



# AGENDA

## VILLAGE OF OAK PARK TRANSPORTATION COMMISSION MEETING MONDAY, FEBRUARY 9, 2026 – 7:00PM COUNCIL CHAMBERS – VILLAGE HALL

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of Transportation Commission Meeting Minutes
  - 3.1) November 10, 2025 Transportation Commission Meeting Minutes
  - 3.2) Editing of January 25, 2025, February 24, 2025 and March 10, 2025 Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

### Public Comment

Public comment is a time set aside at the beginning of a meeting for individuals to speak about an issue or concern. It is not intended for a dialogue with the Commission. Public comment is limited to 30 minutes with a limit of three minutes per person. If public comment exceeds 30 minutes, public comment will be shared with the public body for their review. If you want to submit public comment prior to the meeting you can do so at [transportation@oak-park.us](mailto:transportation@oak-park.us), or contact the Assistant Village Engineer at 708-358-5724 for additional assistance

- 5) New Business
  - a) Informational Item: Traffic Enforcement in the Village
  - b) Informational Item: 2026 Neighborhood Greenway and Bike Lane Design
- 6) Old Business
- 7) Adjourn

**Draft Minutes**  
**Transportation Commission**  
**Oak Park Village Hall**  
**November 10, 2025**  
**7:00 p.m.**

**PRESENT:** Commissioners Jenkins, Johnson, Johnston-Ahlen, Eskin, and Nudelman

**ABSENT:** Chair Holzberg

**STAFF PRESENT:** Assistant Village Engineer Chris Welch, Chief Sustainability Officer Lindsey Nieratka

**Roll Call:** Commissioner Jenkins called the meeting to order at 7:05 p.m.

Jenna Holzberg	Absent
Jack Eskin	Present
Jason Jenkins	Present
Erika Johnson	Present
Julie Johnston-Ahlen	Present
Jason Nudelman	Present
VACANCY	N/A

Agenda Approval: Commissioner Nudelman made a motion and Commissioner Johnston-Ahlen seconded it. – Vote passed unanimously

Approval of Transportation Commission Meeting Minutes from 10/13/2025: Commissioner Johnson made a motion and Commissioner Johnston-Ahlen seconded it. – Vote passed unanimously

**Non-Agenda Public Comment:**

Garret Eickelberg of the 400 block of Harlem Ave spoke about the aggressive driving culture that he has noticed throughout the Village.

**New Business**

a) Electric Shuttle Feasibility Study

Chief Sustainability Officer Lindsey Nieratka of the Village of Oak Park presented the current iteration of the Electric Shuttle Feasibility Study and solicited feedback from the Commission. The feedback received is

summarized below:

- **Service on Madison**
  - Historic PACE service on Madison ceased during the pandemic. Since then there has been some redevelopment of the Corridor and service there would be beneficial. There is transit on Madison East and West of the Village, but not through the Village.
    - The Village should talk to CTA/PACE about extending their service through Oak Park.
    - Commissioners were not concerned with moving people through Madison. The point being that if the purpose of the service is to get people around Oak Park and to business districts, moving them quickly through down Madison does not accomplish that goal.
    - Commissioner Johnston-Ahlen said that the service should encourage people to go to businesses and serve high school youth, not move people through town.
- Commissioner Johnson stated a preference for option A of the fixed route but would like to see more access to and representation in the East part of town.
- Commissioners had several comments on option A, fixed route
  - On Saturdays the connection to the Farmer's Market will be high demand
  - Having a tracker on a fixed route would help people plan and prevent them standing in the cold in the winter.
- Would like the Village to keep in mind how this would integrate with a possible expansion of Divvy and make sure any trolley would include bike racks.
- The service should be adaptable to adjust for demand
  - Consider special services/routes for specific events.
- Some commissioners expressed concern that the more circuitous the less useful a fixed route would be because it would increase the time on the trolley.
- **On Demand comments**
  - For people with cars, everywhere in the Village is accessible in 15 minutes and parking is easy, the on demand would have to be more convenient than that.
  - Seniors would be a major user
  - On demand option B would be most practical
    - Space could be reserved for pick up/drop off

- Passengers can go to specified areas for pick up, creating efficiency and reducing travel by the vehicles
  - Potential of an Uber pilot
    - Concern that managing a contract with a large company like Uber would be a hassle and reduce the control the Village has over the service
    - Uber does not meet the goal of taking cars off the road
    - Having ride share vehicles circling waiting for riders could increase congestion.
- **Final thoughts**
  - At the end of the day, the Village needs to pick one model knowing it won't serve everyone and commit to making it work. Once that model is being done well, we could consider expansion.

Public Comment:

None

Commissioner Jenkins motioned to adjourn which was seconded by Commissioner Johnston-Ahlen and passed unanimously.  
Adjourn 8:03pm

APPROVED MINUTES  
Transportation Commission  
Oak Park Village Hall  
February 24, 2024  
7:00 pm

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

**ABSENT:** Commissioner Eskin

**STAFF PRESENT:** Engineer Bill McKenna, Assistant Village Engineer Chris Welch, Civil Engineer Pedro Solis and Transportation Engineering Consultant Kristen Hahn

**PUBLIC PRESENT:** See Public comment below

**Roll Call:** Chair Burke called the meeting to order at 7:03 p.m.

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

**Agenda Approval –**

A motion to approve the agenda was made by Commissioner Jenkins and seconded by Commissioner Johnston-Ahlen to approve the meeting agenda. Motion passed unanimously.

**Approval of Minutes –**

A motion to approve the minutes of the December 2, 2024 and December 9, 2024 Transportation Commission meetings was made by Commissioner Jenkins and seconded by Commissioner Johnston-Ahlen. Motion passed unanimously.

**Non-Agenda Public Comment –**

None.

**New Business – 5a.) Presentation of the Draft Bike Plan Update**

**Consultant Report – Katherine Nickele, Senior Transportation Planner TYLin**

- Ms. Nickele presented the Draft Bike Plan Update, focused on Bikeshare analysis, changes in ordinances to modernize bicycle rules and additional information and alternate options for the Le Moyne, Augusta and Harvard corridors.

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- Crash History, available traffic counts, speed data and frontage parking data was presented for Le Moyne Ave. from Harlem to Austin
  - The original short-term plan was presented (Boulevard Treatment from Marion to Woodbine, painted bike lanes from Woodbine to Harvey and Boulevard Treatment from Harvey to Dead end at Austin) with traffic diverters shown at crossings of Oak Park Ave and Ridgeland.
  - An alternative was also presented with Boulevard treatments from Marion to the dead end at Austin with an additional diverter shown at Harlem Ave.
  - Longer-term plans were also presented.
- Crash History, available traffic counts and frontage parking data was presented for Augusta Ave. from Harlem to Austin
  - The original short-term plan was presented which shows painted bike lanes from Harlem Ave to Cuyler, and a marked shared lane from Cuyler to Austin.
  - No less impactful alternate was developed due to traffic and speed on Augusta, not building biking infrastructure on this street was discussed.
- Crash History, available traffic counts and frontage parking data was presented for Filmore and Harvard from Harlem to Austin and Lexington from Harlem to East Ave.
  - The original short-term option was shown which is a painted bike lane from Maple to Humphrey with marked shared lanes on frontages along schools and churches (Clinton to Grove, Clarence to East and Ridgeland to Cuyler).
  - Short Term Alternative 1 was shown which has boulevard treatments from Maple to Clinton, marked shared lanes along the same areas as the original short-term option with painted bike lanes from Grove to Clarence and from East to Scoville and boulevard treatments from Scoville to Humphrey
  - Short term Alternative 2 was shown which is a boulevard treatments on Filmore from Maple to Humphrey, Lexington from Maple to East and Maple from Lexington to Filmore.
  - Mid-term and Long term options were presented, though would heavily be effected by the route selected for the short-term.
- A Jackson Blvd Concept was shown that result in marked shared lanes from Harlem Ave to the alley west of Maple, painted bike lanes from the alley west of Maple to the alley east of Grove, marked shared lanes from the alley east of grove to Oak Park Ave, painted bike lane from Oak Park Ave to Euclid, protected lanes from Euclid to Ridgeland, Marked shared lanes from Ridgeland to Highland, protected bike lanes from Highland to Lombard and painted bike lanes from Lombard to Austin.
- Public Comment was now accepted from members of the audience with

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Oak Park Village Hall  
February 24, 2024  
7:00 pm

children in attendance in consideration of the time

- Michael Ericksen of the 900 Block of South Blvd spoke in support of the Draft Bike Plan
- Michaela and lice of the 600 block of Highland spoke in support of the Draft Bike Plan
- Chad Kloepfer of the 600 block of Highland Ave spoke in support of the Draft Bike Plan
- Dylan Young and Clair McDermott of the 800 block of south Highland spoke in support of the Draft Bike Plan
- A Jackson Blvd Concept was shown that result in marked shared lanes from Harlem Ave to the alley west of Maple, painted bike lanes from the alley west of Maple to the alley east of Grove, marked shared lanes from the alley east of grove to Oak Park Ave, painted bike lane from Oak Park Ave to Euclid, protected lanes from Euclid to Ridgeland, Marked shared lanes from Ridgeland to Highland, protected bike lanes from Highland to Lombard and painted bike lanes from Lombard to Austin. This would necessitate the removal of the planted median between Lombard and Harvey.
- The Commission asked clarifying questions regarding the corridors prior to public comment.

### Public Comment

- L. Cheesbrough of the 1200 block of N Ridgeland Blvd spoke in opposition to the Draft Bike Plan
- Ingo Schaefer of the 1100 block of S Euclid spoke in opposition to the Draft Bike Plan
- Mark Sholte of the 800 Block of North Blvd spoke in support of the Draft Bike Plan
- Karl Lauger of the 100 Block of N Taylor spoke in support of the Draft Bike Plan
- Tom Keegen of the 700 Block of Augusta spoke in opposition to the Draft Bike Plan
- Brett Miller of the 700 Block of S Cuyler spoke in support of the Draft Bike Plan
- Trevor Clarke of the 800 block of S Highland spoke in support of the Draft Bike Plan
- Wendy Epstein of the 1200 block of Fair Oaks spoke in opposition to the Draft Bike Plan
- Dave Marshall of the 200 block of Grove spoke in support of the Draft Bike Plan
- Mary Scherer-Emunds of the 1100 block of Lyman Ave spoke in support of the Draft Bike Plan
- Susan Kurtenbach of the 1000 block of S Lyman spoke in support of the Draft Bike Plan

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- Megan Mason of the 200 block of Harrison spoke in support of the Draft Bike Plan
  - Lee Mujkrzak of the 800 block of Gunderson spoke in support of the Draft Bike Plan
  - [REDACTED] of the [REDACTED] block of Harvard [sic] spoke in opposition to the Draft Bike Plan
  - Brandy Brixy of the 1200 block of Oak Park Ave spoke in opposition of the Draft Bike Plan
  - Joan Kurtenbach of the 700 block of Clinton spoke in support of the Draft Bike Plan
  - Angela Spinillo of the 30-60 block of Le Moyne Parkway spoke in opposition of the Draft Bike Plan
  - Barbara Gordon of the 1100 block of Wenonah spoke in opposition of the Draft Bike Plan
  - Michael Goldberg of the 500 block of Clarence spoke in support of the Draft Bike Plan
- 
- The Commission discussed the overall goal of the bike plan in general and the Le Moyne, Augusta and Lexington-Filmore-Harvard corridors and bikeshare options in detail and selected the following options to include in the final report to be voted on at the March Transportation Commission meeting
    - The Le Moyne alternate with Bike Boulevard treatments throughout the corridor with diverters for the short-term, striped bike lanes in the mid-term with one-way pairs considered in the mid-term to preserve parking on one side of the road.
    - The Augusta striped bike lane was approved as shown in the short term with protection added in the mid-term.
    - The Harvard plan with striped bike lanes except in front of schools and Churches was selected as the preferred short-term option. In the mid-term the feasibility of one-way pairs should be studied.
    - The commission prefers joining a regional system such as Divvy and at least 24 stations as shown in scenario B. Future station locations would be brought before the commission for review.
  - The Commission discussed improving methods for informing the general public of village projects.
  - Email submitted public comment was read and is attached.

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**Adjournment:** Motion to Adjourn to was made by Commissioner Holzberg and seconded by Commissioner Nudelman. Motion passed unanimously.

Adjourned at 11:03 p.m.

Submitted by,  
Christopher Welch  
Assistant Village Engineer

1

Hello Commissioners,

My name is Matt Rodgers and I live on the 600 block of S East Ave. Although I cannot attend in person today, I wanted to submit this statement in support of the Draft Bike Plan.

My family and I have lived in Oak Park for just shy of 5 years. We moved here specifically in the hopes that we could raise our kids in a town that prioritized the movement of people over the movement of cars, and I view bikes as a key part of that.

We are not hobby cyclists. We own a cargo bike that we use to move our 3 kids around town. I also own a fairly standard bike with a child's seat on the back that I use intermittently for shopping, appointments, etc. I have been surprised at how aggressive passing cars can be here, even when they see a kids seat on the back. Frankly, I think greater protection from vehicles and more prominent pathing through the village is essential to making people comfortable choosing a bike over a car.

As a driver, I also welcome these changes, especially when they're increasing separation between bikes, pedestrians and cars. We have a fairly large van due to our family's size, and navigating around parked cars while negotiating space with oncoming traffic can be concerning. Watching for bikes, darting kids, and everyday pedestrians takes that a step further and increases the risk for everyone. From that angle, I encourage you to avoid half measures - build the protected lanes, raise the crosswalks, do it right. In other words, Madison's protected lanes are vastly better than Jackson's mix of striped and shared lanes.

We will absolutely bike more than we do currently if this plan is enacted, and I expect a large number of non-cyclists will as well. I support the effort to put much of the new bike lanes on quieter streets away from major traffic. Many towns seem to think they can just slap some paint on their busiest streets and call that a bike grid, then complain that no one uses the infrastructure. I am glad to see we are aiming higher than that.

Thank you for your efforts and for hearing me out.  
Matt Rodgers

2

Hello,

Please see my comment below in support of Oak Park's Bike Plan for the Monday February 24th meeting.

Bike infrastructure plays a crucial role in modern urban planning and has several significant benefits that extend beyond individual cyclists to the broader community and the environment. Protected bike lanes are a key piece of this infrastructure.

As a cyclist, I am hesitant to ride many parts of Oak Park due to the lack of biking infrastructure. Many of my friends refuse to ride or let their kids ride because of safety concerns. Proper biking infrastructure improves the comfort of drivers and the safety and confidence of bikers. Protected bike lanes help reduce the number of accidents involving cyclists and motor vehicles, making the biking and driving experience more enjoyable for everyone.

Cycling supports public health, equity, and sustainability. Outside walking, biking is the most affordable and accessible form of transportation. We need the appropriate biking infrastructure in order to ensure our community feels comfortable participating. I support the Oak Park Bike Plan and urge you to move forward with the planned improvements.

Kind regards,  
Lisa, Oak Park Resident

3

Greetings,

My name is Brett Kochendorfer an Oak Park resident at [REDACTED] Edmer Ave. I will be unable to physically attend the meeting on Monday to discuss new bike infrastructure but would like this statement read into the record of my overwhelmingly positive support of more bicycle infrastructure in Oak Park.

I live very close to the proposed bike lanes and increasing bicycle safety through the use of bike lanes would have a very high positive impact to my daily life. My family and I, including my children, use Lemoyne, Harvard and Augusta often on bicycle.

Regards  
Brett Kochendorfer

4

Hello, my name is Josh Andersson, I've been a homeowner in South oak park for 20 years and currently reside on the 1100 block of Wesley Avenue.

I have three comments that I'd like to be added to the record for tonight's meeting. Two comments are general non-agenda items and one is related to the proposed oak park bike plan.

Item #1

I've noticed that the pedestrian crosswalk signal on Roosevelt Road at Home Avenue has been removed. I like to mention that this roadway design prioritizes automobile traffic and it's very difficult to use if not traveling in a car. (pedestrian crossings and cyclists along the road). Please consider repairing and restoring this crosswalk infrastructure as soon as possible as well as other opportunities for signalized ped crossings.

Item #2 relates to the difficulty of using Roosevelt Road as a pedestrian or cyclist and highlights the need for creating a Harvard Avenue bike lane for all users. This infrastructure could provide a safe route for users traveling within and through oak park on the southside of the village. I am in full support of the Bike Plan and hope to see it implemented to its fullest extent with the addition of North/South connections.

Item #3 is a general comment on many of the discussions happening when safe transportation infrastructure is proposed. I'd like to remind the Transportation Commission and Village Engineers that on-street parking is an amenity not a requirement.

Many people speak out about the need for street parking however I'd like to remind the commission the parking is essentially storage of personal property in the public right of way.

As you continue to make important decisions, please do not prioritize personal convenience for over public safety.

Thank you,  
Josh Andersson  
11 [REDACTED] Wesley

5

Transportation Commission Members,

I am a renter in Oak Park, on Forest Ave just north of Chicago Ave. I had written previously that I fully support the draft bike plan, especially the protected bike lanes on Chicago Ave.

After reading the comments submitted at the previous meeting, I have additional input I would like to provide.

Some comments from my fellow Oak Parkers expressed dismay over the removal of street parking to make room for bike facilities. I urge you, and my fellow community members, to remember that streets are public space, primarily meant to ensure safe travel by people from one place or another. Public streets should not be expected to serve as storage space for private property (people's cars), even if that is how they have recently functioned. I understand that many residents are comfortable with the status

quo of car-dominant transportation, but Oak Park's goals clearly call for something different. If we want Oak Park to improve in sustainability and safety, then some uncomfortable changes need to be made. I hope you will have the courage as a commission to recommend these changes.

On a similar note, some comments state that certain streets shouldn't receive bicycle facilities because they are important thoroughfares for vehicle traffic. I argue that is the precise reason why bike facilities are most needed on those streets. People who choose to bike should have the right to travel safely on any public street and they should have the appropriate infrastructure to do so. We don't dictate which streets cars "should" drive on, so why do we do this for bikes? Busy streets often provide the most direct routes to shops and services, which is why they are busy. The more people who can choose a bike over a car to reach their daily needs, the less congestion we will all experience, and the less road maintenance we will have to pay for. Again, I urge this commission to prioritize the long term goals of our Village, and the long term benefit improved bike infrastructure can provide. It will be worth any short term inconvenience to have safer streets, cleaner air, and a healthier community.

Thank you,  
- Stephanie Nappa

[REDACTED]  
Oak Park, 60302

6

I will submit a written comment for tonight's meeting in lieu of speaking to hopefully reduce time spent on microphones.

Thanks for all you do as volunteers.

Statement:

A lot of objections regarding the bike lanes have come from homeowners worried about losing parking spots and home values as a consequence. But, those parking spots don't belong to any one individual or homeowner. Just as the spots in front of my house don't belong to me. Further, recent studies show proximity to well-maintained bikeways and pedestrian paths have greater impacts on home values than parking.

This plan has the potential to save children and adults from injury and even death as driving behaviors are getting worse (this last fact is well-documented and not anecdotal).

Additionally, there will need to be cooperation with D97 around current drop-off scenarios at Lincoln.

Thanks

Bob Walicki

[REDACTED]  
[REDACTED] Ave (Grove and Harlem) across from Lincoln Elementary

7

Hello,

My name is Justin Vlasits and I'm an Oak Park resident. I would like the following included in the minutes of the Transportation Commission meeting this Monday, Feb. 24th.

Best,

Justin Vlasits

Associate Professor

Philosophy Department

University of Illinois Chicago

My family chooses not to own a car for environmental reasons. Myself, my wife, and our two kids (ages 6 and 10) go everywhere in Oak Park on our bicycles. This includes school, work, extracurricular activities, grocery shopping, visiting friends, and going to restaurants. The current plan would make a major difference for us and others. As it stands, there are many times when we have to make major detours in order to avoid roads that we and/or our children feel unsafe on. While the proposed changes won't solve every problem, they constitute a major step forward for Oak Park.

It might be objected that adding bike infrastructure inconveniences those with cars. In response, I simply want to ask how such inconveniences compare to the numerous near death experiences I have experienced at the hands of cars when I am obeying all traffic laws. Many of these have been with my children. We should live in a town where no one is in danger on the road.

8

I planned to attend tonight, but have a candidate forum.

Here's my comment:

I support the Transportations Commissions' draft bike plan. I won't comment in detail, but my family would benefit from new protected bike infrastructure in general, and specifically from a new raised bike lane on Harvard. This would go a long way towards making me feel that they are safe on their daily bike rides to school.

I would also like to see us develop protected North/South bike lanes and so many kids from our neighborhood bike north to OPRF, Julian and Brooks.

I know there will be pushback, but I think we need to approach community engagement differently. I heard about the proposed Harvard bike lanes because of angry social media commentary from people who were notified because they'd potentially lose parking in front of their house. I wasn't notified, neither were my neighbors, but we all stand to benefit from new bike infrastructure.

We need to do a better job of including the entire community in these processes, not just those adversely impacted by changes.

Thankyou,

Josh Vanderberg

9

Hello, I would like to submit the following written statement for the record at this evening's Transportation Committee Meeting.

As a resident of northeastern Oak Park, I strongly support the Village's bike plan. I bike, drive, and use transit in the Village. I have no interest in making life harder for other drivers. But I think the Village's plan appropriately balances bike safety with traffic flow. I have often found it difficult to identify bike routes in the Village that are safe and efficient. This plan would make the Village significantly more bike-friendly by adding bike lanes and safety features. I am particularly interested in plans to improve safety for bikes and pedestrians crossing Ridgeland Avenue, especially the section between Lake St. and Chicago Ave. (which includes crossings for OPRF High School and Beye Elementary students). Finally, as a transit rider, I would love to have the option to use Divvy to get from the El to my home. I hope the Village implements its Plan as proposed, and commits to exploring bikeshare options.

Thank you,  
Neal Shah

10

Dear Transportation Commission,

I'm not sure I'll be free in time to attend tonight's meeting, so I'm submitting this letter to record my support for the Bike Plan.

I live at the corner of Harvard and Wenonah, so I'm an affected property owner.

I was at the last meeting and also wrote a letter in support of the draft plan overall and specifically in support of the bike path on Harvard Ave.

There were some good points raised at the previous meeting, in particular regarding Lincoln Elementary School. Currently, during drop off and pick up, only buses may enter this block of Harvard. The area is blocked off and no other vehicular traffic is allowed. I believe the village and district can work together for a solution that is best for the community and children regarding this block of Harvard Ave. I would love to see more children (and their parents) feel safe enough to bike to school.

As for the other points: I don't believe this bike way will negatively affect our property values. In fact, I think green infrastructure so close to home will increase the value, especially with younger homebuyers. Support for bike and pedestrian infrastructure tends to be higher among younger demographics, and it's the younger families who will be buying our homes in the future.

Some homeowners may need to walk a bit farther to their front door, or park in a different spot that might not be as convenient.

No plan will be perfect or make everyone happy. That should not mean that we never move forward. We need to support climate-friendly transportation and improve bike and pedestrian safety.

Hope to be there tonight.

Thank you,  
Liz Barnes  
[REDACTED] Wenonah Ave 60304  
[REDACTED]

11

Dear Transportation committee,

I write in strong support of the proposed Bike Plan for Oak Park.

I reside with my wife and two daughters at [REDACTED] N Ridgeland Ave, Oak Park, IL 60302 and have lived and bicycled in Oak Park for 10 years.

In warm weather, I walk, bike, or scooter with my eldest daughter to Whittier Elementary School every day, and then bike West with my youngest daughter (in a child seat) to her preschool which is across Harlem Ave in River Forest. I have taken this route daily for years. I rarely take Augusta Ave. because of the dangers it poses. Cars drive too close and too fast, and do not see or respect bicyclists.

Overall, it's important to emphasize calming and reducing automobile traffic. Building a robust network of bike lanes and signage everywhere in the village and getting more people to feel safe commuting by bike is necessary to change the overall traffic picture.

I most often bike on Thomas Ave. because cars are fewer and drive slower. I appreciated the 'Greenways' initiative several years ago and would strongly support revitalizing the 'Greenways', especially during peak bicycling months. If the proposed Augusta Ave. raised bike line were built, I would likely use that.

We also frequently bike to the Farmer's Market, Library, downtown, and seeing good North / South protected lanes and a robust network, including side streets, would be healthy. As the proposal outlines, connections to other neighborhoods is key and being a leader in Oak Park can eventually have positive effects with further bike connections to Chicago, River Forest, Elmwood Park, etc.

I also encourage DOT to look at ways to reduce bicycle theft as it is a blight and happens frequently at transit stations.

Thank you.

Regards,

Pete Norlander

Dear Oak Park Village Trustees,

I am a long time resident of Oak Park and have lived at [REDACTED] Highland Avenue since 1991. My house has frontage along Harvard, and my family would be directly and negatively impacted by the proposal to eliminate ALL PARKING along Harvard for a bike lane.

I have already expressed to the transportation committee, both in person and by email, my strong opposition to the proposed bike plan. I want the trustees to know this as well.

While I am very strongly in support of bicycle and pedestrian safety, I think this plan is on the wrong path, so to speak. Harvard is a very quiet street. There is very little bike traffic or vehicle traffic. We don't need a bike path at all, especially one that removes ALL the PARKING on the street. There are other ways to create safer streets. This plan is effectively presenting a "solution" to a non-existent problem. East-west bike traffic is not the problem. Many bikers I have spoken to have said that the problem is north-south. We already have bike lanes on Madison and Jackson.

The parking ban would negatively affect the schools and churches and parks that all have frontage on Harvard. I am not sure that the consultant or committee has taken this into account. I believe I heard them say that they did a parking survey or study in July. On any given day during the school year, I can see cars parked on Harvard near Irving. I know there is limited parking for teachers and staff. A teacher from Lincoln spoke at the meeting on January 13 about the hardships a parking ban would create near that school. This parking ban would negatively affect residents. Being on the corner, I currently cannot park directly in front of my own home because of the stop sign. I park on the side, as do my guests, a great deal.

I attended the January meeting where there was an overwhelming majority of residents in opposition to this plan. This plan doesn't only include Harvard. I was especially moved by the residents on Le Moyne whose homes face Le Moyne leaving them little or no parking options.

Please reconsider this proposed plan to make it fair to the many residents and community members it will affect.

Thank you for listening to public opinion. It is much appreciated.

Sincerely,

Lynda Shadrake  
[REDACTED] Highland Ave

**Approved Minutes**  
**Transportation Commission**  
**Oak Park Village Hall**  
**January 13, 2025**  
**7:00 p,m**

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

**ABSENT:** NONE

**STAFF PRESENT:** Engineer Bill McKenna, Assistant Village Engineer Chris Welch,  
**PUBLIC PRESENT:** See public comment below

**Roll Call:** Chair Burke called the meeting to order at 7:03 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 chair burke all in favor

**Non-Agenda Public Comment-**

1 )**non-agenda comment** 1100 s Ridgeland and concern is Fillmore and Ridgeland street light has crossing for kids with no crossing guards. Speeding down Fillmore suggesting speed bump or make distinctions.

**New Business 4)** Steve Pausch consultant for civiltech discussed the traffic data and pedestrian crossing. Volumes are higher at the beginning and ending of the day, 812 cars counted over a 48 hr period. Speeds are usually slower, general traffic flow was right at speed limit. Recommendation is paint post pinch point south of the alley.

**Public Comment**

- Bradley 500 block of Humphrey brought in petition due to his concerns with

speed and dangers that occur on this street. Would like to see something more permanent due to many close calls on this block.

Motion to recommend implementation of traffic calming measures on 500 Block of South Humphrey was made by Commissioner Jenkins and seconded by Commissioner Johnston-Ahlen. Motion was passed unanimously.

#### **b) Draft Bike Plan Update Presentation**

Katherine Nickele a consultant with TYLin, Inc. presented an overview of the updates from last meeting and 3 corridors which include loss of parking and analysis. Objective is a plan for the village to encourage cycling for the community. Extended greenway on Lemoyne that continues to Marion. Including Adams as a greenway and Jackson as an alternative.

Harvey and Humphrey raised bike lanes

Mid-term to upgrade to raised bike lane and install beacon at Harlem long term work with school and put in more raised bikeways.

Policy considerations: review previous greenway plans. Define e bikes and scooters, allow bicyclist to ride on sidewalk where is designated. Neighborhood green way study use the full lane on designated facilities. Requirement bikes to be equipped with a bike bell. Bike share analysis showing bike share drawbacks would be operational costs would not fit and possibly create a new bike share plan.

#### **Public Comment:**

- Kyle Miller from the 1100 S. Ridgeland Ave spoke in opposition to the Draft Bike Plan
- Bradley 500 block of Humphrey spoke in opposition to the Draft Bike Plan
- Martha Jacob from the 1200 block of Linden spoke in opposition to the Draft Bike Plan
- Jeff Kaplan from the 1200 block of Linden spoke in opposition to the Draft Bike Plan.
- Angela Spihillo from the 30-50 block of LeMoyne Pkwy spoke in opposition to the Draft Bike Plan
- Lynda Shadrake from the 1100 spoke in opposition to the Draft Bike Plan
- Lisa Gill from the 1100 block of Wisconsin spoke in opposition to the Draft Bike Plan
- Fernando Grillo from the 800 block of Lemoyne spoke an opposition to the Draft Bike Plan
- [REDACTED] from the corner of [REDACTED] spoke in support of alternatives to plan
- [REDACTED] from the [REDACTED] block of Harvard St would like to re-visit the plan with better alternatives
- Randall Macheski from the 200 block of Harvard Street spoke in support to alternatives
- Jen Zarosl from the 1100 block of Home spoke in opposition to the Draft Bike Plan
- Ingo Schaefer from the 100 block of S. Elmwood spoke in opposition to the

- Draft Bike Plan
- Valerie Powers from the 100 block of Wenonah spoke in opposition to the Draft Bike Plan
- Andrew Houha from the 1000 block of Ridgeland spoke in opposition to the Draft Bike Plan
- Laura Cheesbrough from the 1200 block of N Ridgeland spoke in opposition to the Draft Bike Plan
- Kathleen Haney from the 100 block of N. Oak Park spoke in opposition to the Draft Bike Plan
- Kevin Brubaker from the 1000 block of S. Humphrey is in partial support of the Draft Bike Plan
- Brady Brixy from the 1200 block of Oak Park Ave spoke in opposition to the Draft Bike Plan
- Joe Gordan from the 100 block of Wenonah spoke in opposition with the Draft Bike Plan
- Keril Chedre from the 1200 block of Elmwood spoke in opposition with the Draft Bike Plan
- Heather Pfledere from the 1200 block of Elmwood spoke in opposition with the Draft Bike Plan
- Wendy Epstein from the 1200 block of Fair Oaks spoke in opposition with the Draft Bike Plan
- Barbara Gordon from the 1100 block of Wenonah spoke in opposition with the Draft Bike Plan
- Mary Rodrigo from the 1000 block of Highland spoke in opposition with the Draft Bike Plan
- Carla Burdock from the 1000 block of Oak Park Ave spoke in opposition with the Draft Bike Plan
- Bob Waledel from the 1100 block of S. Grove spoke in support of the Draft Bike Plan
- 19 emails were read into the record and included as an attachment to these minutes

Chair Burke would like to respond to all comments at the next commission meeting on February 10<sup>th</sup> due to the 19 emailed comments and time constraint.

Commissioner Jenna Holzberg commented with the consultants questioned what is the traffic data on Ley Moyne, Harvard and Augusta.

Chair Burke Requested information on house facing, driveway locations, available parking along another frontage.

The 2/10 scheduled meeting was discussed and the absence of chair Burke and it was decided that the meeting would be changed if possible or held without Chair Burke.

#### **Old Business 5)**

**None**

**Adjourn 6)** Motion to Adjourn to was made by Commissioner Eskin and seconded by Commissioner Nudelman. Motion passed unanimously.

Adjourned at 10:38 p.m.

Submitted by,  
Anita Bahena  
Administrative Assistant

**From:** [Ben Lenet](#)  
**To:** [Transportation](#)  
**Subject:** [REDACTED] N Elmwood (and LeMoyne)  
**Date:** Monday, January 13, 2025 5:00:54 PM

---

Caution! This message was sent from outside your organization.

My wife and I live on Elmwood and LeMoyne. Our entrance, parking, and garage are all on LeMoyne.

As bikers ourselves, we really don't think these bike lanes are needed. LeMoyne is already a very safe street on which to bike.

If you all are just absolutely dead set on bike lanes, please at least put them on one side of the street so we have parking on half of LeMoyne. There's no reason the bike lanes need to take up ALL of the parking.

Sincerely,  
Ben Lenet  
[REDACTED] Elmwood Ave  
Oak Park, IL 60302  
[REDACTED]

**From:** [Kavita Vermani](#)  
**To:** [Transportation](#)  
**Subject:** Bike Lane on LeMoyne  
**Date:** Sunday, January 12, 2025 12:14:56 PM

---

Caution! This message was sent from outside your organization.

Hello,

I am a resident on the 1300 block of Fair Oaks and it have been brought to my attention there is consideration for a bike lane to be added to LeMoyne. I am one hundred percent in support of safely, however LeMoyne is not a high traffic street and there is plenty of space for bikers and cars along with parking. My children and I bike on LeMoyne and have never had any issues with safely while biking. On the other hand, cutting off street parking on LeMoyne will further parking congestion on Fair Oaks and another north/south streets while also causing significant inconveniences for residents whose reside on or have driveways on LeMoyne.

Bike lanes are helpful in congested areas, but LeMoyne is not a congested street in need of this measure.

Thank you  
Kavita Vermani

**From:** [Julie Keegan](#)  
**To:** [Transportation](#)  
**Subject:** Bike plan update  
**Date:** Monday, January 13, 2025 12:35:11 PM

---

Caution! This message was sent from outside your organization.

To whom it may concern:

We are lifelong residents of Oak Park and have lived in our current house on Augusta street for over 25 years. We are strongly opposed to the installation of a bike lane on Augusta. It would create many safety issues for my household, as well as daily inconveniences. Firstly, we have a long narrow driveway that we back out of on to Augusta. This is already a challenge as we have to back out onto a busy street. It would be even more hazardous and dangerous to the cyclists to also have to cross a bike lane while trying to pull out of our driveway. Eliminating parking on Augusta would also provide a safety hazard for us because the nearest available parking would be around the corner a block away. As we entertain often and also have adult children living at home, our driveway is often blocked with cars, making it necessary to park on Augusta in front of our house. I am not comfortable having my daughters or guests walk alone at night. It is also terribly inconvenient if they have anything to unload. We often have service people in our home and when we need our driveway to be available, asking them to park around the corner would be not only inconvenient but unrealistic. Please forego this plan, as adding a bike lane and eliminating street parking on Augusta would dramatically change the accessibility of our home! Thank you for your consideration.

Julie and Tom Keegan

Sent from my iPhone

**From:** [Douglas Chien](#)  
**To:** [Transportation](#)  
**Subject:** Comment on 2024 Bike Plan Update  
**Date:** Sunday, January 12, 2025 10:06:09 PM

---

Caution! This message was sent from outside your organization.

Dear Transportation Commission Members,

I've lived at the corner of Highland and Harvard aves. in southeast Oak Park for over 20 years and wholeheartedly support the goals and means to achieve them as presented in the 2024 Bike Plan Update. I also support the proposal to eliminate parking along Harvard Ave. for the purpose of adding dedicated bike lanes.

My garage opens directly onto Harvard and not the alley. I occasional park on Harvard to ease loading and unloading but I have absolutely no problem of being inconvenienced if it means improving the conditions for people biking, especially the neighborhood kids who attend Irving Elementary.

Since the short term measure is just paint I am very concerned that parents will continue to park illegally along Harvard as many do now. I often see their cars encroaching on the crosswalks, alley, and my driveway. Unless the Oak Park Police vigorously enforce any new No Parking rules kids biking to Irving will be no safer.

If the Village proceeds with implementing this plan, and I hope they do, some accommodation will probably be need to be made along Cuyler and perhaps Highland to allow legal parking for teachers and staff at Irving School.

Finally, I urge the Village to enforce existing traffic rules and increase ticketing.

Thanks,  
Douglas Chien  
[REDACTED] Highland Ave.

**From:** [Welch, Christopher](#)  
**To:** [Transportation](#)  
**Subject:** FW: Public Comment  
**Date:** Monday, January 13, 2025 9:46:00 AM  
**Attachments:** [image002.png](#)

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Chris Welch, P.E. CFM  
Assistant Village Engineer  
[Christopher.Welch@oak-park.us](mailto:Christopher.Welch@oak-park.us)



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**From:** [REDACTED]  
**Sent:** Monday, January 13, 2025 9:24 AM  
**To:** Welch, Christopher <[Christopher.Welch@oak-park.us](mailto:Christopher.Welch@oak-park.us)>  
**Cc:** Public Comment <[PublicComment@oak-park.us](mailto:PublicComment@oak-park.us)>  
**Subject:** FW: Public Comment

Good morning, Christopher,

Please see public comment below to be read aloud at this evening's Transportation Commission meeting.

Thank you

**Cindy Hansen, MPA**  
Deputy Village Clerk  
Village of Oak Park



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**From:** Amanda Turnbull [REDACTED]  
**Sent:** Saturday, January 11, 2025 1:37 PM  
**To:** Public Comment <[PublicComment@oak-park.us](mailto:PublicComment@oak-park.us)>  
**Subject:** Public Comment

Caution! This message was sent from outside your organization.

I would like to submit the following for public comment at either the January 13th Transportation commission meeting (if that's allowed) or the January 14th general board meeting if it's not.

Thank you,  
Amanda Turnbull

██████████ Oak Park, IL 60304

-----  
  
Good evening,

I am writing in regards to the proposed Bike Plan being discussed at tonight's meeting. As a parent of a Lincoln student, I was informed by a fellow parent about the intent to remove all parking from Harvard Ave. I am greatly disappointed by this, though not really surprised. While we walk our son to school most days (we have to walk the dog anyway), there are days when driving is inevitable and necessary.

While I have many problems with the proposed plan (including that the Harvard/Oak Park intersection was deemed in need of improvement because \*checks notes\* cyclists don't want to wait at the red light); I would like to focus only on the proposed elimination of parking on Harvard. I can only speak for Harvard between Maple and Oak Park, but I can speak quite well to it, as it is where I live, where my kids go to school, and is a route I both walk and drive at least 6 times a week.

This section of Harvard is nice. It's quiet most of the day, it's one of the only streets in this portion of Oak Park with enough room for cars to be parked on both sides and two vehicles to pass each other comfortably. It's a great biking stretch I have ridden many times with zero issues. Nothing needs to be done to this section of Harvard to make it cyclist friendly except maybe some signage reminding drivers to share the road.

There are two times of the day where Harvard is busy: School pick up and drop off. Lincoln Elementary is located between Harvard and Filmore, between Kenilworth and Grove. Because of Carroll Park, Lincoln is only accessible from Harvard and Grove. Grove is one-way only and is where most teachers park, leaving no room for buses. Harvard is already blocked from Kenilworth to Grove to serve as both bus parking and safer crossings for pedestrians.

With the new restrictions no driver will be able to drop their child off within the entire boundary of the school. And this, apparently, is the goal. Because no one should be driving their kid to school. Under any circumstances. I've been having this argument since 2016.

My toddler is a runner.  
"Too bad."

I'm really not feeling well.  
"Just send your spouse."

I broke my ankle.  
"I have a knee scooter you can borrow."

Proponents of these plans lack any empathy for parents who need to drive their kid to school. They can see no worldly reason why a person can't walk up to 1.5 miles (the minimum distance for bussing) both ways twice a day. There's always an excuse or a reason why we shouldn't have to deal with cars. And unfortunately, the reason is always couched in terms of "well, if you were a better parent/person..." There is no realism here. Just a magical utopia where only perfect people live.

Unfortunately, this just continues the Village's trend of both catering only to the loudest residents and attempting to impose the "best" and "safest" solutions by hindering and villainizing all other options. Instead of enforcing rules with individual offenders, they would always rather make some grand sweeping gesture and over-fix a problem that simply doesn't exist.

I would encourage the Board to really think hard about what "confirmation bias" is and how it shows up when we make a plan for public infrastructure based around the anecdotes of the people who are seeking accommodations.

**From:** [Liz Barnes](#)  
**To:** [Transportation](#)  
**Subject:** Harvard Ave Bike Plan Updates  
**Date:** Monday, January 13, 2025 4:11:41 PM

---

Caution! This message was sent from outside your organization.

Dear Transportation Commissioners,

I live at the corner of Wenonah and Harvard, with my garage on Harvard. There is also a fire hydrant on our corner parkway.

I enthusiastically support the planned bike lane on Harvard and the removal of parking.

We often park on Harvard and have service workers park on Harvard. However, I'm happy to change this behavior for the safety of and increased use by bikers. While this will be an inconvenience for some, I believe it's for the greater good of our community and furthers the Climate Ready Plan.

Having an unobstructed view of the traffic on Harvard, I can tell you that there's quite a bit of speeding. I worry that without the traffic-slowing effects of parked cars, speeding might increase. I'm interested in hearing about the plans for addressing this.

Thank you for your time making Oak Park a safer place to walk and bike.

Liz Barnes  
[REDACTED] Wenonah Ave

**From:** [Roger Rhomberg](#)  
**To:** [Transportation](#)  
**Subject:** I object to bike lane proposal for LeMoyne Parkway  
**Date:** Sunday, January 12, 2025 6:35:48 PM

---

Caution! This message was sent from outside your organization.

Village of Oak Pak -

I am writing to express my objection to the proposed bike lane on LeMoyne Avenue.

We have a home on the SE corner of Fair Oaks and LeMoyne. The runners and bikers that do go by our house, choose to because of the relatively light traffic. Eliminating the parking option for us, creates an unnecessary hardship for us and our neighbors. This seems to be a solution in search of a problem, as there is already an established bike lane, just to the south of us on Division.

Happy to discuss this further with any other interested parties.

Roger

--

Roger Rhomberg



**From:** [Laura Adden](#)  
**To:** [Transportation](#)  
**Subject:** LeMoyne Bike Lanes - opposed  
**Date:** Sunday, January 12, 2025 12:16:50 PM

---

Caution! This message was sent from outside your organization.

Hello

The need to eliminate parking on LeMoyne to allow designated bike lanes is over-engineered.

Plenty of space for bikes and traffic to co-exist as LeMoyne is a wide and secondary street.

Imposing this change will create significant challenges for the residents who utilize this street for additional parking for guests, contractors, occasional overflow, etc. as the surrounding side streets have daytime limits.

Equally challenging is the full use of the 1200 block of North Elmwood for the children's museum parking.

This creates a burden on residents to find overflow parking on Elmwood as well as visitors to the museum during highly attended events which occur approx 2 x weekly at a minimum.

LeMoyne is used in this instance also.

Please do not change parking rules on LeMoyne Ave.

Laura Adden and Stacey Nevara

██████████ Elmwood Ave

**From:** [CHRISTOPHER HERON](#)  
**To:** [Transportation](#)  
**Subject:** Objection to bike lanes on LeMoyne  
**Date:** Monday, January 13, 2025 12:14:02 PM

---

Caution! This message was sent from outside your organization.

I live at [REDACTED] Woodbine. Although my home has a Woodbine address, the front door and walkway to street are on LeMoyne.

I do not support the permanent elimination of street parking to create bike lanes along LeMoyne Avenue.

I fail to understand the need for this project. LeMoyne is a relatively quiet street. Cyclists can often be seen leisurely riding down its' center because of the minimal street traffic.

Distance of the walkway from my front door to the street is a little over 30 feet. Caring for an elderly parent who uses a walker, this short access was a selling point when I purchased the home. Removing the option of street parking on LeMoyne changes the walking distance from a parked car to doorway by 4X or more. And on that note, I am also left to wonder what the potential impact of this change might have on the resale value of my home.

I sincerely hope that the Village of Oak Park reconsiders this plan.

Chris Heron  
[REDACTED]  
Oak Park, IL 60302  
[REDACTED]

**From:** [Aaron Ambrite](#)  
**To:** [Transportation](#); [Katie McCord Ambrite](#)  
**Subject:** Objection to LeMoyne Parkway Bike Lane  
**Date:** Sunday, January 12, 2025 10:28:58 AM

---

Caution! This message was sent from outside your organization.

Good Morning,

I am writing to express my objection to the suggested bike lanes on LeMoyne Parkway. As a parent of two young children and living on the corner of LeMoyne and Elmwood, I fully support safe options for children to bike around the neighborhood and to/from school.

However, the suggested bike lanes on LeMoyne is an attempt to solve a problem that does not exist. LeMoyne is a low traffic street that is currently used as preference for neighborhood bikers and joggers daily because it is already a safe option. Bike lanes on LeMoyne would eliminate necessary street parking for residents living along LeMoyne that not only creates issues of convenience, but safety. Visitors, contractors, and delivery personnel will be required to park a further distance from the homes which creates a risk of slips and falls during winter months.

While I am unaware of any cost-benefit analysis that has been performed to date, any meaningful study would conclude that the cost of these bike lanes to residents far outweighs the benefits — especially, given the fact that bike lanes exist three (3) blocks away on Division street.

Thank you for your consideration of my feedback in determining whether to proceed with this project.

Aaron Ambrite



Sent from my iPhone

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Propose Bike Lane/Removal of Parking on Harvard St in Oak Park  
**Date:** Sunday, January 12, 2025 11:59:16 PM

---

Caution! This message was sent from outside your organization.

Hello,

I tried to take the survey at [Engageoakpark.com](http://Engageoakpark.com) but it appears to be closed.

I cannot attend the public meeting on 1/13, but wanted to share my thoughts and hope these can be entered into the public record tomorrow. They are:

1. While I support bike safety in general and do bike a lot in south Oak Park, I feel the benefits of the route planned in Harvard St. do not outweigh the negative impacts of removing all parking on Harvard St.
2. Although the plan touts providing access to schools and parks, it has been my experience living in the neighborhood for the past 35 years that most kids are close enough to walk to schools and the parks and would choose to walk with their parents rather than bike alone.
3. Parking on Harvard for school drop-offs/pick-ups for both Irving and Lincoln is needed since it is not allowed on Cuyler and Grove during the school day. Removing parking would be a significant impact to parents of school age children who tend to enter the school and participate in after school activities rather than simply picking up and dropping off their children.
4. The overall traffic volume is low on Harvard, as supported by my observation and the study data provided, so risk of issues is VERY low along Harvard. I bike frequently along Harvard and have not encountered any issues with safety over the past 35 years.
5. The study mentions coordinating school drop-offs and pick-ups, but does NOT offer any solutions. This is MUCH more of an issue than the plan indicates.
6. If some bike protection is ultimately determined to be needed along Harvard, there are better ways to meet the needs of all. This would include a slow streets option, similar to what has been done in San Francisco. You could also consider a westbound bike line in Harvard and an eastbound lane in Filmore that would still allow some parking on both streets while providing protected bike access in each direction.
7. In my opinion, this is a solution to a problem that does NOT exist. In my biking experience, the real problem is how to get safely north and south to other protected bike lanes in Madison, Jackson, or Chicago, to then head east to Chicago. This is apparently mentioned in the report, but deferred for later consideration. This is a mistake and should be addressed now before the east/west issue in Harvard.

Thank you for your consideration of this information before the final plan is developed. Please call me at my cellphone 312-363-9663 if you would like to discuss in more detail.

Thanks,

Paul Shadrake

[REDACTED]

**From:** [Leigh](#)  
**To:** [Transportation](#)  
**Subject:** Proposed Bike Lane on Lemoyne  
**Date:** Sunday, January 12, 2025 2:41:59 PM

---

Caution! This message was sent from outside your organization.

Hi,

I live on the 1200 block of Fair Oaks and I am opposed to having a bike lane put in on Lemoyne. There is not that much traffic that calls for a bike lane. Parking on Lemoyne is needed more than a bike lane. Both my husband and I ride bikes and don't feel it's necessary that there be a bike lane taking away car parking.

Please listen to the residents in this neighborhood leave off the bike lane.

Leigh Miles



**From:** [Jennifer Schottler](#)  
**To:** [Transportation](#)  
**Subject:** Proposed bike lane on LeMoyne Parkway  
**Date:** Monday, January 13, 2025 3:20:18 PM

---

Caution! This message was sent from outside your organization.

I am writing in regards to the proposed bike lane on LeMoyne Parkway with feedback for the meeting tonight January 13, 2025.

My family and I live at [REDACTED] (the corner of Euclid and LeMoyne) and have been here for 21 years. The front of our house looks onto LeMoyne.

I am strongly opposed to the installation of a new bike lane on LeMoyne. The addition of this will result in the loss of all available parking in front of our house. There is already no street parking allowed on the 1200 block of Euclid (the side of our house) from 8-10 am and we are unable to park in our driveway as it blocks the sidewalk. We will have no parking options for friends, family, delivery trucks or anyone else who visits us.

Most importantly, this will decrease the property value of our house and will make it more difficult to sell. We would not have bought our home when we did if there was no available parking in front of our house.

There is already a dedicated bike lane on Division (another east west street) which is only 3 blocks away.

I hope you will consider these points and how this will affect the homeowners that have frontage on LeMoyne Parkway. With the always increasing property taxes we cannot afford to lose value in our homes.

Thank you,  
Jennifer Schottler  
[REDACTED]

**From:** [Turee Olsen](#)  
**To:** [Transportation](#)  
**Subject:** Proposed elimination of on street parking on Harvard Street  
**Date:** Monday, January 13, 2025 12:57:44 PM

---

Caution! This message was sent from outside your organization.

There are three schools, three churches with four congregations, and three parks on or near Harvard Street and several homes that have their "front" doors on Harvard. Banning all on street parking will impact all of these entities. Both school buses and parents drop students at these schools on Harvard Street. The churches are often active beyond Sunday services. And the playground and snow hill at Barrie Park are on Harvard. For Rehm Park, the major impact will be during swim season and the occasional special event when parking fills Gunderson and Scoville with the excess parking all along Harvard. And for Carrol Park's baseball field on Harvard, all spring and summer cars park on both sides of Harvard for parents and others to be able to watch their charges play baseball.

Furthermore, no parking will encourage even more excess speed on Harvard, already a problem. And while it is possible to accommodate landscape crews, delivery drivers, repair people on the north/south streets rather than accessing our back doors and yards from Harvard as now, it will be less convenient. And a final point that is not unique to our family: those with disabilities (permanent or temporary) will find it more difficult to access some of our homes from our front doors (those of us who actually have front doors).

How many bicyclists now use Harvard regularly? How many auto/bike incidents have been reported? How many drivers have been ticketed for speeding and/or blowing through the numerous stop signs on Harvard? Parking seems to actually slow some drivers, at least a bit. Will cyclists obey the numerous stop signs on Harvard? I have seen zero traffic enforcement on Harvard, both speeding and running stop signs. Will this improve or escalate when Harvard becomes a throughway?

**From:** [Michele Gurgas](#)  
**To:** [Transportation](#)  
**Subject:** Public Comment - Harvard Street Bike Lane Plans  
**Date:** Monday, January 13, 2025 1:00:15 PM

---

Caution! This message was sent from outside your organization.

Hello

I am not sure if I will be able to make the meeting tonight. Can this be read into the record if I am not able to attend?

Thanks

Michele Gurgas  
[REDACTED]

>

> Hello

>

> I live at 1047 Highland Avenue. I am in favor of the proposed dedicated bike lanes on Harvard to encourage biking and increased safety for bikers. However, I strongly encourage the Village to enforce traffic and parking laws. I live close to Irving School. If the Village does not enforce these bike lanes during school hours I foresee increased danger to bikers (including child cyclists) due to the foreseeable erratic and rushed parking by Irving parents during drop off and pick up.

>

> I also would like to take this time to encourage parking enforcement on the Madison Street bike lanes. My high school daughter who bikes to school has had multiple conflicts with drivers who have verbally attacked her because she asked them to move their car which was blocking the bike lane. A parent does not want to see their 15 year old coming home in tears because a man threatened her on her bike ride home, which has happened.

>

> All of the planning and striping is fine but if you don't have a society which honors these rules and authorities do not enforce them, what good are they.

>

> With all of that said, I am still very happy that the Village is moving towards encouraging biking throughout the community.

>

> Michele Gurgas

> [REDACTED]

> Oak Park

**From:** [Sam Shore](#)  
**To:** [Transportation](#)  
**Subject:** Re: Draft of Oak Park Bike Plan Update being reviewed  
**Date:** Saturday, January 11, 2025 3:45:44 PM

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Caution! This message was sent from outside your organization.

Hello members of the Oak Park Transportation Commission,

Thank you for taking the time to review the draft 2024 Oak Park Bike plan and consider feedback from community members. As an Oak Park resident who is enthusiastic about the Village's sustainability and equity initiatives - of which successful updates to transportation systems are a key element - this is a welcome update.

There are several portions of the draft plan that are exciting to me:

- The section which identifies opportunities for updating municipal code language includes several valuable recommendations to improve the practicality and safety of biking in Oak Park.
- The recommended project list is generally a strong compilation of capital improvements.
- The possibility of access to Divvy bikes within the Village is very worthy of further consideration to better integrate transportation choice within the Chicago area.

Overall, the recommendations in the plan are worthy of adoption.

Despite the high quality of the draft work, I have some suggestions to help add context or broaden the scope of potential options:

- **Policy Considerations, p. 40-41:**
  - Consider a discussion on the [importance of complementary land use](#) (e.g. population density, mixed-use development patterns) on biking.
  - Consider identifying regional connectivity as a future priority (e.g., identifying a protected route through the village from the direction of the IL Prairie Path toward the 606) to interconnect regional recreational points of interest via at least one protected and interconnected corridor.
  - Consider an action item to coordinate with regional stakeholders to lobby state and federal regulators to address the [safety issues with modern vehicles](#),
  - Consider a local - or lobbying for a state-wide - e-bike subsidy program, which has shown to be a [popular policy lever](#) for increasing adoption. This may be a more impactful pro-mobility policy than spending money on a bikeshare program or the proposed electric shuttle.
- **Concept Maps, p. 44-47:**
  - Consider identifying at least one fully-protected north-south route that might be implemented in the medium or long term. Protected lanes are the key to unlocking a [variety of benefits](#) - safety, mode

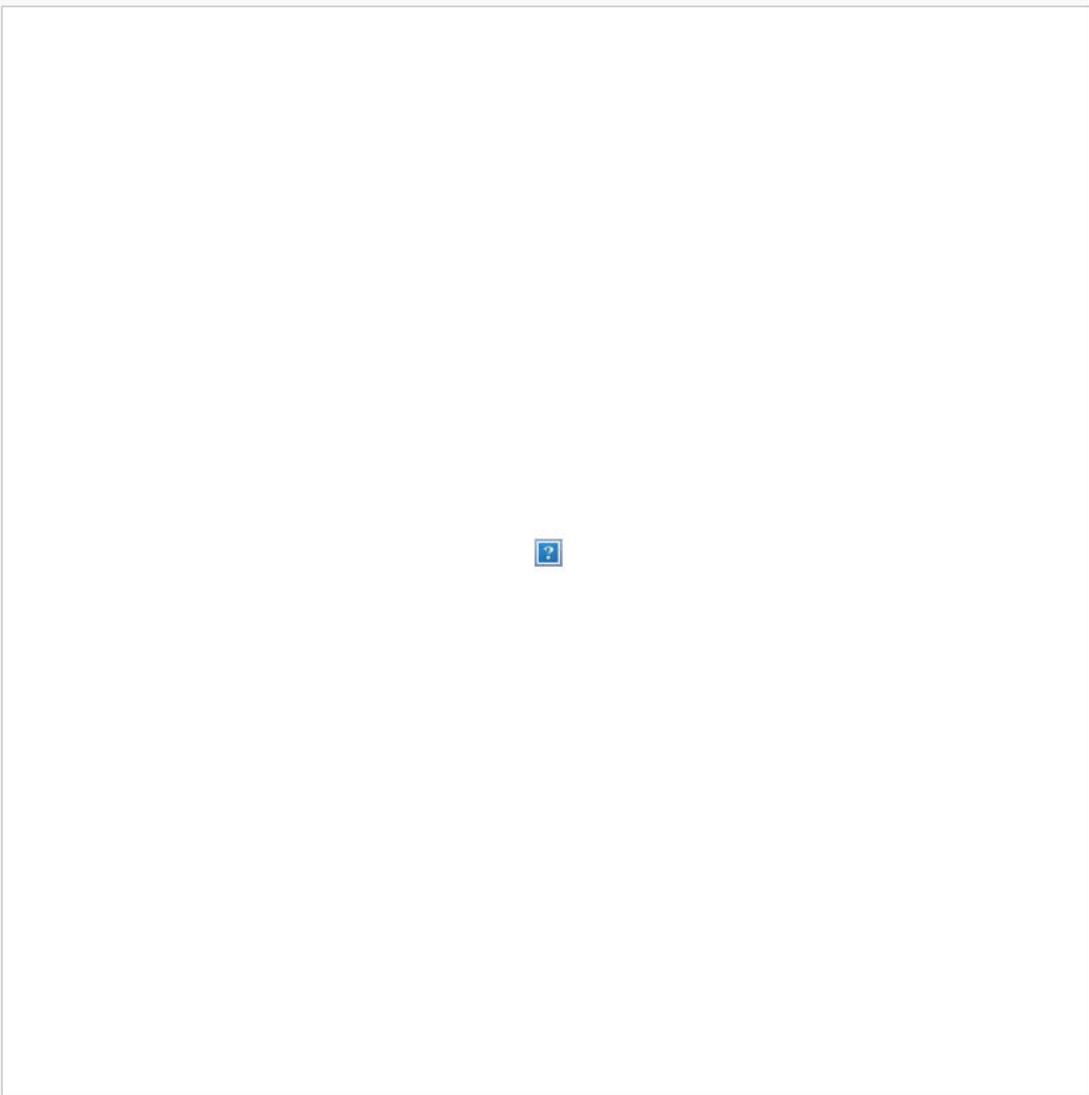
adoption, etc.

In sum, while the current draft plan provides valuable recommendations, it would better be able to depict the forest - rather than a collection of trees - through a broadening of scope that helps to guide the Village towards a more fully-actualized culture of active transportation. Mercifully, our region has a guide. Paris has [more than doubled](#) the proportion of trips taken by bike in the last five years through proactive policy adjustments to make cycling a safer and easier mode of transportation. As we seek to become a more safe, equitable, and sustainable community, let us learn lessons from those who have taken the affirmative steps necessary for success.

Thanks again for your time and consideration,

Sam Shore

On Mon, Jan 6, 2025 at 12:06 PM Village of Oak Park - Office of Communications & Engagement <[notifications@engagementhq.com](mailto:notifications@engagementhq.com)> wrote:



Hi sls208,

After months of gathering feedback and analyzing data, a draft of the updated Oak Park Bike Plan will be presented to the Village's Transportation Commission at its meeting at 7 p.m. on

Monday, Jan. 13 in Council Chambers at Village Hall, 123 Madison St.

The draft plan can be reviewed at [www.engageoakpark.com/bike-plan](http://www.engageoakpark.com/bike-plan).

Members of the community who would like to provide feedback on the proposed bike plan update can do so by providing public comment at the Jan. 13 Transportation Commission meeting or via email to [transportation@oak-park.us](mailto:transportation@oak-park.us).

Kind regards,

The Oak Park Bike Plan Update Project Team

You're receiving this email because you are a registered participant on Engage Oak Park.

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[Unsubscribe](#)

**From:** [Stephanie Nappa](#)  
**To:** [Transportation](#)  
**Subject:** Support for Oak Park Bike Plan  
**Date:** Monday, January 13, 2025 12:02:48 PM

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Caution! This message was sent from outside your organization.

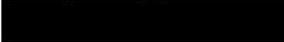
Hello,

I am writing in support of adoption of the Oak Park Bike Plan under consideration at tonight's Board meeting. I appreciate that it creates a grid of connected routes to help people get all over town safely by bike. I also appreciate the traffic calming measures to reduce speeds and cut through traffic

In particular, I want to support the protected bike lanes on Chicago Ave. I live just off Chicago, and I walk, bike, and drive along the corridor regularly. I believe the protected bike lanes will support the safety of all road users but designating clear space for everyone and helping reduce speeds. Even though it is signed 25 miles per hour, most people drive faster, as the straight, wide road encourages speeding. I've even had people pass me on the right using the parking lane when I was driving the speed limit. The physical barriers of the protected bike lanes will prevent this, and will also visually narrow the roadway.

I'm disappointed to see that Ridgeland protected bike lanes weren't included in this plan, though I understand the IDOT jurisdiction if the street makes implementation difficult. I hope Oak Park will revisit the idea in the near future

- Steph Nappa

, Oak Park, IL 60302

January 13, 2025

Dear Oak Park Transportation Commission,

We live at [REDACTED] S East Ave., at the corner of Harvard and East. We are enthusiastically writing in support of the Harvard bike lane that will eliminate parking from Maple to Humphrey.

A bike network in Oak Park is long overdue. South Oak Park deserves a safe bike route going West/East and Harvard is the most logical location, as not only is it central but it also has traffic lights to cross Ridgeland and Oak Park Ave. Living in a family friendly community with many active kids and adults who do not actually have access to ANY bike lanes in South Oak Park is inequitable. Our community deserves better.

To share the road with aggressive drivers and constantly split your attention between moving vehicles and the doors of parked cars is unnerving enough as an experienced adult, let alone a child. In order to create a bike-friendly community we must be willing to make sacrifices to parking. Safer biking options will also encourage and empower more to bike, and one less car on the road benefits us all. These bike lanes can improve the well-being and safety of others, and, for us, this is what matters most. It matters much more than the convenience of parking which is never an entitlement.

To quote Henry Grabar from his book *Paved Paradise* - "Why did we do this to the places we love? Was parking really more important than anything else?"

Thank you for your time.

Sincerely,

Carolyn & George Zerante

**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. Diverters 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
- [REDACTED] from the 1100 block of Harvard spoke in opposition to the Draft Bike Plan
- [REDACTED] 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](#)

2

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:

3

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

6

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

7

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

8

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

9

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

10

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

11

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

12

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

**Village Of Oak Park  
Transportation Commission Agenda Item**

<b>Item Title: Oak Park Police Dept Traffic Enforcement</b>
Review Date: <u>2/4/2026</u>
Prepared By: <u>Deputy Chief Roderick Robinson</u>
<b>Abstract (briefly describe the item being reviewed):</b>  Deputy Chief Robinson will brief the committee on traffic enforcement policies and strategies employed within the Village.
<b>Staff Recommendation(s): This is an informational item and no committee action is required.</b>

**Village Of Oak Park  
Transportation Commission Agenda Item**

<b>Item Title: 2026 Neighborhood Greenway and Bike Lane Design</b>
Review Date: <u>2/6/2026</u>
Prepared By: <u>Christopher Welch</u>
<b>Abstract (briefly describe the item being reviewed):</b>  The 2026 Neighborhood Greenway and Bike Lane installations will be presented along with exhibits showing the proposed treatments.
<b>Staff Recommendation(s): This is an informational item and no committee action is required.</b>