a need to contact us. We appreciate your consideration of our position.

Sincerely,


Kathy Fredricks, President

VANDERPOEL IMPROVEMENT ASSOCIATION, INC.

Organized May 19, 1947
Incorporated November 15, 1948

9705 S. Prospect Avenue
Chicago, Illinois 60643
August 7, 1991

Illinois Department of Transportation
310 S. Michigan
Chicago, Illinois

To whom it may concern:

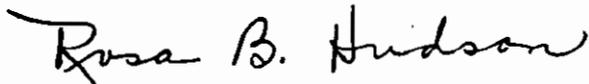
The proposal that would alter 95th Street and restrict or remove on-street parking to provide bus lanes would be an extreme detriment to both the business and residential community.

The Vanderpoel Improvement Association has long supported a strong business district along 95th Street East of Western Avenue. Restriction or removal of the already short supply of on-street parking would increase the hardship suffered by these businesses. Many businesses have had to move out because their customers cannot park and, therefore, take their much needed patronage elsewhere. Recent traffic studies have shown that the area is generally parked at a rate of 110%.

The residential community is very proud of the recreational, educational and religious facilities available on both sides of 95th Street. Residents of all ages daily cross 95th Street to make use of these facilities. Many children cross 95th Street daily to make use of the facilities at Ridge Park. The Vanderpoel Magnet Elementary School located between Vanderpoel and Prospect on 95th Street is serviced by several school buses during peak driving hours. The fire station located on 95th and Charles is already facing a part of 95th Street that becomes very congested during peak driving hours. There will further be a great increase of traffic when the Jewel Grand Bazaar on 95th and Ashland opens fully this fall. At present, there is already a great safety risk in crossing the street at peak drive times. The proposed changes would increase the density of traffic as well as the speed at which it would travel. Further, there exists a great need for more commuter parking around the 95th Street Metra Train Station. Restriction or removal of any of the already heavily used parking areas would push more of these cars back into the neighborhoods.

The need for improved access through the city for all kinds of traffic is well appreciated. However, the growth potential and safety of a community should not be sacrificed. It is important that residents and shoppers have good access to an area. It is important for residents and shoppers to be able to stop, park, and use all facilities in the neighborhood. It is important that the present proposal for 95th Street be changed to help our community thrive and not become just another drive through lane in a big city.

Sincerely,

A handwritten signature in cursive script that reads "Rosa B. Hudson". The signature is written in black ink and is positioned below the word "Sincerely,".

Rosa B. Hudson
President, Vanderpoel Improvement Association

Beverly Area Local Development Company

Serving Beverly Hills / Morgan Park Since 1977

10731 South Western, Suite 8

Chicago, Illinois 60643

(312) 233-7225

July 29, 1991

To: Illinois Department of Transportation
Re: Proposed Restriction or Elimination of Parking on 95th Street

Dear sirs:

This is a terrible idea. In the interest of providing better traffic flow you will destroy the viability of the 95th Street shopping area. The stores on 95th Street already have a difficult time attracting customers due to the need for convenient parking. By restricting or eliminating the on-street parking in favor of bus lanes, you will drive these stores and offices out of business or out of the area and you will create a situation where new businesses will not move in.

We are a neighborhood development corporation with a 14-year track record of redevelopment projects in the Beverly/Morgan Park community, including a 25,000 square foot commercial building at 95th and Longwood Drive. We have assisted local businesses to obtain over \$6 million in financing for redevelopment. Most of our projects have involved small single-story and mixed-use buildings that form the backbone of the Beverly / Morgan Park shopping strips.

The stores and services in these buildings depend on the availability of street parking. They also require a shopping street where customers and clients can identify their business as they drive by at a reasonable speed. Both of these requirements would be destroyed by creating a faster through street with bus lanes and no parking. This will be especially true during the evening rush hours, when customers run errands on their way home from work.

"Operation Greenlight" will bring disaster for 95th Street and Beverly / Morgan Park if these recommendations are carried out. You must search for other ways to create better traffic flow that will not destroy the business climate. More parking is needed on 95th Street, not more buses or faster cars and trucks.

Sincerely,



Glenn Williamson
Executive Director,
BALDC

TESTIMONY

Given to: The Illinois Department of Transportation/
Northeastern Illinois Planning Commission

By: The Beverly Area Planning Association
Transportation Committee
Ed Gabriel, Chairperson *Ed Gabriel*

Regarding: Upgrading the Traffic Flow/Density of 95th Street
From I-94 (Dan Ryan Expressway) to I-294
(Tri-State Tollway) and the Negative Impacts on
the Beverly Hills/Morgan Park Community Areas.

On: Thursday, August 8, 1991

At: Oaklawn High School, Oak Lawn, Illinois

Recently a proposal has been presented by the Illinois Department of Transportation (IDOT) and the Northeastern Illinois Planning Commission (NIPC) wherein 95th Street will be upgraded to handle a much higher volume of traffic. This proposal involves drastically restricting parking along 95th Street, the possible elimination of the grass, tree and flower covered median and decreasing the width (eliminating parkway trees) of the sidewalks. What would result would be a mini-expressway running through the central axis of Beverly's main arterial strip shopping center.

This Committee and these communities oppose this proposal for the following reasons:

-Traffic along 95th Street is already at a high level for a street traversing a low density residential area, any increase should not be encouraged.

-An increase in traffic flow would pose a danger to children and also to senior citizens, who already find it difficult and dangerous to cross 95th Street due to the existing traffic flow.

-The grass, tree and flower landscaped median adds aesthetic appeal and environmentally positive attributes to the neighborhood. We do not want the median negatively altered or eliminated.

-The 95th Street commercial strip needs more parking in order to survive and compete with the stores located in the nearby Evergreen Plaza shopping center where plentiful parking is provided free. The proposal would eliminate or reduce the number of parking spaces currently available. This is unacceptable.

Page 2.

-The Beverly Area Planning Association, Economic Development Committee, as well as the local business associations, are currently attempting to attract more upscale types of businesses to the 95th Street commercial strip. This is being done in order to maintain the economic viability of the business community. If this proposal is enacted, these efforts will be fruitless. The result could well be a reversal of the recent positive business trend seen along 95th Street with devastating impacts being the result.

-Finally, we do not wish to see our community bifurcated by an expressway type traffic arterial.

This community is adamantly opposed to this proposal and does not wish to see it enacted.

Three alternatives offered which we believe would be viable counter proposals are, 1. time the traffic signals along 95th Street so that traffic flows at a more even and consistent pace, 2. use the 87th Street corridor as the major Interstate link and 3. extend 103rd Street west through Chicago Ridge to intersect with I-294 and Harlem Avenue to serve as a feeder between Interstates.

Thank you for the opportunity to present our point of view.

cc: Chicago Tribune
Chicago Sun-Times
Beverly Review
Representative Martin Russo
Senator Jeremiah Joyce
Assessor Thomas Hynes
Representative James Keans
Alderman Ginger Rugai
Transportation Committee Members

eg447



Beverly Hills Preschool

1845 West 95th Street
Chicago, Illinois 60643
(312) 779-9797

CAROLYN J. WILLIAMS, M.Ed.
Executive Director

August 8, 1991

MAUREEN M. BROPHY, B.S.
Director

To Whom It May Concern:

ROSA VECCHIO, M.A.
School Psychologist

I am here to express my concern over the proposed changes in the streets and sidewalks on 95th street.

JUDY PLATT, M.S.
Speech Pathologist

I am the executive director of the Beverly Hills Preschool on the corner of 95th and Longwood Drive. We care for children on a full-time basis for the working parents of Beverly and surrounding areas. The children range from three months of age to ten years of age. We have space for 164 children, and we are usually filled to capacity.

LORIS RAYNER, M.D.
Consulting Pediatrician

TRICIA PLATT, R.N.
School Nurse

CLAUDIA EPHRAIM, B.S.
Physical Education Coordinator

The entire front of our building is glass, and we therefore are very nervous about the traffic patterns on 95th street. We have had a car to lose control and drive through our front window once a few years ago. Since then, we have placed huge concrete flower pots along the front of the building in an effort to slow down any oncoming cars in the future. We do not want the sidewalk to be made narrower as this would place the children in even greater jeopardy.

Many parents also wait at the corner of 95th and Longwood Drive to catch the bus. They usually have small children with them, and therefore stand as close to the building as possible and away from the street. Our building covers about one-half of the block between Longwood Drive and Winchester, so we are very exposed to the traffic on 95th street. The proposed changes would create a very unsafe situation for our parents and children.

Sincerely yours,

Carolyn J. Williams
Executive Director

CW



Beverly Area Planning Association

10233 South Wood Street, Chicago, Illinois 60643 312/233-3100

Testimony

TO: Illinois Department of Transportation
Thursday, August 8, 1991
Oak Lawn High School
Oak Lawn, IL

BY: Adeline Ray
Education Coordinator
Beverly Area Planning Association

Good evening, my name is Adeline Ray and I am the Education Coordinator for the Beverly Area Planning Association located at 10233 S. Wood St., Chicago. It is part of my job in working with all of the schools in the Beverly Hills/Morgan Park community of Chicago to look out for their best interest, and to represent their needs and concerns. It is to that end that I am here to address the proposed widening of 95th Street under Operation Greenlight and to express our strong opposition to any such plan.

95th Street runs through the heart of Beverly and affects the day to day lives of over 1700 students. This number represents only the students who attend the public, private and parochial elementary and preschools whose boundaries and geographic locations straddle this thoroughfare. It is these children, and indeed all of the children of this community that this plan endangers, who daily must cross 95th Street to get to and from school, home, the library, the babysitter, the park, CCD classes, church services, tutoring sessions, sports programs, dance lessons, doctor appointments, to get a hamburger, an ice cream cone, or school supplies. Increasing the through traffic on 95th Street, as this proposal is designed to do, presents a serious safety hazard to the pedestrian traffic, much of which is composed of our local student population. Crossing guards now have the difficult task of assisting children across intersections that have no traffic signal. The Operation Greenlight plan drastically increases the threat to the safety of these youngsters and the adults who are responsible for them.

Increasing the number of lanes on 95th Street would bring on more through traffic than it would alleviate, would turn our community hub into a speeding highway, would seriously jeopardize the safety of our young, and would divide our closely-knit schools by dividing those who attend them. Beverly Hills is much more than a dot on a map, or a space to get through from here to there. Please keep in mind the devastating, reverberating effects this proposal presents. Thank you for this opportunity to present our strong opposition to this proposal.



Beverly Area Planning Association

10233 South Wood Street, Chicago, Illinois 60643 312/233-3100

TESTIMONY TO ILLINOIS DEPARTMENT OF TRANSPORTATION/AND NORTHEASTERN ILLINOIS PLANNING COMMISSION

By: BEVERLY AREA PLANNING ASSOCIATION
Eda Schrimple/Director
Economic Development

Re: Strategic Regional Arterial System.
Upgrading Traffic from I-94 to I-294
and the negative impact on the Beverly
Hills/Morgan Park Community

On: Thursday, August 8, 1991

At: Oak Lawn High School, Oak Lawn, Illinois

I am here to testify against the recent proposal by IDOT (Illinois Department of Transportation) and NPIC (Northeastern Illinois Planning Commission) to upgrade the flow of traffic on 95th Street to a higher volume, specifically from Ashland to Western, to eliminate on-street parking, narrowing sidewalks, therefore creating a mini-expressway.

The proposal did not take into account the devastating effect it would have on the merchants, the surrounding residential area, and the pedestrian traffic that are currently on the street.

PARKING

The proposal would eliminate or reduce the number of on-street parking spaces currently available. Merchants on 95th Street have suffered from the lack of parking on this strip. It is now very difficult to locate tenants on this strip because of lack of parking. If a potential customer does not find a parking space within a block of the store he wishes to patronize, he will go elsewhere. We are strongly opposed to reducing or eliminating on-street parking.

INCREASING THE FLOW OF TRAFFIC

This is totally unacceptable. 95th Street now suffers from a high volume of traffic. An increase in the traffic flow would pose a danger to children who now cross 95th Street to go to school, and to senior citizens who already find it dangerous, and to the residents who live on both sides of 95th Street.

If vehicles are traveling at a high speed, the visability of the merchants along the street is hindered. Therefore, creating a lack of customers.

The focus of the 95th Street Business Association and the Beverly Area Planning Association has been to bring back the walking traffic on the strip by reducing the fear of the high volume of traffic that now exists.

The Beverly Area Planning Association, along with the community and the 95th Street Business Association, have worked for many years to attract businesses to locate on 95th Street, to create a shopping atmosphere with plantings, trees, flowers etc., to create parking, and to reduce the speed of the traffic already on 95th with stop signs, yield signs, and traffic signals so that it is more conducive to shoppers.

If this proposal is enacted, all the efforts would be fruitless. The results would be a reversal of the recent positive efforts on the strip. If this became a "mini-expressway", the merchants would leave. There would be a lack of customers, very little walking traffic, and it would be extremely difficult to bring in new businesses to the strip.

An alternative proposal would be to use 87th Street corridor as the major Interstate Link.

My name is Harriet Murphy. I ^{am a citizen} have been involved in the life of the Village for most of my adult life.

When I moved to Oak Lawn nearly 45 years ago, it was shortly after the war and my family was among those of ^{the} young veterans moving into their first homes. (It is a bit of a shock to now find myself among the 'old-timers'). Oak Lawn grew from a small town of 8,000 to a community of 25,000 in a few short years.

In the late '40s and '50s our downtown was compact, with many business, both service and retail, that were easily accessible. Ninety-fifth had diagonal parking!

I don't want to start sentimentalizing ^{about} 'the good old days', but neither do I want so called 'progress' to convert 95th to a thruway which ^{will} kill off local enterprise. For if parking is removed from the center of town, that's what can happen. (over)

- 2 -

Many, if not most shoppers on 95th street who see 'No Parking' signs in front of a store they want to visit, will simply go elsewhere, even though off street parking may be available.

I understand the mission of the Department of Transportation is to facilitate the flow of traffic; I ask, at what cost?

We've already seen 95th Street widened twice, the last time nearly eliminating our sidewalks, so vital to a business district. I ~~ask~~ ^{hope} the officials of IDOT would agree the viability of life for our town and its citizens is at least as important as pushing cars thru ~~our community~~ it.

I plead with your people to seek other alternatives to putting a further squeeze on our already beleaguered business people. We want to keep the center of our village alive. Thank you.

I am extremely opposed to the recommended improvements for U.S. 12/20 (95th Street).

As a resident of Evergreen Park, I am concerned about the viability of local businesses which rely on the convenience of curb-side parking. I think the extension of lanes along 95th Street would be detrimental to the local businesses of Evergreen Park. I resent IDOT making the recommendation when our village has not considered traffic flow along 95th Street a problem.

Sincerely,

Janice Casella-Koll

9949 S St Louis Ave.

Evergreen Park, Ill. 60642

TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION:

My name is Maureen Hart and I am the immediate past president of the Parent-Teacher Association of Sutherland School, 10015 South Leavitt St., Chicago. My husband, three children and I live at 10609 South Bell Ave. I tell you this so that you will know that opposition to any widening of 95th Street is not limited to those who live near that street.

As the mother of three children and friend of many more, I protest any plan that increases traffic or traffic speed along the street that bisects the heart of Beverly. Sutherland students, as well as the rest of the neighborhood youth, are drawn to Top Notch hamburgers, McDonald's, Taco Bell and the Beverly Branch of the Chicago Public Library on 95th Street, as well as Rainbow Cones on Western Avenue north of 95th Street. Sutherland students who attend religious education classes at Christ the King school must cross that street. The thriving AYSO soccer program that dominates summer in this neighborhood meets in venues ranging from 83rd Street to 118th Street, carrying children back and forth across 95th Street four nights a week for two months each summer.

To widen 95th Street and take away its parking would rob our area of its village atmosphere and replace it with that of a tollway oasis. We didn't invest our home and rehab dollars, as well as our dreams, to have them dashed by a cold and impersonal plan. Think again.

TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION:

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For the woman with impeccable taste and a fun-loving heart.

August 8, 1991

To Whom It May Concern:

This letter is written to express my concerns about the proposed changes in the streets and sidewalks on the 95th street.

I recently opened the above women's clothing store on 95th street, knowing that parking would be a problem for my customers. I did not realize how much business I would lose as a result, however, until I finally began operating and had customers to tell me that their tires were flat when they went back to their cars because they had parked in the Chicago Health Club parking lot. Some women said they would have to shop somewhere else where parking was more accessible.

The proposed changes would make it impossible for any business on the 95th street strip to stay in business. This would have a devastating effect on the Beverly community. Ways need to be found to increase the parking, not decrease it.

Sincerely yours,


Carolyn J. Williams
Proprietor

CW

Mr Robert L. Ulatoski
5665 W. 95th Street
Oak Lawn, Illinois 60453

August 8, 1991

Illinois Department of Transportation
Schaumburg, Illinois

TO WHOM IT MAY CONCERN:

My name is Robert L. Ulatoski and I reside at 9248 South Sproat Avenue Oak Lawn, Illinois. I have lived in Oak Lawn for 63rd years and have been in business in Oak Lawn since 1956 or for 35 years. I purchased my present office at 5665 W. 95th Street in August 1960. My office is on 25X108 lot and bldg is 16X30 cement block. My taxes increased \$439.50 this year to \$2,736.79. I constructed a 2 story office bldg at 5667 W. 95th Street on 25X108 lot. The building is 25X36. These two buildings have parking lot for 9 vehicles. The Real Estate taxes on building at 5667 W. 95th Street amounted to \$2,086.27 in 1976, \$3,234.02 in 1981, \$4,481.60 in 1986 and \$6,181.51 in 1991. This is a 300% increase since 1976. The rent amounts to \$10,920.00 a year.

I am very interested in my community and was instrumental in Oak Lawn forming a traffic Review Committee. My successes include having speed reduced on many highways, regulated speed on residential streets, diagonal parking on business side street, change in parking regulations and other items. I have seen Oak Lawn grow from under 2,000 to a community of over 60,000. I can remember when Oak Lawn was a 2 lane highway with diagonal parking on 95th Street. Our business community lost 17 foot frontage when the last 95th Street widening occurred and many business now only have 6 foot from building to curb. The changes in parking, due to Central Avenue improvement resulted in a loss of 60 parking spaces on 95th street, near my buildings.

Our 95th Street Business community cannot absorb more losses of parking. A drive down 95th Street discloses that ~~many~~ ^{MANY} the business properties are for sale or rent, with no potential seekers, due to present restrictions on parking and taxes. It is my hope Illinois Department of Transportation reevaluates the engineering report to preserve a portion of Oak Lawn 95th Street business community.

Thank you.

Yours truly,



8-8-91

CALVIN PEARCE
CHAIRMAN
MORGAN PARK HIGH SCHOOL
LOCAL SCHOOL COUNCIL
P.O. BOX 43056
CHG, IL 60643
(312) 239-5337

TO: HARLAND, BARTHOLMEW & ASSOC., INC.
AND THE ILLINOIS DEPT. OF TRANSPORTATION

CONCERNED:

I REQUEST THAT COPIES OF ALL
SRA DRAFTS AND UPDATES BE MADE
AVAILABLE AS REFERENCE MATERIAL ONLY
AT THE WOODSON REGIONAL LIBRARY
LOCATED AT 95TH AND HALSTED,
AS SOON AS POSSIBLE.

PLEASE FORWARD YOUR DECISION TO
ME IN WRITING.

Calvin D. Pearce

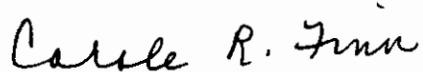
CHRIST THE KING SCHOOL
9240 SOUTH HOYNE AVENUE
CHICAGO, ILLINOIS 60620

August 8, 1991

TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION:

As the principal of Christ the King School, I would like to give testimony concerning the proposed "OPERATION GREEN LIGHT" that is being considered. Our school would be greatly impacted by more traffic on 95th Street. At least 24% of our students cross at 95th and Hamilton, and 95th and Damen with a crossing guard four times a day. With a heavier flow of traffic, proceeding with greater speed, those 82 student's safety would be at greater risk. As administrator and principal, I ask you to consider the safety of those 82 students, who range in age from six to fourteen, with equal concern as you consider the flow of traffic on 95th Street.

Sincerely,



Carole R. Finn, Principal

I. *Himmel* & SONS
INCORPORATED

2201 West 95th Street, Chicago, Ill. 60643
ALL TELEPHONES ... (312)779 7000

Freezing Cold Fur Storage Vaults



Furriers SINCE 1848

August 8, 1991

Illinois Dept. of Transportation
Springfield, Il.

RE: Operation Greenlight

Gentlemen:

As a business of more than 30 years in the Beverly area on 95th Street, we must strongly protest any reduction in parking facilities or changing of traffic patterns to make 95th Street a major thoroughfare. If designated bus lanes are implemented, the resulting decrease in sidewalk space would have terrible consequences for the businesses on the street and would endanger public safety.

The 95th Street business area in Beverly has been vital for many years, but the one short-fall has been a lack of adequate parking for businesses on the street. Many studies have been funded by the 95th Street Businessmen's Assn. to try and determine how to increase and improve parking. In addition, the business area suffers from no off-street parking and almost all side streets are permit parking only. The loss of one parking space is not acceptable and if your plan goes through, it will certainly cause the closing of many businesses.

We strongly oppose any change in the traffic pattern of 95th Street which would make this area a major thoroughfare. The effects on the local businesses would be devastating and the local community would suffer greatly from the losses. Finally, public safety on the street would diminish due to increased traffic flows and traffic speeds.

Sincerely yours,

Jonathan A. Ellis
Controller

SRA Public Hearing
05 12/20 (95th St)
87th St.

August 8, 1991

After meeting w/ SRA representatives at the hearing and trying to voice our concerns & opinions, I am extremely concerned that the small business man is losing out. In regards to eliminating the parking on 95th; 87th St. it would be financial suicide to the small businesses. Only a few parking lots are proposed and not nearly enough to accommodate the patrons. Customers will not walk a few blocks to shop in a small store. They will by pass local business and go to main malls & strip malls to shop. Being competitive with the Mass Merchants is difficult enough without adding the great inconvenience to the problem. I truly hope that IL Dept of Trans will show some compassion to the small businesses on this phase of the plan. We need parking on 95th / 87th St.

Sincerely,

Beth Schopper

Oak Lawn Camera Shop

4949 W. 95th St. Oak Lawn

July 25, 1991

Illinois Department of Transportation

Dear Sirs,

As Chairperson of the Kellogg Local School Council, I would like to express my opposition to the "Business Route 12/20" proposal for 95th Street. Many of our Kellogg children cross 95th Street to get to school and home from school and also at lunch time. That is four times a day that our children would have to cross a street, without a crossing guard, that is like a mini highway. Our children go to their local school because they want to go to the neighborhood school that they can walk to. If you put in this bus lane you will be taking away their right to go to their neighborhood school.

The businesses on 95th Street are seeing the effects of the recession going on in our Country and the majority of these neighborhood stores are family owned. To take away parking for their patrons would in essence take away their patrons which would end up in their already struggling businesses having to close. The nice part of living in Beverly for the past 20 years is the small town atmosphere that we have. We enjoy shopping at our local stores where people know us.

There are several Kellogg families who own businesses on 95th Street who oppose this bus route. At Kellogg we have looked to the local businesses for monetary support which they have always given us. If these businesses were forced to close, it would take money away from Kellogg that has helped us pay for extra programs for our children.

The buses may be able to go faster down 95th Street if you put in this bus lane, but they will not have to stop very often because there will be nothing to stop for.

Sincerely,



Helen Andersen
Kellogg Local School Council
Chairperson

WM. H. KURTH 8840 S. SACRAMENTO AVE EVERGREEN PARK

Having been a resident of Minnesota, I have noted that there is no interstate truck traffic from 12:01 AM SUNDAY UNTIL 11:59 P.M. SUNDAY.

Your representative said that the 87th & 95th improvement is needed because of truck traffic. Have you ever considered trucks move between the hours of 10:00 P.M. + 6:00 AM as it is done in New York City.

AUG. 8, 1991

QUESTIONS TO I. D. O. T.

1. HAS THERE BEEN ANY LOBBYING TO PRESSURE I. D. O. T. TO SPEED UP BUS TRAFFIC AND TRUCK TRAFFIC?
2. IN ~~THE~~ ^{I. D. O. T.} PLANS OF ELIMINATING PARKING ON 95TH ST.
 - (a) WHAT WILL HAPPEN TO INDEPENDENT BUSINESS WHO DEPEND ON CUSTOMER PARKING ON 95TH ST
 - * (b) SAFETY --- DURING INCLAMENT WEATHER SUCH AS IN WINTER WHEN THERE IS SNOW SLEET AND SLUSH ON THE ROAD, WHAT WILL HAPPEN TO PEOPLE WALKING ON NARROW 4' WIDE SIDEWALKS WITH TRAFFIC DRIVING BY SPLASHING PEDESTRIANS WALKING, POSSIBLY CAUSING BODY INJURY. LAW SUITS WILL BE INEVITABLE
 - (c) OFF STREET PARKING ???? PEOPLE WILL CERTAINLY NOT BE PERMITTED TO PARK ON RESIDENTIAL STREETS.
 - (d) WHO WOULD BEAR THE COST OF DEVELOPING OFF STREET PARKING --- I. D. O. T. OR LOCAL VILLAGES & TOWNS.

PLEASE RESPOND ---

MICHAEL M. GRUBICH

9235 S. SACRAMENTO AVE

EVERGREEN PARK, ILL. 60642

(E.P.S.A.A. NORTHEAST REP.)

August 8, 1991

Hearing Committee
Illinois Department of Transportation
c/o Oak Lawn Community High School
Oak Lawn, Illinois

RE: IDOT Proposal Regarding the Removal of Parking Lanes on 95th Street

Dear Sirs:

I am opposed to the Illinois Department of Transportation's proposals regarding the elimination of parking lanes along 95th Street. I am opposed to both the short-term proposal to put in left turn bays, eliminating some parking spaces and the long-term proposal to eliminate all parking lanes along 95th street.

95th Street forms the main commercial street through Evergreen Park and many of our fine local businesses are located on this street. The design of the Village provides little off street parking and most business do not have parking behind their buildings. Eliminating parking on 95th Street would virtually destroy many, if not most, of these businesses.

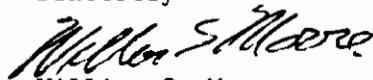
In addition, many parts of 95th Street have very narrow sidewalks. Having an active driving lane immediately alongside these narrow sidewalks would be hazardous to our residents and to the patrons of our businesses. Attempting to cross 95th Street is already a challenge, especially since the last change which removed the median strip. Removing the parking lanes will make this even more treacherous.

Finally, from an economic standpoint, Evergreen Park has enjoyed relatively low property taxes compared to other suburbs, primarily because of the sales tax revenues generated from our businesses. Structuring 95th Street to help traffic flow through the Village rather than encouraging them to stop and shop will hurt the businesses and correspondingly the sales tax revenues.

I respectfully ask that IDOT drop their proposal to eliminate parking along 95th Street. We are proud of our community and our businesses. We want people to visit and shop in Evergreen Park, not just drive on through.

cc. Mayor Anthony Vacco
Evergreen Park, IL

Sincerely



William S. Moore
10112 S. St. Louis
Evergreen Park, IL 60642

August 8, 1991

Hearing Committee
Illinois Department of Transportation
c/o Oak Lawn Community High School
Oak Lawn, Illinois

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cc. Mayor Anthony Vacco
Evergreen Park, IL

Sincerely



Maureen D. Moore
10112 S. St. Louis
Evergreen Park, IL 60642

August 4, 1991

Illinois Department of Transportation
Division of Highways Maintenance Dept.
1000 Plaza Drive
Schaumburg, Illinois 60172

Dear Illinois Department of Transportation:

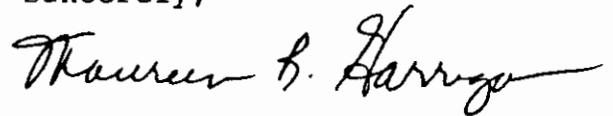
I am writing as the President of the School Board of Christ the King Elementary located at 93rd and Hoyne in The Beverly neighborhood. The boundaries of our school extend to 9700 South which means 1/4 of our school community resides south of 95th Street. Our school children cross 95th Street four times a day on their route to and from school.

It has come to our attention that your department is considering a plan to limit or do away with parking on 95th street in order to facilitate traffic between the Dan Ryan Expressway and the Illinois Toll Road. We feel that this situation would cause our children to be in jeopardy as they travel back and forth to school.

This proposal will cause a major highway to go right through the heart of a neighborhood which will have far-reaching implications, not the least of which will be the safety of our children.

We would suggest as an alternate, 87th Street to the north.

Sincerely,



Maureen R. Harrigan
President
Christ the King School Board

MH

9006 S. Hoyne Avenue - Chicago, Illinois 60620 - 312/238-4094



To: Illinois Department of Transportation
From: 95th Street Beverly Hills Business Association
Re: Strategic Regional Arterial Study

For over 30 years the 95th Street Business Association has represented the interests of the nearly 150 retail merchants and business people on 95th Street between Ashland and Western in Beverly Hills. The Association strives to promote and coordinate growth and activity while maintaining a safe, attractive and economically viable business district.

It has come to our attention that the Illinois Department of Transportation is looking at ways to increase traffic capacity and alleviate traffic congestion on arterials, in this case, 95th Street. We understand that recommendations include restricting or removing on street parking, creating a high volume lane adjacent to the curb, and possibly narrowing the sidewalks.

The major problem facing the business district at this time, is the lack of convenient, accessible parking. Vacancies are rising for this reason; business attraction efforts are thwarted for this very reason; and the customer base is dwindling, again because of the lack of available parking.

The 95th Street business district grew as a major shopping area at a time when reliance on the automobile was not so strong and no consideration was given to setting aside vacant parcels for future parking needs. Our small businesses strive to compete with suburban malls and mini malls which all provide on-site parking. It is a well documented fact that although people will walk for miles in a mall, they will only shop on a City strip if they can park within the block of the shop they wish to patronize.

This past November, the City of Chicago, Department of Planning commissioned Barton Aschman Associates of Evanston to do a parking study of 95th Street from Ashland to Western. Once again, this study, as all of those done before, points to the fact that there is a shortage of parking on 95th Street. The study also reports there is no cost effective way

to increase parking and that 95th Street businesses depend on curb side parking in close proximity to their stores.

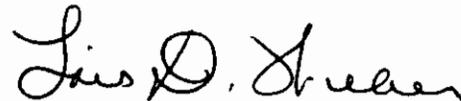
If the Illinois Department of Transportation follows through on this proposal and eliminates 95th Street's 300 curb side parking spaces, it will also be sounding the death knell of a vibrant, residential shopping strip which in turn will have a devastating, negative impact on the Beverly Hills community.

In 1984 the 95th Street business district was declared a Special Service Area which means that property owners have opted to tax themselves to pay for beautification projects, marketing programs and various efforts to strengthen the 95th Street commercial strip. Tens of thousands of dollars are spent each year to improve the image and appearance of 95th Street and now the State of Illinois wants to create a highway and probably a "ghost town" in the process.

There are much broader issues at stake than merely moving traffic more quickly. There are serious economic, safety and environmental considerations that must be addressed.

It is absurd to think that a City strip shopping area can survive without on street, curb side parking. No vacant land is available to create parking lots. It is too costly to purchase and demolish existing structures to develop parking alternatives. Parking on local side streets is minimal due to residential parking zones and cul-de-sacs require more width than currently exists on these side streets.

If a high volume roadway is needed to move traffic east and west, the Illinois Department of Transportation must look for an alternative that does not bisect a residential community. It seems hardly fair to destroy a business district and possibly an entire neighborhood just for the sake of improving traffic flow.



Lois D. Weber
Executive Director

cc: Senator Jeremiah Joyce
Alderman Ginger Rugai
Rep. James Keane
Senator Howard Brookins

Barton-Aschman Associates, Inc.

820 Davis Street
Evanston, IL 60201
USA

Phone: (708) 491-1000
Fax: (708) 475-6053
Telex: 270258 EXPRSTLX CGO

August 7, 1991

Ms. Lois Weber, Executive Director
95th Street Beverly Hills Business Association
9006 South Hoyne
Chicago, Illinois 60620

Re: 95th Street Beverly Hills Parking Study

Dear Ms. Weber:

As you requested, Barton-Aschman Associates, Inc., has reviewed the Operation GreenLight Access Management Implementation Project prepared by the Northeastern Illinois Planning Commission (NIPC). Based on our study of West 95th Street between South Western and South Vanderpoel Avenues, we have made specific recommendations regarding parking in this area that would be useful to the Illinois Department of Transportation and NIPC as they finalize this report.

The purpose of Barton-Aschman's study was to address alternatives for providing additional parking to serve this area, including a proposed parking lot on West 95th Street between South Bell and South Leavitt Avenues. Approximately 70 percent of the on-street spaces are located directly on West 95th Street, with the remainder located on local side streets. Additionally, there are a number of private off-street spaces reserved for customers of those establishments owning the lots. A municipal lot is located at West 95th Street and Pleasant Avenue, which has 66 spaces and is 60 to 70 percent occupied.

We evaluated the parking situation and found no way to increase the parking supply in a cost-effective manner for three major reasons:

1. No land is available within a close proximity to the West 95th Street businesses. Shoppers/visitors to smaller establishments are typically discouraged if parking is located too far away.
2. The one site identified for a new surface lot would be too costly due to building demolition and high land costs.



Barton-Aschman Associates, Inc.

Ms. Lois Weber
August 7, 1991
Page 2

3. Parking on local side streets is limited to the area between West 95th Street and the alley or first driveway. The development of cul-de-sacs was investigated, but determined not to be possible due to the inadequate amount of right-of-way.

For these reasons, curb parking is very important to the businesses on West 95th Street. Our recommendations reflect this, identifying ways to increase on-street parking and improve the efficiency of the parking system.

I hope this information is helpful to you and those involved with the Access Management Project. Please contact me if you need any further information or assistance.

Sincerely,



Cindy A. Fish
Senior Associate

CAF:pas



Beverly Area Planning Association

10233 South Wood Street, Chicago, Illinois 60643 312/233-3100

TESTIMONY TO ILLINOIS DEPARTMENT OF TRANSPORTATION/AND NORTHEASTERN ILLINOIS PLANNING COMMISSION

By: BEVERLY AREA PLANNING ASSOCIATION

Eda Schrimple/Director
Economic Development

Re: Strategic Regional Arterial System.
Upgrading Traffic from I-94 to I-294
and the negative impact on the Beverly
Hills/Morgan Park Community

On: Thursday, August 8, 1991

At: Oak Lawn High School, Oak Lawn, Illinois

I am here to testify against the recent proposal by IDOT (Illinois Department of Transportation) and NPIC (Northeastern Illinois Planning Commission) to upgrade the flow of traffic on 95th Street to a higher volume, specifically from Ashland to Western, to eliminate on-street parking, narrowing sidewalks, therefore creating a mini-expressway.

The proposal did not take into account the devastating effect it would have on the merchants, the surrounding residential area, and the pedestrian traffic that are currently on the street.

PARKING

The proposal would eliminate or reduce the number of on-street parking spaces currently available. Merchants on 95th Street have suffered from the lack of parking on this strip. It is now very difficult to locate tenants on this strip because of lack of parking. If a potential customer does not find a parking space within a block of the store he wishes to patronize, he will go elsewhere. We are strongly opposed to reducing or eliminating on-street parking.

INCREASING THE FLOW OF TRAFFIC

This is totally unacceptable. 95th Street now suffers from a high volume of traffic. An increase in the traffic flow would pose a danger to children who now cross 95th Street to go to school, and to senior citizens who already find it dangerous, and to the residents who live on both sides of 95th Street.

If vehicles are traveling at a high speed, the visability of the merchants along the street is hindered. Therefore, creating a lack of customers.

The focus of the 95th Street Business Association and the Beverly Area Planning Association has been to bring back the walking traffic on the strip by reducing the fear of the high volume of traffic that now exists.

The Beverly Area Planning Association, along with the community and the 95th Street Business Association, have worked for many years to attract businesses to locate on 95th Street, to create a shopping atmosphere with plantings, trees, flowers etc., to create parking, and to reduce the speed of the traffic already on 95th with stop signs, yield signs, and traffic signals so that it is more conducive to shoppers.

If this proposal is enacted, all the efforts would be fruitless. The results would be a reversal of the recent positive efforts on the strip. If this became a "mini-expressway", the merchants would leave. There would be a lack of customers, very little walking traffic, and it would be extremely difficult to bring in new businesses to the strip.

An alternative proposal would be to use 87th Street corridor as the major Interstate Link.

TESTIMONY

Given to: The Illinois Department of Transportation/
Northeastern Illinois Planning Commission

By: The Beverly Area Planning Association
Transportation Committee
Ed Gabriel, Chairperson *Ed Gabriel*

Regarding: Upgrading the Traffic Flow/Density of 95th Street
From I-94 (Dan Ryan Expressway) to I-294
(Tri-State Tollway) and the Negative Impacts on
the Beverly Hills/Morgan Park Community Areas.

On: Thursday, August 8, 1991

At: Oaklawn High School, Oak Lawn, Illinois

Recently a proposal has been presented by the Illinois Department of Transportation (IDOT) and the Northeastern Illinois Planning Commission (NIPC) wherein 95th Street will be upgraded to handle a much higher volume of traffic. This proposal involves drastically restricting parking along 95th Street, the possible elimination of the grass, tree and flower covered median and decreasing the width (eliminating parkway trees) of the sidewalks. What would result would be a mini-expressway running through the central axis of Beverly's main arterial strip shopping center.

This Committee and these communities oppose this proposal for the following reasons:

-Traffic along 95th Street is already at a high level for a street traversing a low density residential area, any increase should not be encouraged.

-An increase in traffic flow would pose a danger to children and also to senior citizens, who already find it difficult and dangerous to cross 95th Street due to the existing traffic flow.

-The grass, tree and flower landscaped median adds aesthetic appeal and environmentally positive attributes to the neighborhood. We do not want the median negatively altered or eliminated.

-The 95th Street commercial strip needs more parking in order to survive and compete with the stores located in the nearby Evergreen Plaza shopping center where plentiful parking is provided free. The proposal would eliminate or reduce the number of parking spaces currently available. This is unacceptable.

TESTIMONY

Given to: The Illinois Department of Transportation/
Northeastern Illinois Planning Commission

By: The Beverly Area Planning Association
Transportation Committee
Ed Gabriel, Chairperson *Ed Gabriel*

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p. 53 section 3.4.4 Development Characteristics

Development access and setbacks

"Curb cuts provide access to the strip commercial establishments" This statement is wholly wrong as on street parking provides for the majority of parking for shopping.

pp 53to 57 section 3.4.5 Recommended Improvements

On page 54 the report recommends widening 95th Street.

On page 57 under Potential Environmental Concerns, the report says " no major widening" is proposed and yet in table 3.18 the estimated cost of this non-major widening is 9.1 million dollars. In comparison the major widening of 95th Street from 96th Ave. to Harlem Ave. is estimated to cost 12.5 million dollars. What exactly constitutes major widening and its impact? Doesn't the people environment of a cohesive neighborhood count for something in an impact statement?

p. 56 Traffic Signalization

"All traffic signals should be interconnected into a signal system"

This one statement is the highlight of this report. If you can get me up or down 95th street without having to stop at every traffic signal, you will have accomplished the one goal on which we can all agree.

87th Street Segment 2

p.99 section 3.10.3 Sensitive Land Uses

The area of the abandoned railroad right of way near 87th and Damen Ave. and the adjacent Dan Ryan Woods has been identified as a high quality wetland area with many rare and endangered plant species. This fact must be included in the SRA report.

Since 87th Street lends itself to heavier traffic volume, and since it also passes under the Tri-State Tollway (I-294) and the Skyway (I-90), perhaps consideration should be given to providing access to these highways and designating 87th street as the preferred truck route.

MORGAN PARK-BEVERLY HILLS BUSINESS ASSOCIATION

10827 South Western Avenue
Chicago, Illinois 60643
312/779-2530

July 19, 1991

95th St. Business Association
c/o Ms. Lois Weber
9006 S. Hoyne Avenue
Chicago, Il. 60620

To: The Illinois Department of Transportation

The Morgan Park/Beverly Hills Business Association is strongly opposed to the Illinois Department of Transportation's proposed plans for 95th St.

We object to increasing traffic on 95th Street and making it a major thoroughfare, and we are additionally opposed to the creation of any sort of "bus" lane or traffic lane next to the sidewalk.

95th Street is a major source of commerce in our area, a source that our residential and business community relies heavily upon. To eliminate the current extremely limited parking would also eliminate many businesses along one of our finest commercial strips.

We urge you to reconsider your "recommendation", and would encourage you to plan for additional parking along 95th Street.

Thank you for your consideration in this matter.

Sincerely,



Kathleen M. Broderick
Executive Director

July 29, 1991

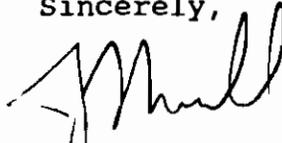
Illinois Department of Transportation
c/o 95th Street Business Association
9006 S. Hoyne
Chicago, Illinois 60620

To Whom It May Concern:

In response to the recommendations to restrict or remove parking along the curb during peak periods, and to provide "bus lanes" along the curb, it is my opinion that these recommendations are contrary to every study that has been done in the past 20 years.

We have forever heard that we need to increase parking in the 95th Street area, not decrease it. This proposal would cause great harm to local merchants by making 95th Street a New Jersey style highway.

Sincerely,



JOSEPH T. THOUVENELL, PRESIDENT
BEVERLY HILLS - MORGAN PARK BUSINESS
ASSOCIATION

Beverly Area Local Development Company

Serving Beverly Hills / Morgan Park Since 1977

10731 South Western, Suite 8

Chicago, Illinois 60643

(312) 233-7225

July 29, 1991

To: Illinois Department of Transportation
Re: Proposed Restriction or Elimination of Parking on 95th Street

Dear sirs:

This is a terrible idea. In the interest of providing better traffic flow you will destroy the viability of the 95th Street shopping area. The stores on 95th Street already have a difficult time attracting customers due to the need for convenient parking. By restricting or eliminating the on-street parking in favor of bus lanes, you will drive these stores and offices out of business or out of the area you will create a situation where new businesses will not move in.

We are a neighborhood development corporation with a 14-year track record of redevelopment projects in the Beverly/Morgan Park community, including a 25,000 square foot commercial building at 95th and Longwood Drive. We have assisted local businesses to obtain over \$6 million in financing for redevelopment. Most of our projects have involved small single-story and mixed-use buildings that form the backbone of the Beverly / Morgan Park shopping strips.

The stores and services in these buildings depend on the availability of street parking. They also require a shopping street where customers and clients can identify their business as they drive by at a reasonable speed. Both of these requirements would be destroyed by creating a faster through street with bus lanes and no parking. This will be especially true during the evening rush hours, when customers run errands on their way home from work.

"Operation Greenlight" will bring disaster for 95th Street and Beverly / Morgan Park if these recommendations are carried out. You must search for other ways to create better traffic flow that will not destroy the business climate. More parking is needed on 95th Street, not more buses or faster cars and trucks.

Sincerely,



Glenn Williamson
Executive Director,
BALDC

July 25, 1991

Illinois Department of Transportation

Dear Sirs,

As Chairperson of the Kellogg Local School Council, I would like to express my opposition to the "Business Route 12/20" proposal for 95th Street. The businesses on 95th Street are seeing the effects of the recession going on in our Country and the majority of these neighborhood stores are family owned. To take away parking for their patrons would in essence take away their patrons which would end up in their already struggling businesses having to close. The nice part of living in Beverly for the past 20 years is the small town atmosphere that we have. We enjoy shopping at our local stores where people know us.

There are several Kellogg families who own businesses on 95th Street who oppose this bus route. At Kellogg we have looked to the local businesses for support which they have always given us. If these businesses were forced to close, it take money away from us that has helped pay for extra programs for our children.

The buses may be able to go faster down 95th Street if you put in this bus lane, but they will not have to stop very often because there will be nothing to stop for.

Sincerely,



Helen Andersen
Kellogg Local School Council

COLLINS T. FITZPATRICK

ATTORNEY and COUNSELOR at LAW
9033 SOUTH HAMILTON
CHICAGO, ILLINOIS 60620

July 29, 1991

TELEPHONE
(312) 239-6394
6384

Illinois Department of Transportation
Division of Highways Maintenance
Department
1000 Plaza Drive
Schaumburg, Illinois 60172

Dear Illinois Department of Transportation:

I am writing as a current elected member of the Kellogg Local School Council and Director of the Beverly Improvement Association. I have previously served an elected term on the Christ the King School Board.

It has come to my attention that your department is considering a plan to limit or abolish parking on 95th Street in our community during rush hour and to provide curb side bus lane. Although these may be good ideas in some situations, they are terrible ideas for 95th Street.

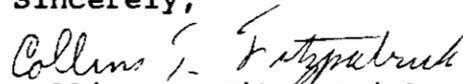
Both the Christ the King and Kellogg Schools have many students that have to cross 95th Street four times a day as they go back and forth between school and home in the morning, at lunch, and in late afternoon. Your efforts to increase the flow of traffic on 95th Street is going to result in trucks, cars, and buses being able to go faster regardless of what is the posted speed limit. Our children will be in jeopardy.

Another reason that these proposals are bad is that they will make it hard for shoppers to find parking by the neighborhood stores, thus putting more cars on the road to drive further for shopping. Needless to say, it would be a detriment to our entire community if businesses failed because there was inadequate access to them by shoppers.

If you need to provide better access east west between the Toll Road and the Dan Ryan Expressway, I would suggest a better expenditure of public funds would be to connect Interstate 57 to the Toll Road where they cross. It would clearly be faster to go from 95th and State to 95th and Harlem via such a connection rather than down 95th.

The old adage of "if it ain't broke, don't fix it applies here."

Sincerely,


Collins T. Fitzpatrick

August 4, 1991

Illinois Department of Transportation
Division of Highways Maintenance Dept.
1000 Plaza Drive
Schaumburg, Illinois 60172

Dear Illinois Department of Transportation:

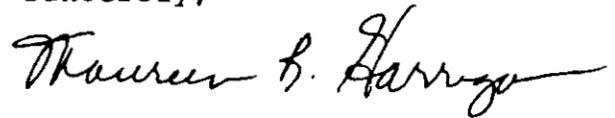
I am writing as the President of the School Board of Christ the King Elementary located at 93rd and Hoyne in The Beverly neighborhood. The boundaries of our school extend to 9700 South which means 1/4 of our school community resides south of 95th Street. Our school children cross 95th Street four times a day on their route to and from school.

It has come to our attention that your department is considering a plan to limit or do away with parking on 95th street in order to facilitate traffic between the Dan Ryan Expressway and the Illinois Toll Road. We feel that this situation would cause our children to be in jeopardy as they travel back and forth to school.

This proposal will cause a major highway to go right through the heart of a neighborhood which will have far-reaching implications, not the least of which will be the safety of our children.

We would suggest as an alternate, 87th Street to the north.

Sincerely,



Maureen R. Harrigan
President
Christ the King School Board

MH

Beverly Improvement Association, Inc.

Serving the Residents of the Territory Bounded by
Forest Preserve, 95th Street, Western Avenue and Beverly Avenue, Chicago 60620
For More Than Seventy Years.

OFFICERS & DIRECTORS 1990-1991

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James A. Cosme
9336 S. Winchester 881-0639

VICE PRESIDENT

Loyce Ellis II
9443 S. Vanderpoel 445-2474

SECRETARY

Eleanor S. Hollander
9360 S. Pleasant 779-7387

TREASURER

Ronald E. McLaughlin
9050 S. Claremont 445-4239

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Loyce Ellis II
9443 S. Vanderpoel 445-2474

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8964 S. Pleasant 445-7975
Sue Delves
9142 S. Winchester 445-5806
Michael P. Hogan
9216 S. Pleasant 779-1343

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Robert A. Berghoff (MPHS)
8855 S. Hamilton 779-4924

Sue Bever (K)

9314 S. Bell 239-4599

Collins T. Fitzpatrick (CK)

9033 S. Hamilton 239-6384

Membership

Lynette Iannantuoni
9020 S. Hamilton 233-2924

Parks & Recreation

William C. Ness
8930 S. Oakley 238-3053

Police & Fire

Thomas Folliard
9136 S. Leavitt

Themis Karnezis

9340 S. Bell 445-0335

Joseph J. Kelly

9259 S. Oakley 445-5378

Bruce Stark

9346 S. Hoyne 233-2713

Publicity

Madeleine Kutsulis
9349 S. Western 779-0081

Recycling

Neil Glynn
9301 S. Hoyne 238-0381

Special Events

James I. MacKinnon
9037 S. Leavitt 239-1092

Traffic/Snow Removal

Daniel W. Coyne
9110 S. Damen 445-8372

Walter Pilditch

9409 S. Leavitt 779-7797

Business Liaisons

Otto K. Kaiserauer (95th)
9208 S. Oakley 239-2679
Madeleine Kutsulis (Western)
9349 S. Western 779-0081

BAPA Delegate

Daniel Ryan
9218 S. Bell 779-8744

Illinois Department of Transportation

7/20/91

Dear Sir:

The Beverly Improvement Association opposes restricting or removing on-street parking on 95th Street. This street is a major shopping area in our community. BIA in conjunction with other community groups has worked to increase the amount of available parking. The loss of parking will cause some stores to consider closing or relocating outside our community.

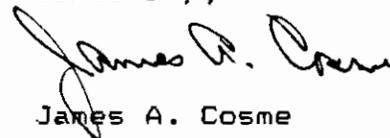
Our association is also opposed to making 95th a major thoroughfare. Through traffic does not use our businesses. The increased traffic will only create greater danger for local traffic and pedestrians. Vanderpoel, Kellogg, and Christ the King schools all have boundaries that require large numbers of children to cross 95th Street.

Finally, the BIA sees no advantage to creating a bus lane or traffic lane next to the sidewalk. The already stated concerns for safety, traffic congestion, and loss of business apply to this situation as well.

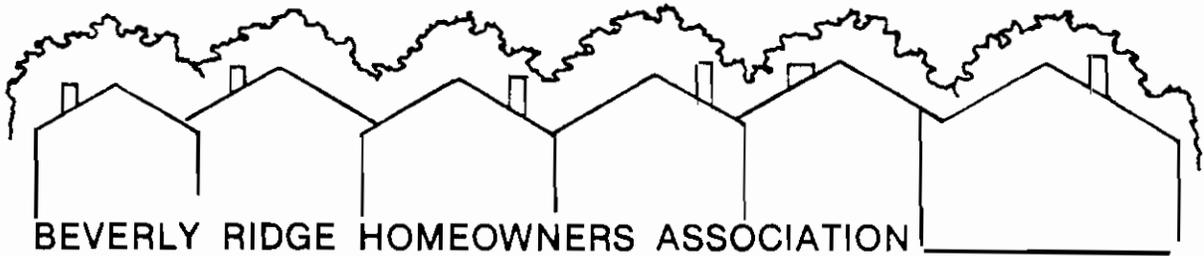
The Beverly Improvement Association supports any program that improves the community. However, the idea of increasing traffic on 95th Street will harm our community.

The plan will hurt business, endanger our children, and increase congestion. We ask that the plan to increase through traffic on 95th Street be rejected.

Sincerely,



James A. Cosme



BEVERLY RIDGE HOMEOWNERS ASSOCIATION

Incorporated not for profit in 1939

OFFICERS

President
Trudi Dressel
9535 S. Bell
779-8515

Vice-President
Mary Harkenrider
10011 S Seeley
445-7524

Treasurer
Chris Clott
9716 S Longwood
445-4542

Secretary
Phil Hansen
9940 S. Damen
881-4475

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9521 S Longwood
881-8373

Vince Sheridan
1751 W. 95th Street
239-5800

Ron Vanderkooi
9656 S Seeley
233-0427

Candace DiCola
9942 S. Longwood
233-1474

Fran Doherty
10015 S. Seeley
233-4524

Debbie Gawrys
9621 S. Bell
881-1370

July 26, 1991

Dear Sirs:

Our organization strongly opposed the decision of Operation Greenlight to restrict parking and to provide bus lanes on 95th Street between Oakland and Western.

Our local 95th Street shopping area is a vital part of our community. Without adequate parking on 95th Street our local businesses will suffer. If this happens, our entire community will be hurt.

We strongly urge you to reconsider. This is not in the best interests of our neighborhood. If you would take the time to investigate your decision you would surely see, and agree with, our beliefs.

Our Board and our neighborhood await your decision on this action.

Sincerely

Phil Hansen,
91-92 President

VANDERPOEL IMPROVEMENT ASSOCIATION, INC.

Organized May 10, 1947
Incorporated November 15, 1948

9705 S. Prospect Avenue
Chicago, Illinois 60643
August 7, 1991

Illinois Department of Transportation
310 S. Michigan
Chicago, Illinois

To whom it may concern:

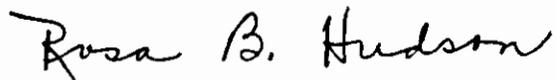
The proposal that would alter 95th Street and restrict or remove on-street parking to provide bus lanes would be an extreme detriment to both the business and residential community.

The Vanderpoel Improvement Association has long supported a strong business district along 95th Street East of Western Avenue. Restriction or removal of the already short supply of on-street parking would increase the hardship suffered by these businesses. Many businesses have had to move out because their customers cannot park and, therefore, take their much needed patronage elsewhere. Recent traffic studies have shown that the area is generally parked at a rate of 110%.

The residential community is very proud of the recreational, educational and religious facilities available on both sides of 95th Street. Residents of all ages daily cross 95th Street to make use of these facilities. Many children cross 95th Street daily to make use of the facilities at Ridge Park. The Vanderpoel Magnet Elementary School located between Vanderpoel and Prospect on 95th Street is serviced by several school buses during peak driving hours. The fire station located on 95th and Charles is already facing a part of 95th Street that becomes very congested during peak driving hours. There will further be a great increase of traffic when the Jewel Grand Bazaar on 95th and Ashland opens fully this fall. At present, there is already a great safety risk in crossing the street at peak drive times. The proposed changes would increase the density of traffic as well as the speed at which it would travel. Further, there exists a great need for more commuter parking around the 95th Street Metra Train Station. Restriction or removal of any of the already heavily used parking areas would push more of these cars back into the neighborhoods.

The need for improved access through the city for all kinds of traffic is well appreciated. However, the growth potential and safety of a community should not be sacrificed. It is important that residents and shoppers have good access to an area. It is important for residents and shoppers to be able to stop, park, and use all facilities in the neighborhood. It is important that the present proposal for 95th Street be changed to help our community thrive and not become just another drive through lane in a big city.

Sincerely,

A handwritten signature in cursive script that reads "Rosa B. Hudson". The signature is written in dark ink and is positioned below the word "Sincerely,".

Rosa B. Hudson
President, Vanderpoel Improvement Association



East Beverly Association, Inc.

P.O. BOX 438582
CHICAGO, ILLINOIS 60643

July 29, 1991

Illinois Department of Transportation
Springfield, Illinois

RE: Operation Greenlight and 95th St.

Dear Sir/Madam,

It is our understanding that your department is conducting a study regarding traffic congestion and traffic flow on arterial streets. Operation Greenlight is the reference name for this study. We are concerned with 95th St. in the Beverly neighborhood.

We appreciate interest/efforts to improve traffic problems. However, there is one fundamental that must not be overlooked and that is:

It is absolutely critical that changes considered for 95th St. in Beverly not involve any reduction or restriction of available parking.

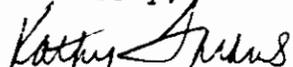
For many years, limited parking has made it difficult for businesses located along 95th to attract customers. The health of Beverly is directly related to the health of this business area.

Therefore, the East Beverly Association is forwarding our position on some options which we understand are being considered -

1. We are categorically opposed to any restriction or reduction of on-street parking along this stretch.
2. We are opposed to any alterations which would increase traffic along 95th St.
3. Implementation of bus lanes at the sidewalk/curb is very undesirable as it would necessarily reduce on-street parking.

We can be reached at the address shown above should you have a need to contact us. We appreciate your consideration of our position.

Sincerely,


Kathy Fredricks, President



CHICAGO POLICE DEPARTMENT
Bureau of Community Services
BEAT REPRESENTATIVE PROGRAM DIVISION

25 July 1991

Illinois Department of Transportation:

In response to recommendations to change the flow of traffic on 95th Street, the Beat Representative Center, located at 1718 West 95th Street is in opposition to studies that are currently on the way.

We are a community service providing assistance to the entire 022nd Police District. Our office is currently accessible to any and all that would seek our services. The convenience of parking on 95th Street enables citizens to receive safe and immediate attention.

This new proposal would restrict the flow of traffic to the Beat Representative Center and other businesses that are located on 95th Street. This could possibly deter citizens from seeking needed assistance and customers from shopping in the area.

We therefore oppose any regulation to:

- further restricting or removing on street parking;
- to increasing traffic on 95th Street and makin it a major thorough fare; and opposed to creating any kind of bus lane or traffic lane next to the sidewalk.

Sincerely,

A handwritten signature in cursive script, appearing to read "Cuemiah Jackson".

Cuemiah Jackson
Coordinator, 022nd Police District
Beat Representative Center
1718 West 95th Street
747-8498

CJ/cw



CHICAGO POLICE DEPARTMENT

Bureau of Community Services

BEAT REPRESENTATIVE PROGRAM DIVISION

22nd District Steering Committee

August 7, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

Dear Gentlemen

The officers and members of the Chicago Police Department's 22nd District Steering Committee most recently met on Tuesday evening, August 6, 1991. This committee, which is a police advisory board representing the citizens from Chicago's 19th, 21st and 34th Wards was recently made aware of a proposal to increase traffic on 95th Street, in Chicago. It was indicated to our committee that plans or proposals include widening 95th Street (Illinois Route 12/20) west, from the Dan Ryan Expressway, (Interstate 90/94) to the Tri-State Tollway (Interstate 294), and may include diminishing the size (width) of existing pedestrian walkways, eliminating existing center of street parkways, or dedicating a lane for bus usage and eliminating parking areas.

I wish to inform you of our committee's vehement opposition to any of the above proposals. Our membership unanimously objected to all of the above stated proposals and is appalled that such a plan could even be discussed in view of the obvious pedestrian safety problems such a plan entails. Any plan to increase vehicular traffic on this stretch of road which traverses a densely populated residential district poses severe safety concerns.

Environmentally and ecstastically, we feel that your proposal to expand the use of 95th Street would drastically diminish the existing commerce in this area, and reduce significantly the fragile green areas so well maintained within the city.

The membership of our committee unanimously voted to condemn any such plan to increase traffic or in any way alter 95th Street (Illinois Route 12/20), and urge you to cancel any such plans and proposals.

If further, detailed objections are of assistance, the committee will be pleased to send a representative to personally explain our concerns and objections.

Thank You



Roger F. Shiels
Secretary

cc: Illinois Senator Howard B. Brookins
18th Legislative District
Cuemiah Jackson, Community Services

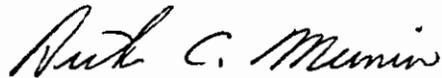
To: Illinois Department of Transportation
From: Police Officer Arthur Munin, St. # 17-22, 022 Dist.
Subject: Operation Greenlight 95th St. traffic concerns

I am a Chicago Police Officer currently, and for the last 30+ months, assigned to foot patrol duty on 95th St. from Western Ave. (2400 West) to Ashland Ave. (1600 West) from 8 A.M. to 4:30 P.M., Tues. through Sat.

My primary function is the personal safety of the many children, commuters, shoppers, and business people who use and cross 95th St. on my beat. Secondly my duties include the traffic flow and parking enforcement on this beat.

It is my professional opinion that any change in parking restriction on 95th St. in my area which reduce parking on 95th would have serious adverse effect on the many businesses on this strip. Any method which increases traffic either car or bus, via a bus lane or other, would seriously endanger the many children and other pedestrians that cross 95th St.

Sincerely,



Patrol Officer Arthur C. Munin #17922

Chicago Police Department 22 District

July 27-1991

Town and Country Fashion
1810 West 95th Street
Chicago, Illinois 60643

Illinois Dept of Transportation
Springfield, Ill.

We are sending this letter to oppose
further restricting or removing
on-street parking on 95th Street.

This would be very harmful to the
businesses on our street. Parking
has been the problem of chasing
business away - I myself have already
looked for parking for 20 minutes,
and this would make it worse.

Our business is running on a shoe
string because of parking - This will
completely ruin everything.

Sincerely
Town & Country Fashion
Assoc Wolfgang

LEE'S CLOTHES CLOSET

1706 W. 95TH STREET • CHICAGO, ILLINOIS 60643 • PHONE 233-1240

MESSAGE

REPLY

TO [Illinois Dept. of Transportation]

DATE _____

DATE [7-22-91]

TO WHOM IT MAY CONCERN:

This is to advise you of our "OPPOSING" the following proposals -
Opposed to further restricting or removing on-street parking:
Opposed to increasing traffic on 95th St., and making it a major
thoroughfare: and opposed to creating any sort of "bus" lane or
traffic lane next to the sidewalk.

Yours truly,



Ann I. Gentile

SIGNED _____

BY
Item # NR73 The Drawing Board Dallas, Texas 75266-0429
© Wheeler Group Inc., 1982

INSTRUCTIONS TO SENDER

* KEEP YELLOW COPY 2 SEND WHITE AND PINK COPIES INTACT

INSTRUCTIONS TO RECEIVER

1 WRITE REPLY 2 DETACH STUB KEEP PINK COPY RETURN WHITE COPY TO SENDER

ALFRED T. BEAN, D.D.S., P.C.

August 7, 1991

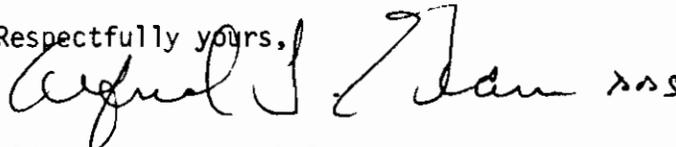
Illinois Department of Transportation

Gentlemen:

As a local business person and commercial property owner on 95th Street in Chicago, I am opposed to "Operation Greenlight" as is written.

I believe that traffic flow along 95th Street could be better improved by other means, but certainly not by eliminating parking. I am also opposed to making 95th Street a major thoroughfare and creating any sort of "bus" lane or traffic lane next to the sidewalk.

Respectfully yours,

A handwritten signature in cursive script that reads "Alfred T. Bean D.D.S." The signature is written in dark ink and is positioned directly above the typed name.

Alfred T. Bean, D.D.S.

I. *Himmel* & SONS
INCORPORATED

2201 West 95th Street, Chicago, Ill. 60643

ALL TELEPHONES (312)779-7000

Freezing Cold Fur Storage Vaults



Furriers SINCE 1848

July 20, 1991

ILLINOIS Dept. of Transportation

RE: "Operation Greenlight"

Gentlemen:

We have been informed two separate studies are on-going regarding traffic on 95th Street.

As a long-time business resident of 95th Street and a member of the 95th St. Business Association, I strongly protest any moves in the direction of restricting or changing traffic patterns to create a major thoroughfare or any artificial development of bus lanes or traffic lanes on 95th Street which would restrict easy access to the businesses on this street.

This is a vital, healthy business area and 95th Street is the life-blood of the community. Anything that will be detrimental to it's survival must be vigorously opposed. There has been a major parking space problem for a long time in this area, compounded by the needs of the commuters using the Rock Island train station. Efforts should be geared toward solving that deficiency rather than adding to the burden of providing public access to the thriving businesses now established on 95th St.

We strongly oppose making 95th St. a major thoroughfare by changing traffic patterns or establishing bus lanes and parking lanes. Please consider this in your deliberations on the future of the 95th Street business climate.

Sincerely,

HAROLD S. HIMMEL
PRESIDENT

HSB/mc

I. *Himmel* & SONS
INCORPORATED

2201 West 95th Street, Chicago, IL 60643
ALL TELEPHONES (312)779-7000
Freezing Cold Fur Storage Vaults



Furriers SINCE 1848

July 23, 1991

Illinois Dept. Of Transportation

RE: Operation Greenlight

Gentlemen:

I am writing to you concerning the studies being conducted on 95th Street traffic.

As an employee of Himmel Furs I must use 95th Street daily. I feel any changes to 95th Street would only add to more confusion. Then from this confusion the flow of traffic would be effected and this would bring congestion on 95th Street, not only to cars and buses, but also for the pedestrians crossing 95th Street, (which I also do daily)

Please consider this letter to any changes that you are planning for 95th Street.

Very Truly Yours

Denise Murray

Denise Murray

I. *Himmel* & SONS
INCORPORATED

2201 West 95th Street, Chicago, Ill. 60643
ALL TELEPHONES (312)779-7000
Freezing Cold Fur Storage Vaults



Furriers SINCE 1848

July 23, 1991

Illinois Dept. of Transportation

RE: Operation Greenlight

Gentlemen:

We've been informed that there are some studies being conducted regarding traffic on 95th St.

I am an employee of Himmel Furs and I drive to work from my Beverly home. It is a short and pleasant drive and anything that will change or add congestion to the area is not a good move to the well being of 95th Street or the merchants on the street, their customers and residents of the neighborhood.

I am not in favor of creating bus lanes or alternate parking lanes, etc. Please leave our street the way it is right now. It is a viable, pleasant shopping strip, and should stay that way.

Very truly yours,

Marilyn Cahill

MC



Plaques, Trophies & Gifts by Perci

1830-32 West 95th Street
Chicago, Illinois 60643

312-445-0846
312-445-0509

July 22, 1991

Illinois Department of Transportation

To Whom It May Concern:

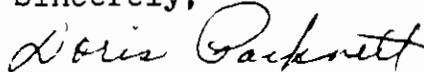
As a property owner-taxpayer, business owner, registered voter and a grandmother in this community for 17 years I am appalled that you should even consider the restrictions of curb parking and bus lanes along the curb on 95th St.

We have children in this area who attend schools on both sides of 95th St. which would prove too hazardous and would cause loss of lives to our children, seniors and the handicapped who also use 95th St. facilities.

My customers, employees and neighbors in the Beverly Area are indignant and we are-

- opposed to further restricting or removing on-street parking
- opposed to increasing traffic on 95th Street and making it a major thoroughfare; and
- opposed to creating any sort of "bus" lane or traffic lane next to the sidewalk.

Sincerely,



Doris Packnett

Owner-Plaques , Trophies & Gifts by Perci
Homeowner- 9230 S. Pleasant
(312) 445-6254



PRINTING CENTER, INC.

2224 West 95th Street
Chicago, Illinois 60643
312/881-4210 Fax 881-3226

August 5, 1991

Illinois Dept. of Transportation

Attention: Mr. Mike Williamson

Let me cut right to the chase.

As a business located on the "strategic regional artery", if the plan to prohibit parking on 95th street is implemented, then the last business out can turn the lights off.

95th street parking is all we have for our customers. The current traffic pattern of one-way streets and restricted parking on the feeder streets makes 95th street the only convenient access to and from our places of business.

Unless some thought is given to the particular circumstances of the "Beverly Mile" parking needs then IDOT's operation "Green Light" will become operation "Economic Blight" for the businesses on 95th street.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas E. Gavin". The signature is fluid and cursive, with a large initial "T" and "G".

Thomas Gavin
Owner

ANNE W. LEONARD BOOKS
1935 West 95th Street
Chicago, IL 60643
(312) 239-7768

To: Illinois Department of Transportation

Dear Sirs:

I strongly protest any move that would limit the availability of parking on 95th Street. 95th is a street of small retail and service businesses that already suffer from a shortage of parking places. Recent designation of most side streets between Ashland and Western avenues has made the problem more severe. We need more parking, not a measure which would curtail existing parking and increase traffic in a stable and long-established residential neighborhood.

Sincerely,

Anne W. Leonard

Flowers Etcetera

ON 95TH

MARIA J PAZOLES

2024 WEST 95th STREET
CHICAGO, IL 60643
(312) 233-1221
(312) 445-1666

ILLINOIS DEPARTMENT
OF TRANSPORTATION.

8-2-91

DEAR SIR:

FOR THE PAST EIGHT YEARS I HAVE OWNED AND OPERATED
A BUSINESS AT 2024 W. 95TH ST. DURING THESE 8
YEARS I HAVE WORKED VERY HARD, AND PROVIDED EMPLOY-
MENT, TO ESTABLISH THIS BUSINESS. I AM TOTALLY
& SERIOUSLY OPPOSED TO YOUR PROPOSAL TO MAKE
95TH A MAJOR THOROUGHFARE. MY BUSINESS
HEAVILY RELIES ON METER PARKING! TO DO THIS
WOULD BE A HARDSHIP ON MY BUSINESS AS
WELL AS OTHER SMALL BUSINESS ON 95TH STREET,

PLEASE SQUELCH THE PROPOSAL MADE BY IDOT
TO RESTRICT PARKING OR REMOVE METERS ON
95TH STREET MAKING IT A MAJOR THOROUGHFARE.

I'M OPPOSED TO THE INCREASE AND
SPEEDING UP OF THE TRAFFIC.

Sincerely,
Maria J. Puzol

August 1, 1991

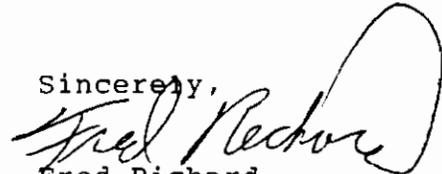
This is to be directed to:

ILLINOIS DEPARTMENT OF TRANSPORTATION

I am a merchant on 95th street in the Beverly area and am opposing your proposal to change the city streets. I don't have much parking as it is, just in front of my store location and need the parking desperately, along with MANY other merchants.

Your proposal, will restrict our customers from parking, therefore hurt all of our businesses. We as merchants need parking for our customers to keep 95th street the shopping area it has been for many many years.

Sincerely,

A handwritten signature in cursive script that reads "Fred Richard". The signature is written in black ink and is positioned above the typed name and address.

Fred Richard
CHICAGOLAND BICYCLES
1944 W. 95th Street
Chicago, Illinois 60643

The
Beverly Hills Gallery
Original Oil Paintings • Lithographs • Prints
— Expert Custom Framing —

2133-35 West 95th Street
Chicago, Illinois 60643

(312) 239-7460

Illinois Department of Transportation

Springfield, IL

July 25, 1991

RE: Operation "Green Light"

In response to IDOT's recommendations on addressing traffic congestions on 95th Street, we as merchants on the shopping strip are categorically opposed

1. to restrict or remove parking along the curb during peak periods (rush hours), and
2. to provide "bus" lanes along the curb.

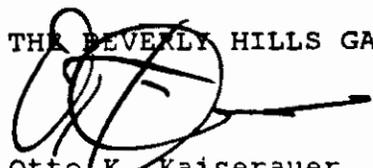
As a Beverly Hills resident and businessman on 95th Street, we have for decades struggled to improve parking along our business strip. The city and state have conducted one study after an other to remedy the serious lack of parking.

The 95th Street commercial district as well as the residential Beverly Hills community as a whole would suffer seriously if the Illinois Department of Transportation would go through with the above intended changes.

We are totally opposed to restrictions of this kind; we need more parking and not less.

Cordially yours,

THE BEVERLY HILLS GALLERY



Otto K. Kaiserauer
Prop.



COMPLUS INC.

9500 South Vanderpoel
Chicago, Illinois 60643
Phone 312/233-0306

July 29, 1991

To whom it may concern:

It has come to my attention that there is a proposal afoot to change the parking situation on 95th St. For years we have tried to increase parking on 95th rather than decrease it. As a business owner and a resident of North Beverly I would strongly oppose the proposed changes on 95th St.

Thank you,

Eleanor Hallander

LOURDES ACCESSORIES
HIGH FASHION DESIGNER HATS
1716 WEST 95th STREET
CHICAGO, ILLINOIS 60643
(312) 445-6615

July 30, 1991

Ill. Dept. Transportation

Gentlemen:

I'm a small business owner on
95th St.

I'm opposed to increasing traffic
on 95th St. in order to create a sort
of bus lane traffic.

The only parking facilities we have
are the meters along Beverly. If you
remove these meters we might as well
close because there's not another
alternative.

Yours truly,
Lourdes Wheat
L. Accessories
1716 W. 95th St.

Kimberly Beauty Supply

1759 W. 95th St.

Chgo, Il. 60643

July 26, 1991

To: Illinois Department Of Transportation

It has come to my attention, as well as other business people of the 95th St., Beverly Hills area, that studies are being done to improve traffic flow by removing curb parking and adding a bus lane.

I am very opposed to these ideas for several reasons.

If this is approved sales would drop drastically and that means taxes would to. It maybe helpful for the flow of traffic but, not for the business owners.

Parking in the area is bad enough, and it keeps sales down by a slight percentage. However, instead of decreasing the flow of traffic, increase parking. More ample parking would increase sales as well as more tax dollars for the state. What the area is in need of is more parking. That is an idea that the area and the business owners need.

Kimberly R. Richmond

Maurice Blackman and Sons
"The Friendly Jewelers"



EST. 1933

July 23, 1991

Dear Sirs;

I am writing to present my position on "Operation Greenlight." I am most definitely opposed to further restricting or removing on-street parking. I am opposed to increasing traffic on 95th Street and making it a major thoroughfare and I am opposed to creating any sort of "bus" lane or traffic lane next to the sidewalk.

I already receive customer complaints due to inadequate parking. For years, I have been trying to increase parking on 95th Street. In my opinion, the proposed recommendations would have a serious negative impact.

Sincerely,


Ronald Blackman



Illinois Department of Transportation
95th Street Business Association
c/o Ms. Lois Weber
9006 South Hoyne Avenue
Chicago, Illinois 60620

To Whom It May Concern:

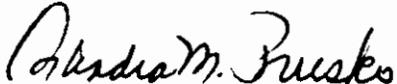
As a business owner on 95th Street and resident of the Beverly Hills Community, I strongly object to the Department of Transportation's recommendations to restrict or remove parking along the curb of 95th Street, and the creating of "bus" lanes along the curb.

Our Business Association has spent years trying to create (not eliminate) parking on 95th Street to help support our vital business community. Further, I feel your recommendations would increase traffic on 95th Street, which would endanger the safety of our residents.

Though your recommendations may look good on paper, I feel the negative impact would far outweigh the benefits.

Thanking you for your reconsideration.

Yours very truly


Sandra M. Prusko
Owner

Chicago Independent
BULLETIN

INTERPRETIVE, INFORMATIVE
- INVOLVED -

2037 WEST 95TH STREET • CHICAGO, ILLINOIS 60643 • ST 3-1040 and ST 3-1043

July 29, 1991

HURLEY GREEN
Publisher-Editor

Illinois Department of Transportation

It has come to my attention, as a 95th Street Businessman that the study "Operation Greenlight," is concerned with the traffic flow on 95th Street.

It is my further understanding that two of the recommendations being considered are: the restriction or the removal of parking along the curb; and to provide 'bus' lanes along the curb.

Both of these recommendations are objectionable. As business owners, we need reasonable parking for our customers. Buses, at this point and time, are not a problem.

The Mall concept was discarded in Englewood because there was a marked decrease in shoppers. We do not want the same thing for 95th Street.

We hope you will take our wishes into consideration as you conclude your study.

Concerned,


Hurley L. Green



Sarah's Beauty Nook

2039 W. 95th STREET • CHICAGO, ILLINOIS • TELEPHONE 881-9567

To Illinois Department of Transportation

As a long-time 95th St. property owner and business woman, I am deeply concerned about the actions that would restrict parking on the street. There is very little side-street parking and a reduction would certainly reduce our customer flow.

We are also concerned about the creation of a "Curb bus lane;" we see no bus problem at the present and we see no need for the creation of a special bus lane.

We hope you will consider our wishes as you make your deliberations.

Respectfully,
Sarah Taylor.



DIONISIA LURGIO

Diane Hair Fashions

2055 WEST 95TH STREET
(at Hoyne)
CHICAGO, ILLINOIS 60643
(312) 779-2055

9-26-91

Dear Sir, I do not agree -
Referring to 1- to restrict or
remove parking along the curb during
peak periods, rush hour &
to provide "bree" lanes along the curb
I would like to suggest two other
locations - 1- 87th St 2
79th St.

Sincerely
Dionisia Lurgio



Illinois Department of Transportation

1636 West 95th Street
Chicago, Illinois 60643
Phone: 238-9200

July 26, 1991

To whom it may concern:

It has been brought to our attention that the Department of Transportation is considering restricting parking along 95th Street between Ashland and Western Ave. There is already a lack of parking space in the area. If you restrict parking on the street, we would certainly lose a portion of our customer base and we would be forced to search for a new location for our business.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Raffeld". The signature is written in a cursive, flowing style.

Robert Raffeld
President
Maxis Store For Men

RR/im

Eastern Oriental Rug Company
1814 West 95th Street
Chicago, Il. 60643

July 26, 1991

Illinois Dept. of Transportation

Eastern Oriental Rug Co. has been at its present location for over 60 years. We want to continue to stay here. All the businesses on 95th Street will greatly suffer if we turn it into a highway. We are very much opposed to further restricting or removing on-street parking.

We are definitely opposed to increasing traffic on 95th Street and making it a major thoroughfare. We are also opposed to creating any sort of bus lane or traffic lane next to the sidewalk.

Our community also has many schools where children must cross daily 95th Street daily.

Such a move as this would definitely have a negative impact on our community.

Sincerely,
Gregory Salian / mgr, Owner
Eastern Oriental Rug Co.
1814 West 95th Street
Chicago, Il. 60643
312-233-4295

McDonald's

®

Bias Enterprises
2250 West 95th Street
Chicago, Illinois 60643
312/881-9283

July 25, 1991

Dear Illinois Department of Transportation:

The nature of this letter is to express my concern of the traffic situation on 95th Street.

I strongly disagree with the 3 recommendations:

1. to restrict or remove parking along the curbs during peak periods (rush hour);
2. to increase traffic on 95th Street and making it a major thoroughfare; and
3. to create any sort of "bus" lane or traffic lane next to the sidewalks.

These 3 recommendations will hinder my business opportunity greatly as well as the other businesses on 95th Street.

I strongly suggest that some other resolution be considered. Thank you,

Sincerely,
Herbert Bias



1909 W. 95th STREET / CHICAGO, ILLINOIS 60643 / PHONE 238-5711

July 29, 1991

To; Illinois Department of Transportation

In regard to your survey, through "Operation Greenlight", on how to improve traffic flow on 95th Street. I, as owner and manager of Homer's Furniture at 1909 W. 95th Street, in the Beverly Area, am completely opposed to your recommendations. We have been located here for thirty six years and are proud to be a part of the history and beauty of this area.

The merchants on 95th Street are faced with the problem of not enough parking. We are competing with mall shopping and to take away or restrict our parking will further endanger the accessibility to our places of business.

We are definitely opposed to increased traffic on 95th Street and to making it a major thoroughfare. As we have five schools within five blocks of 95th Street children are crossing at least three times daily. The Library is also located on 95th Street and therefore the Street gets added foot traffic from the community.

As the Beverly Area of 95th Street gets heavy pedestrian traffic, the idea of a "bus" lane or traffic lane is a most unfavorable solution. Young mothers with toddlers and babies in strollers, senior citizens, children and young people are constantly strolling 95th Street between Western and Ashland Avenues. On week ends the people of this community walk and take in the beauty of their neighborhood. The fumes from the motorized vehicles are bad enough without bringing them up to the sidewalk. Also the danger of added injury in a case of an accident is more prevalent.

We hope you will take all these added thoughts into consideration before going ahead with any of these undesirable plans.

Sincerely,


Allan Home
Owner and Manager
95th Street Homer's Furniture

Sandman Waterbeds
2241 S. 95th Street
Chicago, Illinois

July 30, 1991

Illinois Department of Transportation

Dear Sirs:

I received a letter recently addressing the 95th Street district in regards to removing parking along the street during peak periods, rush hours, etc., and to provide bus lanes along the curb. This supposedly is suggested to speed up traffic flow, through 95th Street. I would be completely opposed to this as a business person on this street. We don't need less parking for our customers, but more. My business as well as all the others depend on customers being able to conveniently park to come into our stores. Please look for an alternate route, but don't disrupt the community.

Thank you,

A handwritten signature in cursive script that reads "William Booth". The signature is written in dark ink and is positioned above the typed name and title.

William Booth
Owner, Sandman Waterbeds

HOURS
Monday - Friday 9:00 - 4:00
Saturday 9:00 - 3:00

TELEPHONE
779-4724

2138 W. 95th Street
Chicago, IL 60643



A NON-PROFIT ORGANIZATION
IN SUPPORT OF
LUTHER HIGH SCHOOL SOUTH

July 24, 1991

ILLINOIS DEPARTMENT OF TRANSPORTATION

Gentlemen:

It has come to the attention of Bargain Bazaar that our limited on-street parking spaces in front of our store might be "reduced" or (perish the thought) possibly taken away from us several hours a day.

What a hardship that would put on our business! We would lose customers because hiking with packages in hand is not their favorite sport. And perhaps our business doors would have to close.

Bargain Bazaar is opposed to further restricting or removing on-street parking;

is opposed to increasing traffic on 95th Street and making it a major thoroughfare; and

is opposed to creating any sort of "bus" lane or traffic lane next to the sidewalk.

If the Department of Transportation wants to create a fast moving "Business Route 12/20" they should look for alternate locations. Little businesses are what our country has thrived on in the past; don't drive them out of business in this fast-pace world.

Very truly yours,

Ruth Dishop
Ruth Dishop, Manager

LARRY'S AUTO REPAIR
2043 W. 95th Street
Chicago, Illinois 60643

July 23, 1991

Illinois Department of Transportation
310 S. Michigan Avenue
Chicago, Illinois 60604

Gentlemen:

As the owner of Larry's Auto Repair on 95th Street, I am strongly opposed to certain recommendations of "Operation Greenlight;" namely:

1. to restrict or remove on-street parking along the curb during peak periods (rush hours), thus increasing traffic on 95th Street and making it a major thoroughfare; and
2. to provide "bus" or traffic lanes next to the sidewalk.

As a member of the 95th Street Business Association we have been trying to increase parking. Reducing on-street parking and turning 95th Street into a virtual highway would have a serious negative impact on my business, the 95th Street commercial district and the Beverly Hills community -- there are five schools within five blocks of 95th Street; children cross 95th Street three times daily just going to school.

Thank you for your consideration.

Sincerely,



Larry Rundle
Owner

LR:gb



Chicago's Largest Fabric Store

- 1750 West 95th Street
- Chicago, Illinois 60643
- Phone: 312/238-5560

July 23, 1991

Illinois Department of Transportation

Gentlemen:

I've been a merchant on 95th Street for 27 years. Many merchants and residents share my feelings of not converting 95th Street into a major thoroughfare. I strongly oppose a "bus" lane or traffic lane next to the sidewalk.

Merchants on 95th Street need all the parking and "normal street flow" for the benefit of community and business welfare.

Yours truly,

A handwritten signature in black ink that reads "Jerome M. Wolf". The signature is written in a cursive style with a large, looping "W" and "f".

Jerome M Wolf

JMW/mk1



Illinois Department of Transportation
c/o 95th St. Business Association
c/o Ms. Lois Weber
9006 S. Hoyne Avenue
Chicago, Il. 60620

Dear Sirs:

As a local business person and as a Community resident, I am opposed to any plans to restrict or remove parking along 95th. St. in the Beverly Hills area of Chicago.

Beverly Hills/Morgan Park is an extremely vibrant business and residential community. We do not need 95th. St. to become another suburbanized highway. We want to attract shoppers and keep 95th. St. "crossable" for all of our citizens.

Please dismiss any plans to reduce or eliminate curb parking in the heart of our business community.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Dennis M. Ryan'.

Dennis M. Ryan
Vice President
Beverly Hills/Morgan Park
Business Association

July 22 1991

Beverly True Value
2233 W 95th Street
Chicago Il. 60643

Illinois Department of Transportation

To Whom it may concern:

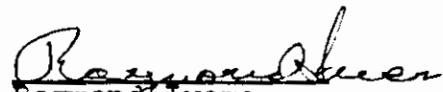
Please be advised that this business is looking to increase, not decrease parking on 95th Street. We are further opposed to dividing our community in half by making 95th Street a highway.

1. We are opposed to increasing traffic on 95th Street and making it a major thoroughfare.
2. We are opposed to creating any sort of "bus" lane or traffic lane next to the sidewalk.

If the Department of Transportation wants to make a fast moving "Business Route 12/20", please look for alternate locations.

Thank You

Sincerely


Raymond Iwema

Beverly True Value
2233 W 95th Street
Chicago Il 60643

RI:cf

Hilltop Paint

1846 West 95th Street
Chicago, Illinois 60643

881-7300

July 25, 1991

Illinois Department of Transportation

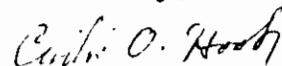
Gentlemen:

As a small businessman on 95th Street I am opposed to the proposed elimination of parking spaces because it would be detrimental to the businesses on the street and there are more negatives than positives in this proposal.

- Negatives:
1. Bus lines would be dangerous for the school children in the area.
 2. Making a highway of 95th Street would serve no useful purpose and would be harmful to the surrounding neighborhood.
 3. There is no available parking on the side streets.

Positives: ????

Sincerely,



Curtis O. Hook

COH:arh

Citibank, F.S.B.

Beverly
9449 S. Western Ave.
Chicago, Illinois
60620-6249

(312) 238-4002



Illinois Department of Transportation

To Whom It May Concern:

I am writing in order to voice my opposition to the proposed reduction of on street parking in the vicinity of 95th and Western. As a member of the 95th Street Business Association, I am very concerned about how such a proposal would impact my business.

Specifically, I am proposed to any further restrictions or the removal of on-street parking and the increasing traffic on 95th Street if made a major thoroughfare. Lastly, I am opposed to creating an sort of bus lanes or traffic lane next to the sidewalk in this area.

The 95th and Western intersection is already congested and further traffic would only exacerbate the situation. Please register my opposition to this proposal and direct any questions to me at (312) 238-4002.

Sincerely,

A handwritten signature in cursive script that reads "Frank V. Hynes".

Frank V. Hynes
Branch Manager

Roosevelt Kimbrough, D.D.S., Ltd.

2026 WEST 95TH STREET

CHICAGO, IL 60643

TELEPHONE 312 238-1933

Illinois Department of Transportation;

As a member of the 95th Street Beverly Hills Business Association
I would like to voice my opposition of "Operation Greenlight."

I am opposed to further restricting or removing on-street parking.
I am opposed to increasing traffic on 95th Street and making it a major
thoroughfare. I also oppose the creation of any sort of "bus" lane or traffic
lane next to the sidewalk. We have five schools within five blocks of 95th
Street with children crossing daily to go to school. Early this spring in the
middle of the day, a woman was killed by a hit and run driver at 95th and Damen.
95th Street does not need to be turned into a highway. We feel this would
have serious negative economic, environmental and safety effects on our
business and in the neighborhood.

If the Department of Transportation wants to create a fast moving
"Business Route 12/20" they should look for alternate locations.

Sincerely,


Roosevelt Kimbrough D.D.S., Ltd.

SHAW'S

JEWELRY AND HOME FURNISHINGS \ COMPLETE HOME SHOPPING SERVICE

Ill Dept of Transportation;

I don't understand how you can provide bus lanes along the curb and just restrict parking along the curb during rush hour. It seems to me that there would be no parking at all along the curbs. This would have a very negative effect on the business district as well as individuals in the area. Bus lanes only did not work in the loop area and will not work here. The effect of moving traffic faster would increase illegal speeding and pose a hazard to children crossing the street, remember this is a residential community, not a super highway. For some to get there 5 minutes sooner would jeopardize everyone in the area and I am opposed to the concept

Herman B. Shars

American General Finance, Inc.

2313 W 95th Street • Chicago, Illinois 60643-1096 • (312) 445-7755

A Subsidiary of
American General Corporation

July 22, 1991

To: The Illinois Department of
Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago IL 60620

ATTENTION: Ms. Lois Weber

Dear Ms. Weber:

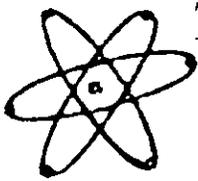
In reply to the letter we received regarding removing on-street parking; we oppose to increasing traffic on 95th Street and making it a major thoroughfare; and we oppose to creating any sort of "bus" lane or traffic lane next to the sidewalk.

Sincerely,


Rose Broughton
Manager

RB;tg





*THE
THERAPEUTIC
WORK CENTER*

22 July 1991

Dear Sirs:

As owner/operator of a business located on West 95th St. and as a resident of the Beverly Community I am opposed to further restricting or removing on-street parking; opposed to increasing traffic on 95th street and making it a major thoroughfare; and opposed to creating any sort of "bus" lane or traffic next to the sidewalk. This will have a considerable negative impact on the already decreased availability of parking spaces thus creating distress for business along 95th St; as well as promote serious safety hazards for residents and visitors to the community.

Sincerely,

Margo Strotter
Margo Strotter

MS/tw



J. EDWARD MAHONEY

GENERAL INSURANCE AGENCY

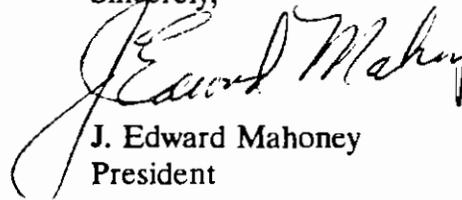
July 22, 1991

Illinois Department of Transportation
5108 North Elston Avenue
Chicago, Illinois

Dear Sir/Madam:

I wish to register my disapproval of any attempt to restrict or remove curb parking during peak periods on 95th Street between Ashland and Western Avenue. To provide bus lanes along the curb at varying periods of time during the day would do nothing but add confusion to an already congested situation. There is inadequate parking for customers of businesses located on 95th Street at the present time. Anything that would restrict parking would only add to an already bad situation.

Sincerely,



J. Edward Mahoney
President

EVERGREEN

9730 SOUTH WESTERN AVENUE
SUITE 418
EVERGREEN PARK, ILLINOIS 60642
AREA CODE 312-445-8900
FAX 708-422-9780



July 23, 1991

Dear Sir:

It has been brought to my attention that the Illinois Department of Transportation is making plans to remove all parking along the 95th Street corridor - 94 to 294.

Our company owns the property along 95th on both sides of the street (from Campbell Avenue in Evergreen Park into Chicago at Oakley), and we feel that this action will have a devastating effect on these businesses. We have had problems with insufficient parking for years (east of Western on 95th Street), and this would only worsen the situation: retailers will not lease space, unless their customers have convenient and close parking.

I would hope that there would be an alternative proposal or plan submitted, but to deny property owners the opportunity to provide ample parking would create an added burden in renting the properties along the corridor.

Any consideration you can extend, concerning this situation, would be most appreciated. If you have any questions, I can be reached at 312/445-8900.

Sincerely,

EVERGREEN

Vm J Gavin
Vincent J. Gavin
General Manager

VJG:jm

Veola's Plush N Etc.

SPECIALIZING IN UNIQUE ACCESSORIES & APPAREL

2145 WEST 95TH STREET
CHICAGO, IL 60643
(312) 233-1304

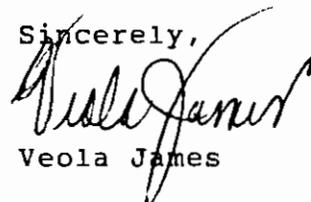
July 22, 1991

TO: Illinois Department of Transportation:

We have an existing retail business on 95th Street and every since I have been here there has been a parking problem, so therefore we oppose further restricting or removing on-street parking.

We are opposed to increasing traffic on 95th street and making it a major thoroughfare; and opposed to creating any sort of "bus" lane or traffic lane next to the sidewalk.

Sincerely,

A handwritten signature in cursive script that reads "Veola James". The signature is written in black ink and is positioned above the printed name.

Veola James

Chesterfield Federal

SAVINGS AND LOAN ASSOCIATION



10801 SOUTH WESTERN AVENUE
CHICAGO, ILLINOIS 60643
PHONE 239-6000
FAX 239-8114

July 22, 1991

ILLINOIS DEPARTMENT OF TRANSPORTATION

TO WHOM IT MAY CONCERN:

On behalf of our employees who live in the areas surrounding 95th Street and do their shopping locally, I would like to inform you that your future plan to increase the traffic flow, create "Bus" lanes next to sidewalks, and restrict the present on-street parking, will:

1. Endanger the safety of hundreds of children who cross 95th Street to go to their schools.
2. Endanger the safety of residents who shop at the stores located on both sides of 95th Street.
3. Seriously change the neighborly and residential character of the Beverly Hills area and the other communities situated along the sides of 95th Street.
4. Result in the closing of a great number of stores which depend on local shoppers and desperately need more parking for their customers.

Thank you very much for your consideration. If you have any questions, or if you would like me to meet with you in person to discuss the seriousness of your contemplating changes, please let me know.

Sincerely,

CHESTERFIELD FEDERAL SAVINGS
AND LOAN ASSOCIATION

GREGORY VASSOS
Human Resources Director

GV:ri
cc: M. E. DeHaan



THE COUNTRY THRIFT SHOPPE

sponsored by
Auxiliary of Christ Hospital & Medical Center
1800 West 95th Street
Chicago, IL 60643
Telephone: 238-6985

July 20, 1991

Illinois Department of Transportation:

Dear Sir:

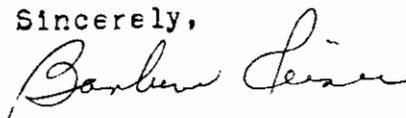
We have become aware of your proposed plans for a change in the existing parking along 95th Street.

WE ARE STRONGLY OPPOSED TO THE PROPOSED PLAN.

As a charitable Auxiliary sponsored business, staffed by Volunteers, we are a "Service Business" in the area. Our customers need convenient parking as many are elderly and fixed incomes. Also, it would hinder our donors parking and in their "Dropping off" of contributions to our shop. People would just go by and patronize other resale shops where parking would be convenient both to patron and donor.

PLEASE..... I urge you not to put this plan into effect as it would be an enormous detriment to our business in these already difficult times.

Sincerely,



Barbara Reiser
Chairman
Country Thrift Shoppe

ROBERT A. BERGHOFF & ASSOCIATES

ATTORNEYS AT LAW

134 NORTH LASALLE STREET
CHICAGO, ILLINOIS 60602

ROBERT A. BERGHOFF
CHRISTOPHER J. BERGHOFF

TELEPHONE (312) 855-1818
FACSIMILE (312) 372-8504

July 22, 1991

Illinois Department of Transportation

Gentlemen:

It has been brought to my attention that your department is considering various measures that would turn West 95th Street into a faster-moving thoroughfare and to do so that curb parking during rush-hours would be prohibited and bus-lanes would be provided along the curbs. Such measures would no doubt speed the traffic on 95th Street but would also jeopardize the safety of school children and citizens who cross it daily and the parking restrictions would have a chilling effect on businesses which are already hampered by a significant lack of on street parking.

95th Street bisects the residential Beverly Hills community of Chicago from Ashland to Western Avenues. It is a peaceful, local, commercial strip, with a carefully maintained parkway medium and we (residents) want to keep it that way.

The writer has lived in the Beverly community for 26 years and is currently a director of the Beverly Improvement Association and a member of the executive committee of the Beverly Area Planning Association.

Sincerely,



Robert A. Berghoff

RAB:mb

1955 W. 91st Street
Chicago, IL 60620
July 22, 1991

Illinois Department of Transportation
c/o 95th Street Business Association
Ms. Lois Weber
9006 S. Hoyne Ave.
Chicago, IL 60620

RE: 95th Street Parking

To Whom It May Concern:

I am writing with regard to the study currently in progress for West 95th Street. I would like to state my strong opposition to any restriction or removal of parking during peak periods along West 95th Street as well as a "bus lane" along the curbs.

I have been a resident of the Beverly community for 25 years and have been very involved with business development for the past 10 years. My concerns are twofold:

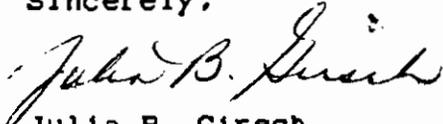
1. Parking in urban areas has always been a critical concern for the vitality of the business community. 95th Street businesses have limited parking at this time. Reducing the parking by restricting or removing parking during peak times will negatively impact the existing business ability to attract customers. We are already losing businesses to the suburbs with off street parking and our ability to attract new businesses would be seriously impaired with a loss of parking.
2. As 95th Street is a community shopping strip and five schools are located within five blocks, the creation of a bus lane would imperil the safety of school children and pedestrians, as well. It appears that these changes would increase the amount and speed of traffic on West 95th Street.

Page 2 - 95th Street

While realizing that this is a state highway, you must understand that the road intersects a community and the interests and safety of the businesses and residents must remain a priority during the decision making process. You must leave the existing parking as it presently exists. I realize the buses have a problem stopping at bus stops due to illegal parking. The police should monitor this situation. Do not penalize a community due to the wrongdoing of a few individuals.

Thank you for your consideration of my comments.

Sincerely,



Julia B. Girsch

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

Dear Gentlemen

I wish to inform you of my strong opposition to any proposal which would reduce parking or increase vehicular traffic on that section of 95th Street (Route 12/20) located within the Beverly Hills area of Chicago. Additionally, I oppose any plan to introduce a "bus" lane or traffic lane on 95th Street. Any plan to increase commuter traffic on this street would be a severe detriment to our residential community, and would be adverse to the area's historic district status.

I feel that your proposal to expand the use of 95th Street would drastically threaten the safety of the children in our area that must traverse this artery to attend one of five schools serving our community.

Lastly, our area, and particularly the businesses on 95th Street, desperately needs more parking, not less. We are a unique, registered, urban historic district, that is well served by mass transit commuter rail service. Our needs and priorities should be guided to facilitate such environmentally sound alternatives to individual vehicular born modes of transportation.

Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

Timothy Leonard
Mary Leonard

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

Rosalyn D. Fitch

JAMES McELDOWNEY
10520 S. OAKLEY
CHICAGO, ILL
60643

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

James McElDowney

James R. Jacques
9348 S. Damen
Chicago, IL 60620

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

James R. Jacques

9411 S. Damen Ave

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You



Eileen Morrison,
9345 S. Damen
Chicago, Ill.

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

Eileen Morrison

*mother of a child hit
by a car on 95th St.*

July 26, 1991

Thomas Leydon
95th S. Longwood
CH 60, IL
60643

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You



M. J. McMAHON
9400 S. Damen
Chicago, IL 60626

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

Michael J. McMahon

July 26, 1991

Roger Shiels
9410 S. Damen
Chicago, Illinois 60620

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

Dear Gentlemen

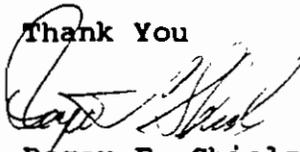
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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You



Roger F. Shiels

August 8, 1991

Illinois Department of Transportation

Re: Operation Greenlight on 95th Street

Dear Sirs:

I object to the proposed operation greenlight and widening of 95th street with elimination of parking on 95th Street between Western and Ashland Avenues in the City of Chicago. I am a resident of this neighborhood and I believe the safety of the children and elderly persons crossing 95th Street will be jeopardized. In addition, I object to the impact this proposal could have on the businesses in my neighborhood and the resulting negative impact on my community. Please re-evaluate this proposal.

Sincerely,

Charlotte Lichtenfeld

Charlotte Lichtenfeld
10044 So Hoyne Avenue
Chicago, Illinois 60643

(312) 233-3689

July 26, 1991

Illinois Department of Transportation
C/O 95th Street Business Association
9006 S. Hoyne Avenue
Chicago, Illinois 60620

RE: Proposed "Operation Green Light" project

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Do not increase traffic on Illinois Route 12/20, (95th Street).

Thank You

A handwritten signature in black ink that reads "James J. Malooly". The signature is written in a cursive style with a large, sweeping initial "J".

James J. Malooly
9165 So. Damen Avenue
Chicago, Il. 60620

10-25-94

Patricia M. Berry
V.P. Most Holy Redeemer
School Board
9536 S. Millard
Evergreen Park, Ill.
60642

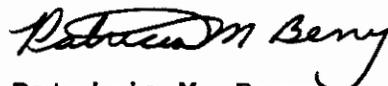
Illinois Department of Transportation
201 West Center Court
Schaumburg, Ill. 60196

I.D.O.T.,

Enclosed you will find the petitions of our neighborhood against your proposed plan to make a thoroughfare of 95th Street. 573 residents and voters have signed this petition in hopes of stopping you from destroying our community. Not only would the merchants be ruined along 95th street if their parking was taken away but a serious safety factor would result for our many children.

95th Street runs through the center of our village. Many of our children cross this already hazardous street daily to attend school and other activities. Your turning 95th street into a thoroughfare would result in even more traffic and more danger for our children. Our play ground for Most Holy Redeemer School is directly on 95th street. We no longer feel it would be a safe place for our children to recreate if such a change were made in the traffic flow. All this to save road eating trucks a few minutes to gain access to I 294 we DO NOT feel is worth the price!

Sincerely,



Patricia M. Berry
9305 S. Millard Ave.
Evergreen Park, Ill.
60642

cc. Mayor Anthony Vaccaro

4004

Oct. 6, 1991

To Whom It May Concern:

Our family of eight has lived in Evergreen Park for almost 26 years. We purchased a house in Evergreen Park because we liked many qualities unique to E. P.

We have no school buses in Evergreen because the village is in walking distance to all schools. Our primary grade schools are each location in the village - Northeast, Southeast, Southwest and Northwest - students can easily walk to them.

Our Junior High (one school) is located centrally so all 7th & 8th graders go to the one school. Now this means half of the village students must cross 95th Street to attend daily junior high.

Our one and only high school is located at 99th Street so more than half of the students are crossing 95th Street at least twice a day.

2.

Our last of six children is a senior now at Evergreen High and has a choice of walking the 2 miles or taking his bicycle. (Seniors usually walk.) He lives on 89th Place and the school is on 99th Street so he is crossing 95th Street twice a day.

A six lane highway would be a dangerous stop for all children, coming and going to school daily, whether on foot or bike.

My children were able to grow up in this entire village and now I feel your plans would cut this village in half and endanger our young student citizens in the future.

Please reconsider your proposal and allow our busless children to walk to school with as little danger as possible.

Thank you for your time and consideration.

Sincerely,
Virginia Stauber
2712 St. 89th Place
Evergreen Park, T.L. 606.

October 8, 1991

Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196

Gentlemen:

I would like to go on record AGAINST the proposed super six lane highway for 95th Street.

I work three miles from the house and frequently drive. I do 5 miles over the limit but there are numerous cars who pass me by doing 40-50 (I assume) because they pull away from me. I have also observed truckers who blatantly disregard red lights and barrel right through regardless of who is in the way be it a straight drive or turn. 95TH STREET IS A BUSINESS DISTRICT FOR A SMALL SUBURBAN AREA. If truckers want to make fast tracks between the Tri-State (294) and the Dan Ryan Expressway, let them use I 55 (Stevenson Expressway) and they do a good job on tearing up those roads, we don't need them tearing up ours as well.

Another reason for not committing to this proposal is the number of school children, not only in Evergreen Park, but in the other suburban areas who must cross 95th St. As a parent who sees what traffic speed is now, I worry how many deaths or injuries would it take before the IDOT will listen to the voices of the majority. What about the senior citizens who have difficulty in crossing the street and who take longer to cross than us quick stepping adults? Remember, it was some transportation department who took out all of the 18"-24" median for pedestrian protection in the event of being caught in the middle of the street. At least I felt safe being on one of these concrete dividers.

Finally I want to add fuel to the fire by informing IDOT of a child who was struck by a car while on his bike trying to cross 95th St. 1 block west of 95th & Menard. There is no concrete middle there, only two yellow lines which is not enough room to even put your bike horizontal without fear of being hit. But the child was hit on the north side of 95th St. just west of the Pace Southwest Suburban Bus Barn. This happened sometime in August (I believe). I work for Pace, did not witness the hit but saw a limp child being taken to the ambulance. I'm sure Oak Lawn has a record of this accident. I don't even think that the car that hit him stopped but I cannot be sure. Is this just the beginning?

IDOT needs to open its eyes and stop being for quick traffic patterns. Through truck traffic does not belong on 95th St. Let them use 87th or go around the city. 95th Street as a crosstown expressway is not the answer. THE SPEEDERS AND TRUCKERS DO NOT RULE OUR HIGHWAYS AND IT TIME TO GET THAT MESSAGE TO THEM. Let them take the time to "smell the roses".

Sincerely,



Kathleen Mazurek
9511 S. Homan Ave.
Evergreen Park, IL. 60642

✓ cc: Mayor Anthony Vacco
Village of Evergreen Park

Rec. 10/10/91

Dear Mayor Anthony Pucci:
Enclosed is my letter
sent to Ken Pensteeck.
I do hope it will
be of some help to
all of us.

Thank you,
Mrs. Antonette Lutz
9540 St. Augustine Dr
Evergreen Park, IL 60642

Mrs. Antonette Luta
9540 So. Ridgeway Dr.
Englewood Park, Ill 60642

To Mr. Ken Remstreet:

I am writing to you, to explain the most important issue, that all are forgetting, about Englewood Park. You have brought back many days of hard work to me to remember.

I shall explain, when I was 7 years old I, too, had a very busy street to cross, 69th Street in Chicago, to go to school I recall, I got hit by a big truck, and spent all summer in bed and for many years for my head to hurt, and still does.

So, you see I know first hand, what a busy street does for little ones, and all ages.

I am sure, you would not want that to happen to any person, love one. Now our Englewood Village has schools, and in order to reach the schools to the other sides, all grades, grade school, junior high school and High School. They all have to pass 95th Street.

So you can see, what all the childrens' lives, and seniors' lives

how that would effect them,
 many, many, many, lost lives,
 and I am sure you are a
 kind thoughtful person would
 not have that in mind, to
 know that would happen, I
 am sure you were not displaced
 the schools locations out here.

Many play with their friends,
 and that too would cause a
 difficult cases for the parents
 with small children and of any
 age for a person to cross
 95th Street.
 I know, I have a
 terrible time getting over, I just
 dread crossing 95th Street, now
 because all the stores are across
 from from where I live.
 So, please, please, do take this
 letter and read it very carefully, because
 I know even one child for your
 conscience if it died. I am
 extremely upset just the thought of
 it, why were you not told about
 the schools, for all the young ones
 and their play mates. So, please
 please, one human life can
 never be replaced, no amount of
 money will bring it back, a
 child. Yes, I am a lucky one, but
 spent months in bed, so you see, I
 just had to write to you to be

of some help to you before
we have a great mess
in our Village.

Now I am also aware
on 8741 Street, there are
no school involved for here
and you do have 2 Cemetery
and ha I am sure the
one in - the Cemetery would
not be disturbed.

I thank you for listening
to my complaint, and do
have a pleasant day.

Thank you.

Mrs. Antonette Luta
9540 W. Ridgeway Dr
Englewood Park, IL 60642

October 29, 1991

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 West Center Court
Schaumburg, Illinois 60196

To Whom It May Concern:

I am writing to advise you that as a resident of Evergreen Park for the past 15 years, I am opposed to the proposed plan to eliminate parking and the widening of the 95th Street corridor.

I find it hard to believe that any person would feel that this proposed plan would benefit any person or business. The losses to businesses are inconceivable.

As a concerned parent who has children attending Evergreen Park Junior High and Evergreen Park High School, the thought of increased traffic and speeds on 95th Street is a danger that our community does not need.

I hope that the people involved with this proposed plan will sincerely think about its' consequences and the plan will be canceled. The communities of Beverly Hills Chicago, Evergreen Park and Oak Lawn will benefit from its cancelation.

Sincerely yours,

Thomas L. Koenig
9034 S. Richmond Avenue
Evergreen Park, Illinois 60642

cc: Mayor Anthony Vacco
Administration Building
9418 S. Kedzie Avenue
Evergreen Park, Illinois 60642

Most Holy Redeemer School
9536 Millard Ave.
Evergreen Park, IL 60642

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear IDOT:

As students at Most Holy Redeemer School on 95th and Millard, we are protesting the new plan to make 95th Street a faster connection between I-94 and 2-94 highways. The school is directly south of 95th Street, and students live on both the north and south sides of 95th St. If the plan is approved, Evergreen Park will be split in two, causing danger to the students on the north side who cross 95th St. daily for school and many other reasons.

Also, some important and essential stores to Evergreen Park are located along 95th Street, and if the parking lanes are eliminated, our businesses will be in great danger.

Please help us keep our village of Evergreen Park alive.

Sincerely,

Mary Beth Topa, Secretary,

Mary Beth Topa

and the other members of the
Most Holy Redeemer School
Student Council

October 28, 1991

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Gentlemen:

I am writing as a long time resident of Evergreen Park and the Beverly Hills area of Chicago to protest the proposed plan for eliminating parking and the widening of 95th Street.

It is inconceivable that any one could feel that such a plan would be of any benefit. The number of local businesses that will be forced to close and or move because of this change is frightening. These merchants, many of them in locations for years will be facing losses from which they won't recover.

Aside from the unfairness of this, what about the residents and school children who cross this already busy street? The danger from increased traffic and increased speed is evident to all of us. Why can't you people who are supposedly experts, see what havoc this will cause.

Residents living near will also be relocating, particularly seniors, or those with growing families, the danger of such a speed-way is not attractive.

It is my sincere hope that some good common sense will be invoked and this plan will be cancelled.

Yours very truly,



Marcalla M. Moore
3558 West 95th Street
Evergreen Park, Illinois 60642

cc: Mayor Anthony Vacco
Administration Building
9418 S. Kedzie Avenue
Evergreen Park, Illinois 60642

11/15/91

Illinois Dept of Transportation
201 W. Center Court
Schaumburg, IL 60196

RE: Redevelopment of 95th Street

Dear Sir,

As a lifelong resident of Evergreen Park, we are strongly opposed to the redevelopment plan for 95th Street. This plan will prohibit 95th Street parking. There are many small businesses along this route. The convenience on the street parking encourages residential shopping in these stores. Alternate parking is not available! Without adequate parking some businesses will be forced to close, leaving empty store fronts. This will have a negative effect on the Village. It will undermine Evergreen Park's base.

We have two small children and walk to many places. Widening 95th Street will make it even more dangerous for pedestrian crossings. This will endanger not only our Senior Citizens but also our children, as many need to cross 95th Street to attend school.

Evergreen Park has been a wonderful community to raise a family. Please help it stay that way. Cancel the plans to widen 95th Street.

Sincerely,

~~Bernadette A. Schnitzenbauer~~

George Schnitzenbauer

Bernadette & George Schnitzenbauer
9032 S Utica
Evergreen Park, IL 60642



A.F. MOORE & ASSOCIATES, INC.

3901 D. Forest Avenue Evergreen Park, Illinois 60455 (708) 599-2200

November 15, 1991

ILLINOIS DEPT. OF TRANSPORTATION
201 West Center Court
Schaumburg, Illinois 60196

Gentlemen:

This letter is written as a protest to the proposed plan for 95th Street. What is being offered is a chance for a high percentage of business failures, to say nothing of accidents and dangers to school children who must cross this already hazardous street.

I have been a resident of Beverly and Evergreen Park almost all of my life and travel 95th Street daily to my office. If this plan goes through, traffic will be so increased, I, along with many others will be in a high risk situation every day.

My businesses employ about 100 people, many of whom use 95th Street coming and going to work. They all are in agreement that this is indeed a bad prospect.

Where is the justice in knocking people out of work because the business they have worked for many years is now forced to close because of no parking? All the talk about helping and protecting those Senior Citizens apparently has not been heard by the people responsible for this decision.

Surely good sense will prevail and this plan will be scrapped for something more helpful and healthful.

Yours very truly,

Albert F. Moore

Albert F. Moore
3558 West 95th Street
Evergreen Park, Illinois 60642

cc: Mayor Anthony Vacco
Administration Building
9418 S. Kedzie Avenue
Evergreen Park, Illinois 60642

October 17, 1991

Anton R. Iberle
9534 S. Sawyer Ave.
Evergreen Park, Il 60642

Illinois Department of Transportation
201 W. Center Court
Schaumburg, Il 60196

Subject: 95th Street

Dear Sirs:

I am writing to make you aware of my opposition to your proposition to eliminate parallel parking on 95th Street in Evergreen Park and Oak Lawn. In my opinion, this action would have several negative aspects. It would become more hazardous for shopper and pedestrians to cross a thoroughfare that would be faster and busier! By eliminating parking for merchants and businesses on 95th Street, the possibility of less business would force some of them to close, resulting in a loss of tax revenue to the Villages and a loss of jobs for local residents.

I strongly urge you to reconsider your proposal and not eliminate the parallel parking on 95th Street.

Sincerely,



Anton R. Iberle

cc: Mayor Anthony Vacco - Evergreen Park

10/10/91

Letters Condemning IDOT Highway Plan

Dear Editor:

I'm glad to see by the merchants advertisement in last week's Oak Lawn Independent that they are interested in senior citizens' welfare. That is crossing 95th Street. I shop in Oak Lawn and have a hard time getting across a two lane 95th Street let alone three lanes. Doesn't IDOT care about us seniors?

You can count on me to support whatever has to be done to stop this stupidity by IDOT. We are important too.

Tell your editor I have read the Independent for the last 35 years. Keep up the good job!

A.K. Cronin, Oak Lawn

Dear Editor:

I wasn't aware that 95th Street was to become another Autobahn until I read about it in last week's Independent. I support the merchants to defeat the IDOT proposal. I drive and can't walk too far and have been able to park in front of the stores I shop in which is many of them. I've lived in Oak Lawn for 26 years and never thought we would have such a problem.

Ed Williams, Oak Lawn

Dear Editor:

It's time to throw the bums out. Do they represent us? Why would anyone with normal intelligence want to make 95th Street through Oak Lawn and Evergreen Park a super highway? It would, as in the merchants ad in the Courier, kill local business and make us shop elsewhere. I don't want to and it would be a big imposition. I've shopped Evergreen Park and read the Courier for 22 years and hope you can do something.

Sol Abrams, Evergreen Park

Editor:

It is refreshing to see all segments of the community together for the common good. Your newspaper is to be congratulated for being in the forefront of the effort to block the proposed six-lane highway that the state has planned for 95th Street. Residents, elected officials, business owners and the media have joined in an effort that would be of benefit to everyone concerned.

We do not need another superhighway. This plan should be dropped immediately. The merchant's along 95th Street would suffer a drastic loss of business if this highway is built. Some would be forced to close and the resultant loss of tax revenue would be catastrophic to the local communities as well as to the state. In addition to this, the elimination of parallel parking which is a buffer for pedestrians crossing the street would mean that senior citizens, the handicapped, mothers with young children and others would be inconvenienced and would find it difficult, if not impossible, to cross six lanes of fast-moving traffic. To all concerned... keep up the good work. Nip this ill-advised plan in the bud. It's time everyone realized that we must fight back and stop letting bureaucrats push us around. Keep the pressure on and maybe these people will realize that the local community should be listened to. After all, we are the ones who will suffer unless this plan is stopped.

Very truly yours,
s/s Tim Trogan

9437 S. Millard Ave.
Evergreen Park, IL 60642
10 October 1991

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: Proposal to make West 95th Street a thoroughfare

Gentlemen:

I wish to express my displeasure at the proposal to ban parking along the curb on West 95th Street. I really believe this would be an extremely dangerous situation for pedestrians walking on the sidewalk. The sidewalks on West 9th Street are very narrow and all the buildings but right up to the sidewalk. If a car or truck were to jump the curb a pedestrian or occupant of a store would be placed in a dangerous situation.

The many small stores along 95th Street depend very much on having their customers park in front of their business. To take away this parking space will invite closure for many of these businesses and with their closing would also go your sales tax receipts.

I hope you will earnestly consider your decision very carefully.

Very truly yours,

Warren G. Johnson

Copy to:
Mayor Anthony Vacco

P.S. to the Mayor: Re: Request by Park TV to make a parking lot on residential property owned by them:

In reference to our recent phone conversation I and my neighbors in the 9400 block of Millard expect to be notified on this expected request to make a parking lot on residential property.

Warren Johnson

OCT. 1, 1991

JAMES C. SLIFER, P.E.
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL. 60196-1096

DEAR SIR:

AS A RESIDENT OF EVERGREEN PARK FOR THE PAST 41 YEARS, I AM APPALLED AT I.D.O.T.'S "OPERATION GREENLIGHT" IN MAKING 95TH STREET A SUPER SIX LANE HIGHWAY BY ELIMINATING ALL PARALLEL PARKING

NOT ONLY WILL YOU RUIN OUR BUSINESS COMMUNITY WHICH IN TURN WOULD BE A TREMENDOUS LOSS OF REVENUE FROM SALES TAX TO EVERGREEN PARK AND OAK LAWN, BUT ALSO TO THE STATE OF ILLINOIS. — THIS WOULD BECOME AN ECONOMIC NIGHTMARE TO OUR VILLAGES.

WHAT ABOUT THE SAFETY FACTOR — THE HAZARD FOR SHOPPERS AND PEDESTRIANS TO CROSS SUCH A BUSY THOROUGHFARE, NOT TO MENTION SCHOOL CHILDREN CROSSING TO ATTEND THEIR SCHOOL. HAS A STUDY BEEN MADE ON PEDESTRIAN TRAFFIC ON 95TH ST. ? — I DOUBT IT.

ON AUGUST 8, 1991, A PUBLIC HEARING WAS HELD AT THE OAK LAWN HIGH SCHOOL, WHICH I AND MANY OTHER CONCERNED RESIDENTS, VILLAGE OFFICIALS AND BUSINESS MEN AND WOMEN ATTENDED TO HEAR I.D.O.T.'S P.R. PEOPLE TELL OF THE QUOTE "IMPROVEMENTS FOR U.S. 12/20 (95TH ST. AND 87TH ST.) AS PART OF THE STRATEGIC REGIONAL ARTERIAL SYSTEM" UNQUOTE, IMPROVEMENTS TO WHOM I ASKED? WHO IN THE STATE LEGISLATOR WAS LOBBYING FOR THIS IDIOTIC PROPOSAL? WHO WOULD GAIN AT THE COST OF THOSE WHO WILL LOSE?

I WROTE MY OBJECTIONS TO THIS "OPERATION GREENLIGHT" AND PUT IT INTO YOUR SUGGESTION BOX AT THE END OF THE ABOVE MENTIONED PUBLIC HEARING. I REQUESTED A RESPONSE

BUT NEVER RECEIVED ONE. I SUSPECT MY LETTER ENDED UP IN SOME WASTE PAPER BASKET OR SHREDED WITHOUT BEING READ.

I AM AND HAVE BEEN THE NORTHEAST REPRESENTATIVE OF E.P.S.A.A (EVERGREEN PARK STUDY AND ACTION ASSOCIATION) FOR THE PAST SIX YEARS. I ALSO PUBLISH OUR QUARTERLY E.P.S.A.A NEWSLETTER. AS N.E. REPRESENTATIVE, I HAVE BEEN DELUGED WITH PHONE CALLS ABOUT I.D.O.T.'S IDIOTIC PROPOSAL OF "OPERATION GREENLIGHT" ALONG 95TH ST. MY ONLY SUGGESTION TO THEM IS TO WRITE THEIR OBJECTION TO I.D.O.T. IN HOPES THAT THEY WILL RE-EVALUATE THEIR PROPOSAL.

SINCERELY

CONCERNED CITIZENS

Mr. & Mrs. M. K. Grubick

C.C: JAMES C. SLIFER P.E.
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION

October 6, 1991

Illinois Department of Transportation
201 Center Court
Schaumburg, Il 60642

To whom it may concern:

I am protesting the proposal to create a thoroughfare along 95th Street. As a resident of Evergreen Park, it is necessary for me to use this street both as a driver and a pedestrian. The increased traffic utilization would impair those of us who must use this street to conduct our daily business in our community. The increased traffic speeds would make it very dangerous for my children to cross 95th Street for school and recreational activities.

Please consider the residential nature of the community that would be divided unrepairably by this proposal for the sake of expediency of those who do not live there.

Respectfully,

Patricia Telander
9421 S. Turner
EP

cc Anthony Vacco

OCTOBER 6, 1991
Mayor A. Vacco
Administration building
94th Street and Kedzie Av.
Evergreen Park, Il. 60642

Dear Mayor Vacco

Please forgive me for interrupting your busy schedule, but this subject is so critical, that I must speak out before it's too late. This is in regard to making 95th Street a non-parking thruway.

In my opinion, this would bankrupt all small stores on 95th Street because accessibility to them would be practically nil. In addition, any prospective small business customers would have to park on adjacent side streets. This will increase these side streets usage many times over their present usage, not only decreasing their useful life, but the added danger to children and seniors due to the increase in automobile traffic is astronomical.

The life blood of the Evergreen Park Village is the small business community we have. Our primary business centers are located on 95th Street and Kedzie Ave. Our primary business center is the 95th Street and Kedzie Ave. crossing.

I cannot imagine any of our small businesses surviving very long without prospective customers easy access to their establishments, namely, parking at the sidewalk in front of their stores.

To diminish these businesses' livelihood to the extent of extinction would be the demise of the Evergreen Park Community.

I have been living in Evergreen Park for more than 22 years. It's my home, chosen above many available sites long ago for it's reputation, Cleanliness and excellent school capabilities..... Obviously, a reflection of the Village's management.

Through the years I've been proud of my home and it's environment so I implore you to take the necessary steps to put a stop this unproductive and destructive scheme.

Respectfully,

Roy A. Kopejkin
Roy A. Kopejkin, Sr.

*3128 W. 102nd. St.,
Evergreen Park, Ill. 60642*

D. E. MOORE JR.
9642 S. MILLARD AVE.
EVERGREEN PARK, ILL. 60642

Oct 3, 1991

Illinois Department of Transportation
201 W. Center Street
Schaumburg, IL 60196

Sir:

I wish to protest the
widening of 95th Street, and
making it a through/one I make
at eight lanes with no jacking in
the street does not give the pedestrians
a chance. Ogden Park is a valley - and
one lane.

Sincerely,

D. E. Moore

074

K.I.P. Secretarial & Resume Service

2805 West 95th Street, Evergreen Park, IL 60642 • (708) 425-6100

October 3, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

During the 25 years I have been in business in Evergreen Park, one of the biggest physical problems faced here has been that of parking. Installing parking meters on 95th was discussed at length, but cost was a factor. Limiting parking to an hour or two was also discussed, but cost of added police to check was too great also.

An ordinance was then passed that required all new business construction have a certain percentage of space for parking. That was fine--but most of the buildings in Evergreen Park (a majority of which are on 95th Street) were constructed before that ordinance! What were they to do? They had to depend on parking on 95th Street for their customers and often employees.

Now IDOT comes along and wants to take away that space. Perhaps you are not close enough to the daily business environment to realize that your plan will mean closing of many 95th Street businesses, more people out of work, less revenue for the Village from sales tax, an increase in our taxes, and a decrease in the value of our homes.

With this country in a recession now, please don't add to it by implementing your plans. Spend my tax money more wisely. We don't need a speedway on 95th Street. We do need the parking space.

Most sincerely,



Frances L. Loving
Owner/Manager

cc: Mayor Anthony Vacco
Governor Jim Edgar
State Rep. John McNamara

1. DOT

9748 N. Sawndale Ave
Cv. Is. Pk Sec

Oct 4-91

Sec. Dept. of Transportation,

I am very much opposed to the
widening of 95th st. What happens
to all of the traffic ^{litter} along this road?

Many children must cross
this road to get to school?

Many businesses would be badly
hurt by this.

Most sincerely
Mrs Ann Long

MR. + MRS. JOHN KERR
9532 S. CALIFORNIA AVE.
EVERGREEN PK., ILL.
60642

To I D O T;

We want 95th St. to stay
the way it is now. And we
need to have the parking
on 95th St. as people have
to go to the store's. And
if it was a six lane,
crossing it would be very,
very hard to cross + the cars
would really go speeding.
You must not be thinking of
the shoppers + the store's. Also
the loss of revenue from sales
tax would affect Evergreen Pk.
+ Oak Lawn, but the State of
Illinois as well. Same does
not make any sense at all.

And as we said before you must
not be thinking of the people
all along 95th St. + the people
that stop to go to the store's
+ people crossing 95th St.

they would not be able
to walk, they would have
to run.

Sincerely
Mr. + Mrs. John Kerr

HAMBURGER HOTLINE
2801 West 95th Street
Evergreen Park, IL 60642

October 3, 1991

Illinois Department
of Transportation
201 West Center Court
Schaumburg, IL 60196

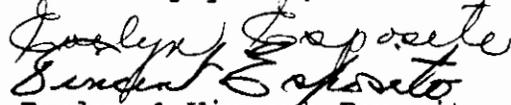
To Whom It May Concern:

This is to protest IDOT's plan to ban parking on both sides of 95th Street in Evergreen Park and Oak Lawn. Most small businesses in these two villages depend on the street parking for their customers.

If the speed is increased, that will definitely be a hazard. We have enough accidents occurring at 95th and California as it is. I shudder to think about how many more there will be with increased speed. I have heard several people say they will never again cross 95th Street on foot if your plan becomes fact. Too many of our children have to cross 95th going to and from school.

Please think of us--the small business men and women, the mom and pop stores--who are working many, many hours daily to make a living. What will we do if we have to close because of lack of parking space for our customers?

Sincerely yours,


Evelyn & Vincent Esposito

cc: Mayor Anthony Vacco
Governor Jim Edgar
Rep. John McNamara, Transportation Committee

MARY'S HAIRITAGE
9506 South California Avenue
Evergreen Park, IL 60642

October 3, 1991

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

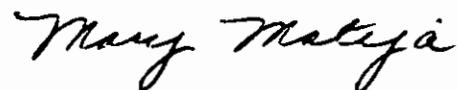
To Whom It May Concern:

IDOT's plan to ban parking on both sides of 95th Street from Western to Harlem and to increase speed limits most certainly would be disastrous for Evergreen Park and Oak Lawn.

Parking space, especially in Evergreen Park, is at a minimum, with parking on 95th Street a necessity for most businesses' customers. Those places that do have small parking space will probably be plagued by others who are not their customers using this space--leading to arguments and hard feelings.

I have yet to see any benefits from IDOT's plan. We certainly don't need increased speed. We do need the parking space.

Sincerely,



cc: Mayor Anthony Vacco
Governor Jim Edgar
John McNamara, State Representative

ROSEANGELA'S

2807½ West 95th Street
Evergreen Park, IL 60642
708-422-2041

October 1, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

This is to protest your plan to prohibit parking on both sides of 95th Street and to increase the speed limit. This will certainly be detrimental to Evergreen Park, Oak Lawn, and other businesses along this main thoroughfare.

In the first place, many businesses have no parking other than on 95th in front of their stores (many places were built here before an ordinance was passed making it mandatory that space be left for parking). These stores will have to close. Customers just will not walk a block or more to trade--they find a place where they can drive up in front, even if they have to drive a distance.

In the second place, and really more important, is the fact that 95th Street is very heavily traveled by children walking to and from school. The sidewalks are narrow enough now since 95th Street was widened; with speeding automobiles coming right up to the curb--we have no doubt that there will be children injured and perhaps killed.

Won't you reconsider and drop your proposed plan. Life is much too fast as it is, so why speed it up?

Sincerely,



Jack Pesce and Vince Rizzi

cc: Governor Jim Edgar
Mayor Anthony Vacco
State Rep. John McNamara

ANTONE J & EDNA MAC HAAS
2801 West 95th Street
Evergreen Park, IL 60642
October 1, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

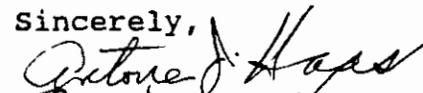
To Whom It May Concern:

We are writing to protest any attempts at changing the present operation and direction of traffic on 95th street through Evergreen Park.

The designation that you are proposing would do grievous harm to the economics of this small village. Property owners and small businesses would bear the brunt of this "Administrative" decision. City planners, citizens, and business persons (code words for taxpayers, voters) built this village around the concept of strip shopping centers with parking available in the front of their stores. Most of the business and property owners along this street are not prepared and cannot accommodate parking in the back of their buildings for tenants and customers alike. In addition, the sidewalks are just a few feet from what will be rapidly moving traffic, which creates a very dangerous situation for pedestrians. In essence, these accommodations were "grandfathered" in a time when the village was being built and developed.

We find it appalling that at a time when the economy is in such dire straits that the federal government has lowered interest rates that another branch of the same government would attempt to effectuate such an injurious policy.

You may add our names to what we are sure is a growing list of individuals who will not sit idly by as you attempt to turn our village into just a place to pass through instead of a place to live, raise families, work and enjoy.

Sincerely,


Antone J. and Edna Mae Haas

cc: Mayor Anthony Vacco
Gov. Jim Edgar
State Rep. John McNamara

Kenneth B. Miller, D.D.S.

2809 WEST 95TH STREET
EVERGREEN PARK, ILLINOIS 60642

September 30, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

It is my understanding that IDOT is proposing to ban all parking on 95th Street through Evergreen Park, Oak Lawn and on to the Tollway. This, to me, does not seem to be a wise plan.

Traffic on 95th Street moves at a fast pace now, so why plan to make it faster? Our sidewalks are narrow, and the traffic driving right along the curb would be extremely dangerous. I have heard of several incidences where cars coming from previous drive-in fast food places on the corner have pushed parked cars up into the store fronts. That problem has been solved, but what about cars speeding right along the sidewalk with school children often walking during the morning rush-hour period?

Please spend our tax money on better causes.

Sincerely,

A handwritten signature in black ink that reads "Kenneth B. Miller, D.D.S." with a stylized flourish at the end.

Kenneth B. Miller D.D.S.

cc: Governor Jim Edgar
Mayor Anthony Vacco

Rep. John McNamara

EVERGREEN LOCKS & KEYS

2805½ West 95th Street
Evergreen Park, IL 60642
(708) 423-2890

September 30, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

To Whom It May Concern:

A few years ago, we moved our place of business from a side street with ample parking space to a location on 95th Street, where we would have better exposure and more walk-in trade. Naturally, we depend on the parking space in front of our store for our customers. Now IDOT wants to take that away from us.

With parking in Evergreen Park at a premium, this could mean that a number of businesses will close, thereby making this practically a ghost town. Also, closing of businesses will result in higher unemployment.

We wish to register our protest with you and to beg that you reconsider and not do this horrible thing to Evergreen Park and Oak Lawn.

Sincerely yours,

EVERGREEN LOCKS & KEYS


Robert & Joan Nawrot

cc: Governor Jim Edgar
Mayor Anthony Vacco
State Rep. John McNamara

**Joe Farris
Flowers & Gifts**

2807 WEST 95TH STREET
EVERGREEN PARK, ILLINOIS 60642
PHONE 424-5900

September 30, 1991

Illinois Department of
Transportation
201 West Center Court
Schaumburg, IL 60196

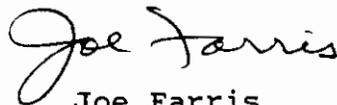
To Whom It May Concern:

As a businessman who has had an automobile come through the front window of his store (even with cars parked on the street), I cringe to think of what might happen if there are no parked cars to serve as a buffer. Increased speed will be an additional hazzard.

Quite a number of children walk along 95th Street sidewalks going to and from school. I fear for their safety if the IDOT proposed plan for 95th Street goes though.

Please, please reconsider--and drop your plans to make a speedway out of 95th Street.

Sincerely,


Joe Farris

cc: Mayor Anthony Vacco
Governor Jim Edgar
State Rep. John McNamara

Sept. 25, 1991

Illinois Dept. of Transportation
201 N. Cedar St.
Schaumburg, Ill. 60194

Re: Additional lanes of traffic on West 95th St in Evergreen Park,
Oak Lawn and Hickory Hills Illinois.

I am writing to express our vigorous objection to the proposal to in effect transform 95th Street into a six lane expressway.

First of all, our son owns a small business on 95th St and to eliminate what little parking is now available would be devastating. There are many many small businesses on this street which rely heavily on consumers who can park reasonably close to where they wish to shop.

Secondly, we are senior citizens, and we walk 2 to 3 miles every morning, and sometimes again in the afternoon. A portion of our various routes include different sections of 95th St, and to put another lane of traffic at each of the curbs, would be dangerous not only to pedestrians, but also to the additional traffic this would generate.

I know what your response will be - "take a different route when you go walking!", to which I say, if you want to save motorists 2 or 3 minutes getting to and from the toll road, find them another route!

Sincerely,
William P. Wind
Elizabeth A. Wind

c.c. Mayor Anthony Vaccaro
Vaccaro Administration Bldg.
9418 S. Kedzie Ave.
Evergreen Park, Ill. 60642

Sept 22, 1991

cc Dept of Transportation
Shawbury Ave 60194

Dear Sir -

I am writing you to the 95th St
I am sorry for the delay -

I am sorry that I have not
been able to visit you but
only because of the fact
that 95th St is not being
up at once through the
impossible for me and with
Please excuse my decision.

Janette James
9417 So. Hamden
Evergreen Park, Ill 60642

cc -
Mayor Anthony Vaccaro
Evergreen Park, Ill

Sept. 19, 1991

Illinois Dept of Transportation (IDOT)
201 N. Cedar St.
Schweunburg, Ill. 60194

Gentlemen:

We wish to place our
vote against making a through-
fare on 95th Street in
Evergreen Park, Ill.

We enjoy shopping at our
local stores & parking near.

There would be a hazard
for people to have this through-
fare which isn't necessary.

Sincerely,

Fred, Estelle & Paul Petersen
9943 S. Clifton Park
Evergreen Park, Ill. 60642

A resident at this address 49 years

9515 South Hamlin Avenue
Evergreen Park, Illinois 60642
September 13, 1991

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL. 60196-1096

Attention: Mr. Walter S. Kos, P.E.

Gentlemen:

On August 8, 1991, I attended the so-called "public hearing" held at the Oak Lawn Community High School regarding "Operation Green Light". I viewed your slide presentation, disagreeing with some points which you attempted to bring out. I also studied the various diagram exhibits which were on display in the large gymnasium and directed questions and comments to your representatives. However, I did not express my views to the court reporter to be recorded because by that time I felt it would merely be a waste of time. I did not feel any of the men present were interested in the comments of a "little old lady".

I have resided at 9515 South Hamlin Avenue in Evergreen Park for over 43 years and my home is merely about 200 feet from 95th Street. Over the years I have seen new merchants enter the area who have provided a great service to the residents of Evergreen Park. Many of these small merchants do not have parking areas and depend on street parking. To take that away would be disastrous to them and to the consumers. The loss of revenue from these merchants would in turn result in increased real estate taxes to the homeowner. As a senior citizen who does not receive a pension of any sort and depends solely on a small social security check and meager life-time savings, this would create a great hardship on me in trying to make ends meet.

Your plan to eliminate curb parking in our Village would merely speed up traffic which already travels too fast. To make a left-hand turn on to 95th Street is virtually impossible. For a Senior Citizen to attempt to cross 95th Street on foot is out of the question. One had better say their prayers before attempting to cross. Your representatives told me that will all be eased with your proposed 12 foot median strip and turning lanes. That sound good to a young person, but for a Senior, one must first attempt to cross three lanes of high speed traffic before reaching the median. I challenge you to come to the corner of 95th and Hamlin Avenue someday and try it for yourself.

I also would like to know just where the snow plows would push the snow after a heavy snow fall. Would it simply be piled on top of the public sidewalks, thereby making it impossible for the pedestrians to use the walk? What happens when the snow turns into slush and I happen to be

-Page Two-

walking on that sidewalk when traffic goes flying by? My clothing would be completely splattered and would result in large cleaning bills. To take away the parking lanes would mean traffic would be speeding past just inches away from the pedestrian on the sidewalk -- quite a hazardous condition. Your representatives claim this plan is to keep traffic moving. At the present time, our public buses are able to pull to the curb to take on or discharge passengers. Will you please tell me what will happen to them?

At the present time, I am faced with the problem of trying to find a spot to park in front of my own home. To take away the 95th Street parking lane would intensify this problem. Additional traffic on 95th Street would also add to the air and noise pollution which already exists.

I brought up some of these points while speaking with your representatives. However, I was told not to worry as things were only in the planning stage and probably would not go into effect until the year 2010. They probably assume that I will be dead and buried by that time. Well, let me tell you -- my hair may be white and I admit to being in the 70's-- but I intend to hang around for a good many years yet. Right now, I am forced to live with the mistakes made 20 years ago. Do not force those who may come after me 20 years from now to live with mistakes you are planning to make right now. You refer to them as "improvements". I call them a DISASTER. I love Evergreen Park. Do not ruin our "Hometown". I strongly OPPOSE "Operation Green Light".

Yours truly,



Mrs. Eileen Blazsey

Helen Cuprisin
9233 South Homan Avenue
Evergreen Park, IL 60642
708/424-3546

September 6, 1991

James C. Slifer, District Engineer
Illinois Dept. of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

ATTN: Walter S. Kos

Dear Mr. Kos:

I attended the public hearing on August 8, 1991, to protest the proposed widening of 95th Street from U.S. Route 45 to the Indiana state line.

First of all, this was not a true public hearing since there was no exchange or dialogue possible with IDOT officials as is to be expected at a hearing. Dialogue is necessary and both sides must be heard by all in attendance.

Why on earth should established communities such as Evergreen Park and Oak Lawn with thriving (and struggling) businesses be expected to welcome a plan that would drastically change their quality of life by imposing a six-lane highway in their midst? There is no good reason that I can think of that would justify IDOT doing this to our residents and businesses.

IDOT does NOT have the right to:

- deprive businesses of their parking spaces, thereby driving away patrons
- place pedestrians in danger by having traffic roaring past them in lanes that were formerly available for parking
- make it difficult for pedestrians, especially seniors and school children to cross 95th Street
- subject us to increased pollution from additional traffic

The state of Illinois does NOT have the right to deny needed funding for mass transportation while it squanders money on UNNEEDED highway projects such as the 95th Street widening.

Sincerely yours,



cc: Mayor Anthony Vacco, Evergreen Park
Mayor Ernest Kolb, Oak Lawn

9437 S. Millard Ave.
Evergreen Park, IL 60642
5 September 1991

Illinois Department of Transportation
310 S. Michigan Ave.
Chicago, IL

Re: Project to add a lane of travel on West 95th St.

Gentlemen:

I wish to express my protest to the banning of all on-street parking on 95th street in Oak Lawn and Evergreen Park, Illinois.

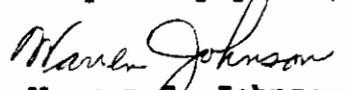
I enjoy walking or riding my bike on the sidewalk to do shopping along 95th Street, and to think that speeding cars and trucks will be within a few feet of me gives me the shudders. The sidewalk is very narrow on this stretch of road and all the stores but right up to the sidewalk. A very frightening situation could develop if a car or truck should come over the curb. At least in the present situation if a car goes out of control chances are that it will hit a parked auto instead of a pedestrian.

I agree with the protests of the many merchants along this street that they will be hurt severely if on-street parking is eliminated. At the present time about 25% of the stores are vacant and if your plans is put into effect more than 50% will become vacant. Can the State of Illinois and the villages afford to lose this sales tax revenue?

The speed limit is 30 mph and most cars and trucks now travel at about 40 mph, and with your plan of a faster traffic flow they will begin to travel 50 mph. This will become a dangerous situation to pedestrians and school children along the street.

I sincerely hope you will reconsider your plans.

Very truly yours,


Warren G. Johnson

Copy to:
Anthony Vacco, Mayor ✓
Village of Evergreen Park

August 8, 1991

Hearing Committee
Illinois Department of Transportation
c/o Oak Lawn Community High School
Oak Lawn, Illinois

RE: IDOT Proposal Regarding the Removal of Parking Lanes on 95th Street

Dear Sirs:

I am opposed to the Illinois Department of Transportation's proposals regarding the elimination of parking lanes along 95th Street. I am opposed to both the short-term proposal to put in left turn bays, eliminating some parking spaces and the long-term proposal to eliminate all parking lanes along 95th street.

95th Street forms the main commercial street through Evergreen Park and many of our fine local businesses are located on this street. The design of the Village provides little off street parking and most business do not have parking behind their buildings. Eliminating parking on 95th Street would virtually destroy many, if not most, of these businesses.

In addition, many parts of 95th Street have very narrow sidewalks. Having an active driving lane immediately alongside these narrow sidewalks would be hazardous to our residents and to the patrons of our businesses. Attempting to cross 95th Street is already a challenge, especially since the last change which removed the median strip. Removing the parking lanes will make this even more treacherous.

Finally, from an economic standpoint, Evergreen Park has enjoyed relatively low property taxes compared to other suburbs, primarily because of the sales tax revenues generated from our businesses. Structuring 95th Street to help traffic flow through the Village rather than encouraging them to stop and shop will hurt the businesses and correspondingly the sales tax revenues.

I respectfully ask that IDOT drop their proposal to eliminate parking along 95th Street. We are proud of our community and our businesses. We want people to visit and shop in Evergreen Park, not just drive on through.

cc. Mayor Anthony Vacco
Evergreen Park, IL

Sincerely


Maureen D. Moore
10112 S. St. Louis
Evergreen Park, IL 60642

August 8, 1991

Hearing Committee
Illinois Department of Transportation
c/o Oak Lawn Community High School
Oak Lawn, Illinois

RE: IDOT Proposal Regarding the Removal of Parking Lanes on 95th Street

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I respectfully ask that IDOT drop their proposal to eliminate parking along 95th Street. We are proud of our community and our businesses. We want people to visit and shop in Evergreen Park, not just drive on through.

cc. Mayor Anthony Vacco
Evergreen Park, IL

Sincerely



William S. Moore
10112 S. St. Louis
Evergreen Park, IL 60642

EVERGREEN

9730 SOUTH WESTERN AVENUE
SUITE 418
EVERGREEN PARK, ILLINOIS 60642
AREA CODE 312-445-8900
FAX 708-422-9780



July 23, 1991

Dear Sir:

It has been brought to my attention that the Illinois Department of Transportation is making plans to remove all parking along the 95th Street corridor - 94 to 294.

Our company owns the property along 95th on both sides of the street (from Campbell Avenue in Evergreen Park into Chicago at Oakley), and we feel that this action will have a devastating effect on these businesses. We have had problems with insufficient parking for years (east of Western on 95th Street), and this would only worsen the situation: retailers will not lease space, unless their customers have convenient and close parking.

I would hope that there would be an alternative proposal or plan submitted, but to deny property owners the opportunity to provide ample parking would create an added burden in renting the properties along the corridor.

Any consideration you can extend, concerning this situation, would be most appreciated. If you have any questions, I can be reached at 312/445-8900.

Sincerely,

EVERGREEN

Vince Gavin
Vincent J. Gavin
General Manager

VJG:jm

Officers

President
Louis Cavelle
Century 21 - Cavelle Realtors
3929 W. 95th Street
(708) 636-1111

First Vice President
Phyllis Duffner
Advance Federal Bank for Savings
2320 Thomson Road (Lansing)
(708) 474-1600

Second Vice President
Jerry Gibbons
Evergreen Park Courier Newspaper
3840 W. 147th St (Midlothian)
(708) 388-2425

Treasurer
Arthur C. Homburg
Homburg-Klein Evergreen Funeral Home
2955 W. 95th Street
(708) 422-7010

Secretary
Mary Ellen McGuire
Menu Mart
3259 W. 95th Street
(708) 422-6840

Executive Secretary
Frances Loving
KIP Secretarial Services
2805 W. 95th Street
(708) 425-6100

Board of Directors

Harry Bragiel
Greenwood Enterprises
9834 S. Kedzie Ave

Heien Cooley
Interaction Institute
2400 W. 95th Street

Gordon Deal
Majestic Pets
3749 W. 95th Street

Vincent Gavin
Evergreen Plaza Mgmt -Rubloff
9730 S. Western Ave

Ruth M. Gilke
First Nat. Bank of Evergreen Park
3101 W. 95th Street

Dr. Michael F. Herlihey
Hilltop Animal Hospital
10042 S. Kedzie Ave

Donald A. Kayser
Florida Plastics International
10200 S. Kedzie Ave

Judith Macnamara
Ringholar Printing Corp
3356 West 95th Street

Ray Novak
Evergreen Park Community H.S.
9901 S. Kedzie Ave

Barry Pwn
Park Men's Shop Ltd
3545 W. 95th Street

David Schaefer
Standard Federal Bank for Savings
3860 W. 95th Street

Ellen Thiele
Plaza Flowers
Evergreen Plaza

Patricia Vacco
Travel Log of Evergreen Park
2829 W. 87th Street

Dr. Denise Wojciechowski
Evergreen Park Chiropractic Center
9256 S. Kedzie Ave

Honorary Board of Directors

Mayor Anthony Vacco
Village of Evergreen Park
9418 S. Kedzie Ave

EVERGREEN PARK CHAMBER OF COMMERCE

2805 West 95th Street - Evergreen Park, IL 60642

(708) 423-1118

RESOLUTION

WHEREAS: The Evergreen Park Chamber of Commerce has studied a proposal by a consultant to the Illinois Department of Transportation (IDOT) which recommends left turn bays and "stacking lanes" at certain intersections on 95th Street (at Millard, Homan, Utica, California and Campbell Avenues) in Evergreen Park; and

WHEREAS: The Evergreen Park Chamber of Commerce has identified the resultant loss of on-street parking as having a negative economic impact on the entire business community of Evergreen Park; and

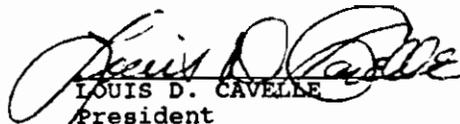
WHEREAS: The safety of Evergreen Park shoppers would be negatively impacted by the elimination of the parking lane that now serves as a buffer between a busy thoroughfare and a sidewalk of less than four feet in many areas; and

WHEREAS: The elimination of a parking lane would detract from the attractiveness of businesses due to seasonal problems resulting from waste water and road salt; and

WHEREAS: The Evergreen Park Chamber of Commerce has determined that the business community along 95th Street would suffer a negative impact and since it is the responsibility of the State of Illinois to protect its communities from unreasonable hardship and/or loss; and

THEREFORE, be it resolved that the State of Illinois should not require the sacrifice of two villages' private businesses (Evergreen Park and Oak Lawn, where similar "easements" are planned) in its efforts to "make traffic flow more quickly in the two communities; and

THEREFORE, the Illinois Department of Transportation should immediately abandon its proposal to eliminate parking lanes in Evergreen Park and Oak Lawn along 95th Street in order to provide left turn bays and "stacking lanes" and should immediately begin a study for relocation of pass-through traffic on other streets.


LOUIS D. CAVELLE
President
Evergreen Park Chamber
of Commerce


MARY ELLEN MCGUIRE
Secretary
Evergreen Park Chamber
of Commerce

JULY 26, 1991



"Together...Getting things done in '91"



Oak Lawn Chamber of Commerce

9400 S. Cicero Ave., Suite 203 • Oak Lawn, Illinois 60453 • Phone: (708) 424-8300

RESOLUTION

WHEREAS: The Oak Lawn Chamber of Commerce has studied a proposal by a consultant to the Illinois Department of Transportation recommending left turn bays and "stacking lanes" at certain intersections on 95th Street, and;

WHEREAS: The Oak Lawn Chamber of Commerce has identified the resultant loss of on-street parking as having a negative economic impact on our entire business community, and;

WHEREAS: The safety of Oak Lawn shoppers would be negatively impacted by the elimination of a parking lane which now serves as a buffer between a busily traveled roadway and a sidewalk of less than four feet in many areas, and;

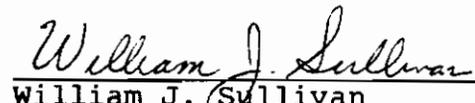
WHEREAS: The removal of a parking lane would lessen the attractiveness of the businesses due to seasonal inundation of the stores with waste water and road salt, and;

WHEREAS: The Oak Lawn Chamber of Commerce has concluded due to a study of similar improvements along Cicero Avenue that the effect on the business life of Oak Lawn would be seriously impacted and that it is the responsibility of the State of Illinois to protect its communities from unreasonable hardship and loss.

THEREFORE, Be it resolved that the State of Illinois should not require the sacrifice of two villages' (Evergreen Park and Oak Lawn) private businesses in their efforts to move more traffic through those villages.

THEREFORE, The Illinois Department of Transportation should immediately discard the proposal to eliminate parking in the Oak Lawn and Evergreen Park area to provide left turn bays and "stacking lanes" and begin studies for the relocation of pass-through traffic on other routes.


George Freitag
President
Oak Lawn Chamber of Commerce
July 25, 1991


William J. Sullivan
Executive Director
Oak Lawn Chamber of Commerce

IDOT RESPONSE LETTERS

ATTACHMENT E

Summary of Response Letters
U.S. 12/20 (95th Street)/87th Street
Strategic Regional Arterial

As stated in the following IDOT response letters, the results of the public hearing required the further evaluation and modification of some of the recommended SRA improvements. Most notably, the recommendation to construct a 12-foot wide median on 95th Street through Oak Lawn and Evergreen Park and permanently relocate all parking off-street has been removed from the report altogether. Also affected communities and neighborhoods along other portions of the SRA routes will be given additional consideration and input into the possible future implementation of the SRA improvements. As previously stated in the Summary of Recommendations the recommended improvements on U.S. Route 12/20 (95th Street) and 87th Street are:

U.S. Route 12/20 (95th Street) SRA Segment 1: U.S. Route 45 (96th Avenue) to Illinois Route 43 (Harlem Avenue)

- Two through lanes in each direction with a raised 18-foot median
- Acquisition of 10 feet of right-of-way on each side of the roadway
- Signal interconnection from U.S. Route 45 to 88th Avenue and from Roberts Road to 76th Avenue
- Post-2010 improvement of six through lanes with an 18-foot raised median

U.S. Route 12/20 (95th Street) SRA Segment 2: Illinois Route 43 (Harlem Avenue) to Pulaski Road

- Retention of existing cross-section which consists of three through lanes in each direction and on-street parking
- Signal interconnection from Oak Park Avenue to 52nd Avenue and from Illinois Route 50 (Cicero Avenue) to Western Avenue in Segment 3

U.S. Route 12/20 (95th Street) SRA Segment 3: Pulaski Road to Western Avenue

- Retention of existing cross section which consists of three through lanes in each direction and on-street parking
- Signal interconnection from Illinois Route 50 in Segment 2 to Western Avenue

U.S. Route 12/20 (95th Street) SRA Segment 4: Western Avenue to Halsted Street

- Two through lanes in each direction plus a 16-foot raised landscaped median with on-street parking restrictions during peak hours to provide BUS/HOV lanes within the existing right-of-way
- Signal interconnection of all signals in this segment

U.S. Route 12/20 (95th Street) SRA Segment 5: Halsted Street to Cottage Grove Avenue

- Two through lanes in each direction plus a 16-foot raised landscaped median with on-street parking restrictions during peak hours to provide BUS/HOV lanes within the existing right-of-way
- Signal interconnection of all signals in this segment
- Structure modification at Illinois Central Gulf Railroad

U.S. Route 12/20 (95th Street) SRA Segment 6: Cottage Grove Avenue to Ewing Avenue

- Three through lanes in each direction with an 18-foot raised median from Cottage Grove Avenue to Colfax Avenue; and four through lanes and a 12-foot median from Colfax Avenue to Ewing Avenue
- Additional 10 feet of right-of-way on both sides of the roadway between Cottage Grove Avenue and Torrence Avenue and from the Calumet River to Ewing Avenue
- Structure modifications to nine railroad structures and removal of one structure
- Signal interconnection from Cottage Grove Avenue to Jeffrey Boulevard and from Colfax Avenue to Ewing Avenue
- Diamond interchange at Stony Island Avenue as a post-2010 improvement

U.S. Route 12/20 (Ewing Avenue) SRA Segment 7: 95th Street to Indianapolis Boulevard

- Two through lanes in each direction with on-street parking within the existing right-of-way
- Structure modifications to four railroad overpasses
- Signal interconnection to include the signals at 99th Street and Indianapolis Boulevard

U.S. Route 12/20 (Indianapolis Boulevard) SRA Segment 8: Ewing Avenue to the Indiana State Line

- Retention of the existing cross-section which consists of three through lanes in each direction and a 12-foot flush median within the existing 100-foot right-of-way

87th Street SRA Segment 1: Illinois Route 50 (Cicero Avenue) to Pulaski Road

- Retention of the existing cross-section which consists of two through lanes for westbound traffic, three through lanes for eastbound traffic and a 12-foot wide flush median within the existing right-of-way
- Signal interconnection from Kostner Avenue to Lawndale Avenue (87th Street SRA Segment 2)

87th Street SRA Segment 2: Pulaski Road to Damen Avenue

- Retention of the existing cross-section between Pulaski Road and Western Avenue which consists of two through lanes westbound, three through lanes eastbound and a 12-foot wide flush median within a 100-foot right-of-way; and from Western Avenue to Damen Avenue, three through lanes in each direction and a 12-foot wide flush median with peak hour parking restrictions within the existing 100-foot right-of-way
- Signal interconnection from Kostner Avenue (87th Street SRA Segment 1) to Lawndale Avenue and from Kedzie Avenue to Damen Avenue

87th Street SRA Segment 3: Damen Avenue to Halsted Street

- Three through lanes in each direction, a 12-foot wide flush median and peak hour parking restrictions within the existing 100-foot right-of-way
- Structure modification at the Chicago Rail Link
- Signal interconnection from Western Avenue to Halsted Street

87th Street SRA Segment 4: Halsted Street to Interstate 94 (Dan Ryan Expressway)

- Three through lanes in each direction, an 18-foot raised median and frontage roads within the existing 200-foot right-of-way from Halsted Street to the Chicago & Western Indiana Railroad and three through lanes and a 12-foot flush median from the Chicago & Western Indiana Railroad to Interstate 94 (Dan Ryan Expressway) within a desirable ultimate right-of-way of 90 feet requiring an additional 24 feet on the north side of the route
- Structure modification at the Chicago & Western Indiana Railroad
- Signal interconnection from the shopping center to State Street with removal of one shopping center signal



Office of the Mayor

9418 SOUTH KEDZIE AVENUE
EVERGREEN PARK, ILLINOIS 60642

ANTHONY VACCO
MAYOR

July 30, 1991

Mr. James Slifer, District Engr.
Illinois Dept. of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Attention: Mr. Ken Hemstreet

Re: U.S. Route 12/20, 95th Street
Melvina Road to Western Avenue
Intersection Improvements

Dear Mr. Slifer:

It is with grave concern that the Village of Evergreen Park has received indications that I.D.O.T. is proposing to "streamline" traffic flow on 95th Street. We understand that it is your job to handle traffic, but the way it is being done is detrimental to our Village.

Our Engineer's have received various reports from your consultants indicating that four (4) intersections in Oak Lawn and five (5) intersections in Evergreen Park are proposed for traffic signal upgrades and new left-turn bays. We understand that in order to accomplish the intent of your design, parking must be eliminated almost $1\frac{1}{2}$ blocks in each direction from the center of those intersections. Then, we get a second document, called an "S.R.A. Plan", under which I am told I.D.O.T. proposes to eliminate all parking for the entire 2 mile stretch in Evergreen Park, to say nothing of what will be done in adjacent areas.

The consequence of your "S.R.A. Plan" would be total devastation in Evergreen Park. We pride ourselves on our commercial community, and the Chamber of Commerce works very hard in trying to keep all store fronts rented and occupied. If parking is removed, business will die. It's as simple as that. Then, we can have all vacant store fronts, and that will be the beginning of the end for commercial enterprise in our Village.

Mr. James Slifer
July 30, 1991
Page 2

I know I speak for our entire Village Board when I say that this concept is totally unacceptable, and there is no way that we could endorse or possibly consider a proposal of this nature.

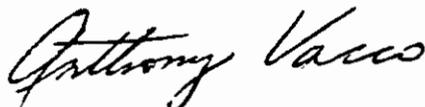
Insofar as the work involved on five (5) intersections is concerned, that project will have a similar effect, and will in essence, be getting a "foot-in-the-door". There are only six-foot (6') sidewalks on each side of the road, and if 35 mph traffic travels down the curb lane of 95th Street at these intersections, there will be danger presented to pedestrians, rocks kicked up from car tires to break store front windows, and snow and slush in the Wintertime to adversely affect businesses within the limits of your project. There are also very few vacant parcels that could be considered for development of off-street parking. Your plan shows only one small lot that could be developed for off-street parking on a two mile section of urban roadway.

To sum it all up, Evergreen Park is totally against the implementation of this project. Improving traffic movement in general only attracts more traffic. We would prefer that everything be left as it is, and if it takes people 10 more minutes to get to where they want to go, then so be it.

Please take our comments under consideration before pursuing this project any further.

Yours truly,

VILLAGE OF EVERGREEN PARK



Anthony Vacco, Mayor

AV/ld

cc: Mr. Ernest F. Kolb, Pres.
Village of Oak Lawn
F. Novotny & Assocs., Engrs.
Mr. Rick Boehm, S.W. CATS Liaison
File

RESOLUTION NO. 6 - 1991

RESOLUTION OF THE VILLAGE OF EVERGREEN PARK
FOR THE ILLINOIS DEPARTMENT OF
TRANSPORTATION TO ABANDON ALL PLANS TO
ELIMINATE PARKING LANES ALONG 95TH STREET

WHEREAS, the Village of Evergreen Park has studied a proposal by a consultant to the Illinois Department of Transportation recommending left turn bays and stacking lanes at five intersections on 95th Street; and

WHEREAS, the Village of Evergreen Park has identified the resultant loss of on street parking totaling ninety eight spaces which will have a negative economic impact on our entire business community; and

WHEREAS, the elimination of said parking spaces will create a hardship on local residents who support our business community and will likely force them to shop elsewhere; and

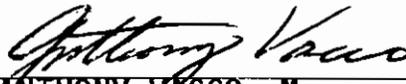
WHEREAS, the safety of shoppers would be compromised due to the removal of a parking lane which serves as a buffer between a busily traveled roadway and an extremely narrow sidewalk of less than four feet in some areas; and

WHEREAS, the removal of a parking lane would lessen the attractiveness of the business due to the rainwater, slush and road salt that would be splashed on store fronts and customers entering and exiting the businesses along 95th Street; and

WHEREAS, the IDOT plan does not take into account the limited number of available parking spaces to the rear of the storefronts when it detailed the elimination of parking on 95th Street.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Evergreen Park, Cook County, Illinois, that the Illinois Department of Transportation should abandon all plans to eliminate the parking lanes along 95th Street which are vital to the economic health of the private businesses, along said route.

ADOPTED by the Mayor and Board of Trustees this 5th day of August, 1991.



ANTHONY VACCO, Mayor

ATTEST:



RUTH DONAHUE, Village Clerk

THE HONORABLE ANTHONY VACCO
MAYOR
VILLAGE OF EVERGREEN PARK
9418 SOUTH KEDZIE AVENUE
EVERGREEN PARK II. 60642

November 27, 1991

Dear :

Subsequent to the public hearing held at Oak Lawn High School on August 8, 1991, the Illinois Department of Transportation (IDOT) has conducted additional analyses of the Strategic Regional Arterial (SRA) recommendations for 95th Street through the Villages of Oak Lawn and Evergreen Park. Further evaluation has determined that the original proposal should be modified.

IDOT will revise the year 2010 recommendation in the final SRA report for 95th Street through Oak Lawn and Evergreen Park to indicate the following:

1. The existing three through lanes in each direction will be maintained. However, a continuous median is not recommended.
2. Channelization for left turn lanes should be provided at all signalized intersections to provide an adequate level of traffic progression and to maximize safety.
3. The existing on-street parking conditions will remain in place throughout Oak Lawn and Evergreen Park, except where additional pavement is required for the channelization of left turn lanes at signalized intersections. At those locations the removal of parking will only occur after agreement is reached with Oak Lawn and Evergreen Park on an acceptable parking plan.

With regard to the ongoing IDOT engineering study to provide channelization and a signal interconnection system between Melvina and Western, our consulting firm is currently studying projected turning movements and capacity analyses at the locations proposed for channelization. Options involving a reduction in the number of intersections being considered, length of needed turning bays, prohibition of left turns in lieu of channelization, as well as segmented signal interconnect sections of a shorter length are all under consideration.

IDOT is sensitive to the concerns of the citizens of Oak Lawn and Evergreen Park regarding the availability of parking along 95th Street. We hope that through continued coordination a plan can be developed that is acceptable and serves all parties concerned.

Very truly yours,

James C. Slifer, P.E.
District Engineer

ERNEST F. KOLB
Village President

Village Trustees
EDWARD BARRON
WILLIAM P. HEFKA
MARJORIE ANN JOY
HAROLD MOZWECZ
RONALD M. STANCIK
ROBERT J. STREIT

Village Clerk
A. JAYNE POWERS



RICHARD E. O'NEILL
Village Manager

5252 West Dumke Drive
Oak Lawn, Illinois 60453-2489
Phone (708) 636-4400

FAX (708) 636-8606

RESOLUTION NO. 91-15-10

RESOLUTION OBJECTING TO IDOT'S PROPOSAL TO
ELIMINATE PARKING IN THE OAK LAWN AND EVERGREEN
PARK AREA TO PROVIDE LEFT TURN BAYS AND "STACKING LANES"

WHEREAS, the Village of Oak Lawn has studied a proposal by a consultant to the Illinois Department of Transportation recommending left turn bays and "stacking lanes" at certain interesections on 95th Street; and

WHEREAS, the Village of Oak Lawn has identified the resultant loss of on-street parking as having a negative economic impact on our entire business community; and

WHEREAS, the safety of Oak Lawn shoppers would be negatively impacted by the elimination of a parking lane which now serves as a buffer between a busily traveled roadway and a sidewalk of less than four feet in many areas; and

WHEREAS, the removal of a parking lane would lessen the attractiveness of the businesses due to seasonal inundation of the stores with waste water and road salt; and

WHEREAS, the Village of Oak Lawn has concluded due to a study of similar improvements along Cicero Avenue that the effect on the business life of Oak Lawn would be seriously impacted and it is the responsibility of the State of Illinois to protect its communities from unreasonable hardship and loss.

THEREFORE, be it resolved that the State of Illinois should not require the sacrifice of private businesses in their efforts to move more traffic through the Villages of Oak Lawn and Evergreen Park.

NOW THEREFORE, the Illinois Department of Transportation should immediately discard the proposal to eliminate parking in the Oak Lawn and Evergreen Park area to provide left turn bays and "stacking lanes" and begin studies for the relocation of pass-through traffic on other routes.

Ernest F. Kolb, Village President

ATTEST:

Village Clerk, A. Jayne Powers



THE HONORABLE ERNEST F. KOLB
MAYOR
VILLAGE OF OAK LAWN
5252 WEST DUMKE DRIVE
OAK LAWN IL 60453

November 27, 1991

Dear :

Subsequent to the public hearing held at Oak Lawn High School on August 8, 1991, the Illinois Department of Transportation (IDOT) has conducted additional analyses of the Strategic Regional Arterial (SRA) recommendations for 95th Street through the Villages of Oak Lawn and Evergreen Park. Further evaluation has determined that the original proposal should be modified.

IDOT will revise the year 2010 recommendation in the final SRA report for 95th Street through Oak Lawn and Evergreen Park to indicate the following:

1. The existing three through lanes in each direction will be maintained. However, a continuous median is not recommended.
2. Channelization for left turn lanes should be provided at all signalized intersections to provide an adequate level of traffic progression and to maximize safety.
3. The existing on-street parking conditions will remain in place throughout Oak Lawn and Evergreen Park, except where additional pavement is required for the channelization of left turn lanes at signalized intersections. At those locations the removal of parking will only occur after agreement is reached with Oak Lawn and Evergreen Park on an acceptable parking plan.

With regard to the ongoing IDOT engineering study to provide channelization and a signal interconnection system between Melvina and Western, our consulting firm is currently studying projected turning movements and capacity analyses at the locations proposed for channelization. Options involving a reduction in the number of intersections being considered, length of needed turning bays, prohibition of left turns in lieu of channelization, as well as segmented signal interconnect sections of a shorter length are all under consideration.

IDOT is sensitive to the concerns of the citizens of Oak Lawn and Evergreen Park regarding the availability of parking along 95th Street. We hope that through continued coordination a plan can be developed that is acceptable and serves all parties concerned.

Very truly yours,

James C. Slifer, P.E.
District Engineer



CITY COUNCIL

CITY OF CHICAGO

10231 SOUTH WESTERN AVENUE
CHICAGO, ILLINOIS 60643
TELEPHONE: 238-8766

COMMITTEE MEMBERSHIPS

POLICE AND FIRE
(VICE-CHAIRMAN)

BUDGET AND GOVERNMENT OPERATIONS

COMMITTEES, RULES AND ETHICS

ECONOMIC AND CAPITAL DEVELOPMENT

FINANCE

HISTORICAL LANDMARK PRESERVATION

HUMAN RELATIONS

GINGER RUGAI

ALDERMAN, 19TH WARD

August 8, 1991

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196

Dear Sirs:

As Alderman of the 19th Ward in the City of Chicago, I am very concerned with IDOT'S proposed "Operation Greenlight" for 95th Street from Western to Ashland.

As the particular proposal is written, I would have to strongly oppose implementation. The loss of commercial parking and the increase of safety hazards for our children crossing 95th Street enroute to school would be the two most important reasons for opposition.

While the plan does not propose to proceed in steps or phases, I see that there could be worthwhile improvements, such as signal modernization and traffic interconnecting of signals that may be done without loss or minimal loss of parking. I am interested in further discussions that in fact could enhance the residential character of our community and our adjacent "Small Town" business district.

I am aware that there is no funding for any of these proposals currently, and that any future action will not be considered for many years, and then, only after further input and public hearings.

Sincerely,

Ginger Rugai
Alderman, 19th Ward

GR/mh

November 27, 1991

Alderman Ginger Rugai
10231 S. Western
Chicago, Illinois 60643

Dear Alderman Rugai:

Subsequent to the public hearing held at Oak Lawn High School on August 8, 1991, the Illinois Department of Transportation (IDOT) has conducted additional analyses of the Strategic Regional Arterial (SRA) recommendations for 95th Street through the Beverly area. Our further evaluation has indicated that the original proposal through Beverly is still the best plan to facilitate the overall demand for transportation on 95th Street .

The SRA project recommendation for 95th Street from Western Avenue to Cottage Grove Avenue will include:

1. Retention of the existing two through lanes, existing median and on-street parking during off-peak hour travel periods.
2. Restriction of parking on 95th Street during peak hour travel periods and designation of the two curb lanes as special use lanes for busses, carpools and vanpools. This will enhance the public transportation and vehicular service through Beverly. This proposal will not be implemented until agreement is reached on an acceptable parking plan.

IDOT is sensitive to the concerns of the citizens and businesses through the Beverly area regarding the availability of parking along 95th Street. IDOT will work closely with the citizens of Beverly to minimize the impacts of these proposals. We hope that through continued coordination a plan can be developed that is acceptable and serves all parties concerned.

Very truly yours,

James C. Slifer, P.E.
District Engineer

December 13, 1991



Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
Division of Highways
201 West Center Court
Schaumburg, Illinois 60196

Dear Mr. Slifer:

It has come to our attention through Alderman Ginger Rugai that the Illinois Department of Transportation (IDOT) has conducted additional studies for the Strategic Regional Arterial (SRA) recommendations for 95th Street east of Western in Beverly Hills.

The plan to restrict parking on 95th during peak hours and the designation of the two curb lanes for busses and high occupancy vehicles is totally unacceptable to both Beverly residents and 95th Street business people.

It is obvious that IDOT has not taken into account the overwhelming opposition to this plan as expressed by the written and oral testimony presented at the August 8, 1991 public hearing at Oak Lawn High School. If it is necessary to submit each letter of opposition again, I will do so.

Senator Jeremiah E. Joyce (D-14) stated in his press release dated September 25, 1991 that "I am opposed to this project and the governor is aware that I am opposed to it. It would be disruptive to the effected business community, and as a member of the Senate Transportation Committee I can assure Governor Edgar that we would resist any expenditures for the 95th Street project."

In addition, Senator Joyce has introduced legislation to stop Operation Greenlight's proposed parking restrictions.

Alderman Ginger Rugai stated in her letter to IDOT on August 8, 1991 that "As the particular proposal is written, I would have to strongly oppose implementation. The loss of commercial parking and the increase of safety hazards for our

children crossing 95th Street enroute to school would be the two most important reasons for opposition."

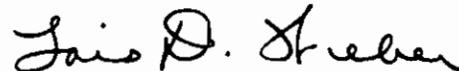
Although I do not claim to be a transportation expert, I believe that the HOV/bus lane defeats the purpose of encouraging people to ride together in carpools or vanpools. If IDOT wishes to encourage carpooling in order to lower the number of vehicles on the streets, why would the experts ever think that carpool occupants would like to ride in the same lane as the busses? Doesn't that slow their commute to work if they must ride behind the busses?

Perhaps you are not aware of the number of schools in the immediate 95th Street area and the number of times children cross 95th Street enroute to these schools.

If IDOT sincerely wishes to be sensitive to the concerns and needs of the residents and businesses in Beverly it must not move forward with the proposal to limit on street parking during rush hours and create a fast moving lane adjacent to the curb.

Please contact me at your earliest convenience about the possibility of setting up a meeting to discuss these proposals.

Sincerely,



Lois D. Weber
Executive Director

cc: Senator Jeremiah Joyce
Alderman Ginger Rugai
Ms. Sis Costello, BAPA

BUREAU OF PROGRAMMING			
	Init.	Inf.	Act
ur. Chlet			
Proj. Studies			
Prog. Dev.			
STARR RPS			
Hydraulics			
ata Bank			
ublic Info.			

January 10, 1992

Ms. Lois Weber
 Executive Director
 95th Street Business Association
 9006 S. Hoyne Avenue
 Chicago, Illinois 60620

Dear Ms. Weber:

We are in receipt of your letter of December 13, 1991 expressing concern over the Strategic Regional Arterial (SRA) recommendations for 95th Street east of Western Avenue.

As was expressed previously, this is a long-term proposal for 95th Street and should not be regarded as a recommendation that would be implemented shortly. The proposal for a HOV lane is based on the fact that numerous buses, in excess of 100 per hour, use this facility during the peak period.

Peak hour parking restrictions in the AM period (eastbound) would occur prior to the opening of most businesses along 95th Street. Similar peak hour parking restrictions are already in effect along numerous streets in the City of Chicago.

Finally, as was mentioned in our letter to Alderman Rugai, no proposal to remove parking would be undertaken until an agreement is reached with the local officials on an acceptable parking plan.

Very truly yours,

James C. Slifer, P.E.
 District Engineer

Prepared by Rich Starr/1a/7167d
 Program Development, Ext. 4095

DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
District One	Init.	Inf.	Act
Dist. Engr.			✓
Asst. D. E.			
Engr. Mgr.			
Construction			
Local Roads			
Materials			
Prog. Mgr.			
Design			
Land. Acq.			
Programming			
Oper. Mgr.			
Elect. Oper.			
Maintenance			
Traffic			
Traf. Sys. Con.			
Administration			
To:			
To:			

sent
1/14/92

CT

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the U.S. Route 12/20 and 87th Street Advisory Panel. This newsletter, called the **Spotlight**, was designed to inform Panel members about the SRA Study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the U.S. Route 12/20 and 87th Street Study. In addition, a Question and Answer section addressed specific concerns about U.S. 12/20 and 87th Street in relation to the SRA Study.

Copies of all seven issues of the **Spotlight**, prepared for the U.S. Route 12/20 and 87th Street Advisory Panel, are contained in the following pages.

SRA SPOTLIGHT

87TH AND 95TH STREETS ADVISORY PANEL

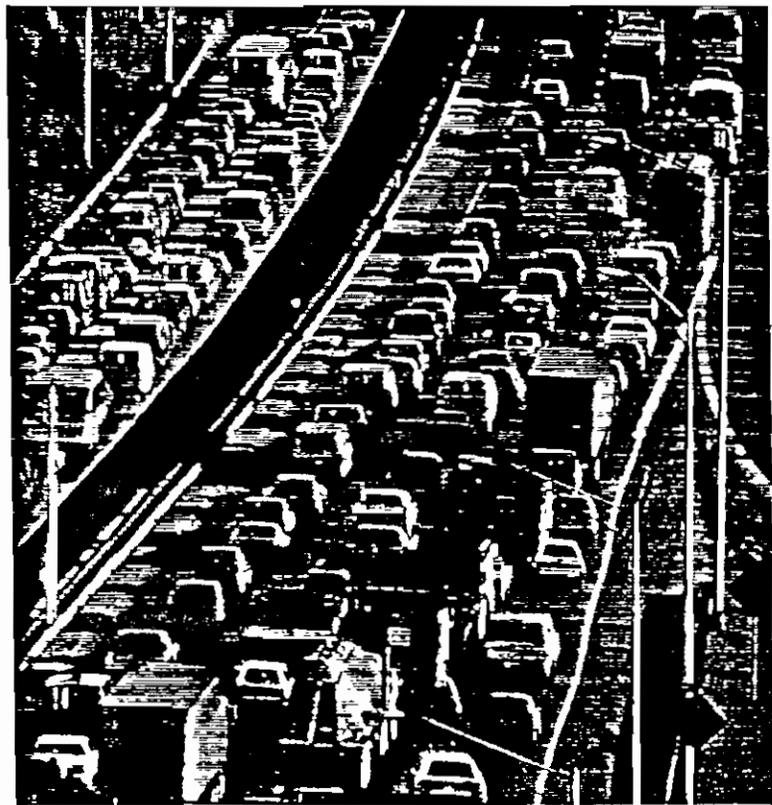
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

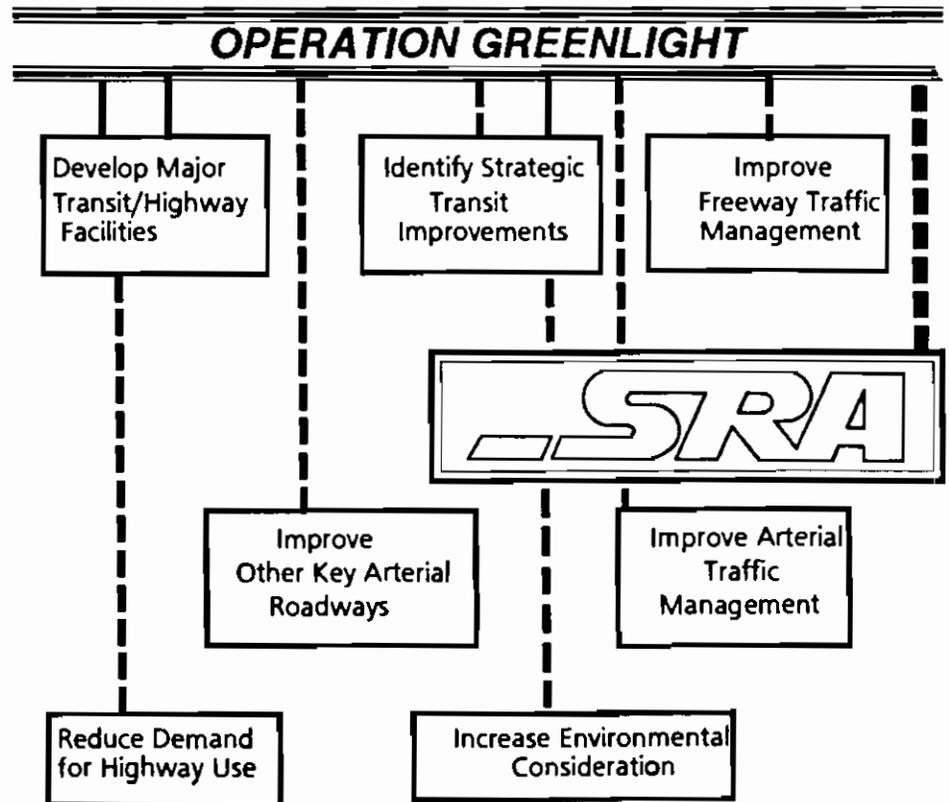
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

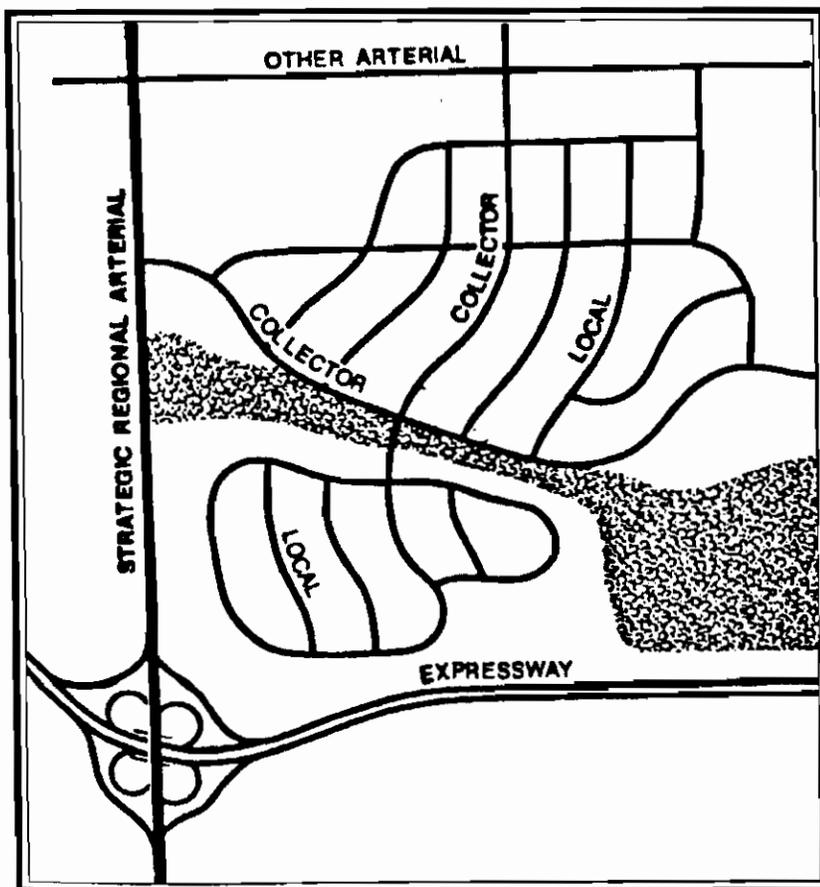
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Appropriate locations for road-way widening;
- Existing and needed right-of-way;
- Methods to increase capacity without widening the roadway;
- Integration of surrounding de-velopment;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency ve-hicles, and pedestrians;
- Parking;
- Pedestrian safety and conven-ience; and
- Environmental impact.

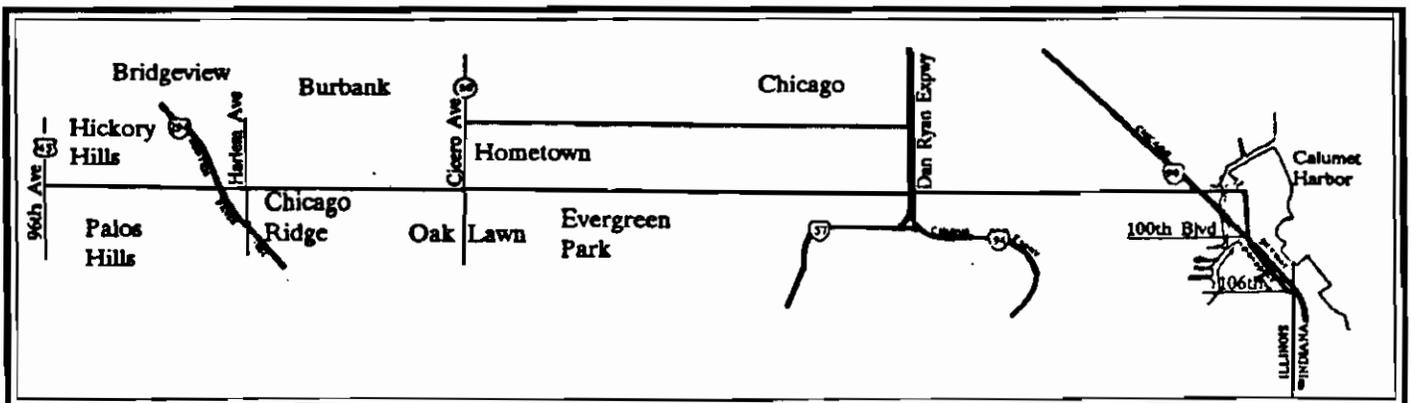
There are two parts to the study. The purpose of Part One is to provide standards that address identified is-sues. It will define existing and desir-able roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for ad-dressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and rede-velopment and travel times than on the specific cross-section of the road-way. The study will suggest alterna-tives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priori-ties.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its sugges-tions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route im-provements. This list will be a part of a final written report. The recom-mended physical improvements could then proceed to conventional Phase I engineering and design studies.

87th & 95th Streets SRA Route



ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

Q

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with community officials as needed to gather information and identify local concerns.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Will the study be involved in protecting right-of-way at the 95th and Stony Island Mall?

No. The study is too late to affect this particular development.

Does the word corridor mean that the roadway itself will be expanded?

Not necessarily. It can be very expensive to buy buildings, so this alternative is expected to be recommended very infrequently.

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Why are 87th and 95th Streets both on the SRA?

Both 87th and 95th Streets are included to handle the extensive traffic projected for this area.

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include new projects as soon as each phase of the study is complete.

How do other studies for this route relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 7, 1990*
First Advisory Panel Meeting
- *April 16, 1990*
Draft Part One Design Concept Report Submitted for review
- *October 1990*
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

Please send to:
Rick Boehm
Village Hall
P.O. Box 128
Bedford Park, IL 60501
(708) 458-2067
(312) 793-3470

SRA SPOTLIGHT

is published by:
The Illinois Department of
Transportation

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Anthony Vacco
Mayor, Evergreen Park

Members

Ald. John O'Steele, Ward 6
Ald. Wm. M. Beavers, Ward 7
Ald. Keith A. Caldwell, Ward 8
Ald. Victor A. Vrdolyak, Ward 10
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Ernest F. Kolb, President, Oak Lawn
Richard Mariner, NIPC
Neil Ferrari, IDOT - Dept. of Public
Transportation
Richard A. Miller, Graef, Anhalt, et.al.
Susan Mea, Dept. of Public Works

For more information, please contact:

Rick Boehm
Village Hall
P.O. Box 128
Bedford Park, IL 60501
(708) 458-2067
(312) 793-3470

A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a
newsletter about the Strategic
Regional Arterial system study.

Each segment of the system has
its own edition published once every
other month. This first issue will go to
all members of the Advisory Panel and
any others who were on the mailing
list. Please use the form below to
change your address or add others to
the mailing list.

The purpose of the Spotlight is to in-
form Panel members about progress in
the study and to respond to their ques-
tions and comments. There will be
regular features including the **Mile-
stones** and **Arterial An-
swers**. **Arterial Answers**
will respond to Panel member ques-
tions. Please use the form at the end
of **Arterial Answers** to sub-
mit your questions and comments about
the SRA and the Spotlight.

Is your address wrong? Have you moved? Do you want to add
someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:
_____ Please add the following name and address to your
mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **BRA SPOTLIGHT** in care of your Advisory Panel Coordinator
whose address is shown at the bottom of the box to your left.



SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One

201 West Center Court

Schaumburg, Illinois 60196-1096



SRA SPOTLIGHT

87TH AND 95TH STREETS ADVISORY PANEL

ROUTE TYPES DESIGNATED

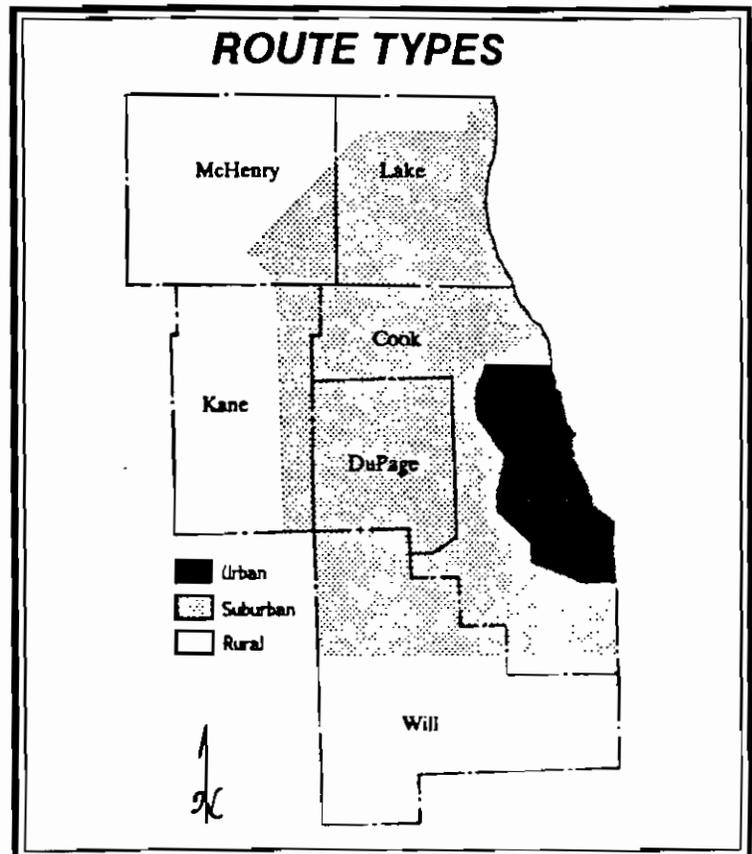
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five

households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



About one third of US 12/20, that part between LaGrange Road and Pulaski Road, has been designated as a Suburban route. The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 to 150 foot right-of-way width,

ARTERIAL ANSWERS

Please use the form on page 4 to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway.

Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on 95th Street and 87th Street?

Most ROW's are about 100 feet wide even through major intersections.

Are there many segments where the ROW is not about 100 feet wide?

Yes

Are these segments wider or narrower than most?

Narrower. The portion of US 12/20 (95th Street) on Ewing Avenue has 80 feet of ROW. There is also a small segment of 80 foot ROW on 95th Street between Avenue "N" and Ewing Avenue.

SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

(Continued on page 3)

Q

and

A

ROUTE DESIGNATIONS

(Continued from page 1)

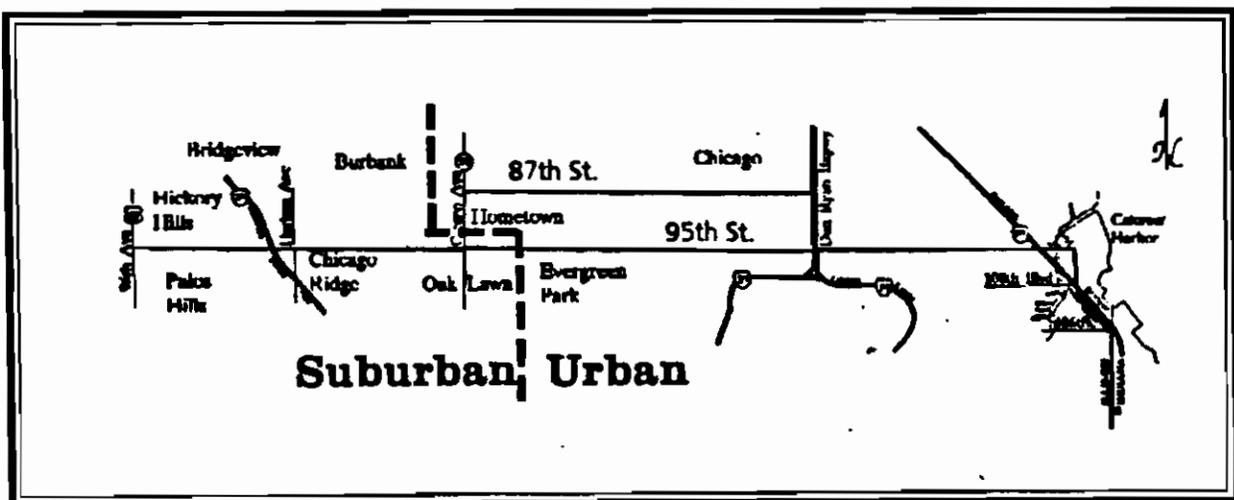
- Three lanes for through traffic in each direction,
- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

The rest of US 12/20 and all of 87th Street have been designated as Urban routes. The ultimate 2010 desirable characteristics for an Urban route could include:

- A 96 to 108 foot right-of-way width,
- Two lanes for through traffic in each direction,
- A median,
- Curbs, gutters and sidewalks,
- Limited parking on the street,

(Continued on Page 5)

87TH AND 95TH STREETS



Milestones

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory Panel Meeting
- *August, 1990*
Final Draft Part One Design Concept Report
- *October 1990*
Pre-Final Part One Design Concept Report
- *January 1991*
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

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Village Hall
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Bedford Park, IL 60501
(708) 458-2067; (312) 793-3470

Name _____

Address _____

City _____

State _____

Zip _____

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ROUTES

(Con't from page 3)

- Synchronized traffic signals at arterial and collector streets, and
- Left turn bays at traffic signals.

Alternatives for 87th and 95th Streets will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.



SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.

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87TH AND 95TH STREETS ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second US-12/20 (95th Street) and 87th Street Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 16, 1990 at the Oak Lawn Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for 87th Street and 95th Street. Preliminary analysis included applying the desirable suburban and urban SRA route characteristics to 87th Street and 95th Street, and identifying both the impacts and some alternatives to those impacts.

95th Street west of Pulaski is a suburban SRA and east of Pulaski is an urban SRA. 87th is entirely an urban SRA. The desirable right-of-way for a suburban SRA route is at least 120 feet and includes three lanes of through traffic in each direction, a median 18 feet wide that can be widened at major intersections to accommodate right and dual left turn lanes, sidewalks, and such appurtenances as curbs and gutters. The desirable right-of-way for an urban SRA route is at least 84 feet and includes two lanes of through traffic in each direction, a median, and such appurtenances as curbs and sidewalks. (Please see the October **Spotlight**

for a more complete explanation of the route types.)

Alternatives are being offered for those portions of the route which offer special circumstances and are as follows:

ON 95TH:

- Protection of right-of-way to bring roadway to 120 foot width between US-45 and I-294, and between Cottage Grove Avenue and Torrence Avenue;
- Development of six through lanes plus a median between U.S. 45 and Western Avenue, between Cottage Grove Avenue and Torrence Avenue, and between the Chicago Skyway and Indiana on Indianapolis Boulevard;
- Development of four through lanes with a median between Western Avenue and I-94 (the Dan Ryan) and without a median between I-94 and Cottage Grove, and Torrence and the Chicago Skyway;
- Relocation of parking during rush hours between Western Avenue and Cottage Grove Avenue con-

verting the lanes to bus/high occupancy vehicle only lanes; and

- Construction of an interchange with Stony Island.

ON 87TH:

- Protection of right-of-way between Chicago and Western Indiana Railroad and Lafayette Street to provide right-of-way of at least 120 feet;
- Construction of five through lanes (two west bound and three east bound) west of Western Avenue;
- Construction of six through lanes east of Western Avenue, restriction of parking during the rush hours;
- Consideration of an interchange at Pulaski-Crawford Avenue;
- Improvement of the intersection at Vincennes Avenue; and
- Development of additional offsite parking for transit at Lafayette Street (near Dan Ryan).

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.



Are these detailed recommendations?

No. This is a preliminary analysis of the route. No recommendations have yet been formulated. No detailed analysis will be done until the Advisory Panels have had an opportunity to respond. The recommendations will be made after detailed analysis. Results will be presented at the next Advisory Panel Meeting.

Were accidents considered when determining which intersections would be studied in detail?

Yes. Particularly if the number is unusually high in relationship to the

number of vehicles traveling through the intersection each day.

Is it feasible to extend 95th Street as far as Indiana? East of Stony Island, there are many railroad and highway structures that will require modification to accommodate the desirable cross section. Would 130th Street and Brainard provide a more feasible route?

This suggestion will be evaluated. Recommendations of this study will be implemented over the next 20 years. During this period, many of these highway and railroad structures may have to be rebuilt providing an opportunity to construct sufficient horizontal and vertical structural clearance.

Is 95th Street wide enough to accommodate 12 foot lanes if parking is relocated?

Yes, if parking is relocated on both sides of the street.

Will plans to increase parking at the Oak Lawn Metra station to 450 spaces affect the SRA?

Improvements to transit stations are encouraged. If transit stations are made more accessible, more people would be likely to use transit. As people substitute transit for automobile trips, the number of automobiles on the SRA route is reduced.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.



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ROUTE CONCEPTS

(Cont from page 1)

BOTH ROUTES:

- Management of access through driveway consolidation and provision of coordinated internal circulation in new development;
- Interconnection or coordination of signal systems to improve traffic flow;
- Improvement of intersections including lengthened or additional turn lanes with emphasis on intersections with other SRA routes and arterials;
- Relocation of on-street parking to the rear of commercial buildings;
- Improvement of alleyways as loading areas; and
- Modification of grade separations which have insufficient horizontal and vertical clearances.

Specific intersection improvements for 95th might include:

- Modification of the intersections on 95th Avenue with Cottage Grove Avenue, Ewing Avenue, Avenue "L", at 100th Avenue with Avenue "J" and Torrence Avenue, and at Ewing Avenue with 99th and Indianapolis; and
- Improvements of the intersections at US-45, 76th Avenue, 54th Avenue, Cook, 52nd Avenue, Millard, Homan, Kedzie, Utica, California, Vanderpoe, Prospect, St. Charles, Ashland, Vincennes, Parnell, Cottage Grove.

Please see the **Question and Answer** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

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MILESTONES

- *January 1990*
SRA Project Began
- *March 7, 1990*
First Advisory Panel Meeting
- *November 16, 1990*
Second Advisory Panel Meeting
- *January 1991*
Final SRA Design Concept Report

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87th AND 95th STREETS ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

A key element in the success of the SRA program goals is the active participation of local governments in implementation in their own communities and in cooperation with other jurisdictions. Some are land use and development goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local governments can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local governments can be especially helpful if they design regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for development

...TO IMPROVE 87TH AND 95TH STREETS

Each of the local jurisdictions along 87th and 95th Streets can act to improve traffic conditions in the corridor. Parts of the corridor, particularly the eastern and western ends of 95th Street, have less than the minimum desirable right-of-way. Future developments and redevelopment may provide opportunities to obtain portions of the needed right-of-way.

- Local planning and zoning agencies in Cook County, the City of Chicago, and the Villages of Hickory Hills and Palos Hills should require dedications adequate for the desirable cross section each time a parcel is subdivided or redeveloped.
- Comprehensive and specific plans should include designation of the full desirable right-of-way for 87th and 95th Streets.

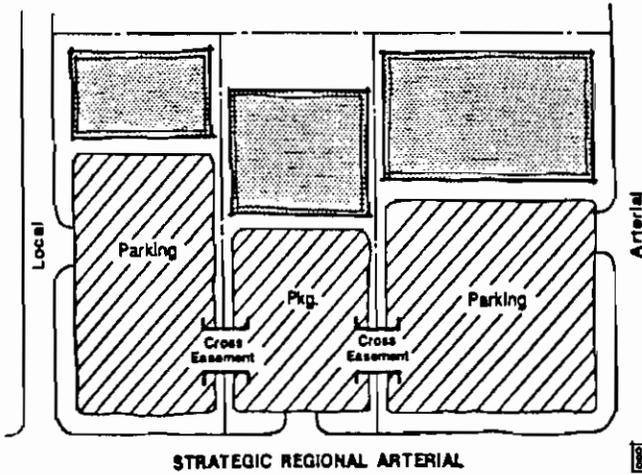
Saving right-of-way as it becomes available will insure that eventually the roadway can be widened to the full desirable right-of-way.

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WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



access. Owners of properties served by alleyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

Access Consolidation

- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out in new developments and redevelopments. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for

- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. In rural and suburban areas, such programs are best carried out by groups of neighboring communities. Transportation Management Associations

...TO IMPROVE

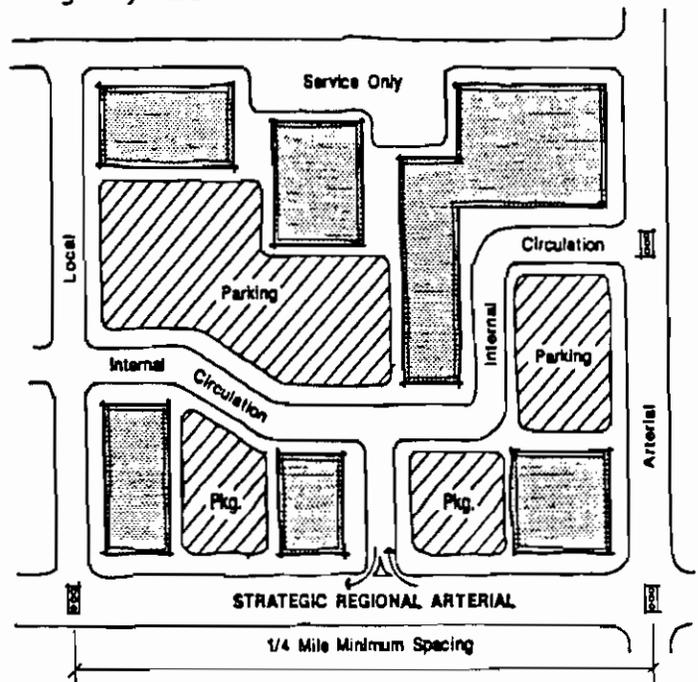
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County, City, and Village governments having jurisdiction along the route can also effectively create additional roadway capacity by making operational changes. Of particular importance to 87th and 95th Streets are:

- Access consolidation, especially through cross easements in parking lots;
- Participation with private developers, the CTA, and Metra to develop transportation centers;
- Signal synchronization;

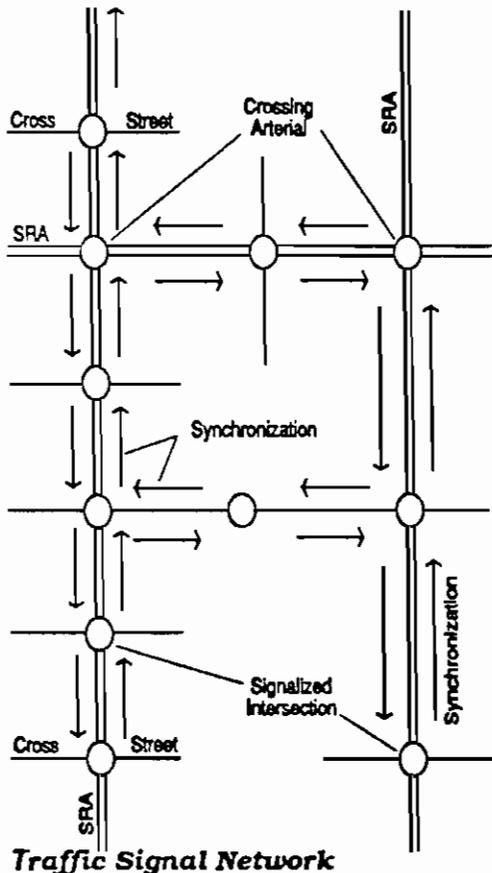
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(TMAs) include employers as well as transit and local government officials, so can be the most effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local governments and employers to form TMAs.



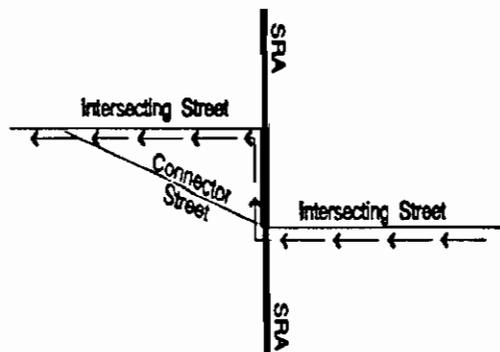
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

- **Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will



Connector Route Improvement

involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:

- **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

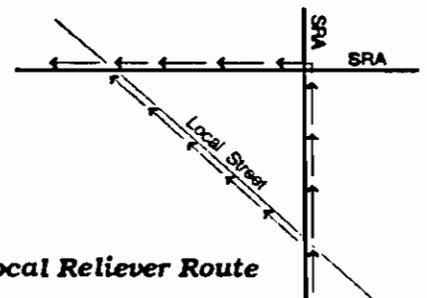
- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing

...TO IMPROVE

(Continued from page 2)

- Intersection redesign to accommodate freight vehicle turns wherever possible;
- Addition of of turn bays at intersections;
- Improvement of alleyways to accommodate loading areas serving businesses on the route;
- Participation with the Illinois Department of Transportation in an active parking relocation program; and
- Enforcement of turning, parking, and loading restrictions.



Local Reliever Route

traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more di-

(Continued on Page 5)

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

One alternative for 95th Street east of Western is to provide right-of-way for buses and, perhaps, other high occupancy vehicles (HOVs). What were the criteria used to determine whether or not congestion on 95th Street would improved by such a provision?

The average travel time for all route users should be improved. Prior to considering a bus or HOV lane, the peak hour ridership must be at least 1,200 passengers on the lines that serve the route, the traffic flow in the general use lanes should not be seriously disrupted by the turn restrictions and signalization adjustments necessary to implement the HOV lane, and there must be at least two through lanes remaining for non-HOVs. Also, if the HOV is in the curb lane, it must be feasible to prohibit parking and loading in that lane during hours of HOV operation.

Reducing the number of through lanes from six to four on 95th Street east bound at Western Avenue and from six to five on 87th Street west bound at Western Avenue could have a disruptive effect on the flow of traffic. How could that effect be mitigated?

Western Avenue is another SRA. On 87th Street traffic volumes are expected to be significantly less west of Western Avenue. Mass transit traffic is much heavier east of Western Avenue on 95th Street than west. The dedication of lane space for high occupancy vehicles during peak hours is expected to reduce overall travel times on 95th Street.

What is a transportation center?

Transportation centers have been proposed where more than one form

of transit intersect within walking distance of an SRA route. The centers would include parking, ticket sales, newsstand/coffee bar, and a range of convenience commercial businesses such as dry cleaners, convenience grocery, day care, and shoe repair. The convenience commercial and parking would allow participation in management and construction by private enterprise, thereby reducing the cost to the RTA and government. The concentration of transit and convenience can be expected to attract additional ridership.

CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

rectly. Still another example is the improvement of collector routes to accommodate local traffic.

- **Accommodation of Selected Uses in Parallel Rights-of-Way** - Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to 87th and 95th Streets.

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First Advisory
Panel Meeting
- *November 16, 1990*
Second Advisory
Panel Meeting
- *February 1991*
Design Concept
Report Published

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87TH AND 95TH STREETS ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a

The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.

designated federal aid system and about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

the trip purpose (there are more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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How will the Year 2010 SRA system travel projections for the US 12/20 and 87th Street corridor affect proposed improvements? Are there other factors that will go into the improvement plans?

Travel projections are important to the SRA planning process, but they will not be the only determinant of the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and

its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would protecting the desirable amount of right-of-way be recommended in areas through which it would be difficult to obtain enough right-of-way?

Not always. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. Much of 95th Street (US 12/20) is 100 feet. Buildings front directly on the sidewalk. Recommendations for this portion will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

The desirable number of through lanes for an urban route is four and for a suburban route is six. 95th Street is both an urban and a suburban route. If the roadway does narrow, is congestion to be expected?

Not always. Such things as signal coordination (see October 1990 **Spotlight**), adding bays for turning vehicles, managing driveway and side street access, and improving alley access to strip commercial areas can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

Such congestion reduction strategies require the active cooperation of the local governments involved.

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87TH AND 95TH STREETS ADVISORY PANEL

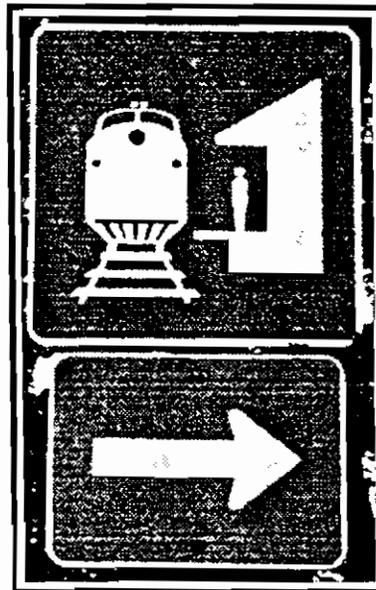
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For 87th and 85th Streets, as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport.

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and
- Transit information systems visible from the roadway

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - urban for 95th Street east of Pulaski Road, and suburban west of Pulaski Road and for all of 87th Street - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association)-A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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87TH AND 95TH ADVISORY PANEL

URBAN SHOPPING DISTRICTS

An urban shopping district is a long-established strip of stores. Many were established before World War II. Typically, these districts, and the communities around them, have been developed in a grid-like pattern. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. The properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. They are used for garbage collection and can provide access to parking lots and loading areas behind the stores.

The SRA study recognizes urban shopping districts as important to the vitality of their communities and is particularly concerned about the impacts improvements might have on that vitality.

Urban shopping districts often are quite congested, particularly during the rush periods. Because there is often less right-of-way to accommodate traffic, improvements to the way the route operates and relocating some uses out of the right-of-way are most important.

A basic principle is that the closer the average vehicle's speed is to the posted speed limit, the more vehicles can be accommodated on the roadway. Adding lanes of through traffic is one method of reducing congestion. Reducing the number of times a vehicle must slow for others is also beneficial. Left- and right-turn bays, medians, and bus

turnouts are all improvements that can be expected to reduce the number of times vehicles must slow for others.

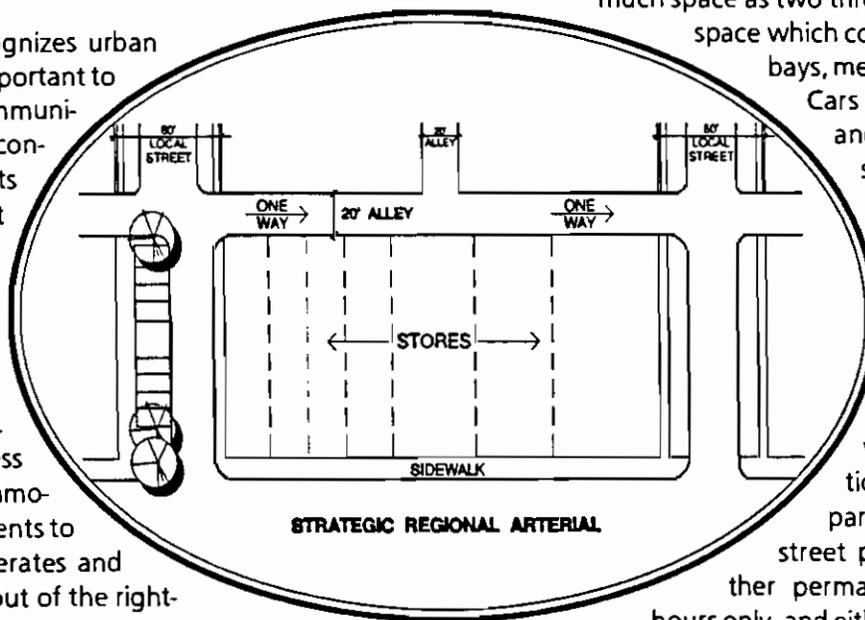
Relocating bus turnouts to the far sides of intersections can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right.

On-street parking and loading areas can take up as much space as two through lanes of traffic, or space which could be used for turning bays, medians and bus turnouts.

Cars and trucks moving in and out of spaces slow or stop through traffic. People getting in and out of the driver's side of modern vehicles are placed in the path of on-coming traffic.

The most effective way to eliminate congestion caused by on-street parking is to prohibit on-street parking and loading either permanently or during rush hours only, and either for the entire section or near signalized intersections only.

Prohibiting parking and loading during rush hours would logically have less of an impact on merchants in the district than permanent parking removal. It works best when traffic during the peak period is much greater than at other times. However, it can be confusing to customers and



(Continued on Page 3)

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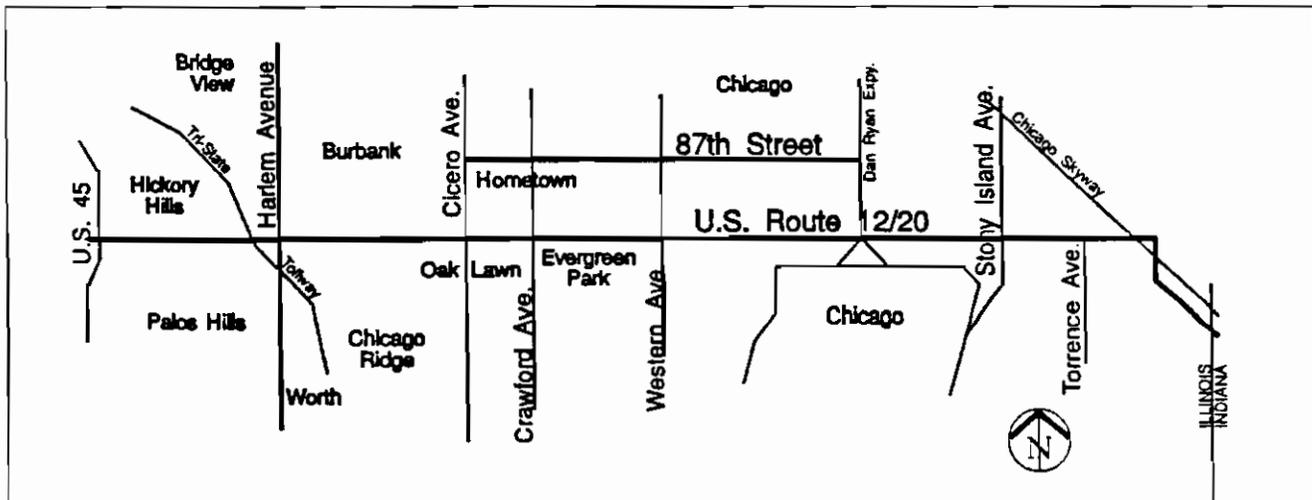
Has there been a public hearing on the recommended improvements for 87th and 95th Streets.

Yes. On August 8, 1991 a public hearing to review and comment on recommended improvements to the 87th and 95th Streets SRA was held from 2:00 to 8:00 p.m. at the Oak Lawn Commu-

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nity High School. The hearing was held in an open house format. There were exhibits and a slide presentation for public review. Representatives from IDOT and the project consultant, Harland Bartholomew and Associates, Inc., were present to answer questions. Written responses were accepted and a court reporter was available.

Q



URBAN SHOPPING DISTRICTS

(Continued from page 1)

others who may not know which of many streets in the area do not allow parking during the rush period. There is also a continuing need for enforcement, as the occasional vehicle remains in the on-street space during the rush period.

Parking can be relocated to scattered off-street lots throughout the district. Frequently, buildings are set back from the rear lot line allowing some space for parking. Vacant lots in the district can be developed into parking lots. If the alleys are particularly wide, 22 feet or more, parallel parking may be developed as well. Loading areas can be moved from the street to the rear of the stores.

Another potential source of parking space is on cross streets that have been closed to through traffic. Conversion of selected cross streets into parking areas can benefit both the district merchants by providing convenient parking nearby and the surrounding residential areas by reducing through traffic.

Occasionally, a urban shopping district is undergoing a redevelopment

phase. This is a unique opportunity to protect additional right-of-way where the strip of parcels next to the roadway is deep enough to allow dedication of adequate right-of-way and still leave enough to rebuild.

Vehicles entering the arterial roadway from side streets, particularly those turning left, add to congestion. Because they must pull in front of oncoming traffic from both directions, there should be a median large enough to provide refuge from far-side traffic. Similarly, those turning left from the arterial roadway should be able to pull into a median before making that turn. Where there is not adequate right-of-way to accommodate such a median, or where the right-of-way could be put to better use, it is desirable to limit turns onto and from the arterial to right turns, except at signalized intersections.

The improvements discussed here, along with coordination and timing of signals, can make a real difference in how safely and efficiently traffic can move through an urban shopping district.

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