

Public Comments from Open Meetings

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Public Suggestions

In addition to the emailed comments and the video comments staff received the following suggestions/questions at the public meetings on 7/14 and 7/16.

Would it be possible to allow parking on Harvard during winter months?

There are people who bike commute year round and while there are certainly days where the weather would cause a reduction in cyclists there are nice days in winter and the traffic numbers don't go down during the winter so the bike lane would still be warranted.

Could Pedestrian Hybrid Beacons be installed on Filmore at the intersections of Oak Park and Ridgeland to facilitate a pair of one-way bike lanes on two-way vehicular streets that would allow for one side of parking to remain on Harvard and Filmore?

Pedestrian hybrid beacon installation would need to be approved by the Illinois Department of Transportation at Ridgeland and the cost for a of beacon is between around \$300,000 depending on the infrastructure in the area adding about \$600,000 to the cost of this proposal over the one shown in the plan. Additionally, a pair of one-way bike lanes would be less centrally located. Connectivity with Rehm Park and Barrie Park would be worse in this condition for the tradeoff of superior connection with Euclid Square.

Could residents losing access to parking on Harvard be allowed to purchase overnight parking passes if the zones are at their north south frontage?

The only requirement to purchase an overnight parking pass is residency in oak park and the purchase of a vehicle sticker.

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00:00:00.000 --> 00:00:03.410

Really yeah, cause that team doesn't translate. and you can pause.

Go ahead.

00:00:21.900 --> 00:00:34.859

My name is Jerome Curtainbach. I've lived on the 1,000 block of Lyman Avenue for 38 years in the same house, and I'm eager to have some real progress made on the bike traveling situation. I'm a biker, and I am reluctant quite honestly to to ride in Oak Park because there's so few good streets bike lanes to ride on, and I realized that anytime that there is a public good that is implemented, that there will be some opposition to it, that there's gonna be some level of people that feel that they're being harmed, and it's a balancing act between what's good for the public, or you know the the better of you know the alternatives, and I'm believing that since I'm a South Oak Parker for almost 4 decades, that particularly the Harvard Street bike proposal, would be a great positive for me personally, and I think for for the city, that the bike plan that's been, if not languishing, at least not flourishing, as far as you know, as far as actual progress, for now also approaching 2 decades. So, I'm hoping that we can get something and really get moving on this whole project. So, thank you.

00:02:21.640 --> 00:02:36.869

We object to the current plan. To have bike lanes on both sides of Harvard from Maple to Humphrey. The elimination of parking is a significant problem for many homeowners, renters, schools, parks, and churches. Along this corridor, in this corridor there are at least 9 homes that face Harvard. There are one private and 2 public schools. There are 3 parks and several churches. There are 68 garages and or driveways that face Harvard, adding the 22 alleys. The count rises to 86 incursions. In that 1.4 mile stretch between Humphrey and Maple there are 16. 4 way stops. Additionally, there are 3 East West stop signs. That means that cyclists, if they follow the law, must break to a stop 19 times to travel the corridor of only approximately 1.4 miles. That doesn't include two-way 4, 2 four-way traffic lights which will sometimes not be in cyclists, favors bringing the total, bringing that total to possibly 21 stops. How likely is it that cyclists will completely stop or slow down through those intersections or slow down at alleys? Bike lanes will do nothing to reduce these dangers. The busier intersections at Ridgeland and Oak Park Avenue can be made much safer by installing signs and flashing lights. In addition to the traffic lights, the winter off season months, bike volume diminishes substantially, yet the proposed infrastructure plan impacts homeowners, renters, churchgoers, parents, teachers, bus drivers, and staff the entire year. Berry Park, Irving School, Montessori School, Carroll Park, Lincoln School, Boulevard, Presbyterian Church, Cornerstone Academy, Kieran Daly Church Harvard Family Ucc Church and Maple Park increased traffic and parking congestion on weekends when predictably more bicyclists are on the street. Parking

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near these locations is high during the week as well. Please reconsider putting a 1-way bike line on Harvard and a 1-way line on Fillmore as an alternative or go back to the earlier plan of Fillmore and Lexington.

00:04:53.130 --> 00:05:07.430

This is from Paul and Linda Shadrake at 1100 South Highland at the corner with Harvard, and Jim Kelly and Bruce Borman at 1043 South Harvey Avenue, one house from Harvard.

00:05:11.580 --> 00:05:22.260

My name is Dan Sullivan, 217 Southeast Avenue, you know, Park. I've been a resident for 30 years. It'll be 31 years in December, and I perused the 54-page Pdf. And it has safety mentioned 76 times in 54 pages, but not in one place to talk about the responsibility of bikers to be safe. I just was briefly out today and at Pleasant and Wesley, I believe, and there was a bike flying in front of me through the stop sign one way and the other way an e-bike on the sidewalk. And there's not enough responsibility for bikers. That's what needs to be done. So I would, I would say that nothing should be done going forward until bikers are required to have responsibility for what they do. And you know I know more e-bikes and some other things, and I would say, that part of the problem, too, is it's really a, it's a taking. It's a 5th amendment issue. Specifically, taking property without due compensation. No one would ever purchase a car but a home if they didn't have access. If it was bikes only no one would ever purchase it. So how much? So, taking part is definitely taking. So, this is a taking of property, there's intangible, intangible property. This is intangible property, and I would recommend that as a class action suit, anybody who gets spaces taken away should sue the city under the 5th Amendment. So, there's no State law that can go over the Federal law of of taking eminent domain without compensation. And lastly, make very brief, if if they're in the time, there even is proposing of space parking spaces which they shouldn't be wherever they're doing these things, they should have to send flyers. People work different hours. I know that not a lot of people paying attention. I've been here for 30 years. I travel a lot, and what people need to be able to do is put flyers and to door to door and tell them what's going on, what's going to get shut down. What's going to happen? I don't. But I would overall. I think we need to freeze this program until bicyclists learn some responsibility. And and honestly, the money could go to my my alley, which hasn't been fixed for 30 years, which no biker would even go down there safely. So thank you.

00:07:58.400 --> 00:08:00.820

Good evening trustees. Thank you for hearing my public comment this evening. Public policy must be grounded not only in advocacy but in evidence, equity, financial responsibility, and inclusive community input? The question isn't, do we need a bike plan? But do we need this bike plan? Are we solving real problems or implementing infrastructure

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without demonstrated benefit or consensus? The plan claims to be data driven, but much of it reads like aspirational storytelling. It cites that 70% of the crashes occur at intersections but offer no analysis of why or how new infrastructure will prevent them. It defaults to bike lanes as solution without linking design to safety outcomes. Oak Park already has cycling and driving regulations, but enforcement is lacking. Bike lanes will not close the compliance gap. The plan claims community input, but it's based on a survey of just 284 cyclists in a town of 54,000, less than 0 point 1%. That's not engagement. It's sampling bias. True community involvement means co-creating, not presenting a finished plan and asking for a comment after the fact more critically. No equity impact analysis was conducted that analysis is meant to ensure protection for older adults, low income residents, people with disabilities, and others who might be negatively affected by changes to parking, traffic, flow or access the plans, all ages and abilities. Lens is focused on cyclist comfort, not social equity or community-wide impacts. The plan proposes 7 changes to village code, with no transparency about how those policies were developed, or if they were legally vetted, were residents informed or consulted? Will these policies be removed from the plan, or are they being pushed through without scrutiny on Harvard and similar streets? The plan calls for protective lanes and parking removal? Yet Oak Park's own traffic stress framework and national Naco guidelines suggest neighborhood Greenways as safer, less disruptive alternatives. So why ignore the better fit solution? And now to the financials based on my estimates. Phase one eliminates 1,500 public parking spaces and full implementation could impact up to 25% of on street parking. potentially resulting in a loss of half a million dollars or more, and annual property tax revenue unless offset by tax increases. Now I understand that the frontage is not incorporated as part of the Cook County assessment. But if home values change, then residents will appeal those those property values, and we will see losses in tax revenue. The plan's estimated cost is 12.2,000,006.6 million in short term, and 5.6 million midterm, excluding future phases or maintenance, adding to that is 1.3 million fixed, and 237,000 annual costs for divvy bike stations. Oak Park residents already paid, 255 million in property taxes last year. This plan could represent 4% or more of that amount with no defined economic return. So, I ask, who will pay for this? The lobbyists, the advocates? No, it'll be the taxpayers. And what priorities like education, public safety, or basic services might face cuts. As a result. the process has been rushed and opaque with minimum engagement and major long-term consequences. If this plan truly benefits the community, why not bring it to the community. When the stadium lighting was proposed for our high school at a fraction of the cost. it required a referendum. So why doesn't this plan, which could reshape the village for decades and cost tens of millions deserve the same scrutiny. Ask residents, are you willing to give up 25% of street parking, possibly face higher property taxes and absorb a major budget shift for this plan. This is not about being anti-bike. It's about being pro community and ensuring decisions are made transparently, equitably, and with full public understanding. Oak Park deserves a smarter, balanced and community led transportation strategy, one that reflects our values and earns our trust and board

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members should have been here at this open house. Thank you for your time and your service.

00:13:10.320 --> 00:13:20.840

All right. My name is Daniel Kirsner. I'm an Oak Park resident, with 2 kids under 6 who will be 4th generation graduates of OPRF by the time the bike plan is completed. My wife isn't able to make comment today because she's watching the kids. And we weren't able to make live comments at meetings for the same reason. I think a lot of the people who feel really strongly about the bike plan in Oak Park are in the same situation. We bike 200 days per year, give or take. and I think my family deserves to be able to bike safely throughout Oak Park. We'd witness continual lawlessness and dangerous behavior from cars, and we don't feel safe, particularly right near our house at Marion and Erie and Marion and Ontario where people routinely blow stop signs, and along most of the East-west streets which do not have protected bike lanes. My kids have to pass these intersections to go to elementary school. The bike plan is an imperfect but important step in the direction of making Oak Park safer for kids on bikes. I would also appreciate increased enforcement of traffic laws, particularly stopping at stop signs. Automated enforcement is something that I have the skills to implement as a Phd. in statistics and is available from numerous vendors. But that is an aside to the bike plan and to the complaints about lost parking. I would say that the roads are publicly managed, not individually managed, so I urge you to please vote for the bike plan. Thank you.

00:14:42.640 --> 00:14:44.589

Didn't get under 3 min.

00:14:47.280 --> 00:14:54.499

Hello, and thank you for your time. My name is Tom Keegan, my wife, Julie and I, we live on the 700 block of Augusta. We've lived in Oak Park for over 50 years, and I'm here to state my opposition to the bike plan for Augusta. On Augusta, Between Kyler and Harlem, there are 45 driveways and nearly a dozen alleys. 45 driveways create a situation where you have cars with people backing out, dissecting the bike lane that will create more liability, more issues than it will actually protect people. It'll also create a false sense of security on Augusta. When people are in the bike lane, and when there are cars coming into reverse or going in reverse out into the street. I think it's a terrible idea to do that. I think it defeats the concept of the plan, at least on Augusta. There are also issues with the way Augusta is structured that some people will have to go more than a block away to find a place to park out on the street. Lastly, I want to comment on this process. This was sold, the meeting tonight was sold as if it was going to be some kind of a public forum, and the fact that there's only one board member, Jim Taglia, in attendance in the other room is really not what it was sold to be. The idea that each board member is going to look at every single video and every single public comment is just not realistic. So, from my

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perspective, shame on all of you for not being here. It's a terrible thing to do. It's a terrible thing to sell this as a public forum type meeting, and then for none of you to show up. It's cowardly. thank you.

00:16:37.110 --> 00:16:48.299

Hi. My name is Laura Hostadler, and I live on Harvard Avenue at the intersection of Clarence. I've lived there since 1997. And I want to thank you for this opportunity for public comment on the bike plan. My main concern is that it seems like street parking will no longer be accessible to the homeowners along Harvard, to the other people who use it for commuting from the blue line and after I got the notice I just took a picture of the street one time, and I was surprised how many cars are parked there. We have a driveway. We do not have Alley access, and when my daughter was at home we had 2 cars in the driveway quite a lot. So, one car was on the street pretty much all the time all day. That's true of other people, but you can easily have 10 or 12 cars on that block, partly because of the Montessori school, partly because of commuters, partly because of the church, and because of the the furniture that distribution they make available on Wednesdays and Saturdays, so I feel like it would be very disruptive to the homeowners and the taxpayers on the block. I sound very conservative here just on my normal mo, but I am concerned about that. I also feel like, you know, more bright markers on the street. We already have flashing lights, you know by Rehm, which I understand are necessary. It's it just, it's not the kind of calm neighborhood that I want to be a part of. I do understand, people are concerned about the kids having a safe place to ride, but kids are allowed to ride on the sidewalk, as I understand it, at least when ours was young. That was not a problem. And when I ride a bike I feel like Harvard is perfectly safe without the lane, so I'll I'll stop there. I know a lot of people have things to say, but thanks for the opportunity. My heart.

00:18:48.660 --> 00:18:59.810

My name is Luna. I'm 7 years old, and I from Oak Park, Oak Park, Benderson and I want biking to be a little more safer, so I can ride a little safer on a bike.

00:19:12.420 --> 00:19:13.850

All good. Yeah.

00:19:15.910 --> 00:19:35.624

Hi, Macy maker, Zach. I live at Gunderson and Harrison, and we are a biking family. We have a family cargo bike that we take my 5-year-old and 7-year-old on. My 7-year-old is also a biker herself, and once we ride to drop off a lot along Harvard for her Daycare, and it's pretty scary, so we need access where I can feel comfortable with my children. The protected bike lanes when we follow those routes are much, are much more suitable for regular bike usage and bike commuting, which reduces

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emissions in our village and promotes healthy lifestyle. We are for the Bike Lane Expansion Project. Thank you.

00:20:06.830 --> 00:20:15.182

Hi. My name is Sharon Parrish, and I live at 1100 South Elmwood, at the corner of Harvard and Elmwood. I am concerned about this bike plan because I don't think it's necessary to remove the parking for a safe biking plan. I have a window onto the world, and I get to see how it's used every day. We've lived here for 20 years. and I see people biking without a problem with no overnight parking. There are generally no people parked on Harvard in the morning for commuters, for, you know, kids going to school. It's not the parking. That's a problem we generally don't park in front of our unless we need to. And there are times we absolutely need to park both our front door or back door is on Harvard. We have no access to Elmwood because of a stop sign and a fire hydrant. Also, our garage won't allow us to open the back of our car while the garage door is open, so we cannot unload our car from the garage, either Oak Park homes. So, I've been watching summer camps bike past all summer long, and I see no concerns from the counselors parking the car. Kids pass. I see no problems with people biking. I think a shared bike lane is the way to go and I have no problems with that on our street. I just don't think removing the parking is going to help anything. Thank you.

00:21:55.110 --> 00:22:12.469

My name is Steven Stassen. I live in Oak Park, and I think this bike plan is pretty stinking good. I think it does a lot of great things. I think it connects the village fully, which I think is where a lot of bike plans fail. We don't build good networks in general for alternative forms of transit other than car. And I think this is a great one there. I think the concerns of the people on Harvard, I can appreciate and understand them. However, I do want to point out that if we lower the intervention beyond below the Nacdo standards, I think that that would potentially open up the village to liability you're allowed to use underneath the Nacdo standards. Engineering, I forgot the official terminology is but professional opinion, I'm going to call it. But this would be based off of, not the engineer's professional opinion, and would open up everybody that's been involved in the planning process as far as on the official side of things, to potential liability. And that's something that I'm really concerned about. I appreciate the concerns around parking. I appreciate the concerns, but I think that this is unfortunately the best street for this to work, and unfortunately it is high enough traffic that we need to put in a bike lane.

00:23:19.190 --> 00:23:28.599

Hi, my name is Rich Picorney. I am a 48-year resident of Oak Park at 1102 South Maple, my house faces on Harvard. I've been there for 48 years. I bike on Harvard. I've had my grandson since he was 6 or 8 years

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old, biking on Harvard. Just fine. No problem. There is not that much traffic there. There are a bunch of misinformation been passed out by the bike supporters about the bike plan, one that the residents whose homes face Harvard are anti-bike, that is totally false. Many of us ride our bikes on there safely, and it's not a problem. Let's drive, and I think we need to drop the all or nothing posture where they got to have shut down all the parking on on Harvard. You know. You could park on one side and have bikes on the other. It can be done safely, but people have to, let me be sarcastic, use their head for something more than a holder for a bicycle helmet. Harvard's unsafe, not true, false. I've been down there for many years. Never seen an accident, never even had a close call. Only a small group of people oppose the bike plan. Another falsehood. There's over 2 dozen homes that face, Harvard. It's a lot of people living there, and you can see by the number of people showing up to these meetings that there's a lot of us affected, and it's not a small thing. And next, ending parking on Harvard is a minor inconvenience. Yeah, minor inconvenience for you, because you don't live there. You know, if your car breaks down, it's a very minor inconvenience for me, too. What do I care about your car? You know. Contractors come, they got to park around the corner and haul a bunch of heavy plumbing equipment in or electrical. Have a roof done. You can't put a dumpster out there to get the roof done, or I have, I'm 75, I have older relatives come over. They got to park a block and a half away. I live right by Maple Park. Often people from the park, there's baseball games there, events there, and they're parked all over the place. Where are they going? Lastly, there's another falsehood, I just realized the other day somebody was preaching that when the 606 went in in Chicago, that the property values went up. That may be true. The problem is, the 606 was an abandoned railroad. There was no parking taken away there, so I urge you to at least compromise. Give us parking on one side of the street, do something for us. And really and truly the best solution is just put in the Greenway, the bike markings. It's going to be safe. It's going to be fine. Everyone will be okay except for the fanatic bikers, and I'm not for them all I will say is, it's a minor inconvenience for you. Thank you.

00:26:16.890 --> 00:26:25.570

Okay, so I guess I wanted to get the feedback that I think not only should we do the like the striping plan, but honestly, they need to do the separated biking plan right? So, like, I moved here 5 years ago, I have 3 more kids than when I moved here. And we're actually considering going back to Chicago. So, I'm I'm early thirties because we walk everywhere. And it's it's not safe to walk right. I crossed Lexington and Harvard to get here not slower than 15, blowing through the stop signs every day. I can email the board every day when I walk my kid to school, when I walk into play school in in Carroll. Here blown stop signs, illegal left turns at lights. They need to do more than just painting on the ground because it's not enough, and it's not safe for kids. I think I feel as safe biking in Milwaukee 10 years ago then I do in Oak Park, and that's that's not okay. Right? Oak Park should be better than that. And you know I understand older residents want their parking, but it's the same thing. When the village banned guns, my grandfather moved out of

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here. If they don't want to, you know, go with what the village wants, they can move out. That's how it's always been done here, and that's how they should do it here. We need to consider, you know, our younger family members and community members and make it safe. It's a walking route to school. Make it safe. hey, Bud? I think that's it. I think I'm good.

00:27:45.940 --> 00:27:58.379

perfect I've heard a lot of this about the fact that they saying that oh, because you're you know, you want a special privilege because you have a corner lot. Well, I've got a problem with that. I have only exits and entrances to my property are on the corner are facing Harvard. They're not facing Euclid. What my address is. I also found out that I pay about 6% more taxes for having a corner lot, which is \$1,000. Also, I shovel 3 times the snow. I rake 3 times the leaves I have 3 times the gutter to sweep. And I have a lot more responsibility for maintaining my property because I'm on the corner. So that's number one. Number 2 is this really about safety? Because I have been monitoring the bikes going down Harvard across Euclid. We are on a two-way stop sign the bikes don't stop. I've only had one bike stop, and they had to stop because they almost got hit by a car going across because they didn't look. I've taken it upon myself to remind the adults when they're with children that State law says you got to stop, and I've been called 4 letter words, and I've been told that Oak Park has an ordinance that you don't have to stop at stop signs. Unfortunately, when I checked with the police, we do have to stop at stop signs. So, is this really about safety? Or is this about some sort of a boondoggle that we want to put in bike lanes? I have nothing against the bike lanes. But why do we want to take people's property away? Thank you.

00:29:27.080 --> 00:29:35.530

Good evening. My name is Rafael Nunez, and I live at the 1100 Gunderson Avenue on the southeast corner of Gunderson and Harvard. I'm here in support of my neighbors, asking the Board to reconsider the proposal to remove Street parking Harvard street. Others have spoken eloquently about the broader impacts. So, I'm here just to share a specific concern from my household because of the fire hydrant at our corner. We already lost valuable curb space on busy days, like holidays, or when the Rehm swimming pool is open, parking becomes extremely limited, and when visitors with mobility issues come, including those who use wheelchairs. The lack of nearby parking makes access to our home difficult and frankly unfair. Eliminating more parking from Harvard would only make this worse. not just for us, but for many residents who relied on street parking in a dense neighborhood. I hope the Board will consider alternatives that improve safety without removing essential parking. And for the record, I say this as someone who likes biking, I believe in balanced streets that work for everyone. So, thank you so much for listening, and and thank you for your time.

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00:30:55.110 --> 00:31:04.160

Hi! My name is Jeffrey Cash. I live at 224 North Kenilworth, at the corner of Erie, and I wanted to comment on my overall impression of the bike plan that's been put forth is generally favorable. Living at that corner, I have noticed a large increase in the number of kids riding bicycles along Erie on their way to high school. So, I think that you know, striping that as a as a bike boulevard has been, I believe, a success. In terms of the changes that are proposed in the new bike plan be under consideration. I wanted to comment that going north-south in the village is generally not a big problem on a bicycle. I do a lot of bike biking. I'm 72, by the way. So, it's not just young kids who bike. But going north-south is generally not a big problem. There are enough quiet streets but going east-west is a little more complicated, and in particular, south of the Eisenhower Freeway. There is no good east-west route, and that's why I really strongly support the idea of putting a bike lane on Harvard Street. It's the only east-west route south of the freeway that makes any sense. It's signalized where it crosses all the busy streets. It's not heavily used for parking. I bike that last weekend admittedly, it was a weekend. There were, aside from the church, there were maybe 20 cars parked there now. Some people have proposed a compromise for that which would be allow parking on one side of the street. I would urge the Board not to consider that that's not a safe compromise in my eyes, at least, if you need to do it, just do it in the few places where it's necessary, perhaps around the school or around the church, because the biggest hazard, especially for young children biking quite honestly, is one of the biggest hazards is a parked car, because drivers in parked cars will just open their door without paying any attention to what's coming from behind at least close. They'll look for cars, but they won't look for bikes, and as a cyclist I've learned to stay a good 3 feet from cars, and I don't know that you can count on young children just learning to be as aware of that. They're not drivers. They're not aware of what cars can do so. I would urge you, if you need to feel the need to compromise on the Harvard Street plan and have parking. Only put the parking where it's absolutely necessary. Not anywhere else, not generally along the street. It would be much safer for people to be able to bike along Harvard without having to be looking at every car they go by looking, worrying about getting doored. Thank you.

00:33:31.560 --> 00:33:46.330

Hi. My name is Chris Donovan. I've lived at 733 South Elmwood. I'd like to describe myself as a fairly avid bicycle rider, but I do it for exercise and recreation. I don't do it for commuting. I don't do it to, you know, out of environmental concerns, although I do have them. My reaction to this latest plan is that I supported the original bike plan in 2008 was supportive of it in 2015, and I'm a little confused on why it became necessary to update it and expand it and remove things that are somewhat essential, considering the use of a street like Harvard for things related to this park or related to Irving School. And I don't see while there is a higher traffic volume. Harvard, I think part of that is due to the light. So, you avoid Roosevelt Road, which is another issue entirely. However, the other thing that I think it is is that you know

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it's used for purpose for the people that live along Harvard from either end. And there's, you know, the school down the other end. It's parks along the way. So, what is it that you know the cars and needed to get there that all of a sudden there can't be parking for those uses. And I really don't think there has been a bicyclist count along Harvard to coincide with the argument that we need this for safety of bicyclists when there are fewer than I think there is projected. So, in fact and in conclusion, I'd like to say it's intended to create a demand that isn't there, and won't be there, and I hope you take that into consideration before making any plans to approve this plan at the next board meeting. Thank you for your time.

00:35:27.670 --> 00:35:47.829

Cool. I'm Trevor Clark, resident of the 800 block of South Kenilworth been in Oak Park for over a year now, so I was not present for all the significant planning that went into the bike plan. I've just seen the updated bike plan. And maybe, you know, 10 years ago I saw one of the earlier versions from 2008. I just wanted to speak my support for the plan and express appreciation for all the work that went into it, and appreciation that you're giving an additional time for people to speak, but also wanted to express some caution. So, I showed up today, and I have 2 kids out on the playground right now. I hope they're still out on the playground because I'm very much pro bike. The girls are pro bike. They're 3 and 5 right now. They both ride. It's going to be much safer for them riding down Harvard if they don't have to go around cars, whether I'm there, whether they're middle schoolers and they're on their own. But I thought it was important, because we see a lot of people at this this meeting that's happening right now, who are residents of the street and concerned about their parking, and their voices are very loud, and they're very impassioned about it. So, I want to be here whenever the opportunity presents itself to speak for the bikes and for the safety of kids who are using the streets. I really value Oak Park, and I want it to continue to be a safe place, good for children. And I think, pursuing this bike plan, even if it does inconvenience some people is the way to do that. So full support and good luck implementing it. Thanks.

00:37:09.780 --> 00:37:37.940

Hi! My name is Susan Curtinbaugh. I live at 1023, Lyman Avenue, so I am a half a block north of Harvard. I have been a biker for many years. I bike frequently almost in all seasons, and Harvard is one of my main bike routes. I bike down Harvard and then across Oak Park after going over the Home Street Bridge. I was very excited in 2008 to hear that there was a plan a Greenways plan for bike lanes and bike routes in Oak Park. I followed that through time, and was also very pleased to see, I think, in 2015 that they'd hired consultants to develop the plan. I've become active with Bike Walk Oak Park. As I have talked to my neighbors about biking, I've been really surprised at the number of neighbors, young people, teenagers, adults who say they're afraid of biking in Oak Park, and they're not doing it, but they indicate that if there was a better system for biking of infrastructure that that would encourage them to to

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bike. I am someone who supports the the bike plan. I understand the homeowners along Harvard who are upset. I'm sorry, but I think this is a really good plan, I think, for the safety of our community for seniors and for younger people that it is really important to have designated bike lanes where people aren't having to travel into traffic around cars. I support the plan going forward, and I encourage the village board to keep it as it is, and as we move, move forward to support the other parts, the other phases of the plan. Thanks so much.

00:39:30.040 --> 00:39:48.269

G'day. Michael Howland. I live on the 600 south block of Harvey. Concerns about the plan I concerns that we're doing it in 2 stages, where I think it can probably be done a lot quicker than that doesn't seem to make sense to do the stripe lane, and then the the permanent lane. My feeling, or why I'm here is I ride a bicycle in the village. I ride with my kids in the back of my bicycle. I have a large blue bucket bike, and people stop me all the time. They're like we love your bike. It's awesome. We wish we, you know, that's so great, and I tell them, look owning a bicycle in Oak Park is the ultimate life hack. Don't have to worry about parking. You don't have to worry about traffic, and then, like that sounds awesome. But I'm too scared to ride in Oak Park, and being a cyclist myself, I can validate that sense, you know. A lot of our streets are very hostile to riders. It feels like we have to ask for permission to ride on the street. You know I've lost count of the number of times I've had interactions with people that I wish I hadn't. And I think Harvard and the larger bike plans go a long way to address the safety concerns for children riding on the street, adults like myself, riding on the street, and families riding on the street, starting with Harvard, I think, makes a lot of sense, because of the different facilities and schools that it connects. The fact that you have the stoplight to cross over Oak Park Avenue, and also the fact that it minimizes the number of people who feel affected. I use that sort of feel affected. I, personally would not mind if I had a bike lane in front of my house. I can't speak, of course, for my neighbors, but I think a lot of what I hear in these sessions is a domino effect or imagining a scenario that is not to come. You know, I heard tonight about people feeling that people move out of Oak Park. If there were bike lanes installed, I think, what attracted my family to Oak Park and many people. Here is the proximity of all of the the schools, the pools, the grocery stores. We have a very walkable and rideable village, and I'm glad that we're investing in it. So, thank you.

00:41:55.568 --> 00:42:03.680

Hi! My name is Isla Gordon. I live at 1101 Winona Avenue. So right on the corner of Winona and Harvard. And my biggest concern about the bike plan is just I mean, it'll inconvenience a lot of people. But I'm not gonna talk about that I think that the biggest concern is winter, and I think that there should be a cutoff point where you the bike, plan the bike lane. It can be open, you know, during spring, summer, maybe early

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fall, but when winter comes along it's going to be harder. I mean, people need to park in front of their houses, because it's easier to get in and out because it's so cold and so icy. And I just think that parking in front of our house should be allowed during the winter parking on Harvard should be allowed. So that was my biggest. I think that's a pretty, you know, fair compromise, and I'd be open to you. Know anything else.

00:42:55.200 --> 00:43:17.250

Hi! I'm Connie Pence, and I live 2 blocks south of Harvard, and I came here tonight and unexpectedly saw my son here, who lives a couple blocks from me. He's 4 blocks south of Harvard, and we have a difference of opinion. I'm opposed to the bike lanes on Harvard. I do ride my bike, probably from Gundersen to home or beyond. I find this is no problem right now, and I see no reason to put the bike lane in.

00:43:28.170 --> 00:43:41.830

Thanks, mom, good comment. So, so I'm Chris Pince. This is my mother, and I live 4 houses south of Harvard not 4 blocks. Oh, yeah, you said sorry. So, I live 4 houses south of Harvard on Scoville, and I'm even more in favor of the bike lanes now than I was before I came here. This was a pretty raucous event, and I can understand there are a lot of people who have a lot of concerns about the bike lane, and I know that parking is an important issue to a lot of people, and people you know, need to be able to park and put their groceries away. But I think that the village is thinking through options, for where people can park, and that there should be good parking options for people who need them, that that came through to me in the question and answer, and I think that the more safe bike options we have in our village the better it'll be for most people who live here. I think a lot of people like to bike. I think a lot more people would bike if they felt like it was safer, and I feel safe on Harvard. I'll admit I ride on Harvard. I feel pretty safe, but I think I would enjoy it more, and feel safer if it was a little bit more protected, and I think a lot of other people would feel that way. I don't understand why Harvard was prioritized. I feel like I could ride on Harvard, and I do feel safe on Harvard. I also ride on Jackson. I am more concerned with a north south path. I take Chris's daughter to school at OPRF, and traveling on East Avenue, going north and south, is dangerous. Ridgeland is not much better. But East Avenue is incredibly treacherous for drivers as well as the students on their bikes, and so I don't understand why this money would be spent on Harvard, and why it wouldn't be prioritized on a North South Street. So, I thought they gave some good answers to those questions when we were in there. So, one of the things that they said was why they prioritized Harvard is that they wanted to sync it up with where there are existing traffic lights which there is on Ridgeland, and there's on Oak Park Avenue and there are north-south lanes, and I've I've been using the one that goes just today. I did the one that goes on Scoville to Ridgeland Commons, where I went to go swimming. And it's really nice. So, you go across the bridge, you know, at East Avenue, and then you go over to Scoville, and then from there it goes all the way through all the way to Richland Commons all the way to

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Lake Street, and and when you get to Jackson. and when you get to Madison there's this new pedestrian flashing light. You push that button and it makes it. And I used it today. Actually, I used that button at Jackson because there were a lot of cars coming. I wanted to cross Jackson, so I push that button. The lights flash. The car stopped, and then I could go across. So Scoville they built that lane, that north-south one intentionally to try to get the kids to bike on Scoville instead of East Avenue, and I've seen more people doing it, and and there's also a north-south one on home and the north-south on, I think, Lombard. So I was unaware of the one on Scoville, and I would wonder how recent that is. But getting back to your point about the lights. On Harvard, at both Ridgeland and, where's the other one? Oh yeah. Oh, Park Avenue. That's why I take Harvard now, because it's easy, because the lights are already there. So that's why I feel there's no need to put bike lanes there. Also, they're talking about each bike lane being 5 feet. The street is 30 feet. That leaves 20 feet again for cars to go back and forth it. It just cuts into the driving. And as a senior, I am already like driving in the morning at 6 in the morning to avoid traffic. It just doesn't make sense to me. Yeah, no, I think I mean, I think that'll be an inconvenience for people. It'll take longer to get places when you're driving for sure, or you might have to drive on Roosevelt or on Fillmore or Lexington might be easier, but then that would make it even safer for the bike. So I feel like the fact that some people are gonna get delayed in their cars is outweighed by the fact that it'll feel safer to ride. And so how many months of the year got to wrap it up? Yeah, yeah, so. But yeah, the winter I mean the winter is. Yeah, the riding your bike. Yeah, the winter is. I mean, I think there's a good argument, you know, like, where you're inconveniencing people's. So anyway. Okay, I think we should wrap it up. Wrap it up. But thank you. Village board for listening to me. Thank you for listening to my mom. Thank you, Mom, for sharing your thoughts. You're welcome, Chris, and I'm glad that you came. And I'm glad that you're still biking. All right, we're done.

00:48:13.230 --> 00:48:22.360

Okay. So, I'm Evan McKenzie. This is C. Sykes. We live at 1046 Home Avenue, at the corner northeast corner of Home and Harvard. I think for us. The most important thing to emphasize is that we would never have objected to the original plan of a Greenway, or to using one side of Harvard as a as a dedicated bike lane, and using Fillmore or Lexington for the other, or any number of other compromises, like making Harvard a 1-way street or so forth. And but what has happened? It's not the original plan. It's the way it was changed significantly and recently, and with little notice of the public or their involvement. So, you know, it's taking all the parking on Harvard that is generating the opposition. And I can't help thinking I mean, this does affect our lives, because we have between us 5 children and 3 grandchildren, and lots of friends and contractors and other people who come to see us. And this does affect us because we do use the side entrance all the time. And so, the question in my mind is, why was the change made to the original plan, and I'm not satisfied with the explanations that I've heard about traffic volume. I don't think that they lowered the standard on traffic volume to make it

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fit, and the standards only apply. It only fits the standards in a couple of locations on its entire length. So, I actually believe that the plan was changed, with the understanding that it would generate opposition, that this this approach is the only one that would generate substantial opposition. And I think that the plan here is, they're kind of trying out a strategy, because you know, how do you squash the opposition of the residents? And where do you begin to pilot that strategy and answer, I think, is, they do it on a smaller street with fewer people, because the plan is to do that on a large scale, and the opposition will be larger, and when they go to the north-south Streets, one reason, I think, that is because the Wednesday Journal published a piece by Mr. Vander Berg, where he basically said that if we can't take all the parking on Harvard with relatively few people, we won't be able to do this on the north-south streets. So, I feel like that's why, you know, people are being stigmatized as Nimby, you know, selfish people when actually we're just looking for a compromise. So, I hope people are listening. Okay in terms of compromise. What we are given the information we're given at the meeting today by the engineer is that Fillmore and Lexington can't be used because they don't have stoplights at Oak Park and Ridgeland, and that's not as safe, I understand that. But at the same time this engineer also told us that they plan to push the bike path through Maple Park and then use some kind of blinking stop sign at Harlem in order to allow bikers to cross across Harlem. So, I'm not going to get into the safety around that that I think that that's never going to happen, but that is the kind of thing that you could put on Fillmore or Lexington, and it would work very well. There already is a flashing stoplight at Lexington and Oak Park. So, the same kind of thing he's talking about putting on Harlem, which is a really crazy Street already exists at Lexington. So, it's good enough to cross Harlem, but they're not including it as an option to use Lexington. So, what I would suggest, or what I'm hoping about another compromise is a Greenway, or, to use one lane down Harvard, another lane down Lexington or Fillmore, and use some other kind of warnings at the corners of Regent and Oak Park, such like the one at Oak Park and Lexington. Now, if they're willing to do it for Harlem, why would they not be willing to use it on a side state where there'd be far less intense traffic? Thanks very much.

00:52:03.230 --> 00:52:27.849

Hi. My name is Lee Maker Zak. I live on the 800 block of Gundersen just coming to the meeting tonight. It seems like, you know, there's a lot of people that think there wasn't an effort put into this. So, I just want to say that I appreciate the amount of time it's taken. If anything, I would say that I'm on the other side, and I would like it to be pushed along faster. I think, if you sort of benchmark this against processes that have occurred in other communities. I would say that we've probably put in a multitude of 5 to 10 times more time doing community meetings doing outreach. It's never perfect for everyone, I mean. Sometimes I wish I lived on Harvard so that there would be one less person to complain about this. But the people you're affecting are people like me? I ride around with my 7-year-old kid who's just learning to ride a bike, and I feel like I have to be a mother Mother Goose, or mother hen, or whatever

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you want to call it, riding on any street, almost any street in Oak Park. I'm constantly just blocking for cars. There's not a lot of like availability for for people that don't feel as comfortable, and everyone in Oak Park has garages. Everyone can park around the corner and walk 3, 4 houses to their block, like the city of Chicago, manages to do it. I used to have to park 5, 2 to 3 blocks away from my house sometimes, if you come in at a bad time. I know Oak Park is not Chicago, but we have garages, and you have to have your car off the street at night so clearly there's some parking that's within the vicinity of your house. So, I think you know, we're just distributing resources a little differently, and it's time to have a little bit more bike infrastructure around here. So, you know, I'm just voicing my opinion as someone that would really appreciate it, being able to go north, south, east, west, pick a safe street where I'm not constantly having to play bodyguard for for my children while they're riding bikes. That's it. Thanks.

00:53:41.770 --> 00:53:56.030

Okay. Good evening. I'm Barbara Gordon and I have lived on Harvard Avenue for over 20 years, and I support safer bicycling, but eliminating all parking on Harvard is the wrong way to get there. Harvard is the front door to many dozens of homes, churches, and schools for many of us, especially seniors, caregivers, families. Curbside parking isn't a luxury. It's how we access our homes, care for our loved ones and go about daily life, and this plan would displace residents such as me and fracture the fabric of a long-established community and I had hoped that tonight both interests the neighbors affected by this change, who will lose parking to their homes, and those interested in bike lanes on Harvard could have worked together to find a solution that can satisfy the most important aspects that everyone needs. But I don't think that it was accomplished tonight, and I think it's actually provided more division among everybody and the point and in the process here. So, I think, moving forward that should be examined in this whole process. And I just wanted to ask that the Commission offered flexibility on Le Moyne Parkway by preserving a bike, preserving the park, the parking through a Greenway design, and I've also experienced some interesting bike path markings along Kenilworth Avenue, between Brooks Middle School and Unity Temple that balanced parking and bike paths, and I think that we could work together to find a similar solution along Harvard, and I hope that is still on the table. So, in closing, we can, and we should build a safe, safer bike infrastructure, but it should unite our community rather than divide it like it has. So, thank you for your time.

00:55:27.590 --> 00:55:32.989

Hi! I'm Joe Gordon at 1101, Winona, basically Harvard and Winona. I I've been very much a part of this process as much as I as I've known about it since December, and all I want to just boil it down to is, I'm just very disappointed. I just went to the other meeting. I'm disappointed that the village that or that the Transportation Committee did not involve us as local residents for input. I thought tonight was going to be a meeting where I would have input. I'm just, I'm incredibly disappointed with the

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meeting over there, and it wasn't what I thought it was promoted to be where we could actually offer valid input and compromise. You want to put a bike lane in. That's fine. I think there's some fair things that us as affected residents could do to enhance that and make it better for everybody involved. But that opportunity was not provided. And so that's that's really lousy. So, I'll say a couple of suggestions here. If you want a bike lane, 1st of all, I think what I'd like to do is look at this as a green way, a shared, and only because if putting a bike lane in on the north-south streets is going to be the real problem, we need to save our taxpayer dollars. One of those, either East or Ridgeland, or Home, or something, is going to need to be done to connect north and south. You're going to need a lot of money and resources for that. So, what I say is, take the easy streets like Harvard, do a cheap bike lane over there, don't raise it up and put a bunch of cement move sewers, save that for a nice decent north-south route. That's my 1st suggestion if you have to have a bike lane. Secondly, if you have to have a dedicated bike lane, and I lose my parking on that side which isn't mine to begin with, I understand, I would say, do a wintertime and a summertime divide up where where we can keep our parking in the wintertime, when there's yeah. Okay. The gentleman there is kind of smirking his way through and said, well, there are still people who bike during the winter drastically fewer. So again, it's a compromise with the local residents and homeowners from basically April 1st to November to October 30th dedicated bike lanes, and then at least, we get some parking in the winter, and you know, I think that's fair. So again, really want some compromise if we don't get it. That's just really disappointing. Thanks.

00:57:45.070 --> 00:58:01.651

Hey? I'm Michael Travato. I live on 1106 Clinton. Just behind the Carroll center. It seems like you guys put a lot of thought into this as somebody that bikes in the village. It's nice to see you guys doing something that'll hopefully help out, you know, Harvard has become kind of a cut through during rush hour. For a lot of Roosevelt 290 traffic and Madison traffic. So sadly, if people have to lose their parking unless there's another way to calm that rush hour traffic. It's not safe for kids or even adults during at least in the morning rush hour in the evening rush hour so hopefully you take that into consideration with your decision. Thanks.

00:58:35.260 --> 00:58:40.760

Hi! I'm Lisa Gill. 1101 Wisconsin in Oak Park. I've attended many of the meetings regarding the bike path, and it is very unfortunate that at this time our parking is going away without a plan for what is going to replace it. You can at least stop taking the parking away at this point and wait until your plans are all done. It's not fair to the residents at all. As far as the plan for us uniting community and having Oak Park be a thoroughfare between the city of Chicago and Forest Park, that's not happening. The administrative person in Forest Park, they haven't even heard of that, and they're not doing it. It's more misinformation. And you know they're at the outpouring of our residents here on on Harvard

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it. There's a true sense of fear that our quality of life is going to be reduced because of this, and it's really, really not necessary. We don't have to spend the money. You need streets in Forest Park, or river, or Oak Park repaved. We need a police station. The economics of this for a few people does not make sense. Please vote no. thank you.

01:00:03.630 --> 01:00:08.259

Hi. My name is Carl Logger. I live in the 100 block of North Taylor. So I'm not directly affected by the Harvard Avenue issue. Generally, I'm in favor of this bike plan. I think there are 3 pretty compelling reasons to implement it. Every day there are more and more e-bikes and other e-vehicles on the roads. There's a growing demand for a safe network of streets and a complete bike plan will help satisfy that demand safely. Also, Vision 0. It's hard to imagine a successful Vision 0 plan without a complete network of safe bike streets. So, this bike plan seems to double dovetail really well with the with the village's Vision 0 plans. Finally, climate change, switching some number of trips from cars to biking and walking can make a significant contribution to the village's climate change goals. So, for those 3 reasons. And as a regular user of bicycles in Oak Park, I'm in favor of this bike plan. Thank you.

01:01:14.040 --> 01:01:41.779

Okay. My name is Don Skug. I live at Harvard and Gunderson. I've been there for 45 years in the amount of time I've been there, I have never seen an accident between a biker and a car. We seem to get along just fine. Everybody behaves themselves. It just doesn't seem to be a problem. The idea of putting in bike lanes is a number of problems with it. One is, you know, kids aren't going to be it. Anyway, they're going to be all over everywhere. There aren't that many bikers to start with. And all the danger spots, the alleys and the intersections aren't going to be affected by the bike lane at all. The other problem is, I have neighbor across the street. He's 85 years old. He's going to have trouble getting out to his car. Then we also have churches with with older people. We have the schools with the kids. We have the the buses over here. We don't know where those are going to go, so it just seems to me like it's a a solution looking for a problem. I just don't see why we need to have to do this. So that's my point, right? And also, they think of Green Park right? We get the overflow on Harvard every Saturday and Sunday. Where are they going to Park? Where's everybody going to park when they can't park on Harvard. I also have, I'm a drummer, so I have to load my equipment in to the side of my house, which is on Harvard, and it would be a real shame if I had to get a ticket, because I had to load the equipment in from my house. So that's my thought. So, there you go. Thank you.

01:02:48.220 --> 01:03:16.649

Hi. My name is Jason. I'm a resident of Winona Avenue in Oak Park. Really appreciate the opportunity to speak to the Board about the bike plan. I support it. I have 2 young kids. I think it's going to be a great

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amenity for my family to be able to ride up and down Harvard in a more bike safe and controlled fashion. So, thank you for the thoughtful plan and the effort you've put into doing this look forward to seeing it built sometime soon. Thank you.

01:03:17.120 --> 01:03:18.169
I'll get it.

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00:00:01.640 --> 00:00:19.100

Joan Curtinbaugh. Now we're ready. Joan Curtinbaugh. I live at 725, Clinton Avenue, so it's corner of Clinton and Jackson are close. My husband and I have been in Oak Park for 35 years, over 35 years, almost 40, I guess. And we bike a lot. I do a lot of my errands on a bike and taught our kids to bike, and it was always a little hairy. The safety situation always a little scary, and we now have a grandchild who lives in Oak Park, and as I teach him to ride, I'd really like a safer environment for him to learn to ride, and I think that we want to encourage children to have a healthier lifestyle and older adults. And there's a lot of fear out there about biking on Oak Park streets due to traffic concerns. So, anything we can do that's an incremental improvement. And this is maybe beyond an incremental improvement, but definitely going in the right direction for a comprehensive bike plan and bike infrastructure. It's a very car centric environment. There's been a lot more cars as high rises have been built in Oak Park, and that's increased the traffic and the congestion, and it's pretty unsafe right now, and you have to be totally on your toes at all times, and having an East-West protected street to bike, I think, would be a huge improvement. This issue has been studied extensively. I think you have gotten good experts here that you've brought in. They've weighed in heavily. This is a positive development for the village of Oak Park. If we want to consider ourselves progressive. And I think we do want to attract people who want healthy lifestyles and want to improve the overall aesthetics of this community. A safe biking infrastructure plan is critical, and that's pretty much my spiel. That's what I have to say, so strongly support the bike lane, particularly on Harvard, and I've been at some of the vitriolic meetings, and it's quite painful to hear what people's concerns are. But I'm not. I'm not invalidating them. It's just sometimes, I believe our governance process has to do what's right for the community at large, regardless of people that are not supportive of it. That's it.

00:02:32.680 --> 00:02:55.780

I'm Katie Kralich. I live at 526 Highland Avenue in Oak Park and have for almost 20 years my family, all members of my family, do most of our transportation within the village by biking. I got clipped once on Ridgeland Avenue by a car's rearview mirror, which was unpleasant, and I want to be fully supportive of our village moving to make biking a safer and more popular mode of transit. I think when more people feel safe about biking, more people will bike, and we will have fewer cars on the street, and more families can be a 1 car family, or even a no car family like ours has been this whole time we've lived in Oak Park, so please hear my family's full support for moving forward on more safe car separated bike separated infrastructure and or education about cars and bikes sharing roads. I will say, when you put up the bikeway on like Erie over by the high school, even I, as a cyclist, found it really kind of unclear. So, if you're going to do things like that, it's really important to educate both motorists and cyclists about what those signs mean and how we can all get along better together on the roads. I know that's a big ask, but I thank you for taking it on. Hmm.

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00:03:49.200 --> 00:04:13.039

Great. Okay. Good evening. My name is Maureen Hevron Ponnicky. I am a cyclist, a parent, and a resident of Oak Park for 20 years. I wanted to give some input on the bike plans for our village to begin. Thank you for taking this on. I wrote to the village trustees over 10 years ago. As I watched, aghast, as students rode their bikes up East Avenue to OPRF, and I could not believe how many kids almost were hit on a daily basis, as children do what children do and kind of swerve in and out. So, it was a very, you know I was really upset then, and I thought we got to do something. So, I'm glad we're finally doing something, and while I appreciate the many varied interventions, such as neighborhood Greenways, and other traffic calming measures that will make us all safer. I want to clearly state that the only way to make us safer is to invest in protected bike lanes. I can say that as a biker, but the research clearly finds that the only way to increase bike safety is to build protected bike lanes. Not only do protected bike lanes keep bikers safe, but the research shows that they make all of those who use the road safer. So, we make our whole village safer by having bike lanes. I am here to strongly urge you to take the necessary steps to move toward as many protected bike lanes as possible. Converting Harvard to a protected bike lane is a great 1st step. I do live off Harvard and am fully in support of this move. My kids bike far less than they would like to, due to the lack of safe options in our town. Why spend money on all these other short-term measures when we know moving to protected bike lanes is the way to go. I guess I just want to say I read through the plan I gave input all along at the different ways, and I live on Scoville, and we just got the new paintings on our street and some of those. But that doesn't make any biker safer. I bike a lot. I cycle. That's my core joy in life. So, I bike a lot that does not make me feel safer. Whatsoever protected bike lanes make me feel safer. I know they are more expensive. I know they are going to cause a lot of problems because of parking, and because nobody will be happy. But Oak Park has never done things, you know, we've we've always been ahead of the game. So, I'm urging us to think a little bit more radically, and instead of taking these short-term measures, go, don't spend the money on the short-term measures invest them in. The only measure that research shows keeps us safer.

Okay.

00:06:36.740 --> 00:06:59.459

Hi, I'm Amy Rinell, and I'm here with Max, and we are residents of South Oak Park, near the Arts district, and we prefer to get around on foot. And by biking, and we're really excited about the plan. We actually wish it would go a little bit farther in terms of safety. There's so much roadway in our town, and we hear so much tension around convenience over safety. So as we bike this week, we're biking all the way from 290 to man, it has been a much better commute than in prior years because of the way the Greenway is being built out, but it's not perfect yet, so Max doesn't feel comfortable biking all the way there by himself crossing Madison, Washington, and then Augusta doesn't have a way to cross safely. But we think this could be the most bikeable town in our State. The way

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the streets are designed, and how many people bike. We think this plan is a really important step forward and would like to see someday some protected bike infrastructure built the way that cars are growing. The way that electric cars speed up so rapidly and are quieter has made our roads a lot more dangerous. So, a physical separation between bicyclists and cars would be a godsend really for safety and would increase the amount of people getting out of their cars and using their bikes to get around. Do you have anything you want to say? Oh, okay, I think that like they're like the few problems that I think of are like that. A lot of most of the North Star streets just don't have any bike lanes, which is, I know that like a lot of them are pretty skinny, but I think it's still a pretty big problem, and also there are a lot of pretty busy streets that just don't have lights and stuff or proper infrastructure where they are. And also, a lot of times at the lights, the buttons aren't fully calibrated, and, like only only one of them has a turn signal, for when you're allowed to turn, which can make it hard to cross busy streets, important parts. Would you like to bike more if he if it felt safer. Yeah. We also have experienced the high volume of kids going to Julian, both for school as well as for camps, and it's been really frustrating. Crossing at Madison and Ridgeland. The walk activation signals don't always work, and they, if you don't press them, the walk sign is not activated. And so, kids don't know if there's time enough to cross. So, it's made that intersection really unsafe. So, we think that every intersection, the walk line, the walk sign should always be activated. That is the best practice, and Oak Park could easily have a safety win tomorrow if we did that. Good day.

00:09:35.520 --> 00:09:40.340

I'm Michael Holland, and this is my son, sons John and Joey. We live on the 600 south block of Harvey Avenue, and we're here to make public comment.

Hi, I love bike lanes, Bike Lane bike Lane.

Thank you, was I left public comment the other night. But we rode here tonight. We're regular riders around the village. You know, just to extend my comment. You know anything that makes riding more safe, more friendly, for people would be great. I listened to the comment in the Q. & A session the other night, and I've been running back all in my head since then, and to be honest, like listening to it, it seems a little bit mean, but it it's ridiculous or feels ridiculous, you know. My, you know I want to save a few steps when I do my grocery run each week, and that's more important to me than kids and families being safe on their bikes, or we have a block party. Where will anyone park to block party? We'll live there, you know, like a lot of the questions or the feedback that I hear doesn't seem to be as important as making sure families and and kids are safe and not part. So, thanks for your consideration, we look forward to the vote.

00:10:44.230 --> 00:11:08.959

I'm Laura Stamp. I teach science 8th grade science at Brooks. I am very active in sustainability in our community. I think I've been biking,

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seriously commuting for 2 and a half years. And what I mean by seriously is that now I bike in all-weather except for rain, snow, and below 20 degrees. So, I'm riding, and all the time and I've chosen to do that for 3 reasons, sustainability. For my health and also for convenience, and I'll just talk about those real quick for me to ride my bike to work takes 2 min longer to ride my bike than it does to drive, so it's super easy, plus then to ride my bike downtown and not have to pay for parking. I love that. I got my bags on my bike, and I can carry almost everything I need, and I just bike everywhere. And it's so much more convenient in this flat quiet town to ride my bike than it is to drive. So that's 1 thing. Also, I will say that I have not changed anything else in my life, and my blood pressure has dropped where I was on the edge of hypertension. I am not now, since I've been thinking, and I teach 8th grade. So, there's a lot of tension in my life. So, the fact that that's biking is the one thing that's changed. It's really helping me, and I will bike every day from 25 min up to an hour, an hour and a half, with all my different errands. And then the last thing when I'm talking about sustainability, I want to talk about the fact that I teach climate change to my students, and after I teach them climate change I have them redesign Oak Park to make it sustainable. And in that redesign, and I can show you pictures if you want to see them in that redesign every student has put in protected bike lanes. Because when we talk about, why don't you guys bike all the time all over the city, it's you don't have to wait on your parents. You can go everywhere you want. It's a small village. It's easy to get around. Why aren't you biking after? They say they're a little lazy? Then they confess also safety. Their parents don't think it's safe for them to bike. So, if we can take that out of the equation and we can create safe bike spaces for the students. Then we start to change the culture and start to get them ready so that they will bike around and see how great it is to bike and get those cars off the road. I also want to say that when I do bike I will go out of my way to go up to Augusta to take that bike route across by the High School there and then down Kenilworth, because just having that green pavement makes it nice. It makes me feel more safe, and I love the protected lanes on Madison. I just whip right down those when there's not construction blocking them. So, I think those steps that have been done are awesome, and I would love to see more, so that we have a bigger bike culture in Oak Park, and I think with the safe lanes we will have a bigger bike culture.

00:13:57.990 --> 00:14:12.490

My name is Colin Fishburn. I'm an incoming freshman at OPRF. I just want to say I'm a supporter of the bike lanes on Harvard, because I bike there every day, and they would really make it a lot easier to bike there, especially if you're not able to like park, because then it gets tight and it's hard to bite through.

00:14:23.810 --> 00:14:44.739

Hi. My name is John Fishburn. I live at Harvard and Clarence in South Oak Park. I'm a biker and a user of the right-of-way here in Oak Park. I

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just want to express my support for the proposed bike plan, especially the proposed bike lanes on Harvard a couple couple thoughts. I really appreciate all that we've done as a village, but I think we have a long way to go, so keep going full speed ahead. Please pass as progressive and aggressive a plan as you possibly can. I think your sort of political boldness will be rewarded. The community will be rewarded, and it'll make Oak Park a better place to be one of the reasons we moved here 10 years ago. We have 2 children we raised here was through the community the strength of the community here. Oak Park has a history of protecting vulnerable people across all spectrums and dimensions, and I think that needs to extend into mobility and the public right away, that we all share ownership of. So please do your best to prioritize our vulnerable users, our pedestrians, our mobility, challenge people, our bikers over the convenience of the people that choose to use cars in your in the community. Additionally, I think I know there's a hot topic of losing parking versus bike lanes. I think we need to keep in mind that it is a public right-of-way. There's no other right-of-way where we are allowed to store our personal property. Over the greater good of the users of that right-of-way. So please keep that in mind as you weigh your decisions. And finally, I know it may not be in the 1st wave may take time, but please harden the infrastructure. If you take a look at what Chicago's done on Lake Street through the West side, by putting in the concrete bollards, I mean sorry the concrete curbs to protect the bike lanes I use that every day to get in and out of the city. It's a miracle. It's amazing what it feels like to be inside something that is hardened, protected, and not paint, not a plastic bollard that can be knocked over. It gives me great ease and protection every day when I used to ride on those lanes through the west side of Chicago there'd be people going 45 through the bike lane. To pass the people in traffic. That's overnight, eliminated. I think we've done great work here on Madison, but we need to harden the infrastructure. It'll get more users out of here. Out onto the street, and it'll be less traffic for all for those that rightfully choose to use their cars.

Thank you.

00:17:10.780 --> 00:17:24.969

Hi. I'm Alexandra Blum, and I live in Northeast Oak Park. I moved here just 5 years ago, and we moved here primarily, because it is a very walkable and bikeable community, with slow streets already, hopefully. But I will say that I've been really impressed with the way that we've gone after a bike plan here. When I moved here there was no blinking or no button light to press, to cross Chicago Avenue at Scoville, and I cross it twice a day with my kid 4 times a day. Twice of those times my kids are on the bike with me or riding their own bikes. I have a 3 and a 7-year-old. One goes to Hatch, the other goes to Alcuin Montessori. And we, I said to my husband, when we 1st moved here, that I will probably die crossing Chicago Avenue because I do it so many times. A month or 2 later the light was put in, and I mean, I saw high school students crossing there, and I always was nervous about that. Once that light went in and the bike lanes in there, I just felt so much safer, and I felt so much safer for the cyclists around me, and I just like to reiterate what

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some others have said about the public right-of-way. And I think that we don't know really how many people may not be using their bikes because they don't feel safe. I was considering giving up cycling, and I am a 20-year city cyclist when I thought I wasn't safe crossing Chicago Avenue. So, I am, my whole family is a big proponent of the bike safety plans here, and huge supporters. My kids will be riding these streets for hopefully 15 years to come, and we will be as well. So, I'm just here to show my support, and I'm really impressed with all that's happened, and I just hope we continue doing what's best for all users of the road. Thank you.

00:19:18.940 --> 00:19:43.870

Hi. My name is Kevin Roach. I live in Oak Park, lived in the area pretty much my whole life, and my wife and I moved here in 2020 to start our family. We've got 2 young kids. So, I want to 1st appreciate you guys listening to us. Thank you for taking the time to listen. You know we're very fortunate in our country, but also here in our community, where we have leaders that listen to the constituents. I do want to speak in in favor of the bike lanes on Harvard. Simply installing bike lanes would be great having stripes in there, letting people know that this is a place where bikes can should be also along with cars, because roads are not just for cars. They're for people. But I also want to lift up the idea of protected bike lanes. I think it's really important that we encourage active transportation, not only for the health of our community where people want to walk and bike and scooter, or however, they want to get to places, but also to do it in a safe way. And so, with people riding their bikes to school, there's 2 schools on Harvard, I think it's really important to have protection there. We want to encourage kids to be active. And so, a protective bike lane would be a great way to do that. I understand, also, there are traffic implications that come from it. People, you know, want their space on the road or want their parking. I get that at the same time, those who are concerned about parking on the East-West Street of Harvard. Most of those homes, I have to count, I'm sure someone already has, but probably about 95% have parking available, not only either in the alley or driveway, but also on the street, on the east, on the north, south streets. So, for those who are concerned about the parking on the side you know, I think that's a moot point, because most of us only have North-South streets to park on, or their alleys and garages parking, anyway. So yeah, I just wanna lift up my voice and say, thank you for listening. There's creative solutions out there, and I appreciate you all listening and having dialogue about it, because it is important to find what's what's best for the community. And so, I thank you for listening to our voices that don't just live on Harvard, but throughout the entire village of Oak Park huge proponent of bike lanes, a huge pack of bikers just rode by on Madison here. So, it's great to see people out biking in this nice weather. Hopefully, they'll be doing it on Harvard, too. Thank you for your time.

00:21:51.600 --> 00:22:18.369

Hey, Rob? My name is social, and I think that most of the cars in Oak Park are too big, really big, taller than me, and that's just the hood of

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the car. I go to summer camps about, which is at Lincoln elementary, and I run, and I want to ride my bike there. So, I think that the bike lanes are a good idea, and everybody who lives on Harvard can park their car in the front of their house or in their garage. Also. Monday night, open house, people were being rude, yelling, interrupting, and not waiting their turn. I also had to wait 7 min to talk. They were acting like 1st graders. Anyways. Thank you. Have a good night.

00:22:33.070 --> 00:22:37.199

Okay, all right. Hello. I am a 42-year resident of Oak Park. My name is Stasha Jamel, and I would like to make a few comments about the bike plan. First, I bike. I have been biking since I had my 1st bike when I was in 4th grade. Since that time, I've been biking in Oak Park. I am a grandmother of 2 granddaughters, and I want to be able to ride my bike with my granddaughters on safe streets. I noticed there are bike paths on Division and on North Avenue, and maybe not North Avenue, Washington and Madison. However, those are not safe in terms of biking with children because of the heavy traffic. So, the bike plan on the side streets are perfect. I only have one opportunity to park, and that's in front of my house. If I'm lucky I can get my car parked on the apron of my garage in the alley for those residents who are on Harvey. They have 3 choices. They have their driveway that they can pull into off the street, and they have 2 streets that they can choose from to park their car. I think that is more than enough options for them to have, so I'm for the Harvard Street bike path.
Thank you.

00:24:36.570 --> 00:24:56.560

Hey? My name is Joshua Puncher. I live on the 800 block of Southeast Avenue in Oak Park. We've owned our home since 2016. I'm a parent of 2 young children. I take my kids to elementary school at Longfellow, also to the summer camp at Hephzibah. I do it on bike. I do have a car but being able to get there safely on bike is not only the healthier choice, it's also the more efficient choice from a parking perspective, from a whole range of things. It also gives me a different and a deeper appreciation of Oak Park as a community that you don't always see when you're behind the wheel in a cabin. I we've been advocating for this plan for for a long time. And and I don't, you know honestly, as a driver, too, I'm trying to find I'm hoping that we can develop a safe passage and a safe network of side streets. As a cyclist, I usually choose my routes to avoid conflicts with cars. So, a lot of these plans that I've seen so far have been great because they reduce the conflicts between cyclist and cars. I will also just say it warms my heart when I see other people riding on bike. It's safer for my children. I worry less about their safety. My neighborhood is quieter, it's safer, and there's less congestion. And oh, let's see what else less air pollution? So yeah, I'm a big fan. And again, I have a car. So, this really isn't like a binary car cyclist thing. I'm both, both driver and a cyclist advocating for this plan. So far what I've seen, I think they've done a great job of taking community input into account, and I'd love to see it passed. I

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appreciate the hard work that's been done to to get it this far, and I hope that we can see it through all the way, and not just have it be some kind of abstract concept. So, thank you. Thanks.

00:26:47.460 --> 00:27:11.479

Hi. My name is Jenna Holsberg. I'm coming to speak about the bike plan. Obviously, I'm in support. You all know me. I have spoken to many of you individually, and I have gone in front of the board to speak. I'm on the Transportation Commission. I've been deeply involved with this plan and been advocating for safer infrastructure for pedestrians and cyclists since 2018. What I did really want to speak about today was less about the plan, because I know it's good. And I do believe that you guys will do the right thing and support this. What I want to speak about is how things have kind of evolved in this community from advocacy perspectives, and how, how tense and negative it has become during public comment, both at the Transportation Commission table on this issue and at the Board and at the open house on Monday. I have gotten increasingly concerned at the rhetoric that some of our community members are sharing in these spaces, and how they interact not only with each other, but also with village staff, with commission members and with the Board. And this isn't just with the bike plan. This is becoming an overarching trend that I have noticed in this community over the past couple years. I have witnessed this as well last year, with advocates around the Ceasefire petition, where I saw some incredibly egregious, egregious behavior from some of our community members at the village board, and our village leadership did nothing to address it and nip it in the bud. This behavior is now continuing, albeit by totally different people, on a completely different topic. But this is now occurring again around the bike plan, our community needs to learn how to disagree in a manner that is coming from a point of kindness and empathy, and with the ability to speak to each other. But more importantly, it is the leadership within our village that needs to start setting the tone. It is not appropriate for this to continue. What I witnessed on Monday was completely out of pocket by some of the residents, and I saw our village staff standing strong and doing their best to maintain control. But it was still it was not okay. There were children that were there that were witnessing adults, yelling and screaming at each other and being completely and utterly disrespectful. So, I am saying, now, please stand up and do something about this for all future community advocacy, opportunities. Thank you.

00:29:54.580 --> 00:30:09.678

All right. I'm Ira Rigo Oak Park, resident, living on Oak Park Avenue, just between Madison and Adams, and I am here kind of in favor of the Oak Park bike plan. I'm an active biker. Most of my commuting happens via biking. I both work from home, but then take my daughters to, you know, camps. And after school programming via our bikes, my wife and daughters rely on their bikes as kind of their primary source of transportation. We have a car, but for in-town we mostly are kind of centrally located, so like to bike around as much as possible to the library to ice cream to

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the pool. All the things, and I think these proposed improvements are exactly what families like ours need to safely access things like Lincoln and Rehm and Barry, and all the things that our kids want to be doing on a regular basis as they get older. My girls are 6 and 9. I think that I feel even more strongly about that. I'd want them to be able to cross to places like Fox Park or go down to their school or meet friends on the other side of 290, and to do so safely, knowing that they could get there and back safely in a way that's predictable and coherent, not having to cut through a bunch of little backside alleys as can happen sometimes in the awkwardness of like the Turn and Adams and things like that, but they have a clear, coherent path to be able to get to things like meeting friends at Carol, meeting friends at Rehm all those different places that our families use regularly, and so, in particular, the kind of the proposed improvement to Harvard Avenue is kind of exactly what family cars would need. The ability to kind of use backways and Adam, take the bridge, go to Lincoln, have a clear way to get across town that type of clear, coherent pathway that you don't have to figure out. But it's like labeled, you know it. Others know it. They know where to look for you is something that at least our part of Oak Park is lacking. I do it every day, so I get to know I'm going to take this one and out that way. And this crossing is terrible, and this crossing is fine, but that shouldn't be guessing game. It should be something that's more consistent and clear. So yeah, so in support of it, generally in support of the bike plan as well, because I think you know healthy good for the environment, all those things. But I think in a core way, it's just we're building the type of community that we want to live in. This building is an example that I wonder where all these teenagers were like 2 years ago. And now they're here every day in this building that's full with lots of kids who are busy and engaged and excited. And we've built this community that we want to live in. And I think the bike plan is another example of that, a way to build a community for the future that we want to live in. So, thanks. alright. Sorry. I got locked in on the camera side.

00:32:56.120 --> 00:33:23.759

Hi, thank you. My name is Kevin Brown. I am a 20-year resident of Oak Park this year, and also an avid biker in our community. I'm here at the meeting just to come out and let you know that I do not support the bike plan as it is, as it is currently proposed. I do live on Harvard, the corner of Clinton and Harvard, one of the houses that will be affected by the removal of parking. Our house faces Harvard. The entrance to our house faces, Harvard, our garage faces, Harvard. So, removing parking will be a burden for us. Now I do love this community and am happy to make sacrifices for it. However, the data that I've been presented just does not indicate that this makes sense. The traffic data numbers do not support removing the parking that I have seen. This will affect not only the residents, but the parks, the schools, the churches in the area. We live on this intersection. We see this every day the amount of people that rely on parking on Harvard. So, with those reasons I do not support the proposal. I do support a common-sense compromise. I would love to see a bike system, a great bike system in Oak Park. Fillmore is an excellent choice. I do recognize that there are no lights on both Park Avenue and

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Ridgeland. If there were to be lights there, obviously that would solve a lot of problems. Hopefully, the bike problem without removing parking for anybody, but also just walking across Fillmore as anybody who actually lives in South Park recognizes the lack of lights at those 2 intersections does create a bit of a challenge. It is not safe to cross those intersections. So again, thank you for hearing my comments, and I do not support this plan as it is proposed.

00:35:01.070 --> 00:35:28.049

Hi! I'm an avid biker, and I actually serve at a church on Harvard and East, and I see Harvard as a wonderful bike lane road. It's wide. It's easy to ride on, and it's flat for most people, and I truly believe that we need to have an east-west bike path that we can all use here in Oak Park. Thank you for listening.

00:35:31.420 --> 00:35:44.269

I'm Sandy Richter, and I am the pastor of Christ Our Peace Anglican Church, which meets on Harvard, and we live clear on the northeast side, and so, having more bike lanes, especially along that route, and then along Harvard, I know, would just be a huge help for me to get to work, and also for our members, who many of them are bike riders and live in the Oak Park area. And then I'm also very interested in more bike lanes for my kids. They go to middle school and high school, and have tried to ride their bikes, but have felt like they've been in danger as they've been riding. So, they that's sort of scared them off of riding from up there, and where we live there just aren't any clear paths. They've tried along Ridgeland, where there is a bike lane, but it's too busy and too crowded for them, and they feel like the cars often get them off the road so bike lanes that are not on a main road like Ridgeland would just be wonderful for us. So, thank you for listening, and good luck with your decision.

00:36:33.440 --> 00:36:39.860

Hi! This is my name is Lee Makerzek. This is Marley, and this is Luna. We live on the 800 block of Gundersen. I ride to my camp, and we ride on really busy street, and there's no bike line. So, I just want it to be a little safer. Yeah, we're just excited about the chance to be able to bike in Oak Park and feel safer. We go everywhere we go to Ridgeland Common to play hockey. We put her hockey stick in her bag on the bike. We go to Maple Park to play lots of baseball. Obviously, we're excited about the Harvard Bike Lane. But everywhere we go for young riders and less experienced ones. There's no, there's not a lot of good bike lanes, and we have to sort of, you know, play protection against the car. So, we're excited for the opportunity to ride around with a little less on edge about getting hit. And I I think we put in a lot of time on this. And hopefully, the support has been big enough so that you guys have heard our voices cool. Thanks.

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00:37:38.420 --> 00:38:03.359

Hi, we are the Crystal family. We live at 1042, Scoville. So, we are right on Scoville and Harvard, right where the new bike lane is, and we are in complete support of all of these plans. We love the safety that it's giving our kids. We're all out able to bike ride even with the minimal updates that have already happened. Like the new bike lights and crossings down Scoville, we can safely go to the Farmers Market and all of the downtown park things from South Oak Park. We're really disappointed by all the negative comments we hear even some of our really good friends and neighbors about loss of parking that just seems like such a privileged point of view to be taking when this is just better for the entire community. Yeah, I spend a lot of time cycling with my kids. Cale, who is 3, and Atticus, who is 7? Cale took his 1st ride down Harvard on the street this past Sunday. And he did incredibly well. One thing that I couldn't help but notice is how inconvenient we were being 2 vehicles. And I would challenge any of the car enthusiasts to look at it from the opposite end of their negativity in that, having protected bike lanes will make traffic smoother for them, it will make them have to just focus on staying in their lane and not worrying about who is coming in and who's coming out. The more protected bike lanes we have the more comfortable our kids will feel riding on the streets. Which is just a net positive for the entire event. Yeah, yeah, happiness. And it'll like, make the congestion all the traffic better. Anything you want to add about biking. No, no, you. Okay, thank you. Thank you. Yeah. Oh, go ahead. Okay, let the record show he loves me. Okay.

00:39:31.980 --> 00:39:35.090

Hi, my name is Michael Erickson, and I'm here with my daughters. What's your name? And we are here to support the original Oak Park bike plan, especially along Harvard Avenue, and we've brought some photos of our favorite memories of biking throughout Oak Park and Chicago with our kids. This is how I get around with my daughters. You'll hear about some of that sort of later on bike traffic on one Paris street is up 600% since 2013 in the City of London cyclists now make up 56% of traffic during peak commuter hours. Air quality maps in both cities show a corresponding decrease in pollution. Both cities show that investing in bike infrastructure encourages folks to bicycle who knew, improving. Our bike infrastructure is consistent with our Climate Ready Oak Park commitments to reduce greenhouse gas emissions by 60% by 2030. Some of the pushback about financial costs of improving bike infrastructure, pigeonhole cycling as a hobby for fitness, fanatics, or a toy that kids grow out of. And if that were true, I sympathize with concerns about costs. However, cycling is regularly used by Oak Parkers as a primary or secondary transportation modality. I used to drive to Trader Joe's, Pete's and Target to go grocery shopping. Now I bicycle there, and I don't have to worry about parking. I used to drive my daughters to their dance studio on Madison, just down the road. Now I bike along the Madison Street Bike Lane and get there just as fast my daughters ride from her home in central Oak Park to their camp at Beye. But we hate crossing Ridgeland without a light, don't we? Is it fun to cross the street without a light with a busy street without a light now

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improving our bike infrastructure has enabled us to live as a car light one car family and reduces our need for on-street parking? Other residents have raised concerns that Oak Park doesn't have the bike culture to support bike lanes, bike corrals at the Harlem Oak Park and Ridgeland train stations are consistently full and use up less parking space than the same number of parking spots. There are a thousand designated bike parking spots at OPRF, and they're consistently at capacity. When school is in session. The Kenilworth bike boulevard now feels like a bike highway with summer camps in session at Mann Elementary. The Monthly Critical Mass Group regularly turns out at least 100 riders every month. We do have a bike culture in Oak Park, and it's growing. What's impressive to me is the amount of bike culture that already exists in our community without any protected bike infrastructure. I'm also curious about who is still left out who isn't biking in our community yet, because they don't feel safe enough to try who would start to make more local trips on a bicycle instead of by private vehicle. I used to not ride in Oak Park, and now I do. Thanks in part to Covid-era policies like the Slow Streets program. I was recently asked what my hopes were for the next 5 years of bike advocacy in Oak Park. I think it's this that we start to treat building and maintaining our bike infrastructure with the same ease as we do for car infrastructure. There was no extended community engagement or acrimonious debate about the or the lack thereof for many village streets that were recently resurfaced. And I hope we can get that to that point, for building protected bike infrastructure in Oak Park as well. Thank you.

00:42:39.030 --> 00:42:57.510

Hi, I'm Justin Glasses. I'm an Oak Park resident. I just want to voice my support for the bike plan, especially the new lanes on Harvard and Augusta. We're a carless family, and it means a lot to us that Oak Park is improving its biking infrastructure. Thanks.

00:42:58.090 --> 00:42:58.860

Cool.

00:43:00.610 --> 00:43:20.690

Okay. My name's Ethan. I just moved to Oak Park actually, this year. So, I'm excited to get to know the area, that sort of thing. I do not own a car. And so, I really just, I bike everywhere. If I can walk, I'll walk. But I basically bike everywhere. And so, the the Bike Lane accessibility is very important to me. I love the protected lanes on Madison. It feels very safe biking on those pretty much regardless of conditions. What gets a little bit more annoying is as you're leaving Madison. Some places the the lights don't change. If you're a bike you have to go pull over onto the sidewalk and press the button, and then come back and wait for it to change. And so, it would be lovely if if those were slightly easier for bikes, but I reviewed the bike plan, and I just support all of it. So, I'm just here to say. let's go more bike lanes, more bikes.

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00:43:51.660 --> 00:44:13.420

Hi, my name is Lori Casey. I'm a 15-year resident at Oak Park, and I am really wholly in favor of this updated bike plan and would love for you to vote yes. There's a couple of things that stand out to me. One, I live like a house down from Augusta, and I know that's one of the streets that they would take the parking away, and I am occasionally we do need to park on Augusta sometimes for block parties or other things. But I'm okay with losing that parking. I would just find parking on the street above us. At my particular corner of Kenilworth and Augusta there's going to be one of those rapid beg buttons, and I can't tell you how many times we've seen pedestrians get hit by cars or near misses over the past 15 years, so I'm so glad we would have to play leapfrog, dodge the traffic to get my kids to school at that corner. So, I think that that beg button to allow pedestrians to cross at Augusta, and Kenilworth is so good, and I see those throughout the the village proposed, and I'm 100% in favor. Another thing that as a biker, I get really nervous when I'm biking next to cars, and I often take the lane. If I'm there's like a ton of cars, because I'm just afraid of getting doored. People aren't aware, and we haven't taught them the Dutch reach, which is like a campaign that I want to launch in Oak Park at some point. But you know, kind of teaching up car drivers to open their car door with their left hand, so that they are their right hand, so they look behind them for bikes. That's not a culture here, and I, so, I am so in favor of the protect any kind of protection we could get to bikers. Climate change is happening. We need to get the cars off the road, and for people who are able bodied, and able to get around on a bike, this is the future. Thank you.

00:45:52.902 --> 00:45:59.430

I think Oak Park should have more bike lanes, because I want to ride to schools and parks. I am excited about the bike lane on Gusso because it goes to my school all right.

00:46:09.890 --> 00:46:37.750

Hello! Thank you for your time. My name is Peter Hanneman. I live 1021 Washington Boulevard. I am a lifelong Oak Parker, a father. I am a bike commuter, and I want to voice my unequivocal support for the bike plan as it currently exists. I believe that expanding protected bike lanes, marked bike lanes, bike paths across the whole village of Oak Park is fundamental to creating a safe intermodal transportation system for youth adults, people of all abilities. I have a young child who currently rides with me on a cargo bike. Eventually I'd like to have a village that I feel comfortable him commuting around town both with me and his mother, as well as independently as he gets older. I live near the intersection of Home and Madison and good bike transportation is really vital to the way that I commute traveling on Home to the pedestrian bridge as well as utilizing Harvard regularly to access the Rehm Pool, the parks at Lincoln School, and kind of the whole east-southeastern corridor of Oak Park in particular. However, not just to speak about Harvard, I think any expansion we can do to create safe spaces to prevent those near misses,

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and the actual crashes that can occur is incredibly vital to the safety and welcoming of bikers, pedestrians, and even drivers, to ensure that there is good use of all of our roads for everyone who uses them. That's all I have to say, thank you for your time, and please support the bike plan.

00:48:01.470 --> 00:48:06.200

Hi, my name is Agnes. I used to live in New York City. There. There was a lot more protected bike lanes there. So, I could ride safely. It was fun. And finally, bye, Hi! My name, hey? Hi! My name is Agnes. I used to live in New York City. There. There was a lot more protected bike lanes there, so I could ride safely. It was fun. And finally, I wanted to ask you, could you please put in more bike lanes in Oak Park? Bye.

00:49:14.330 --> 00:49:20.829

Hi! I'm David Wench. I live at 610 Wesley here in Oak Park. I've lived here about 11 years and I am a biker. I bike all the time around Oak Park, and I'm here making a comment in support of the bike plan. We need more bike lanes, my wife and I, we chose Oak Park 11 years ago, when our kids were little, because this is the kind of place we wanted to live, and we lived right down the street from Julian and from the high school, and our kids rode bikes all those years. So, this is a good place, and it could be better if we had more bike lanes. So, I'm speaking out in support of that. Thank you, and hope you make the right decision. you know.

00:49:58.200 --> 00:50:20.000

Hello! I am a new resident to Oak Park. I just moved from New York City and have been a biker there for 14 years. They have, as my little one said, lots more bike lanes, and it's safe I could get to and work for 45 min, all in a protected bike lane, which is hard to do even on my 3 min commute to the green line at Ridgeland. So as a local designer, architect, planner does not take a lot to make a bike lane and to get it approved. So, please, we have please, if you need any support. You have a huge community of bikers and thank you.

00:50:49.850 --> 00:51:02.460

Hi, it's Loe and I'm Ascension. And we're both upcoming freshmen at OPRF, and we're here to show our support for the proposed bike plans. We're here because we, as young teenagers, have both increasing freedom of movement and the inability to drive, meaning our means of transportation are limited. Thus, in order to get to our schools extracurriculars and leisure activities, we turn to bikes everywhere you go in Oak Park. There's certainly a teenager or 2 riding their bicycle to a sports practice, or to meet up with their friends in downtown Oak Park. Unfortunately, we also know multiple people who have gotten hit by cars or have ended up in unsafe situations due to the lack of sufficient bike infrastructure in Oak Park, and, in conclusion, we, as teenagers, have a

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unique and worthwhile perspective on this issue, and we would appreciate a tangible change to keep our community safe under private

00:51:40.460 --> 00:51:49.770

Hi. My name is Dave Marshall. I live at 206 South Grove in Oak Park, and I support the bike plan for 2 reasons. First, I think it is something that's consistent with other Oak Park policies, namely, climate Ready Oak Park and the Vision Zero plan. Both of those, in my view, do support increasing the number of cyclists relative to other modes of travel. And if you want to support having more cyclists and encourage people to get out on the roads on their bikes I think you need to do more to encourage those cyclists. It's the definition of insanity to keep doing things the same way and expect a different result. So, I support the bike plan because I think it will increase the number of cyclists who feel comfortable riding in Oak Park, and also I think it will make cycling safer and support the Vision Zero objectives. I also would like to suggest 2 things that are not in the bike plan that I think the village should consider. One is increasing the number of north-south connections for cyclists. When I look at the the long-term plan, in in this bike plan I am disappointed that really only a Ridgeland is showing good connectivity for cyclists going south to north or north to south. I think there should be at least 3 roads that offer good connectivity for cyclists and I would encourage the village to consider or continue to consider ways that that can be provided for cyclists. The other thing that is not in the plan, but I think the village could consider as a matter of policy, is looking at the legal status of vulnerable road users. Less than a week ago I was in a conversation with a woman from the Netherlands and she was explaining that in the Netherlands vulnerable road users are not considered at fault if there's a collision between a vulnerable road user and a motor vehicle user more or less, the stance of the government there is that whenever there's an accident between a motor vehicle and a pedestrian or a cyclist, the motor vehicle operator is considered to be at fault. I know our legal system is very different, but I think that if we did something like considering a rebuttable presumption that the motor vehicle driver is at fault, then it would work similar to the way that a drunk driver is considered to be impaired. If their blood alcohol level is over a certain level, they can rebut that presumption, but the presumption is that they were impaired. Likewise, I think there should be a consideration that vulnerable users are not at fault, that if a motor vehicle and a bike or a pedestrian collide, the presumption would be that the motor vehicle operator was at fault. So those are 2 things that I think we could consider going forward that would improve the conditions for cyclists and pedestrians in Oak Park. Thanks for your time.

00:54:53.320 --> 00:55:00.960

Tend to Hi. My name is Carolyn Sardecki, and I'm here today with my son. who is 8 years old, and he we are both residents of Oak Park and Oliver and his brother attend! Where do you go to school? Longfellow elementary, where we walk to school to and from school every day, and we're here to

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urge the village board to vote in favor of the bike plan. We have a couple of reasons. But the one Oliver wanted to point out is that it's good for the earth. It's good for the earth. Why? Because the bike plan will make it safer for kids to ride their bikes more. And we know that more kids biking means less cars on the street and more cars on the street are what make makes my kids feel unsafe when they are biking in and around Oak Park, and it also gives me a tremendous amount of anxiety. We bike quite a lot. We're a 1 car family, and we biked here today after baseball practice. You know, my kids don't yet feel safe riding their bikes on the street, even though they're fully capable of it because of the amount of tricky intersections that there are around Oak Park. So, they ride on the sidewalk, and I ride on the street, and it's very difficult to navigate having 2 kids on the sidewalk and a parent on the street and helping to give directions and hand signals and all of the above. So, we think the bike plan will help give bikers safer spaces to ride their bikes in bikers of all ages and abilities that we think will be really important. So again, we just want to urge the village board to vote in favor of the bike plan and in favor of a long-term sustainable idea. I know that there's a lot of there are a lot of comments out there about parking. But in the end, we want to put people as a priority over cars and parking. Oliver and his generation of kids, and all the that they want to do on their bikes and the freedom and autonomy that that gives them. We really feel strongly that that should be made a priority here in the village, so thank you for your time.

00:57:05.240 --> 00:57:31.835

All right. Hello! My name is Stefans. This is my son Nico. We live on the 1100 south block of Lyman Avenue. I am here to just voice my support for the bike plan. I love the idea of the Harvard Bike Lane being Harvard at the end of our street. I'm sure we would use it all the time. Oak Park's a great town. It's a beautiful place to bike. One 1 thing that I don't like about biking in Oak Park currently is that can feel very cramped. I actually broke my jaw several years ago, trying to get over to the side of the road to make way for a car, and I feel like, with good bike lanes in place, those types of accidents would be less common. What I do like currently is, I can see out the window here at the CRC, the Madison Bike Lane. Nico and I have gone down that bike lane lots of times to take Nico to Daycare. It's so wide and spacious. You're on Madison, which is a really busy street. But you feel very safe. And I really appreciate the time and energy that went into making that possible. Yeah. And you know, to be honest, out of, you know, pure busyness of parent life, I almost didn't come out tonight. But what made me want to come out tonight is a good friend of ours named Yurari, is in the hospital. Currently. She got hit by a car while biking yesterday. And yeah, I just really think that the infrastructure developments in the plan could really make a difference to prevent that type of accident from happening. So, I appreciate all the work that's gone into it so far, and your consideration, and I hope that it comes to fruition. Thank you.

Public Email Comments

Bike Plan Open House
Public Email Comments

The Following comments were received at the Transportation@oak-park.us email address. Email addresses and contact information of the senders has been redacted.

Hello,

I'm unable to attend the Bike Plan open houses this week, but I do want to enter my feedback into the record.

Overall, I am a strong proponent of the comprehensive bike plan. The village needs a robust bicycle infrastructure network to make it easier for area residents to travel by bike more easily. Extending the network will also make the existing infrastructure more useful by connecting to other bike lanes and enticing more people to ride bikes instead of driving for nearby errands.

I have heard vocal negative feedback about the proposed changes on Harvard Avenue mostly along the lines of "don't take away our parking." I am a resident of south Oak Park on the 1000 block of (South) Highland, with Harvard Ave as a cross street. If you had asked me to choose a street south of the Eisenhower to implement a bike lane spanning the village from east to west, I would have chosen Harvard. As highlighted in the plan, it connects to everything south of 290—several parks, Rehm Pool, multiple elementary schools—and is already the preferred route for many bike riders given its slow speeds and right of way parity with mostly 4-way stops. When I ride with my kids (ages 9 and 7) to Rehm Park or the pool, we take Harvard. Removing the parking should not pose a burden since, as far as I can tell, no homes face Harvard and parking is available on the cross streets.

Additionally, I echo some of the arguments made by the Wednesday Journal editorial board that free public parking is a privilege, not a right, and that the plan is best implemented in full, rather than making concessions to a vocal minority opposition who argue in bad faith for priority for public storage of their vehicles. By their logic, I should be permitted to park a garden shed or other personal property in the street.

Thank you,
Michael

Michael Hulburt
[REDACTED]

My name is Amanda Turnbull, I have lived in Oak Park for 13 years. During that time I have lived at 2 addresses in South Oak Park, both times with Harvard as a cross street. My kids have attended Irving, Lincoln, and Brooks. I have done walking and driving pickups and drop offs for all three of these schools.

I have 3 things to address this evening: the issue of the Harvard Ave greenway, the issue of the lack of accountability on the effectiveness of the last 18 years of bike planning, and the glaring omission of helmet use or cyclist education in the existing Bike Plan draft.

For Harvard Ave, I believe my neighbors have covered the high points, so I will only point out that according to the bike plan's own information, Harvard is under the 2,000 average daily traffic threshold

which NACTO guidelines outline as needing no additional facilities. With the plan's estimate that 3-5% of the traffic on Harvard are cyclists, that means that for the past five years some number between 24 and 100 cyclists have been successfully sharing the road with cars with only 2 accidents. Both of which occurred at the Oak Park Ave intersection and neither of which included any injuries.

The second issue I'll address is my lack of confidence in the plan. After reviewing the 2008, 2015, and 2025 documents it occurs to me that the village has been working on this plan to increase ridership and bicycle safety for almost 20 years but has provided no evidence that it has worked. Are ridership numbers rising at a higher rate in Oak Park than average? Has there been a decrease in cyclist-involved accidents?

And finally, I would like to express my dismay that in all 53 pages of the bike plan, the word "helmet" never appears. And in 97 pages of the Vision Zero plan it occurs only once, in reference to village employee requirements. Helmets reduce the risk of serious head injuries by 60% and fatalities by 34%. If the village truly wants to reduce injuries and deaths they wouldn't ignore the biggest tool they have: helmets. Enforcing the current helmet law, expanding it to include those over 18, and then creating a program to help mitigate the burden of helmet costs. For instance, for the cost of painting lines on Harvard, the village could provide 3,000 residents with helmets. Pair that with the fact that this plan wants to encourage kids to bike to school, but provides ZERO plans for providing the education necessary to ensure they are aware of any of the rules of the road.

As a family of bikers with a 8 year who is an avid biker we approve the villages bike plan. We are proud to do a lot of our activities via bicycle from our NE oak park home and would massively benefit from a bike plan that makes our streets safer.

Thank you!
Shelly Steffns

Thank you for your careful consideration of the Oak Park Bike Plan. I am writing to encourage you to support it.

Proper bike lanes would benefit my family immensely. It would make it possible for my middle schooler to get from our home south of the expressway to Julian Middle School quickly and safely. It would improve my commute by making it easier to bike to the Green Line instead of waiting for the bus. And it would open up opportunities for safe family bike rides, including with my six-year-old, without having to strap our bikes to the back of a car and drive to a special trail.

It would also be important to the whole feel of Oak Park. Suburbs have a bad reputation: When Ben Folds sung about Rockin' the Suburbs, he was being ironic. When Arcade Fire sung about The Suburbs, it wasn't fondly. Stereotypically, suburbs are a place that young people can't wait to escape. Oak Park stands apart from that stereotype in many ways, but not this one: it is profoundly isolating not to be able to get across the whole village safely without a car. For those who can't drive, roads are concrete moats that keep them from friends and activities. We bemoan kids staying in their rooms on their screens, but we make it hard for them to leave. This isn't just about encouraging health and safety; it's about fighting alienation.

Bike Plan Open House
Public Email Comments

Thank you for your time.

Will Anderson
[REDACTED] S. Elmwood Ave.

Hello -

I have two young bikers who love riding, but I don't feel safe on some streets and always pick and choose our routes carefully. As they get older, they're going to want to be biking by themselves, and I'd love to feel comfortable allowing that. The updates to the bike plan with the additional protected areas for bike lanes will help a lot! And having more bikes on the street will help drivers be more aware in general... I hope.

Thank you for your work on this! I'm hopeful that all gets implemented as planned!

Alison Miller Singley
[REDACTED] N. East Ave

I'm fully in support of upgrading our infrastructure to encourage more cycling and link critical locations with safe corridors.

Mathew DeGutes [REDACTED] Gunderson Ave, Oak Park, IL 60304

Hello,

To Whom It May Concern:

My name is Kannan Vinaitheerthan. I'm a resident of the village of Oak Park, my family and I moved here about 2.5 years ago. My wife and I have 3 girls between the ages of 7 and 7 months.

One of the things we've loved most about living in Oak Park is the ability to bike safely with our girls, to get to friends houses, activities, school and work. We would feel even more comfortable doing so if there were safer ways to bike, using raised bike paths, having more separation from cars on busy streets. If we can make our community safer to travel without a car, why wouldn't we?

I am interested in seeing more paths carved out for bikers. I recognize this may cause an inconvenience for some homeowners, but I'm also hoping that we're able to see the whole picture, understand benefits for the entire community in providing safer opportunities to travel without a car.

Thanks,
Kannan Vinaitheerthan

[REDACTED] S Kenilworth Ave
Oak Park, IL 60304

Bike Plan Open House
Public Email Comments

There are lots of great studies that show how an increase in biking improves the quality of life in the places where that happens—and not just for those that bike, but for the entire community. It makes those places safer, happier, healthier and generally more well connected.

I SUPPORT THE OAK PARK BIKE PLAN.

Thank you,
Chris Ploeg
[REDACTED] N Lombard Ave

There are lots of great studies that show how an increase in biking improves the quality of life in the places where that happens—and not just for those that bike, but for the entire community. It makes those places safer, happier, healthier and generally more well connected.

I SUPPORT THE OAK PARK BIKE PLAN.

Thank you,
Jessica Hannah
[REDACTED] N Lombard Ave

Hi,

I am writing on behalf of my household at 1040. S Euclid Avenue, three Houses north of the Harvard / Euclid intersection. I have lived south of 290 in Oak Park for over 30 years, and am an avid bike rider. I ride my bike to and from work everyday and it is my preferred mode of transportation for traveling anywhere locally.

Harvard is the most traveled street for families south of 290, and adding bike lanes will make it much safer than it currently is. The bike path will connect three major parks (Maple, Carroll & Barrie), two public schools (Lincoln & Irving) and has two traffic lights at the major intersections (OP Avenue & Ridgeland).

The only cons being proposed by neighbors that are loudest on social media and in person are that they are losing their parking. These neighbors have parking available to them like the rest of us in front of their homes on our N/S streets. Also, the corner-house neighbors all have driveways and two car garages. They already have more parking spaces provided to them than most folks in all of Oak Park. Therefore, in my opinion, this is not a valid argument.

I hope at the start of the school year we will see dozens of kids safely biking to and from their elementary school.

Let's make it happen Oak Park!

Sincerely yours,
Donnie Biggins

Hi, my name is Mauricio Rubio Martínez and I'm a long-time Chicago and Chicagoland resident (on and off about 25 years) and a shortish time Oak Park resident (3 years). I am also an avid bike rider/commuter, a father to a young toddler and someone who has to use a car for work.

Bike Plan Open House
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I fully support the proposed Bike Plan for Oak park. The driving in the township is on the brink of being out of control. I walk to drop my kid off at daycare and we have to cross the intersection of East and Harrison/Garfield daily. It sucks, the cars have little to no regard for pedestrians and people on bikes.

We do a weekly ride around the town and sometimes we go up to the Farmer's Market on Lake near OPRF. It's ridiculous the amount of times I've had my kid in tow and cars pass me up well inside the 3' recommended pass distance on streets that used to be safe like East Avenue.

When I was growing up we used to ride our bikes everywhere without the fear that we were going to get run over by a driver going 40 in a 25. We want to encourage kids to go outside and have less screen time and yet we keep turning outside into a car haven that is devoid of safe spaces for them to be kids. The amount of times I see kids on bikes in danger of getting mowed down when they come back from school is absolutely appalling.

As someone who uses his car for work every day, and for about 50,000 miles a year (with the mileage logs to prove it), I am more than willing to sacrifice my comfort in the car for the safety of the kids. Please, make my driving harder, much harder even, if it can help keep the kids safe and encourage more outdoor time.

--

Mauricio Rubio Martínez
[REDACTED]

Village Board,

I live at Harvard and East and am in strong support of the proposed bike lanes.

While at home, I often find myself looking out at the corner of East and Harvard and no matter the time of the day I always see bikers, scooters and people walking. It is a busy intersection and I was in shock when we moved into our house in 2020 at the number of cars that either blow the stop sign or barely stop. Removing parking and putting in bikes lanes to calm traffic would greatly improve safety.

Just because no biker, to my knowledge, has been hit on Harvard doesn't mean we don't need bike lanes. We don't wait for a problem before reducing risk. Yes I understand the removal of parking will be inconvenient for some but I believe in prioritizing the collective over ourselves. Oak Park streets are for all of us and I am excited to see how this plan improves our already wonderful community.

I appreciate your time and attention you've been giving the bike plan.

Thank you,

Carolyn Zerante

Bike Plan Open House
Public Email Comments

To whom it may concern

I am writing to express my strong support for the Village of Oak Park's updated bike plan as a resident whose family—my wife and daughters—relies on biking as our primary means of transportation. The proposed improvements to Harvard Avenue are exactly what families like mine need to safely access Lincoln Elementary, Rehm Park, and the Barrie, making these community assets accessible to the entire village. This plan addresses the real transportation needs of residents who have chosen sustainable mobility options and will reduce traffic congestion while supporting local businesses.

Rather than trading off one transportation mode for another, this plan creates choices that benefit everyone by balancing the needs of cars with the needs of pedestrians, bikers, and people using all forms of transportation. Families can access essential services without driving, workers can commute sustainably, and by reducing traffic congestion, the plan even benefits those who drive. I urge you to move forward with this important initiative, as Oak Park has an opportunity to become a model for inclusive transportation planning that serves all residents.

Best,

Ira Rigaud
Resident- [REDACTED] S Oak Park Ave

--

Ira Rigaud
[REDACTED]

I'm an Oak Park resident with four young kids. I am also a driver, pedestrian, and cyclist.

I reviewed the bike plan and it appears to be a sensible, well-thought-out approach that will have minimal negative effect on motorists but a significant effect on safety in cycling.

The most important effect is likely to be on children. I live near Longfellow and know from walking my own kids to school that many children who walk and bicycle to school are faced with a dangerous traffic conflict point at Van Buren and Ridgeland. That intersection is problematic because there is a crosswalk drivers do not expect and the current road design communicates to drivers that it is a higher-speed road than it is. Nearly every day, I've witnessed confusion where school children are waiting to cross, several cars will speed by, and eventually, a car will stop in one direction. This baits the kids into the street, and often cars in the other direction will obliviously proceed forward, sometimes slamming on their brakes at the last second.

The bike plan solves the problem at the intersection in two ways. First, it adds a bike lane to Ridgeland, which will have a calming effect on traffic. Second, it provides for installation of flashing beacons. Third, it provides for traffic diverters or cul-de-sacs, which will give drivers on Ridgeland fewer moving parts to track.

I note Jackson, a through street often used by people commuting through Oak Park, will also benefit from the calming effect of protected bike lanes.

Bike Plan Open House
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In sum, this plan appears well-reasoned and I expect it will be appreciated by the vast majority of drivers, pedestrians, and bicyclists--especially kids--once it is implemented.

Brian H. Boyle

Good morning!

I wanted to send an email of support for the bike plan being proposed. It feels right in line with the ethos of our village.

Thank you for your time and commitment to community engagement in the matter.
Carrie Jensen

I just wanted to take a minute to send a message of support for the bike plan. Safe streets for my family to bike on are of utmost importance to me, and one of the things we love most about living in Oak Park is that it is a bikeable town.

I am so pleased with the other improvements implemented to increase bike safety. Every day when I bike to the greenline on Scoville I smile at the green bike path and the bike friendly crosswalks.

Thank you for your efforts!

Catherine McKnight (REDACTED Gunderson)

Village of Oak Park

Attention: Village Engineer
123 Madison Street
Oak Park, Illinois 60302

July 16, 2025

Dear Village Engineer,

As a resident and homeowner on a neighborhood greenway — and as the President of the Oak Park Cycle Club — I want to voice my strong support for the Oak Park Bike Plan 2024 Update.

I know there are concerns from residents about the parking impacts, especially along Harvard. But from what I understand, there are both temporary and permanent ways to handle parking permits and still convert parts of the bike lanes to shared use where it makes sense. Like everywhere else in our village, I expect that standing or loading/unloading will happen in the bike lane sometimes — but that shouldn't stop us from putting in place clear, visible, protected bike lanes. Marking these lanes signals that bikes have a preferential place on the road, which makes everyone more aware and encourages safer driving behavior.

For me, this isn't just about club rides — it's about everyday safety for families and kids. My daughter goes to Lincoln Elementary and Oak Park Friends School near Irving Elementary in the summer, so the

Bike Plan Open House
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Harvard and Scoville routes in this plan are an essential central corridor for her and the dozens of youth I see riding past my house to Fenwick, Julian and OPRF HS each day. They connect so many of us in South Oak Park and help ensure that kids, commuters, and families can navigate the village safely by bike.

There are two areas in the plan I hope we can improve in the future. The first is the section of East Avenue between Harrison and Harvard, where the Scoville Greenway currently crosses through Rehm Park. The plan doesn't have detailed views and after riding around that area since the greenway has been marked I'm still confused how it should be used. From what I can tell it requires turning on and off of the roadway, which is not low stress for cyclists. The most direct way to get from the Scoville Greenway to the Harvard Greenway is to transit past Rehm park on East Avenue directly — but that stretch is actually where my daughter encounters the most risk due to pedestrians, parked cars, and vehicle traffic. I'd really encourage the Village to consider revisiting this section of the plan in the future and potentially designating the whole segment of East Ave (from Harrison to Harvard) as part of the Scoville N-S Greenway, with improvements to reduce traffic stress for cyclists of all ages. Part of prioritizing roadway use for cycling is also to reduce the number of turns/direction changes that are required to get somewhere. Perhaps for example there could be a two way protected bicycle lane on the East side of East Avenue extending from Rehm park to Harrison and connecting with the Scoville Greenway there? This would eliminate interactions between cars and bicycles near Rehm since they could then proceed directly into the park.

The second area that I would like to see improved and detailed in the plan is the crossing at Scoville avenue and Madison street. The recent changes have improved it for cyclists by adding the protected lane to the north of Madison, but the plan does not have a detailed view of this intersection similar to the intersection of Pleasant street at Home Avenue. It should be included in either the Madison street or Scoville Avenue sections of the plan. This is a critical point for Car-Pedestrian-Cycle interactions and it should be clearly outlined for approval long term and then physically marked to show users how to safely navigate the crossing.

On behalf of the Oak Park Cycle Club — and myself — I also want to highlight how regional connections matter. Shared use lanes in Berwyn, striped lanes in Riverside, Brookfield, and Forest Park, and protected lanes in Chicago have all given cyclists the ability to safely access a much greater range of recreational, educational, and work opportunities throughout the larger metro area. I use this regional infrastructure all the time, leading club rides to Western Springs and exploring local shops, restaurants, and entertainment outside Oak Park. It's exactly the kind of thing that brings people into our community too. Building out safe, connected bike infrastructure here is an essential step to keeping Oak Park a destination — not a place people feel they need to avoid on two wheels.

Thank you for all the work that has gone into this plan — and for continuing to make Oak Park a place where biking is safe, practical, and welcoming for riders of all ages and abilities.

Sincerely,
Joshua Reed
President, Oak Park Cycle Club
[REDACTED] S Scoville Ave Oak Park, IL

Hello,

Bike Plan Open House
Public Email Comments

I live at 1047 South Elmwood but my front door and garage open up to Harvard St. I've lived at this address for 35 years. I do see a lot of bikers pass through Harvard, and they have never had a problem as far as I know with navigating through the street despite cars that are parked in front of the houses.

My home is 102 years old and we frequently have to call service people for repairs on the house, or appliances, or our fence, etcetera. It would be difficult for them to enter through our front door if they were forced to park on either Elmwood or Gunderson. It would also be difficult for our guests or visitors to do the same, especially if they are elderly and have difficulty ambulating.

We also know that there are several churches and schools on Harvard and I can just imagine how difficult it would be for the members of the congregations or the students and the parents to attend church or school events if they were not allowed to park on Harvard.

I am not against bikers, but I believe there is no need to take away our parking just to make it easier for the bikers to use Harvard St. It's OK to paint bike lanes but please do not penalize your faithful taxpayers by removing their parking privileges in front of their own houses. We already have overnight parking restrictions and removing daytime parking would make life in Oak Park more difficult for us seniors.

Respectfully,

Daniel and Carmencita Senseng

Hello:

My name is Katherine, Oak Park resident leaving on the 600 block of S. Kenilworth. I'm writing to explain my support of on-street bike accommodations for our neighborhood.

I feel strongly in support of these bike accommodations because bike travel is very important to me and my three children- and as one can imagine, safety in the street is an essential need for bikers that I navigate daily on the streets of Oak Park. We carefully and respectfully taught our young children how to bike safely last year and this spring and deeply care about the future of safe biking in Oak Park, especially as it relates to daily commuting needs- to and from work, school, daycare, park and shopping centers.

As an Oak Park family, we all prefer to bike everywhere (as reasonable able). We love biking to local businesses and restaurants that are bike friendly and do not pose a risk to injury on the event of a car collision. In general, we find Oak Park bike-friendly in many ways, but there are certainly areas of improvement that can save lives right now- if we take note of the study recommendations and act now.

Biking should be safe and accessible to all in this thriving community, and it is certainly worth more than the convenience I have heard referenced for car parking to facilitate grocery shopping hauls to nearby front doors. Although this is a suburban convenience, it does not benefit the wider community or future safety.

Thank you for reading and your consideration, and for considering this exciting step for the future.

Katherine Vinaitheerthan

[REDACTED]

I am 74 years old and have lived in Oak Park all my adult life, moving here after college. I chose Oak Park for the wonderfully open and inclusive atmosphere that tries to meet the needs of all community members. In recent years, there has been an effort to keep seniors in their homes or a down-sized version, but it gets harder each year to stay in the village we love. I am writing about my concern over the new bike plan for Harvard Ave. I do believe that a compromise is possible if we all give a little.

I love riding a bike and support safe bike paths throughout the village for young and old. Oak Park needs a bike plan, but just not this one if it includes taking away parking space for so many homes that enter off of Harvard and are necessary for seniors.

I live at the corner of Harvard and Gunderson. For many reasons, it is not possible for me to park in front of my house on Gunderson Ave. Not only do my neighbors need to park in front of their homes, but we compete with those who park on our street who take the "L" going downtown for work and school, but we also compete with those residents going to the pool from May to September that fills our street and spills over onto Harvard on the busy hot days.

In addition, there are also those who park daily on Harvard, next to my house to use the free public Xfinity WIFI. This is used not only by residents but I have seen Oak Park police and service vehicles taking advantage of this useful service. Where are they to park if there is no parking on Harvard? With two seniors in our seventies in my household, we often park on Harvard for easy access to load/unload our cars, but do try to park only in our garage. In over forty plus years living in my home, I have only parked in front of my home fewer than twenty times.

We support the bike path, but NOT giving up the necessary parking on Harvard which would make life harder on seniors. I feel a compromise is for the bikers to get the lane markings that they need while allowing all those home owners on Harvard parking access. This way we all give a little and gain a lot. Maybe "resident only stickers" could even allow parking on Harvard but this would not help the public WIFI users unless there was a specific marked curb space for them.

It is my understanding that the adopted Bike Plan would be phased in approximately five year stages. Why not try this compromise for the first five? Thank you for hearing my thoughts on this topic.

Sincerely,

Jim Young
[REDACTED] Gunderson Ave

The choice of Erie Street is problematic for so many reasons most of which is the density of multiple dwelling condos and apartments that required on street parking along Erie on both side of street along 700 and 800 and the 200 to 300 block of Oak Park avenue and that Erie is an offset street at OPA. In addition there is a hazard crossing at Oak Park avenue and Erie because of parked cars and a bus stop and a pedestrian crossing signal, offset street and that Erie is used as an access to the High School causing much use between cars, bikes, scooters and electric bikes and scooters aside from pedestrians and the High school track team, cross country runners that use Erie during their training seasons and on

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Sundays or any day that the Free church and Baptist church and two schools housed inside when they have major events and weekly services. Also there is Hemmingway Bistro restaurant (which we love having here on the block) and housing Forward which may have ambulance service calls regularly.

THE SOLUTION is to move the bike blvd one block north to Superior where there are no multi dwelling buildings, only single family homes and therefore, no on street parking along it. Shouldn't bike blvd be on east west streets with the least amount of activity not the most. The choice of Erie Street is not at Safety first. It is hazardous ⚠ at so many levels because of above notations .

Sent from my iPhone,

Cindy Ross

President of Santa Maria Condominium Association Our building alone houses 112 units which equals about 200 persons

Hi!

Thank you for your amazing work on the bike plan. I live one house in from the corner of Harvard and Euclid and am very much in favor of the bike lanes! Visibility at these busy four way intersections is so poor, and result in many near misses. I think bike lanes will help. And I know many homeowners on Harvard who never actually park on Harvard 🙄

Thank you and really looking forward to this progress!

Dear Village Board Members,

We are writing to express our opposition to the proposed bike lane plan for Augusta Street. As lifelong Oak Park residents, having proudly called this community home for over 50 years, we are deeply invested in the safety, functionality, and overall livability of our community. To be clear, we support the Village's goal of eliminating traffic fatalities. However, having said that, the plan to install dedicated bike lanes along Augusta Street is not the right path toward that objective. In fact, we believe it poses serious safety risks for both cyclists and residents.

Between Harlem and Cuyler, Augusta Street contains approximately 45 residential driveways and nearly a dozen alleys. Many of these driveways, including our own, require drivers to reverse onto the street due to limited space. Directing bicycle traffic through this densely packed corridor of driveways and alleys where visibility is limited and conflicts are frequent creates a hazardous environment. Moreover, cyclists using dedicated lanes may be lulled into a false sense of security, while drivers backing out face the difficult task of anticipating quickly moving bikes crossing their path, with a line of sight that is oftentimes obstructed by trees, fences and bushes that limit visibility from the driveway down the bike path. This is not a safe configuration; but instead, is a collision waiting to happen.

Beyond safety, the plan imposes a significant and unfair burden on residents. Our home, located on the 700 block of Augusta, has a narrow driveway that is frequently full due to children living at home and visiting family or guests. Eliminating street parking would force us, and others like us, to park a block or more away, around a corner, and out of view. That is simply unacceptable from a security, accessibility, and quality-of-life standpoint. It places a real hardship on elderly relatives, parents managing young

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children and grandchildren, and anyone unloading car seats or equipment, particularly during inclement weather or late-night hours.

In short, this plan compromises the safety of cyclists and residents alike while degrading the quality of life for those of us who live on Augusta. It also fails to consider the real-world consequences for the people who actually live on Augusta and would be forced to endure the added stress of backing out across dedicated bike lanes every time they leave their driveway.

For these reasons, we respectfully urge you to vote against the proposed bike lane plan for Augusta Street.

Thank you for your time and thoughtful consideration.

Tom and Julie Keegan

Good afternoon:

I am a resident of the 1150 block of Gunderson (not Harvard but Filmore). I am completely flummoxed by your proposed plan to remove thousands of parking spaces across the Village for bike lanes. Let's point out the obvious: our streets in South Oak Park are narrow, not built for 2025 cars/SUVs etc. We have plenty of business/churches, schools on our NORTH/SOUTH thru streets that take up pretty much the entire street when things busy (parks, swimming pools, Ascension church - don't go down East Ave on Sunday-, schools, businesses and on and on)!

What is the plan here? How are school students, adults, families, children SAFELY going to get from the south side of Oak Park to the North side? I use East Ave or Ridgeland daily and it makes me (an experienced adult driver) VERY nervous. The amount of traffic in the street, on foot (runners), bikes, fast moving cars is just a recipe for disaster. Why not close out some of these public parking spaces on East Avenue or even Ridgeland? You have to pay or have limited parking on Ridgeland as it is, so let's call it what it is:

- is this for more money in your pockets?

- Had you asked the community their thoughts long in advance of this proposal being put forth?

- Who is actually using the east/west proposed Harvard bike lanes? NOT Irving students- they are waking with their parents and friends during the school year.

- What kind of study did you do for this?

Please think this over and get back with some solid answers, even stats, info that you have to answer my concerns about these bike lanes through East/West Streets without much action on the North/South streets --where it is needed.

Thank you,

Ellen Acevedo

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July 14, 2025

To: Transportation Committee
From: Mary Larocca, 1047 Wisconsin Avenue
Re: Bike Path on Harvard

I have attended two other meetings on the proposed bike path and parking ban on Harvard. There are several questions that have not been addressed regarding the impact to residents and neighborhoods along Harvard.

First, I feel that this proposal was trying to be pushed through hoping no one would notice, as evidenced by the initial communication to residents in December 2024 during the holidays. This lack of transparency is concerning and raises many questions as to why it was handled this way. Frankly, I have heard rumors that this plan is financially motivated to benefit stakeholders. It has been mentioned that Forest Park would have a similar plan in place on Harvard, but no evidence of this has been presented, and it does not seem likely. If these things are not accurate, please take this opportunity to correct and clarify. Transparency is the best way to avoid and dispel rumors and misinformation.

When I attended the June 3, 2025, Village Board meeting, every resident who expressed their concerns about the parking ban also voiced support for the safety of bike riders.

Yet, the overarching message from the bike community was that their desire for an “unencumbered” bike path overrides everything else, and that residents’ sacrifices are not too much to ask. This is the actual definition of entitlement.

While I am opposed to a parking ban on Harvard, I am not opposed to biking accessibility and safety. I think we can achieve both. Here are some considerations and questions for the near-term proposal:

1. Why can't we share the street? If it has been found that there isn't much parking on Harvard, or at least not enough to inconvenience a few homeowners, why is it necessary to remove it entirely? On the other hand, I believe the traffic and parking study was conducted during a low-volume time and does not capture the true need for parking on Harvard.
2. I understand the desire to make the route accessible for all riding levels, but children are allowed to ride on the sidewalk when they are too young to ride in the street, or when navigating the street is beyond their experience level. That is how I rode bikes with my daughter when she was young. We also took routes that were the safest for her experience level. It is incumbent on adults to make decisions that are in the best interest of their children.
3. In all of the data that was presented on speed and traffic volume, the loss of parking impact on residents is nowhere to be found. Did the commission or consultants conduct site visits to look at the residences along Harvard and how this would affect residents' access to their homes? Many residents have only Harvard-facing access. Also, has the impact on our property values been considered?
4. Does the bike path really require 24/7/365 unencumbered access? We are not in a climate that lends itself to all-season biking for recreational riders.

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5. Cars that are parked on Harvard are also there for safety and accessibility needs. The bicycling community pleads for safety, but disregards the safety of others, including children and seniors who perhaps aren't physically able to ride bikes and must be transported in cars, vans and buses.

I don't think there needs to be winners—bike path supporters— who get the most perfect, ideal world solution, and losers—residents— who are essentially being told, tough luck. Perhaps we can strike a balance that shows some compromise?

Thank you for your attention.

Kind regards,
Mary Larocca
[REDACTED] Wisconsin Avenue

Village of Oak Park,

I would like to express my support for the proposed bike plan. The proposed bike plan would be a great improvement to the current transportation infrastructure of the village and allow greater mobility for all residents of the community in a safe and cohesive way.

Thank you,

Daniel Harper
[REDACTED] S Kenilworth Ave, Oak Park, IL 60304

Hello, my name is Paul Dailing. I am an Oak Park resident on the 1100 block of South East Avenue, just south of Harvard, and a parent of an Irving Elementary student. I am writing to show my support of [the proposed Bike Plan update](#) coming before the village board.

In particular, I support the move to put greenway restricting parking on Harvard, **with one condition**. I believe parking must remain available near Boulevard Presbyterian Church on the corner of Harvard and East to allow people in need to pick up free furniture, clothing and other home goods from ["The Store"](#) that the church houses as part of Oak Park Supports. I am not a member of Boulevard Presbyterian nor affiliated with them in any way. I'm just a neighbor who appreciates the work they do to support people in need.

With that carveout, I am fully in support of making Harvard a greenway. Because of the stop light at Harvard and Ridgeland, Harvard is a major east-west route for children and parents taking children to Irving Elementary. Other routes for students coming from the west would require crossing Ridgeland either without a light at Fillmore or by going up to Garfield or down to Roosevelt. While the crossing guard at Fillmore is fantastic, the light coupled with the equally fantastic crossing guard at Harvard makes Harvard the more popular route. This includes older children who ride their bikes to school and parents who take younger children on carrier or cargo bikes.

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Removing parked cars along Harvard will create a safer path to school for all and encourage healthier, less congestive habits.

As Boulevard Presbyterian does not operate The Store during school dropoff and pickup times, the carveout I suggested should not create any additional safety concerns, although admittedly some parents of West Suburban Montessori students might use that for dropoff if it is available. Either way, I consider that carveout a small compromise that will allow the church to continue its important charitable work while allowing safer, cleaner transportation for children.

Thank you for your time and consideration. I can be reached at this email or at 312-771-1979 if this message requires any follow-up.

Sincerely,
Paul Dailing
[REDACTED] S. East Ave.
Oak Park

Dear Board of Trustees and the members of the Transportation Commission,

We object to the current plan to have bike lanes on both sides of Harvard, from Maple to Humphrey. The elimination of parking is a significant problem for MANY homeowners, renters, schools, parks and churches along this corridor.

1. In this corridor, there are at least **9** homes that face Harvard. There are 1 private and 2 public schools. There are 3 parks, and several churches.
2. There are **68** garages and/or driveways that face Harvard. Adding the **22** alleys, the count rises to **86** incursions in that 1.4 mile stretch between Humphrey and Maple.
3. There are **16** four-way stop signs. Additionally, there are **3** East/West stop signs. That means that cyclists, ***if they follow the law***, must break to a stop **19** times to travel the corridor of only approximately 1.4 miles. That doesn't include **two** 4-way traffic lights which will sometimes not be in cyclists' favor, bringing that total to possibly **21** stops.

How likely is it that cyclists will completely stop or just slow down through those intersections? Or slow down at alleys? Bike lanes will do NOTHING to reduce these dangers. The busier intersections at Ridgeland and Oak Park Ave. can be made much safer by installing signs and flashing lights in addition to the traffic lights.

In the "winter off season months" bike traffic volume diminishes SUBSTANTIALLY, yet the proposed infrastructure plan impacts homeowners, renters, church goers, parents, teachers, bus drivers, and staff the *entire* year.

4. Barrie Park, Irving School, Montessori School, Carroll Park, Lincoln School, Boulevard Presbyterian Church, Cornerstone Academy, Kieran Dayley Church, Harvard Family UCC church, and Maple Park increase traffic and parking congestion on weekends – when predictably more bicyclists are on the street. Parking near these locations is high during the week as well.

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PLEASE reconsider putting a one-way bike lane on Harvard and a one-way lane on Fillmore as an alternative. Or go back to the earlier plan of Fillmore and Lexington.

Paul and Lynda Shadrake
[REDACTED] S. Highland at corner with Harvard

Jim Kelly and Bruce Broerman
[REDACTED] S. Harvey Ave. (one house north of Harvard)

I am not opposed to bike lanes, but the one proposed for Harvard is a waste of money and resources should be used for a street such as Ridgeland, East, Oak Park Avenue, etc.

There is just no need for a bike lane on Harvard- it is not a busy street. I would rather see our resources used for a different street.

No need to remove valuable street parking that could be an issue if blue line ridership increases. I wonder if you have the pre-covid data where cars were parked up and down streets for CTA riders.

I simply do not see a need for a bike lane on Harvard.

Hello, I'm unable to attend the upcoming forums this week on the Oak Park Bike Plan updates but hoped to share the following comment with the Village Board. Thank you!

Hello, I am submitting a public comment in favor of all short-term concepts described in the Oak Park Bike Plan update. I found the plan to be thorough, well-researched, and an excellent example of Oak Park's efforts to live up to its stated values of sustainability and accessibility for all, while balancing the other needs of the community. As a low-confidence biker who has started to routinely bike throughout the village over the last year, I've found Oak Park's current bike infrastructure to be better than most, but in a country that has prioritized cars above all else, there is much room to grow. My elementary school-aged children have watched me get more comfortable on my bike and have been eager to join me on their bikes. However, as an inexperienced cyclist, there are almost no areas in Oak Park where I feel confident enough to lead them through streets or intersections safely. I believe the improvements proposed in the Bike Plan would be a giant leap forward in changing that and, if executed, the number of residents and families who choose biking over vehicular transit would grow. I applaud the village's efforts to center children, seniors, and other cyclists like me in the Bike Plan and to make biking a safe and comfortable transit option for all. My family is a one-car family with two working adults. There are activities for our children that we have been unable to do because we had no feasible way to get there. Safe, accessible biking routes would enable our kids to participate in more of the incredible services our parks, schools, and libraries offer. As a southeast Oak Park resident, I am especially supportive of the proposed improvements along Jackson Blvd (particularly at the Oak Park and Harlem intersections and the S-curves near them), at the Ridgeland and Van Buren intersection, and on Harvard Ave. Thank you.

Kelley Bemis

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Hi all -

I know there is a lot of resistance and discussion in my neighborhood but I support the bike lanes. Anything we can do to support bike use and reduce car dependency is a step in the right direction. Thanks for your hard work.

-Maria

To the Village of Oak Park,

As a family of five with three young children, we are writing to express our enthusiastic support for the Village of Oak Park's updated Bike Plan. Biking is a big part of our daily lives—from getting to school and parks to riding to the Farmers Market and Thursday Night Out events. We truly appreciate the thoughtful improvements that have already been made, especially along Scoville Avenue.

The new infrastructure has made an enormous difference for our family. We feel significantly safer riding through Rehm park and connecting to East Avenue to cross the expressway then back to Scoville. These safer routes have turned what used to be stressful rides into joyful family outings. Our kids are learning that biking isn't just fun—it's a real, viable way to get around our community. We can't wait to see all the full plans unfold.

We also want to thank you for standing strong in support of the bigger picture, even in the face of complaints about minor parking changes. Losing a few street parking spots is a small price to pay for a safer, healthier, and more connected Oak Park. There is ample parking nearby, and the benefits of a robust bike network far outweigh the inconvenience to a few.

Thank you for prioritizing safety, sustainability, and community well-being. Your efforts are making Oak Park a better place for families like ours.

Sincerely,

The Chrystall Family

[REDACTED] S Scoville

Hello,

Below is my statement in support of the bike plan in Oak Park. Please let me know if you have any questions. Thank you.

"Hello, my name is Ellen Janowski, and I live on the 700 block of South Ridgeland Avenue in Oak Park—which is also a state route.

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I'm writing to voice my strong support for the Oak Park Bike Plan, especially its inclusion of protected bike lanes. Just one month ago, I witnessed a 17-year old get thrown from her bike after being hit by a car just across the street from my home. It was terrifying—and sadly, not uncommon. Drivers often don't see cyclists. Painted lines aren't enough. **We need real protection.**

I understand that making these changes—especially on state-controlled roads—is hard. But we can't let that stop us. I not only urge the Village to implement this bike plan in full but to also push the state to do better and fight for safer streets for everyone and perhaps even take control of the road to build better protections for cyclists and pedestrians alike.

I also want to speak directly to the concerns I've heard in the community—especially about losing parking. I get it. We all value convenience. But we have to ask ourselves: **are we really willing to trade lives—especially the lives of children—for a parking space?**

This plan is about more than infrastructure. It's about who we are as a community, and whether we're willing to make room—literally and figuratively—for a safer, healthier, more equitable Oak Park.

Please support and implement the Bike Plan—fully, and with urgency.

Thank you,
Ellen"

Ellen Janowski
[REDACTED]

As a resident of south Oak Park, I am excited for both traffic calming measures and dedicated lanes for bicycles. We usher our kids 10 & 12) to ride or walk and do so as parents, too.

Traffic has always been a problem for this area. While there were performative "studies" on the traffic volume in the area, we live in an area where drivers cut through the neighborhood at high rates of speed in order to bypass Oak Park Ave, Harlem, Roosevelt and in attempts to access 290 more quickly. As an aside, the speed tables were poorly located and constructed. I firmly believe the Village will still ignore these issues. However, the addition of bike lanes will add value to the area and some level of safety.

The naysayers who, particularly, live along Harvard rarely use this street for parking. Nor do they engage in cycling. They simply want to say "no" to change. The same negative sentiments were expressed when Maple Park was redesigned.

For all the dumb ideas "progressive" Oak Park over time, this is actually one that transcends posturing and will lead to a more active, vibrant and engaged community.

I merely suggest differentiating the bike lanes from the street with curbing or raised lanes. The white dividers are a bit of an eyesore for the neighborhood.

Drew Arneth

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Hello,

I am writing to voice my strong disapproval with the idea to remove all of the parking spaces on Harvard Avenue from Maple Park to AusOn for the proposed TWO DOUBLE WIDE BIKE LANES.

At the public meeting held earlier this year, only one resident voiced a "Yes" the other 30 or so gave a "No" with qualifications. Please listen to the community.

We need safe parking around our neighborhood school, Lincoln Elementary. This will also impact 2 other schools, multiple churches, and many parks. We need to be able to park to access these community resources.

There are also 50-60 driveways on Harvard with cars that need to back in or out. I am also concerned about bike collisions.

Thank you for your consideration.

Best,

Sara Freer
[REDACTED] Wisconsin

Hello,

I'm writing to share my opinion of Oak Park's Bike Plan. First of all, I'm extremely grateful that Oak Park engages in real, meaningful community engagement in regards to issues like these and actually makes changes to infrastructure and invests in improvements. I'm grateful to live in this community!

Secondly, I would like to express my resounding SUPPORT for the proposed bike lane on Harvard. I live on Euclid Ave just around the corner from Harvard and bike very regularly (4-7x per week for both entertainment/exercise and to get errands done). I would feel MUCH safer commuting east-west on Harvard with the proposed plan, and I also feel that this will make it more possible for more people to bike regularly. I am disappointed that my neighbors, especially those with garages, are asking wild hypotheticals rather than being open to change that will make our community safer and more bike-friendly. If anyone wants to park a block away in front of my house, they are more than welcome to! I would like to see Oak Parkers embrace people over cars and move beyond seeing infrastructure as car-first. I believe that that is exactly what this plan is doing: putting pedestrians, bikers, and PEOPLE ahead of vehicles, and therefore building a stronger, greener community.

Thank you very much!

Lily Elderkin
[REDACTED] S Euclid

I'm unable to attend the meetings so I'm leaving a comment I hope will get answered.

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When are bikers going to go by the rules of the road? They don't stop at signs or lights or people. AND GO THE WRONG WAY EVEN WHEN THERE ARE SIGNS INDICATING A ONE WAY STREET. This could cause a major accident.

They also ride on the wrong side of the street on two way streets. This is so dangerous because a driver could cause a major accident trying to avoid a biker biking into their car. The driver will drive right into oncoming traffic.

The other day, I had a biker ride so close to my car, I thought he was going to hold onto the door handle.

They seem to make their own rules no matter what. And this needs to stop.

Nice that you're making bike lanes IF THEY GO BY RULES OF THE ROAD.

Hello,

I have been following the debate in Wednesday Journal about the plans for changes to Harvard Street proposed by the bike plan. I have also gone through the plan. I bike extensively in Oak Park and during summer months I also commute by bike to Chicago (along Washington Blvd.). In general, when biking in Oak Park, I bike on residential streets (in my case, Randolph and Pleasant going E-W, and Elmwood or Euclid going N-S). These streets currently offer far better protection and biking experience (apart from cracks and holes in the asphalt!) than even the protected bike lane on Madison. So my general comment would be to prioritize small residential streets for biking, rather than trying to clutter high-traffic streets with biking infrastructure.

Here are my comments on the plan in general:

1. The plan pushes the idea of taking some of the high traffic routes (Ridgeland, Chicago, Augusta, South Bl.) and adding biking lanes (in many cases reducing traffic flow capacity of these streets) to them. This is a terrible idea in my opinion, especially for Ridgeland. In contrast to Madison Av. where the protected bike lane is quite successful, but the street is originally very wide, these other streets are relatively narrow and simply can't accommodate both vehicle traffic and bike lanes. I would strongly urge the planners to appropriately equip the residential streets for biking instead.

2. That said, the proposed plan for Harvard St. is divisive and simply lacks imagination. I completely sympathize with the residents of Harvard St. that taking their parking away would impact their quality of life. The existing plan needlessly pits these residents against bicyclists because of its all-or-nothing nature. Instead I would propose a compromise solution. Absolutely, parking needs to be kept at least on one side of Harvard, possibly removing it from one side. In that way, a two-way bike lane can be placed on the opposite side of the street. If there is not enough space for a two-way bike lane and one-side parking on Harvard, put one-way bike lanes both on Harvard (one direction) and Filmore (the opposite direction). Note that Filmore links even more parks/schools than Harvard so it is not clear to me why Harvard was picked originally. Potentially you could even make these streets one-way, I doubt you would get as much backlash as you currently have.

I don't know what methodology the authors of the plan have used to assess the safety of currently

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biking on Harvard St. I would challenge them to actually bike on that street during different times of the day and different seasons to see whether protected bike lanes are really needed. It seems to me that taking a residential street with little traffic and removing significant part of the street by turning it into a protected bike lane does not make much sense. For sure Harvard (and possibly Filmore) should be made into Greenways, but I'm not convinced that protected bike lanes on these streets make much sense.

Respectfully,

Milos Zefran
[REDACTED] S. Lombard Ave.
Oak Park

From: Judy Kich-Crowley

> Why are we spending so much on this?

>

> Why are we taking parking spots from folks who live on those streets without proper notice and vetting or survey!!!!

>

> This whole project is

> a) confusing

> b) no surveys provided as to citizen sentiment and input

> c) in the last few months I've seen 5 people riding bikes in south oak park

> d) did you not see the article that said biking as a childhood pastime is disappearing

> e) why are you giving in to "pelotons" and not the citizenry???

>

> We do not want all this bike lane taking over Oak Park!

>

> I've read the plan online and

> a) it's confusing and

> b) costly and

> c) who thought we needed these bike boulevards without asking us the people who live in and pay taxes in Oak Park?

>

> Stop the bike plan removing parking in front of homeowners properties!!

>

> What we really need is CCTV to stop crime in Oak Park - not green bike lanes.

I previously wrote to the village in May to express my concerns as a longtime resident of Harvard Street, and I want to reiterate my strong opposition to the proposed removal of on-street parking to install bike lanes.

I fully support cyclists and have no objection to them riding on Harvard. But from what I've observed over many years, cyclists already use the street safely and with ease in its current form. The volume of parked cars is low, and there's no clear safety issue that warrants such a disruptive change. Why not simply designate Harvard as a "share the road" street, as is done successfully in other parts of the village, most recently on East and Scoville avenues?

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The proposal also lacks consistency. Ironically, where parking is most heavily used, near the schools, the plan allows it to remain. Meanwhile, residents and our guests would bear the burden. I have no parking in front of my house on Ridgeland due to a bus stop, and when I've parked on Harvard, I've had my car damaged by falling branches from parkway trees - twice. I generally avoid parking on the street, but that doesn't make it right to eliminate it. My neighbors and guests, including those with mobility concerns, need that access.

I am curious how (if?) the parking restriction will be enforced for those parents who park on Harvard by my house so they can walk with their children to Irving or wait there to pick them up after school. It's also where the crossing guard usually parks. Or are these restrictions just to inconvenience residents, our guests and contractors?

I understand the village's desire to promote cycling, but this feels like a solution in search of a problem. In nearly 30 years on this block, I have never seen a cyclist injured near my home. The only reported bike accidents happened at Oak Park Avenue, which is a signalized intersection, indicating enforcement and education may be more effective than expensive infrastructure changes.

If the village insists on making a change, I urge you to start with a less disruptive test: paint "share the road" markings and evaluate whether they meet your goals. But above all, I encourage each of you to visit Harvard Street yourselves, at different times and on different days. I believe you'll see what I see: a quiet, safe street that works well for both residents and cyclists.

Thank you for your time and consideration.

Sincerely,

Cheri Houha, [REDACTED] S. Ridgeland

I am an oak park resident and have been reading about the oak park bike plan and controversies for months now. Every time it comes up I am surprised and confused that there is NO mention of what I strongly feel is so much more essential and important than bike lanes to promote safety. The best thing the village can do to address bike safety is to establish and enforce basic bike safety rules. So many riders in the community totally ignore all traffic rules; they go through stop signs and stop lights without even looking. Even worse than this, they bike in the dark in dark cloths with NO LIGHTS or minimal reflectors. They are very very difficult to see while ignoring all the rules. The poor driver that hits them has to live with the situation even though it is almost entirely brought on by the irresponsibility of the riders. How the village helicopter parents can allow their kids to be in this dangerous situation baffles me. It is not just kids but also adults. So in my opinion you should deal with the basics before all this "on and on" energy/discussion of bike lanes. **If you are serious about safety, please deal with the basics.** So many of my colleagues feel the same.
A concerned oak park citizen. Marianne Moore