

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, Comissioner 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 Nিকেle 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 10th 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](#)

Chris Welch, P.E. CFM
Assistant Village Engineer
Christopher.Welch@oak-park.us



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



From: Amanda Turnbull [REDACTED]
Sent: Saturday, January 11, 2025 1:37 PM
To: Public Comment <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: [Aron 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.

Aron 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 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

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

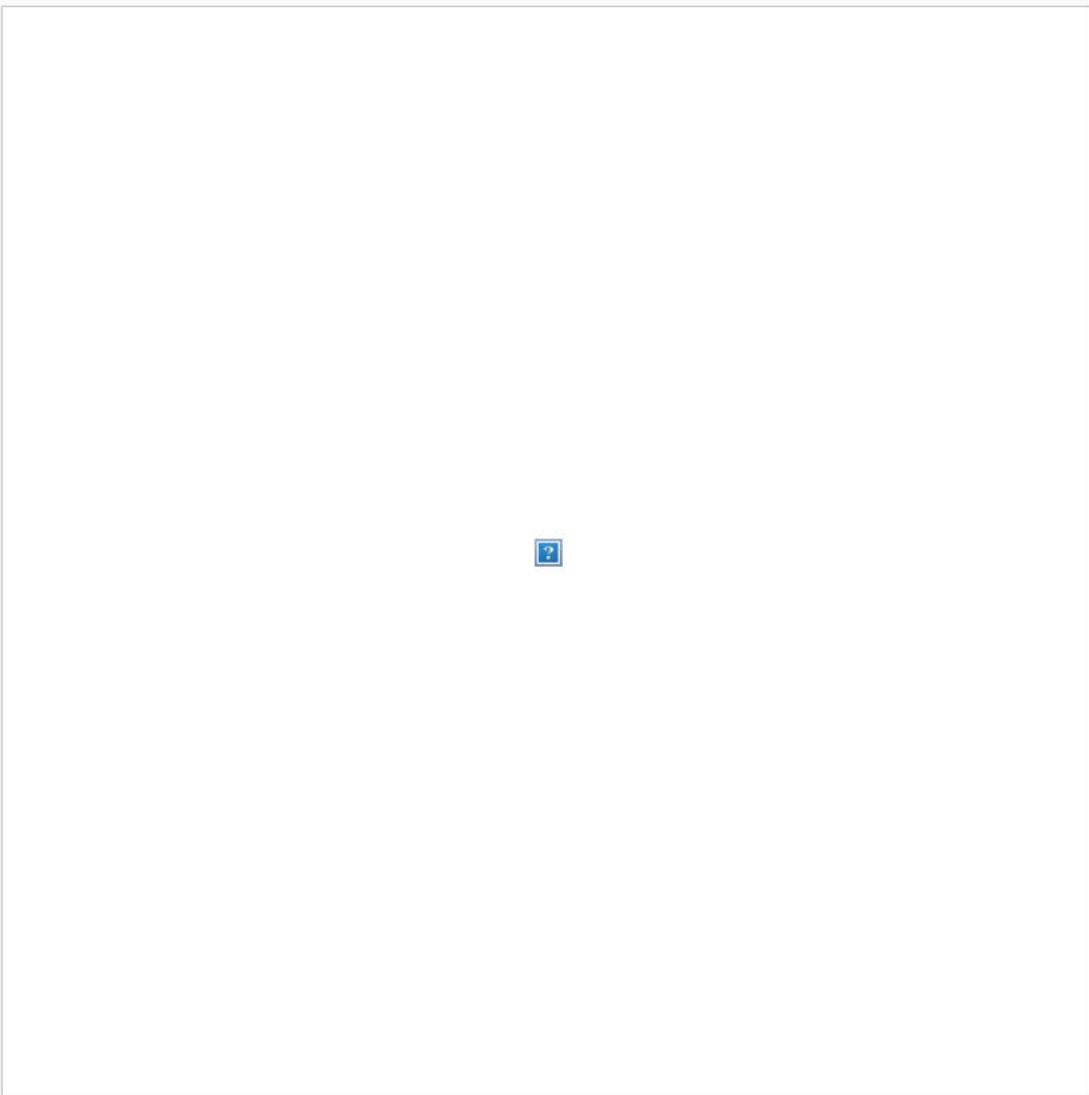
adoption, etc.

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> 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.

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.

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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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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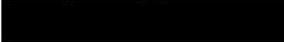
Hello,

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