

Approved Minutes
Transportation Commission
Oak Park Village Hall March
10, 2025
7:00 p,m

PRESENT: Chair Burke, Commissioners Holzberg, Jenkins, Johnston-Ahlen, Nudelman, Eskin and Johnson,

ABSENT: NONE

STAFF PRESENT: Village Engineer Bill McKenna, Assistant Village Engineer Chris Welch, CivilTech Consultatnt Steven Paustch

PUBLIC PRESENT: None

Roll Call: Chair Burke called the meeting to order at 7:08 p.m.

Ron Burke	Present
Jack Eskin	Present
Jenna Holzberg	Present
Jason Jenkins	Present
Erika Johnson	Present
Julie Johnston-Ahlen	Present
Jason Nudelman	Present

Agenda Approval -approved by Commissioner Johnston- Ahlen, the motion was seconded by Jason Jenkins.

Approval of Transportation Commission Meeting Minutes

3.1) January 01/13/25- Approved

3.2) February 02/24/25- Approved

Non-Agenda Public Comment: none

5) New Business

a) Thomas and Grove Traffic Calming Petition

Steve Pausch gave an overview of the traffic volumes in this area. The eastbound movement is the busiest with car volumes. Peak hours are between 3 and 4 o'clock. Speeds are less than 24 mph on Thomas they are 27 mph not excessive. Speeds are flat throughout the day. Recommendations given for this area would be paint and post on each corner. Bike Blvd.

bike boulevard and lowering speed limits from 25-20 mph.

Public comment:

Amir Djawaherian from the 800 block of N Grove is in support of traffic calming solutions.

Village Engineer Bill Mckenna commented the changes for speed would be implemented in 2026.

Motion to Approve recommendations

6) Old Business

A) Recommendation to Approve Draft Bike Plan Update

Changes of the bike plan update, based on recommendations from the commission.
Diversions on Oak Park, Harlem and Ridgeland. In the future looking at one-way pairs on LeMoyne

Public Comment:

- Ingo Schaefer from the 1100 block of Euclid spoke in opposition to the Draft Bike Plan
- Kurtis Todd from the 1100 block of Elmwood spoke in opposition to the Draft Bike Plan
- Carla Burdock from the Corner of Oak Park Ave and Harvard spoke in opposition to the Draft Bike Plan
- Rick Pokorny from the 1100 block of Maple spoke in opposition to the Draft Bike Plan
- Zach Ember from the 1150 block of Highland Ave spoke in support of the Draft Bike Plan
- Vicente Cano from the 1100 block of Harvard spoke in opposition to the Draft Bike Plan
- Sara Cano-Gerringer from the 1100 block of Harvard spoke in opposition to the Draft Bike Plan
- Jeremy Gordon from the 1100 block of Harvey spoke in opposition to the Draft Bike Plan
- Mark Klancic from the 1000 block of Wisconsin spoke in opposition to the Draft Bike Plan
- Tim Powers from the 1047 block of Home spoke in opposition to the Draft Bike Plan
- Michael Stewart from the 1150 block of S. Grove spoke in support of the Draft Bike Plan
- Joe Gordon from the 1100 block of Wenonah spoke in opposition to the Draft Bike Plan
- Angela Spinillo from the 40 LeMoyne Pkwy spoke in opposition to the Draft

Bike Plan.

Chair Burke asked if any questions or concerns, Jenkins mentioned public resources is a good use of it will we be using grants. Bill Mckenna commented grants funding would be implemented for short term improvements in next years budget.

Commissioner Nudleman comments maintenance people not allowed to use alleys or park in alleys and asks if this information is true, Village Engineer Bill Mckenna comments per village ordinance maintenance workers are not allowed to block alleys or driveways possibility of getting permitted parking on north/ south streets.

Motion to approve the newly drafted bike plan, Commissioner Johnston Ahlen voted against the bike plan due to concerns from residents on the Harvard Street Corridor, suggesting a greenway currently and a compromise solution in the future.

The Safe Streets for All grant for Vision Zero implementation status was discussed by the commission.

7) Adjourn

1

Dear Transportation Commission,

This is hopefully my final plea to not recommend a bike plan along Harvard Street that eliminates all parking for residents.

My house does not have parking in front as it's a bus stop along Ridgeland. Local cyclists have told me they have no safety concerns cycling on Harvard as it is today. Surely avid cyclists, such as Chairman Ron Burke, would agree.

It was very disappointing to watch the October Transportation Commission meeting when the plan was for the east-west bike lane to be on Fillmore and Lexington streets. Then, a commission jokingly (?) suggested that she would prefer the bike lane be on Harvard because she lives on Harvard and her husband doesn't like when cars park on the street in front of their house. By the next meeting, the change had been made to put the bike lane on Harvard and eliminate all parking.

The number of cars that travel on Harvard doesn't meet the minimum in the study for dedicated bike lanes. We can share the road and maintain the parking. It's also disappointing parking will remain on LeMoyne, yet you're still considering eliminating it on Harvard.

I have lived on Harvard Street for about 30 years and there is not much bicycle traffic, certainly not one that warrants a \$1 million-plus investment. The commission seems to be looking for a solution for a problem that does not exist.

Sincerely, Cheri Houha, [1XXX S. Ridgeland](#)

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My name is Ryan Van Baren and I am an Oak Park resident. I am unable to physically attend the meeting on Monday to discuss new bike infrastructure but would like to confirm my overwhelmingly positive support of the Oak Park Bike Plan as drafted and for investing in more bicycle infrastructure in Oak Park.

I live very close to the proposed bike lanes on Harvard and increasing bicycle safety through the use of bike lanes would dramatically improve the safety of my bike commute with my young children to their schools along Harvard Avenue.

Thank you,

Ryan Van Baren

Cell:

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I am emailing to express my support for the Harvard bike plan specifically and the Vision Zero action plan more generally.

I live at Harvard and Wesley. My family (and many of our neighbors) use our bikes for local transport, and we rely on Harvard for our east-west connections. We would appreciate the safer pathways and fewer parked cars that this bike plan would bring.

Thank you!

Dan Roush

4

Hello,

Unfortunately I will not be able to attend the meeting tonight due to work. I wanted to express my support for increasing biking infrastructure throughout Oak Park and the adding of bike lanes along Harvard. I am a South Oak Park resident and since moving back to Oak Park I have been shocked how unsafe I feel riding a bike in Oak Park. I used ride a lot when I lived in Chicago and I was looking forward to continuing that once we moved back into Oak Park. However, I have found biking on the streets of Oak Park to be far more dangerous than any of the streets I used to bike in Chicago. Lack of dedicated lanes, lack of painted lanes, poorly lit crosswalks, no one way streets, lack of traffic calming that allows drivers to speed at unsafe speeds while disregarding stop signs as they cut through our neighborhood, etc.

I am encouraged by the plans that have been put forth and I look forward to the increase in biking infrastructure throughout Oak Park. I hope this to be a place where I can feel confident that my kids can their bikes safely and not be dependent on a cars. This would add to the livability and quality life as we prioritize cars less and public transit and biking more.

Thank you,

Brian Varner

5

Hello,

I am writing to confirm my support for the proposed bike lanes in Oak Park. I commute often by bike throughout the village with my small children. I often bike down Harvard, one of the streets included in the proposal, as my kids schools are located on that street. Having a bike lane would ensure my safety, my children's safety, as well as the other bikers that we see utilizing that road. I hope also some day my children will be able to bike on their own and having a bike lane would make me feel more comfortable with giving them that freedom.

Thank you for your consideration on this very important project.

Best,

Tricia Van Baren

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I have lived in south Oak Park my whole life, 65+ years.

- grew up 3 houses north of Harvard
- 12 years on Harvard and Oak Park Ave. (with 3 young children)
- 30 years 4 houses north of Harvard

Please start to look at this proposed project through the eyes of all the residents, not just the bike route supporters.

#1. We need to be concerned about the safety of all of our residents, not just the bike riders, Residents that live on Harvard need to be able to safely get their children and the elderly in and out of cars and into their homes. Displacing their parking from Harvard to north/south streets is going to take that away.

#2. Oak Park is struggling with having enough parking for residents and continues to impose new restrictions on homeowners. Eliminating the parking on Harvard is going to unnecessarily add to this.

#3. I travel on Harvard from Maple to Oak Park multiple times a day. There's a lot of vehicle traffic.

Adding a bike lane is not going to lower the amount of traffic, it's going to give the occasional bikers a false sense of safety while disrupting the everyday life of homeowners.

I have supported changes in Oak Park my entire life. This disruptive unnecessary proposed project is one that I can not support. Please reconsider.

Sincerely,

Patty Moskos-Mullin

1XXX Wisconsin Ave

Oak Park, IL. 60304

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Hello again.

I am once again writing on behalf of myself and the other Harvard Street residents. I am pro safe bike plans... HOWEVER...not THIS bike plan. I agree that safe bike routes are a good thing. But as a home owner that only has access to our house on Harvard - taking away our parking is wrong. The pro Parking ban people argue that there are very few cars parked on Harvard, therefore it is no big deal to lose it. I argue that BECAUSE there are so few cars parked on Harvard - there is no huge danger to the very few bikers that use it. I bike Harvard all the time because it is safe and very little traffic most of the day. To ban all parking 24/7 is overkill when 22 hours of the day it's a non issue. When we do park on Harvard it is because it's necessary. My elderly parents would not be able to visit if they had to park around the corner and down the street due to the fire hydrant. We have construction plans soon and would we no longer be able to have a dumpster? Would our neighbors around the corner and down the street lose their parking so our contractor can park the construction vehicles and dumpsters there?

I would be willing to entertain the idea of no parking during school/work rush hours or perhaps a "Bikes make use whole lane" signs.

I am almost certain the majority of people for this project will never use it. Is it a "Field of Dreams" bike lane? Build it and magically the bikers will bike all day long back and forth?

Using the argument that so few people are affected... perhaps offer to build parking pads on the parkway for those of us with no other options. Many people have driveways and garage entrances that face Harvard that give a parking option. We do not have a driveway. Offer us a parking pad on the parkway.

The real bike traffic problems are North/South streets. Fix those first! If there a documented need for additional measures for the few blocks on Harvard - perhaps then work with the residents for a solution that doesn't dismiss us.

Sharon Lyford Parrish

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Hello,

I am writing to voice my OPPOSITION to this proposed plan. I live at 1XXX S Elmwood Ave. I bike and drive Harvard daily and believe it's current state is quite sufficient for the community needs.

I think the proposal is: 1. too expensive. 2. not necessary for safety- if you want safe commuting for kids to and from OPRF HS and Julian then we should be looking at the North-South routes-- not East-West. 3. not necessary based on volume- Harvard is a closed East-West with no outlets to Austin or Harlem and is thus far less traveled and is not a connector to major routes. 4. The elimination of parking for homes on Harvard makes this prohibitive. 5. The safest option is a bike lane that is protected by concrete barriers rather than an elevated path plus: not necessary due 2 and 3.

Thank you for your time.

Deanna Polle-Stewart

1XXX S Elmwood Ave Oak Park, IL 60304

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Hello,

I'm a resident of Oak Park. Bike infrastructure is a staple of a healthy community and I'm in favor of the bike lane plan. My kids bike to OPRF HS and I'm deeply concerned streets are not safe for them and other cyclist. Drivers are routinely distracted (looking at phones), speeding, and blowing stop signs. We need designated bike lanes to protect cyclists.

I understand parking loss is a sensitive issue for some. However, most of those that oppose bike lane infrastructure for this reason have their own parking through the alley already. They do not own the slab of cement in front of their house that belongs to the village. Therefore they shouldn't have a disproportionate say in the function of road near their house.

Is it ok for cyclist and pedestrian traffic deaths to continue to preserve a few parking spots? I think we all agree the answer is no. Please don't let the parking NIMBY lobby derail this important project.

Thank you,

Caleb Sjoblom

6XX S Humphrey

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In lieu of public comment at tonight's meeting regarding painted bike lanes on Harvard St, I'm writing to voice my full support for the plan.

My family lives on Harvey Ave between Fillmore and Harvard and we would LOVE to have bike lane markings on Harvard. We use Harvard regularly to get around south Oak Park by bike—to and from businesses on Roosevelt, Oak Park Avenue, Harrison St, to and from friends' houses, and to link up with major north/south corridors that are more bike friendly (East, Lombard, Home). I would much prefer protected lanes wherever feasible, but painted lanes are a great start and a worthwhile investment. Thanks for your work on the vision zero plan and please count me and my family in full support of these Harvard bike lanes.

Thank you,

Ryan

1XXX S Harvey Ave

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Hello,

I live at 1XXX S. Euclid Avenue in Oak Park and I'm writing to share my public comment with the members of the Transportation Commission as I'm unable to attend tonight's meeting.

I (and many of my neighbors) are opposed to the bike lane on Harvard Avenue. This is an unnecessary expense, safety concern, and burden to residents who rely on this space for parking.

At the intersection of Euclid and Harvard - which is a two-way stop - we hear near-miss accidents multiple times a day as drivers look to speed through or past the stop light at Oak Park Avenue and Harvard. Increasing bike traffic on this street is concerning and we are fearful it will result in life-threatening accidents for cyclists.

Thank you,

Jamie Lavigueur

1XXX S. Euclid, Oak Park

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Dear Transportation Commission,

I am a longtime Oak Park resident (51 years) and biking enthusiast and am writing to advise the Commission about a problem that any Bike Plan that proposes to prohibit street parking in front of residences will create if the elimination of street parking were to be applied to any length of road other than for very short distances.

From time to time, property owners need to have maintenance work done on their property out of necessity, including activities such as plumbing, painting, roofing, landscaping, etc; and they may also choose to have work done on their property that isn't a necessity but which they desire to have done anyway, such as having an addition built or a kitchen remodeled. The people hired to do that work would obviously need to park their vehicles and equipment somewhere adjacent to the property where the work will be done. If heavy building materials are involved, which is often the case, workers being able to park adjacent to the property where the work will be done is an absolute necessity, not merely an inconvenience, as some proponents of prohibiting parking on Oak Park streets along some proposed bike routes argue. If street parking were to be prohibited in front of a residence, where could the workers hired to do that work park their vehicles and equipment and unload building materials? Oak Park prohibits professionals hired to do work on a property from parking their vehicles and equipment alleys. If workers can't park on the street in front of a property where they have been hired to do work because parking is prohibited on it because a bike lane exists in the street fronting the property and the workers are likewise prohibited from parking and unloading equipment and materials behind the property in the public alley, where could the workers park their vehicles and unload whatever equipment and materials they need to to their work? They would then have to park on the nearest cross street if parking were allowed on it, or if not, then on the next street over. The solutions are impractical for reasons that should be obvious. In such a scenario, homeowners affected by parking prohibitions in front of their properties would be unable to have work done on their property to maintain or improve it because their properties would be effectively inaccessible to anyone who had work to do at that property that necessitated the worker being able to access it by any mechanized means, such as by car or truck. I ask that the Transportation Commission and those whose task it is to develop the Bike Plan to think hard about this predicament.

I also wish to commend the Commission for listening to the concerns that the residents of Le Moyne articulated before the Commission in prior meetings and for granting them relief, for I see in the most recent version of the Bike Plan that parking on Le Moyne will not be "removed." You made the right decision.

Respectfully Submitted,

Adrian Marquez