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\*\*\*\*\*DISCLAIMER\*\*\*\*\*

>>PRESIDENT SCAMAN: DO YOU WANT ME TO SEND YOU MY COMMENTS FOR  
AFTER THE PUBLIC COMMENT?  
SEND IT TO YOUR EMAIL.

>>PRESIDENT SCAMAN: HELLO!  
WELCOME, EVERYBODY!  
SO WONDERFUL TO HAVE YOU ALL TO OUR VILLAGE BOARD MEETING.  
THANK YOU SO MUCH FOR JOINING US.  
IT IS 7:08 PM AND I'M VICKI SCAMAN, VILLAGE PRESIDENT AND I WOULD LIKE  
TO CALL THIS MEETING OF THE VILLAGE BOARD TO ORDER.  
CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE ENYIA.  
>> HERE.  
>> THE TRUSTEE LEVING JACOBSEN.  
>> HERE.  
>> TRUSTEE STRAW.  
>> HERE.  
>> TRUSTEE TAGLIA.  
>> HERE.  
>> TRUSTEE WESLEY IS ABSENT.

PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: HERE.  
WE HAVE A QUORUM.  
I WOULD LIKE TO ENTERTAIN A MOTION TO APPROVE THE AGENDA.  
I WILL BE ASKING TO MOVE NON-AGENDA PUBLIC COMMENT TO JUST AFTER THE  
VILLAGE MANAGERS REPORT.  
>> SECOND.

>> SO MOVED.

>>PRESIDENT SCAMAN: MOTIONED BY JENNA LEVING JACOBSEN AND  
SECONDED BY TRUSTEE STRAW.

ALL IN FAVOR?

>> AYE.

>>PRESIDENT SCAMAN: THANK YOU.

THIS EVENING I WOULD LIKE TO ENTERTAIN A MOTION TO APPROVE MINUTES  
FROM THE MAY 13, 2025 REGULAR MEETING OF THE VILLAGE BOARD.  
MOTION, PLEASE?

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: MOVED BY TRUSTEE STRAW AND WHO WANTS IT?  
TRUSTEE TAGLIA, IT IS YOURS.

ALL IN FAVOR?

>> AYE.

>>PRESIDENT SCAMAN: WE ARE A TEAM.

SO WE HAVE TWO PROCLAMATIONS THIS EVENING.

FIRST WE HAVE - ENTERTAIN A MOTION TO APPROVE A PROCLAMATION  
RECOGNIZING NATIONAL GUN VIOLENCE AWARENESS DAY - JUNE 6 OF 2025.  
MOTION, PLEASE.

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: THANK YOU.

I HAVE ASKED TRUSTEE JENNA LEVING JACOBSEN IF SHE WOULD PLEASE READ  
THE PROCLAMATION OUT LOUD FOR US.

>> WHEREAS, THE FIRST FRIDAY IN JUNE IS DECLARED AS NATIONAL GUN  
VIOLENCE AWARENESS DAY IN THE VILLAGE OF OAK PARK TO HONOR AND  
REMEMBER ALL VICTIMS AND SURVIVORS OF GUN VIOLENCE AND TO DECLARE THAT  
WE AS A COUNTRY MUST DO MORE TO END THIS PUBLIC HEALTH CRISIS; AND  
WHEREAS, EVERY DAY, 125 PEOPLE IN THE UNITED STATES ARE KILLED BY GUN  
VIOLENCE AND MORE THAN 260 ARE SHOT AND WOUNDED, WITH AN AVERAGE OF  
MORE THAN 19,000 GUN HOMICIDES EVERY YEAR; AND  
WHEREAS, PEOPLE IN THE UNITED STATES ARE 26 TIMES MORE LIKELY TO DIE  
BY GUN HOMICIDE THAN PEOPLE IN OTHER HIGH-INCOME COUNTRIES; AND  
WHEREAS, ILLINOIS HAS 1,719 GUN DEATHS EVERY YEAR, WITH A RATE OF 13.8  
DEATHS PER 100,000 PEOPLE, A CRISIS THAT COSTS THE STATE \$18.6 BILLION  
DOLLARS EACH YEAR, OF WHICH \$625.5 MILLION IS PAID BY TAXPAYERS.  
ILLINOIS HAS THE 31ST HIGHEST RATE OF GUN DEATHS IN THE US; AND

WHEREAS, GUN HOMICIDES AND ASSAULTS ARE CONCENTRATED IN CITIES, WITH  
MORE THAN HALF OF ALL GUN HOMICIDES IN THE NATION OCCURRING IN 42  
CITIES; AND

WHEREAS, CITIES ACROSS THE NATION, INCLUDING IN OAK PARK, ARE WORKING  
TO END THE SENSELESS VIOLENCE WITH EVIDENCE-BASED SOLUTIONS; AND

WHEREAS, PROTECTING PUBLIC SAFETY IN THE COMMUNITIES THEY SERVE IS MAYORS' HIGHEST RESPONSIBILITY; AND

WHEREAS, SUPPORT FOR THE SECOND AMENDMENT RIGHTS OF LAW-ABIDING CITIZENS GOES HAND-IN-HAND WITH KEEPING GUNS AWAY FROM THOSE WHO ARE A DANGER TO THEMSELVES OR OTHERS; AND

WHEREAS, MAYORS, COUNCILMEMBERS, AND LAW ENFORCEMENT OFFICERS-IN-PARTNERSHIP WITH LOCAL VIOLENCE INTERVENTION ACTIVISTS AND RESOURCES—KNOW THEIR COMMUNITIES BEST, ARE THE MOST FAMILIAR WITH LOCAL CRIMINAL ACTIVITY AND HOW TO ADDRESS IT, AND ARE BEST POSITIONED TO UNDERSTAND HOW TO KEEP THEIR CITIZENS SAFE; AND

WHEREAS, GUN VIOLENCE PREVENTION IS MORE IMPORTANT THAN EVER AS WE SEE GUN VIOLENCE CONTINUE TO IMPACT COMMUNITIES ACROSS THE COUNTRY;

WHEREAS, IN JANUARY 2013, HADIYA PENDLETON WAS TRAGICALLY SHOT AND KILLED AT AGE 15; AND ON JUNE 6, 2025 TO RECOGNIZE THE 28TH BIRTHDAY OF HADIYA PENDLETON (BORN: JUNE 2, 1997), PEOPLE ACROSS THE UNITED STATES WILL RECOGNIZE NATIONAL GUN VIOLENCE AWARENESS DAY AND WEAR ORANGE IN TRIBUTE TO -

HADIYA PENDLETON AND OTHER VICTIMS OF GUN VIOLENCE; AND  
THE LOVED ONES OF THOSE VICTIMS; AND

WHEREAS, THE IDEA WAS INSPIRED BY A GROUP OF HADIYA'S FRIENDS, WHO ASKED THEIR CLASSMATES TO COMMEMORATE HER LIFE BY WEARING ORANGE; THEY CHOSE THIS COLOR BECAUSE HUNTERS WEAR ORANGE TO ANNOUNCE THEMSELVES TO OTHER HUNTERS WHEN OUT IN THE WOODS, AND ORANGE IS A COLOR THAT SYMBOLIZES THE VALUE OF HUMAN LIFE; AND

WHEREAS, ANYONE CAN JOIN THIS CAMPAIGN BY PLEDGING TO WEAR ORANGE ON JUNE 6TH, THE FIRST FRIDAY IN JUNE 2025, TO HELP RAISE AWARENESS ABOUT GUN VIOLENCE; AND

WHEREAS, BY WEARING ORANGE ON JUNE 6, 2025 PEOPLE ACROSS THE UNITED STATES WILL RAISE AWARENESS ABOUT GUN VIOLENCE AND HONOR THE LIVES OF GUN VIOLENCE VICTIMS AND SURVIVORS; AND

WHEREAS, WE RENEW OUR COMMITMENT TO REDUCE GUN VIOLENCE AND PLEDGE TO DO ALL WE CAN TO KEEP FIREARMS OUT OF THE HANDS OF PEOPLE WHO SHOULD NOT HAVE ACCESS TO THEM AND ENCOURAGE RESPONSIBLE GUN OWNERSHIP TO HELP KEEP OUR FAMILIES AND COMMUNITIES SAFE; AND

WHEREAS, THE WEAR ORANGE OAK PARK AUSTIN AREA GROUP WILL MEET ON SATURDAY, JUNE 7 FROM 12 NOON-2 PM AT THE MERCY GARDEN OF PEACE AND HEALING AT 4910 WEST QUINCEY STREET TO HONOR THE SURVIVORS OF GUN VIOLENCE. WEAR ORANGE WILL DECORATE THE GARDEN ORANGE AND PROVIDE LUNCH, PLANTS, AND ROCKS TO PAINT WITH THE NAME OF LOVED ONES KILLED BY GUN VIOLENCE.

NOW, THEREFORE, I, JENNA LEVING JACOBSEN, TRUSTEE, ON BEHALF OF VICKI SCAMAN, VILLAGE PRESIDENT OF THE VILLAGE OF OAK PARK, DO HEREBY PROCLAIM THE FIRST FRIDAY IN JUNE, JUNE 6, 2025, TO BE NATIONAL GUN VIOLENCE AWARENESS DAY. I ENCOURAGE ALL CITIZENS TO SUPPORT THEIR LOCAL COMMUNITIES' EFFORTS TO PREVENT THE TRAGIC EFFECTS OF GUN VIOLENCE AND TO HONOR AND VALUE HUMAN LIVES.

>>PRESIDENT SCAMAN: THANK YOU.

ALL IN FAVOR?

>> AYE.

>>PRESIDENT SCAMAN: JENNA, DO YOU WANT TO BRING THE PROCLAMATION OR IS ANYBODY FROM THE ORGANIZATION THAT WANTS TO SPEAK?

OKAY.

WE WELCOME YOU UP.

HI.

>> GOOD EVENING.

MY NAME IS SHERITA GALLOWAY, AND OAK PARK RESIDENT AND SURVIVOR OF GUN VIOLENCE.

THIS DEAL IS I AM STILL TRYING TO SURVIVE AFTER NINE YEARS.

I AM THE PROUD PARENT OF THE LATE ELIJAH WALTER SIMS WHO WAS KILLED BY GUN VIOLENCE, ON AUGUST 9, 2610, ELIJAH WAS SHOT IN THE HEAD WHILE VISITING HIS FRIENDS IN THE AUSTIN COMMUNITY.

ON HIS DAY OFF.

HE DIED THE NEXT MORNING IN MY ARMS, A DAY BEFORE HIS 17TH BIRTHDAY.

ELIJAH'S DEATH WAS AFFECTED BY MANY.

HE WAS NOT ONLY MY BABY BOY, HE WAS A BROTHER, GRANDSON, NEPHEW, COUSIN, FRIEND, OPRF SENIOR AND ALSO A PIECE FRESH MARKET EMPLOYEE, IN MY EYES, THOSE CARDS HAVE NOT BEEN ALIGNED CORRECTLY SINCE HE LEFT. I COULD GO ON AND ON, BUT IT WOULD TAKE LONGER THAN THREE MINUTES, BUT ELIJAH WAS AND STILL IS VERY MUCH LOVED.

AN ABSOLUTE JOY TO BE AROUND.

GUN VIOLENCE TOOK MY SON'S FUTURE AWAY FROM HIM.

AS A SURVIVOR OF GUN VIOLENCE, I BELIEVE GUN VIOLENCE PREVENTION IS EXTREMELY IMPORTANT IN CONJUNCTION WITH KEEPING GUNS AWAY FROM THOSE THAT ARE A DANGER TO THEMSELVES AND AS WELL AS OTHERS.

AND AS I WEAR THIS ORANGE SHIRT WITH MY SON ELIJAH'S FACE ON IT, I HOPE TO HELP RAISE AWARENESS ABOUT GUN VIOLENCE.

THANK YOU VILLAGE PRESIDENT VICKI SCAMAN FOR PROCLAIMING JUNE 6, 2025 TO BE NATIONAL GUN VIOLENCE AWARENESS DAY AND OAK PARK ON TODAY.

[APPLAUSE]

>>SPEAKER: GOOD EVENING AND THANK YOU FOR THE TIME.

MY NAME IS ALLISON GERARD AND I HAVE LIVED IN OAK PARK FOR 10 YEARS AND I'M A SURVIVOR OF GUN VIOLENCE.

IT WAS LATE APRIL, THE SUN WAS SHINING, BUT THE AIR WAS CRISP.  
I WENT FOR A QUICK RUN AND ABOUT HALFWAY, NEAR PEDS, PIZZA SEEMS TO BE  
A FOCUS TONIGHT.  
I WAS FOLLOWED, ATTACKED AND SHOT AT POINT-BLANK RANGE.  
I REMEMBER EVERY SINGLE SECOND AFTER THAT.  
I REMEMBER SITTING ON LOMBARD IN THE POOL OF MY OWN BLOOD WITH A CHUNK  
OF THE INSIDE OF MY LEG LAYING ON MY SHOE.  
I REMEMBER DIALING 9-1-1 AND I REMEMBER FASHIONING A TOURNIQUET OUT OF  
SOME RANDOM GUY'S BELT.  
I REMEMBER LYING IN THE HOSPITAL AND ASKING THE POLICE IF I WAS THE  
CALMEST PERSON THEY HAD EVER SEEN THIS HAPPEN TO.  
AND WHEN THEY DIDN'T KNOW WHAT TO SAY, MY BRAIN REALIZED AFTER ONLY  
FIGHTING FOR SURVIVAL FOR HOURS ON END THAT THIS WAS NOT NORMAL.  
NONE OF THIS WAS NORMAL.  
I WAS ASKED FOR MY NEXT OF KIN, BUT I KNEW I HAD TO BE THE ONE TO MAKE  
THAT PHONE CALL.  
IT HAD TO BE MY VOICE.  
MOM, I HAVE BEEN SHOT.  
ALL I HEARD ON THE OTHER END WAS A SOFT "OH GOD".  
THEN THE SCREAM.  
IT TOOK ME DAYS TO BE ABLE TO SIT UP WITHOUT LOSING CONSCIOUSNESS.  
I HAD TO MOVE BACK IN WITH MY MOM OUT OF STATE BECAUSE OF MY PARESIS.  
WITH A LOT OF TREATMENT, I RELEARNED TO GET OUT OF A CHAIR, TO WALK,  
TO GO UPSTAIRS, TO USE THE BATHROOM, TO RUN, TO DRIVE, MANY MORE  
THINGS AND I FINALLY REGAINED MY OWN INDEPENDENCE.  
I TELL MY STORY BECAUSE A LOT OF PEOPLE HAVE ASKED WHAT I DID TO GET  
SHOT.  
THEY TRIED TO GIVE ME HINDSIGHT ADVICE OF I SHOULD HAVE DONE THIS OR I  
SHOULD HAVE DONE THAT.  
NONE OF THESE COMMENTS ARE ILL INTENDED, SO MUCH AS THEY ARE SOME SORT  
OF PRESERVATION OF THE ILLUSION THAT GUN VIOLENCE CANNOT HAPPEN TO  
THEM, TO OTHER PEOPLE BECAUSE THEY WOULD HAVE DONE THIS OR THEY  
WOULDN'T HAVE DONE THAT TO GET SHOT.  
THE REALITY IS, I DID NOT DO ANYTHING TO GET SHOT.  
I WAS A WOMAN ON A RUN IN OAK PARK AT 415 IN THE AFTERNOON ON A  
TUESDAY AND THAT WAS ENOUGH.  
THAT IS THE INTERSECTIONALITY OF GUN VIOLENCE.  
NO SHOOTING OCCURS IN A VACUUM WITHOUT CONTEXT.  
GUN VIOLENCE IS INTERTWINED WITH MENTAL HEALTH, WITH POLICE PRESENCE,  
WITH EDUCATION, WITH PUBLIC HEALTH, WITH HATRED, WITH SO MANY MORE  
THINGS.  
SO IN THIS MONTH OF GUN VIOLENCE AWARENESS AND BEYOND, AS YOU WORK TO  
BETTER OUR COMMUNITY, I ASKED ALL HERE TO REMIND - TO REMEMBER  
INTERSECTIONALITY OF GUN VIOLENCE.

BECAUSE INTERSECTIONALITY FOR SURVIVORS IS OUR POWER AND IT IS WHAT  
KEEPS US PERSEVERING.  
THANK YOU.

[APPLAUSE]

>>SPEAKER: I DID NOT KNOW I WAS GOING TO TALK.  
THANK YOU, ALLISON.  
THAT WAS GREAT.  
HELLO, MY NAME IS MARIANNA BOTTS AND I BY THE PRONOUNS SHE/HER.  
I'M A SURVIVOR, LATE OF OUR LOCAL GROUP OF MOMS DEMAND ACTION.  
I'M HERE TO SHARE A SHORT STORY ABOUT (NAME?), A GARDEN THAT WAS BUILT  
IN THE AUSTIN NEIGHBORHOOD, FOR HER SON, (NAME?) WAS MURDERED AT THE  
AGE OF 20.  
JENNA LEVING JACOBSEN, OUR MOMS DEMAND ACTION LAID INVITED HER TO OUR  
MEETING AT THE OAK PARK LIBRARY.  
MARTHA WAS SITTING ACROSS FROM ME AND SHARED THE STORY ABOUT HER SON'S  
MURDER AND SHE DESCRIBED HOW HE HAD NEEDED SUPPORT - SHE NEEDED  
SUPPORT DURING THOSE TIMES AND THERE WERE NO RESOURCES FOR HER AT ALL.  
SHE WAS A NURSE AND SHE COULD NOT PERFORM HER DUTIES.  
DUE TO THE TRAUMA SHE EXPERIENCED.  
SHE KEPT THINKING THAT SHE WAS SEEING THE PERSON THAT MURDERED HER  
SON.  
SHE TURNED HER PAIN INTO PURPOSE AND STARTED THE ORGANIZATION, MOTHERS  
ON A MISSION 20TH THAT HELPED OTHERS THAT EXPERIENCED TRAUMA FROM GUN  
VIOLENCE, MET THEM AT THE HOSPITAL, PROVIDED THEM WITH RESOURCES IN  
THE WAKE OF THEIR TRAUMA.  
WE BECAME FRIENDS.  
SHE WOULD COME TO MY HOUSE FOR BREAKFAST AND WE WOULD MEET FOR LUNCH  
AND SOMETIMES DINNER.  
WE TALKED ABOUT THE WORK WE DID AND WE TALKED ABOUT OUR GRANDCHILDREN.  
BERTHA HAD 10, THERE WAS A LOT TO TALK ABOUT.  
IT SHOULD COME TO OAK PARK AND WATCH THE CHILDREN PLAY AT THE PARKS  
HERE.  
SO SHE COULD RELEASE HER STRESS.  
AFTER 2 1/2 YEARS IN THE MAKING WE ACQUIRED A VACANT LOT LOCATED  
BETWEEN TWO BUILDINGS THAT HOUSING IS, LOW INCOME RESIDENTS AND PEOPLE  
WITH DISABILITIES.  
THEY ARE ALL IN BERTHA'S NEIGHBORHOOD, A NEIGHBORHOOD THAT IS HIGH  
CRIME AND ONE THAT EXPERIENCES GUN VIOLENCE DAILY.  
MERCY GARDEN OF PEACE AND HEALING HAD ITS INCEPTION IN THE FALL OF  
2022 WITH NEIGHBORS BASE, OR FIDUCIARY PARTNER, THE LAND WAS CLEARED  
AND THE BEDS WERE BUILT, A WALKWAY FOR COMMUNITY MEMBERS WITH WALKING  
DEVICES WAS LAID AND A SHED TO HOUSE THE TOOLS WERE THERE.

THE FIRST SUCCESSFUL HARVEST BY THE COMMUNITY WAS IN 2023.  
THIS YEAR WILL BE OUR THIRD YEAR OF PLANTING FRUITS AND VEGETABLES,  
MEETING THE COMMUNITY WHERE THEY ARE, SHARING THE HARVEST IN THE  
NEIGHBORHOOD, LAUGHING AT GROCERY STORES.  
I PARTNER WITH ORGANIZATIONS, TEACH COMMUNITIES HOW TO PLANT AND HOW  
TO TEND THE GARDEN.

VIGILS ARE HELD, STORIES ARE TOLD ABOUT THE LOST LOVED ONES THEY  
SHARE.

WE SING, WE PRAY, WE LAUGH, LEARN FROM EACH OTHER AND WE PROVIDE A  
PLACE FOR CHILDREN TO PLAY IN THE SAFETY OF THE GARDEN.

- - A PLACE TO HEALING AND AGGRIEVED, BUT IT PREVENTS MORE GUN  
VIOLENCE FROM TAKING LIVES AND HARMING THE COMMUNITY.

BERTHA DIED UNEXPECTEDLY THIS JANUARY, WHEN PEOPLE ASK, WHAT ARE WE  
GOING TO DO NOW?

I TELL THEM, I WILL WORK IN HER GARDEN FOR AS LONG AS I'M ABLE.  
I'M HONORED AND PROUD TO BE IN THE COMMITTEE WITH OUR NEIGHBORS IN  
AUSTIN AND HOLD THEM UP AS THEY DO THE WORK TO END GUN VIOLENCE BUT  
BERTHA CAME TO OAK PARK AND SHE SPOKE ON THE STEPS OF SAINT CATHERINE  
ST. LUCIE, FIRST UNITED, OAK PARK PUBLIC LIBRARY, ST. CHRISTOPHER'S  
AND MANY MORE.

HER MESSAGE IS ALWAYS THE SAME.

I DO NOT FORGET ABOUT US.

WE NEED YOUR SUPPORT.

I'M RECLAIMING WITH THIS POPULATION THAT WE WILL NOT FORGET YOU AND  
YOUR COMMUNITY FOR AS LONG AS WE ARE ABLE.

>>PRESIDENT SCAMAN: JENNA, IF YOU WANT TO COME DOWN AND TAKE A  
PICTURE WITH JENNA?

>>PRESIDENT SCAMAN: THANK YOU.

I WOULD ENTERTAIN A MOTION TO APPROVE A PROCLAMATION CELEBRATING  
LESBIAN GAY BISEXUAL, TRANSGENDER, PRIDE MONTH FOR JUNE 2025.

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: A MOTIONED BY TRUSTEE ENYIA AND SECONDED BY  
TRUSTEE STRAW.

I ASKED TRUSTEE STRAW IF YOU COULD PLEASE READ THE POPULATION ALOUD.

>> WHEREAS, THE VILLAGE OF OAK PARK SUPPORTS THE RIGHTS OF EVERY  
CITIZEN TO EXPERIENCE EQUALITY AND FREEDOM FROM DISCRIMINATION; AND

WHEREAS, ALL PEOPLE REGARDLESS SEXUAL ORIENTATION, GENDER IDENTITY OR  
EXPRESSION HAVE THE RIGHT TO BE TREATED ON THE BASIS OF THEIR  
INTRINSIC VALUE AS HUMAN BEINGS; AND

WHEREAS, THE VILLAGE OF OAK PARK HAS A DIVERSE LGBTQ+ COMMUNITY AND IS  
COMMITTED TO SUPPORTING VISIBILITY, DIGNITY, AND EQUITY FOR ALL PEOPLE  
IN THE COMMUNITY; AND

WHEREAS, THE LGBTQ+ COMMUNITY CONTRIBUTES TO THE CULTURAL, CIVIC, AND ECONOMIC SUCCESSES OF THE VILLAGE OF OAK PARK; AND

WHEREAS, IN HONOR OF THE 1969 STONEWALL UPRISING LED BY MARSHA P. JOHNSON, SYLVIA RIVERA, AND MISS MAJOR GRIFFIN-GRACY, WHOM WERE ALL TRANSWOMEN OF COLOR. THEIR EFFORTS WITH MANY MORE LED TO THE SUBSEQUENT FIRST PRIDE MARCH IN NEW YORK CITY IN 1970, AMERICANS COME TOGETHER EACH JUNE TO CELEBRATE THE LGBTQ+ COMMUNITY; AND  
WHEREAS, THE OAK PARK AREA LESBIAN AND GAY ASSOCIATION, ONE OF THE LARGEST LGBTQ+ MEMBERSHIP ORGANIZATIONS IN ILLINOIS, HELPED MAKE THE VILLAGE OF OAK PARK A STATEWIDE AND NATIONAL LEADER IN LGBTQ+ CIVIL RIGHTS FOR THE PAST 35 YEARS; AND

WHEREAS, OUR SOCIETY IS SLOWLY EMBRACING NEW UNDERSTANDINGS OF SEXUALITY AND GENDER, WE MUST ALSO ACKNOWLEDGE THAT THE NEED FOR EDUCATION AND AWARENESS REMAINS VITAL TO END DISCRIMINATION AND PREJUDICE; AND

WHEREAS, THE VILLAGE LAST YEAR EMBRACED THE EVOLUTION OF THE PRIDE FLAG TO THE 'PROGRESS PRIDE FLAG' THAT INCLUDES NEW COLORS AND A NEW DESIGN THAT ARE MEANT TO REPRESENT PEOPLE OF COLOR, AS WELL AS PEOPLE WHO ARE TRANSGENDER, INTERSEX, OR NON-BINARY. THE PROGRESS FLAGS CONTINUE TO BE REFLECTED HERE IN CHAMBER COUNCIL AND PROUDLY FLOWN OUTSIDE VILLAGE HALL; AND

WHEREAS, THE VILLAGE OF OAK PARK IS PROUD TO CELEBRATE PRIDE MONTH IN COLLABORATION WITH COMMUNITY PARTNERS THROUGH TWO INCLUSIVE AND FAMILY-FRIENDLY EVENTS. ON THURSDAY, JUNE 5, THE VILLAGE WILL JOIN DOWNTOWN OAK PARK FOR A SPECIAL PRIDE-THEMED THURSDAY NIGHT OUT, FEATURING VIBRANT ACTIVITIES FOR ALL AGES, INCLUDING FACE PAINTING AND A BOUNCE HOUSE ON WESTGATE. THE CELEBRATION CONTINUES ON SATURDAY, JUNE 7 WITH OUT IN THE BURBS, A COLLABORATIVE PRIDE FESTIVAL WITH THE OPRF CHAMBER OF COMMERCE. TAKING PLACE FROM 12 P.M. TO 10 P.M. ON MARION STREET AND WESTGATE, THIS EVENT WILL INCLUDE LIVE MUSIC, LOCAL VENDORS, FOOD, INTERACTIVE YOUTH PROGRAMMING, A GAMING TRUCK, PHOTO BOOTH, AND MORE. ALL ARE ENCOURAGED TO ATTEND AND SHOW THEIR SUPPORT BY WEARING RAINBOW-THEMED ATTIRE. IN ADDITION, STOP BY VILLAGE HALL TO SEE A SPECIAL PRIDE INSTALLMENT LOCATED ON THE PATHWAY TO THE COURTYARD.

NOW, THEREFORE, I, BRIAN STRAW, ON BEHALF OF VICKI SCAMAN, PRESIDENT OF THE VILLAGE OF OAK PARK AND BOARD OF TRUSTEES, DO HEREBY PROUDLY PROCLAIM JUNE AS LESBIAN, GAY, BISEXUAL, TRANSGENDER, QUEER, PLUS (LGBTQ+) PRIDE MONTH IN THE VILLAGE OF OAK PARK, ILLINOIS, TO INSPIRE EQUITY, CREATE ALLIANCES, CELEBRATE DIVERSITY, AND ENCOURAGE OUR RESIDENTS TO REFLECT ON THE ONGOING STRUGGLE FOR EQUALITY FOR THE



LGBTQ+ COMMUNITY AND CELEBRATE THE CONTRIBUTIONS THAT ENHANCE OUR VILLAGE.

[APPLAUSE]

>>PRESIDENT SCAMAN: THANK YOU.  
ALL IN FAVOR?

>> AYE.

>>PRESIDENT SCAMAN: I BELIEVE WE HAVE SEVERAL REPRESENTATIVES OF SOME OF THE ORGANIZATIONS.

AM I ALLOWED TO SAY, MY DAUGHTER SCAMAN AND DARIAN BURTON, AND IS IT SARAH CORBIN HERE?

AARON, DO YOU WANT TO JOIN US?

APPRECIATE YOU.

THANK YOU.

>> ON BEHALF OF OF (WORD?), HAS PROUDLY STOOD FOR EQUALITY SINCE 1989, AND DEEPLY GRATEFUL TO ACCEPT THIS AND BE HERE TODAY. THIS POPULATION IS A TESTAMENT TO THE ENDURING SPIRIT OF THE LGTBQ+ IA TO S PLUS COMMUNITY AND ACKNOWLEDGES THE PROGRESS WE HAVE MADE AND THE WORK THAT LIES AHEAD.

FOR 35 YEARS (NAME?)'S - - STATEWIDE LEVEL.

PUSHING FOR OAK PARK TO BE THE FIRST MUNICIPALITY IN ILLINOIS TO CREATE A DOMESTIC PARTNERSHIP HISTORY, THE MARCHING IN SPRINGFIELD TO WORKING TOWARDS A MORE INCLUSIVE ORGANIZATION WITH OUR NEW NAME, OUT WITH PURPOSE.

THE FIRST PRIDE WAS NOT JUST A PROTEST, IT WAS A RIOT.

AS WE CELEBRATE PRIDE MONTH, LET'S REMEMBER THOSE WHO PUT THEIR LIVES ON THE LINE FOR US AND CONTINUE TO PUSH FOR THE RIGHTS OF THOSE WHO ARE AT RISK OF BEING LEFT BEHIND.

AS THE RIGHTS OF ALL QUEER FOLKS ARE UNDER ATTACK, YOU SHOULD LEND A HAND TO THE MOST VULNERABLE OF US.

EVEN THOSE OF US IN COOK COUNTY, TRANS LIVES ARE UNDER ATTACK.

OAK PARK NEEDS TO CONTINUE TO BE A LEADER AN ADVOCATE FOR ALL MEMBERS OF THE COMMUNITY.

THANK YOU.

>> GOOD EVENING, DARIAN MARION BURTON, EXECUTIVE DIRECTOR OF THE OAK PARK RIVER FOREST CHAMBER OF COMMERCE.

FIRST, I WANT TO EXTEND MY HEARTFELT THANK YOU TO VILLAGE PRESIDENT SCAMAN, THE BOARD OF TRUSTEES, CLERK WATERS AND VILLAGE MANAGER JACKSON.

YOUR LEADERSHIP AND PARTNERSHIP HAS PLAYED A KEY ROLE IN MAKING OUT IN THE BURBS WHAT IT IS TODAY.

I'M DEEPLY GRATEFUL FOR THE WAY THAT YOU WILL CONTINUE TO SHOW UP FOR OUR COMMUNITY.

WHEN I FIRST BEGAN AT THE CHAMBER, WE DID NOT HAVE ANY REALLY BIG PRIDE CELEBRATIONS TO SPEAK OF.  
NO PARTIES, NO OPEN AIR CONCERTS, NO VISIBLE AFFIRMATION OF LGBTQ+ LIFE IN OUR CORRIDORS.  
THE COLLABORATION BETWEEN THE VILLAGE, DOWNTOWN OAK PARK, OPLGA PLUS, THE CHAMBER AND SO MANY PASSIONATE BUSINESSES AND INDIVIDUALS, WE HAVE BUILT SOMETHING POWERFUL.  
AS A BLACK GENTLE PERSON THAT GREW UP IN THIS COMMUNITY, THIS WORK IS DEEPLY PERSONAL TO ME.  
OUT IN THE BURBS IS MORE THAN JUST A DAY OF CELEBRATION.  
IT IS A DECLARATION THAT EVERYBODY BELONGS HERE.  
IT IS A REMINDER THAT JOY IS RESISTANCE AND THE VISIBILITY IS TRANSFORMATIVE.  
TO HAVE SUPPORT, THIS LEVEL OF SUPPORT FROM ALL OF THESE STAKEHOLDERS MAKES THE DIFFERENCE.  
AT THE CHAMBER, WE BELIEVE THAT STRONG ECONOMIES ARE BUILT ON STRONG CONNECTIONS.  
OUT IN THE BURBS IS NOT JUST A CELEBRATION.  
IT IS A REFLECTION OF WHAT IS POSSIBLE WHEN LOCAL GOVERNMENT, BUSINESSES AND RESIDENTS WORK IN PARTNERSHIP.  
IT SHOWS THAT INCLUSION AND ECONOMIC VITALITY ARE NOT SEPARATE GOALS, BUT GO HAND IN HAND.  
IF YOU HAVE NOT HEARD, THIS YEAR, OUT IN THE BURBS WILL TAKE PLACE, SATURDAY FROM A 12-10 IN DOWNTOWN OAK PARK.  
IT IS A FREE FESTIVAL OPEN ALL, ALTHOUGH WE ACCEPT DONATIONS, WE WILL HAVE LIVE MUSIC, A DRAG SHOWCASE, LOCAL FOOD, DRINKS, YOUTH PRIDE AREA AND PLENTY OF WAYS TO CELEBRATE LOVE, IDENTITY, AND COMMUNITY.  
THANK YOU AGAIN TO THE VILLAGE FOR BELIEVING IN THIS VISION AND HELPING US BRING IT TO LIFE.  
WE ARE PROUD TO DO THIS WORK WITH YOU.

>> HI, I'M SARAH CORBIN, MY PRONOUNS ARE SHE/HER.  
I'M THE PRESIDENT OF OUR OAK PARK AREA P FLAG AND I PREPARED SOMETHING TONIGHT TO SPEAK IN TERMS OF SANCTUARY, BUT IT IS QUITE APPROPRIATE FOR THIS PROCLAMATION.  
THIS PAST SUNDAY WE CAME TOGETHER FOR OUR 51ST ANNUAL DAY IN OUR VILLAGE TO CELEBRATE OAK PARK.  
OUR EFFORTS, ARTIST, ORGANIZATIONS, COMMUNITY.  
FIRST, THANK YOU TO ALL THE ORGANIZERS OF THIS EACH YEAR, YOUR EFFORTS ARE ORGANIZED AND ENJOYED BY THOUSANDS.  
FOR THE PAST THREE YEARS I HAVE SPENT MY DAYS SAYING HELLO TO ALL AT THE P FLAG BOOTH.  
FOR THOSE WHO MAY NOT KNOW, P FLAG IS THE LARGEST ADVOCACY AND ORGANIZATION CELEBRATING LGBTQ+ IA PLUS VIGILS AND THEIR LOVED ONES.  
WE HAVE HAD OUR LOCAL CHAPTER 4 - - OAK PARK AREA ACTIVISM.

WE MEET EVERY FOURTH SUNDAY AT FIRST UNITED CHURCH AND WE BRING TOGETHER PARENTS AND CAREGIVERS OF GENDER DIVERSE CHILDREN.

LGBTQ+ IA PLUS INDIVIDUALS AND ALLIES TO CREATE COMMUNITY, ASK QUESTIONS AND LEARN FROM OTHERS THAT HAVE BEEN THROUGH SIMILAR EXPERIENCES.

AND WE BRING A LOT OF BUTTONS TO ALL THE EVENTS AN ADVOCATE AT DIFFERENT EVENTS THROUGHOUT THE YEAR WITH QUITE A FEW IN JUNE.

I'M GRATEFUL TO BE PART OF AN ORGANIZATION WITH A MISSION TO SHOW PUBLIC SUPPORT FOR HUMAN RIGHTS, FOR LOVE AND KINDNESS AND FOR THOSE SAME REASONS I'M GRATEFUL FOR OAK PARK.

THIS SUNDAY, COUNTLESS PEOPLE STOPPED BY THE P-FLAG BOOTH, GRABBED A BUTTON TO SHOW SUPPORT OR PRIDE OR OFFER OUTWARD EXPRESSION THAT THEY ARE A SAFE PERSON.

STANDING AT THE P-FLAG BOOTH OVER THE YEARS AND THIS SUNDAY, AND AS PEOPLE HAVE SAID BEFORE THE BOARD, PEOPLE TAKE A MOMENT TO TELL ME THIS IS THE REASON THEY HAVE RECENTLY MOVED TO OAK PARK.

BECAUSE WE ARE AN AFFIRMING AND WELCOMING COMMUNITY.

THEY HAVE MOVED HERE FROM ARKANSAS OR TEXAS, OR FLORIDA TO NAME A FEW STATES THAT HAVE PASSED LEGISLATION THAT HARMS THEIR FAMILY.

THEY MOVED HERE BECAUSE THEIR CHILDREN OR THEY THEMSELVES NEEDED TO FIND A BETTER PLACE TO LIVE.

ONE WHERE THERE IS KINDNESS, EDUCATION AND PUBLIC SUPPORT.

A PLACE WHERE NO ONE TELLS THEM THEY DO NOT LONG AND WHERE NO ONE TELLS THEIR CHILD THEY SHOULD NOT EXIST.

OAK PARK HAS BECOME THAT NEW HOME FOR THEM.

I'M INCREDIBLY PROUD OF OUR OAK PARK COMMUNITY AND THE KINDNESS WE STRIVE TO SHOW OTHERS AND I'M THANKFUL FOR LOCAL ACTIVISTS THAT HAVE SET A STANDARD.

WE ARE HERE FOR YOU, WE WELCOME YOU, WE OFFER SANCTUARY FOR ALL.

AFTER THE MOST RECENT THREAT FROM OUR FEDERAL GOVERNMENT TARGETING SANCTUARY CITIES, OUR VILLAGE REAFFIRMED ITS SANCTUARY CITY ORDINANCE. THANK YOU.

I STAND HERE TODAY TO ASK VILLAGE OFFICIALS TO CONTINUE TO DO SO, TO BE VIGILANT AND EXPAND CENTRICITY PROTECTIONS AND PROTECT OAK PARK VALUES TO KEEP RESIDENT SAFE AND OF COURSE I ASKED OUR COMMUNITY TO FLYER FLAGS OR PUT ONE UP AND WHERE YOUR BUTTONS AND SHOW OUTWARDLY THAT WE ARE A WELCOMING VILLAGE THAT VALUES SAFETY AND RESPECT FOR ALL PEOPLE.

>> GOOD EVENING, MY NAME IS BOB A PERSON AT, I DO NOT LIVE IN OAK PARK, USED TO.

NOT ANYMORE.

ANYWAY, I APPRECIATE THE VILLAGE FOR ACKNOWLEDGING LGBTQ+ INDIVIDUALS WITH THIS POPULATION.

IT IS NOT JUST JUNE, IT IS ALL YEAR-ROUND, FOLKS.

THERE IS ONE PERSON IN THIS ROOM THAT NEEDS TO BE ACKNOWLEDGED FOR  
FOUNDING THE OAK PARK AREA LESBIAN AND GAY SECTION PLUS, JIM, PLEASE  
STAND UP.

THANKS TO THE INNOVATION AND COURAGE OF JIM, JIM KELLY AND HIS  
HUSBAND, BRUCE (NAME?), AND THE OTHER INDIVIDUALS BACK IN IN 1989 THAT  
DECIDED THAT THEY NEEDED THEIR PRESENCE KNOWN AND BECAUSE OF THAT, WE  
NOW HAVE A MORE INCLUSIVE COMMUNITY, WE HAVE BETTER RECOGNITION AND  
THROUGH STRENGTH IN NUMBERS WE WILL CONTINUE TO GROW.  
THANK YOU, JIM.

>>PRESIDENT SCAMAN: JIM, WHY DON'T YOU COME DOWN HERE AND TAKE A  
PICTURE WITH CASS, SARAH AND BOB?  
YOU ALWAYS LOOK GOOD.  
YOU ALWAYS LOOK GOOD.  
DARIAN?  
JIM THOMAS?

>>PRESIDENT SCAMAN: THANK YOU VERY MUCH.  
IT VILLAGE MANAGERS REPORT?

>>VILLAGE MANAGER: THANK YOU PRESIDENT SCAMAN AND TRUSTEE  
MEMBERS, WE HAVE ONE BRIEF ITEM THAT WE WANT TO PROVIDE AN UPDATE TO  
YOU ALL.  
IT IS THE PIZZA FRESH MARKET DEVELOPMENT AND WE HAVE EUGENE (NAME?) TO  
PROVIDE THE UPDATE.  
EUGENE?

>>SPEAKER: GOOD EVENING, EVERYBODY.  
HERE TO GIVE YOU A BRIEF UPDATE.  
THAT YOU ALL HAVE SEEN THE PROGRESS GRADE A LOT OF VERTICAL STEEL  
STANDING NOW AND MASONRY.  
HE COMPLETED OUR NORTH WALL.  
I DON'T WANT TO GET CONTENTIOUS WITH OUR NEIGHBORS, BUT WE ARE THERE.  
JUST ABOUT AT THE END.  
WE ARE ON OUR NEXT PHASE, WHICH WILL BE TOPPING OFF WITH THE TOP OF  
THE ROOF AND WE WILL BE PROCEEDING WITH THE ENCLOSURE.  
EXTERIOR MASONRY ON MADISON STREET.  
OUR PARKING LOT IS COMPLETE, AS YOU SEE TO THE WEST.  
WE HAVE THE ARTWORK UP, WHICH IS LOOKING NICE.  
ONCE IT IS DONE IT WILL CLOSE IT UP AND DECORATE THAT CORNER.  
THAT IS WHERE WE STAND.  
WE ARE ON SCHEDULE AND HAPPY TO OPEN UP AS SOON AS POSSIBLE.

>>PRESIDENT SCAMAN: THANK YOU AND THANK YOU FOR BEING HERE.  
OPEN UP TO QUESTIONS FROM THE BOARD?

>> ONE IS NOT OPENING?  
>> DECEMBER OR JANUARY FOR THAT.  
ABOUT THAT TIMING.

>>PRESIDENT SCAMAN: IT WONDERFUL.  
ANYBODY ELSE?

WE DO APPRECIATE THAT YOU ARE HERE.  
THANK YOU SO MUCH FOR KEEPING US UPDATED.  
I'M SURE THE COMMUNITY APPRECIATES IT AS WELL, AS WELL AS THE ARTWORK  
AND IT IS ENCOURAGING, DEFINITELY TO SEE A GOING UPWARD.  
THERE'S ALWAYS A LITTLE BIT OF CONTENTION AROUND CONSTRUCTION, BUT I  
PRESUME OUR SOFTWARE HELPING MEDIATE AND OUTRAGE.

>> WE APPRECIATE YOU AS WELL.

>>PRESIDENT SCAMAN: THANK YOU.

VERY GOOD.

>>VILLAGE MANAGER: THANK YOU, EUGENE.

NO ADDITIONAL REPORTS.

>>PRESIDENT SCAMAN: VERY GOOD, THANK YOU.

THIS IS A MOMENT IN OUR BOARD AGENDA, AN OPPORTUNITY FOR VILLAGE BOARD  
- I NEED TO GO TO NONAGE IN THE PUBLIC NOW.

I KNOW THAT WE HAVE - SORRY, CLERK WATERS SENT ME AN EMAIL TO HELP ME  
OUT.

MARY REYNOLDS, YOURS IS NON-AGENDA?

IT IS AGENDA?

SO THEN AARON McMANUS?

WE WILL TAKE A DAY NURSERY NEXT, OKAY?

>>VILLAGE ATTORNEY: I WANT TO LET THE AUDIENCE KNOW THAT THE  
VILLAGE RAN OUT OF THE INITIAL PUBLIC COMMENTS SLIPS.

SOME OF YOU THAT CAME IN WANTED TO COMPLETE THEM, BUT ALL OF THE ONES  
THAT WERE SET OUT INITIALLY WERE COMPLETED SINCE THEN.

STAFF HAS PLACED MORE FORMS IN THE BACK OF THE ROOM.

IF YOU WOULD LIKE TO SPEAK TONIGHT, PLEASE MAKE YOUR WAY BACK AND  
COMPLETE A FORM AND YOU CAN HANDED DOWN HERE OR TO THE CLERK IN ORDER  
TO FACILITATE PUBLIC COMMENT.

>>PRESIDENT SCAMAN: THANK YOU.

WELL,.

>> GOOD EVENING, EVERYONE.

GOOD EVENING PRESIDENT SCAMAN AND THE TRUSTEES.

I WANT TO THANK YOU ALL FOR YOUR SERVICE FIRST OF ALL.

THE INTENSITY OF MY MESSAGE IS NOT DIRECTED AT YOU, BUT BECAUSE OF  
WHAT A CRUCIAL TIME THIS IS.

I'M HERE TO ASK YOU AS WELL FOR SANCTUARY AND TO REALLY UNDERSTAND  
WHAT A PIVOTAL MOMENT THIS IS.

TOO OFTEN COMMUNITIES FAILED TO MECHANIZED THREATS UNTIL IT IS TOO  
LATE AND RIGHT NOW WE ARE FACING SEVERAL CONVERGING ONES.

INCLUDING GUN VIOLENCE, ATTACKS ON IMMIGRANTS, TRANS PEOPLE, DISABLED  
PEOPLE, THE REST OF THE LGTBQ+ COMMUNITY, RACISM, HATE CRIMES AND  
MORE.

GROWING DATA SURVEILLANCE, HOUSING INSTABILITY, ACCESS TO MEDICAL  
CARE, CLIMATE CHANGE AND AN ERODING CLIMATE OF VIOLENCE AND CIVIL  
RIGHTS.

OAK PARK IS ON A FEDERAL LIST OF SANCTUARY TARGETS FROM THE MINISTRATION.

NEXT WEEK, THERE'S AN ANTISEXUAL A GROUP MEETING IN OUR COMMUNITY. WITH TECH FIRMS LIKE PALANTIR WORKING WITH THE FEDERAL GOVERNMENT, THE THREAT TO OUR RESIDENTS DATA IS REAL AND URGENT.

WE DO NOT HAVE CONTROL OVER WHAT DATA GETS SHARED WHEN WE HAVE NOT CONTROLLED THE DATA.

IF YOU HAVE NOT READ THE MANIFESTOES FROM PEOPLE LIKE PETER DIEHL, WHO ARE - - AND MORE.

IT ALL SOUNDS LIKE A HORRIFYING EPISODE OF BLACK MIRROR, EXCEPT IT IS ACTUALLY HAPPENING NOW.

WE CANNOT IGNORE THIS MOMENT AND WE MUST ACT WITH CLARITY AND COURAGE. I'M HERE TO ASK AGAIN THAT WE FORMALLY ADDED TRANSIT SANCTUARY CITY STATUS TO OUR MUNICIPAL ORDINANCES AND BEGIN A PUBLIC DISCUSSION ON NONCOOPERATION POLICIES.

WE MUST ENSURE THAT OUR DATA SYSTEMS, PUBLIC INSTITUTIONS AND STAFF ARE PREPARED TO PROTECT AND NOT EXPOSE THE PEOPLE WHO ARE FLEEING PERSECUTION.

THIS IS MUCH MORE THAN SYMBOL IS HIM AND NEEDS TO BE MUCH MORE THAN JUST USING THE LGBTQ+ COMMUNITY TO BOOST BUSINESSES.

IT IS ABOUT AFFIRMING THE SAFETY, DIGNITY AND HUMANITY OF TRANS PEOPLE, IMMIGRANTS, BLACK PEOPLE, DISABLED PEOPLE AND ALL THOSE FACING SYSTEMIC TARGETING.

SOMEONE SAID THE INTERSECTIONALITY OF VIOLENCE, THIS APPLIES TO THE INTERSECTIONALITY OF ALL THE ATTACKS BECAUSE OF COURSE SOMEONE CAN HAVE ALL THOSE IDENTITIES AND BE THE MOST UNDER ATTACK AS WELL.

I SENT A REPORT A COUPLE MONTHS AGO OUTLINING SOME OF THOSE BENEFITS TO ALL OF YOU.

I'M IN THE PROCESS OF CONDUCTING THE STUDY ON BEHALF OF THE VILLAGE OF WHAT TRANS PEOPLE NEED IN THIS COMMUNITY.

WE HAVE A LOT AT RISK, BUT WE ALSO HAVE A LOT OF OPPORTUNITIES.

THIS IS VERY MUCH ABOUT WHO OAK PARK WANTS TO BE BECAUSE WE DON'T WANT TO BE THE ONES WHO PUT OUR HEADS IN THE SAND.

IGNORE THE SUFFERING AROUND US.

WE ARE NOT THAT.

WE ARE A PLACE WHERE FUTURE GENERATIONS CAN SAY THAT WE STOOD UP, WE ACTED A COUPLE AND WE MATCHED OUR VALUES WITH OUR POLICIES.

WE HAVE A CHANCE TO LEAVE NOW AND BE A BEACON IN A TIME OF DARKNESS PRAYED WITH GREAT RESPECT, I ASK THAT THIS ISSUE BE ADDED TO THE AGENDA, NOT TONIGHT, BUT SOON AND MOVED FORWARD WITH URGENCY.

THANK YOU.

>>PRESIDENT SCAMAN: A THANK YOU SO MUCH.

CLERK WATERS, HOW CAN I HELP?

WE HAVE MORE NON-AGENDA PUBLIC COMMENT THIS EVENING?

>>CLERK: NO, WE DO NOT.

>>PRESIDENT SCAMAN: FOR NON-AGENDA?  
PLEASE.

>>PUBLIC SPEAKER: I AM COLETTE MORROW, I'M A RESIDENT OF OAK PARK  
AND I THANK YOU FOR LETTING ME SPEAK.

I REALLY AM PRECEDED BY INCREDIBLY ELOQUENT SPEAKERS AND I THANK THEM  
ALL FOR WHAT THEY HAVE SHARED WITH US TONIGHT.

I WANT TO ECHO THE PLEA TO OAK PARK TO ESTABLISH ITSELF AS A TRANS AND  
GENDER QUEER SANCTUARY.

I LIVE HERE, BUT I WORK AT A UNIVERSITY, A STATE UNIVERSITY IN  
INDIANA, NORTHWEST INDIANA.

I THINK THAT ALL I COULD ADD AND NOT NEARLY AS ELOQUENTLY TO THE  
CONVERSATION OF WHAT IT IS LIKE TO NOT HAVE A COMMUNITY LIKE OAK PARK.  
IT IS SCARY.

JANUARY 2021, THE REST OF WHATEVER WEEK IT WAS, MY UNIVERSITY STUDENTS  
WHO ARE TRANS AND GENDER QUEER WERE CONSTANTLY ON THE PHONE, ON THE  
EMAIL, TEXTING, WHATEVER IT WAS.

COMMUNICATING THEIR EXTREME FEAR AT BEING TARGETED WITH SUCH INTENSE  
HATRED.

SIMPLY TO GAIN POLITICAL POWER AT THE HIGHEST LEVELS OF OUR COUNTRY.  
WE CANNOT OFFER THOSE YOUNG PEOPLE AND THEIR FAMILIES MUCH BECAUSE WE  
ARE ON THE OTHER SIDE OF THE LINE.

WE CAN STAND UP AND DO WHAT IS RIGHT!

ALL RIGHT?

WE MAY NOT BE ABLE TO GIVE THEM ANY CONCRETE PROTECTIONS, BUT TO THEM  
TO KNOW THAT THERE IS A SINGLE PERSON IN THE WORLD.

THAT THERE IS A WHOLE COMMUNITY IN THEIR REGION THAT CARES AND WILL  
STAND UP TO THE U.S. GOVERNMENT.

IT WILL STAND UP TO STATE GOVERNMENTS AND PROCLAIM A COMMITMENT TO  
RESISTING THE HATRED.

IT MAY MAKE A DIFFERENCE IN A PERSON'S LIFE, LITERALLY.

NOT QUALITY OF LIFE.

BUT IN TERMS OF ASSURING THEM THAT THEY ARE LOVED, THEY ARE CARED FOR,  
THEY ARE EMBRACED AND WE WANT THEM TO STAY ALIVE BECAUSE OF IT.

THAT IS ALL I WANT TO SAY.

>>PRESIDENT SCAMAN: UP BEFORE WE GO TO MORE PUBLIC COMMENT THIS  
EVENING, THANK YOU VERY MUCH FOR BEING WITH US THIS EVENING.

JOINING US TO HIGHLIGHT THE IMPORTANCE OF UNITING TOGETHER AS ONE  
COMMUNITY IN FULL SUPPORT OF OUR TRANS COMMUNITY.

I APPRECIATE THE PARTNERSHIP AND HOLDING US ACCOUNTABLE IN OUR  
PREPAREDNESS TO LIVE OUR VALUES, SUPPORT AND PROTECT ALL MEMBERS OF  
OUR COMMUNITY AND REFUSE COOPERATION WITH ANY AGENCY THAT DOES NOT  
OPERATE CONSISTENTLY WITH THE SHARED VALUES AND OUT OF THE  
CONSTITUTION OF THE UNITED STATES.

I WANT TO WORK TOGETHER TO ENSURE LANGUAGE MEETS ALL NEEDS AS A  
CENTURY CITY.

IT IS OUR RESPONSIBILITY TO SHARE HOW WE ARE PREPARING.

I REMAIN IN CONSTANT CONTACT WITH THE GOVERNOR'S OFFICE AND I'M GRATEFUL FOR THEIR SUPPORT.

OUR DESIGNATED CONTACT WITH THE GOVERNOR'S OFFICE WAS THE FIRST PERSON TO CALL ME FRIDAY MORNING AFTER THE THURSDAY RELEASE OF A PRESIDENT PRESS RELEASE WRONGLY AND IRRESPONSIBLY CALLING OUT SANCTUARY CITY POLITICIANS.

ADDITIONALLY, I APPRECIATE THOSE THAT REACHED OUT TO ASSIST WITH CONNECTING LIKE-MINDED LEADERS AS A SUPPORT SYSTEM TO CREATE A COALITION FOR STRONGER ADVOCACY.

OAK PARK IS THE SECOND COMMUNITY IN THE STATE OF ILLINOIS TO RECEIVE A STAR RATING AS A CERTIFIED WELCOMING COMMUNITY, ALONGSIDE CHAMPAIGN, ILLINOIS.

THIS PROCESS LED BY OUR DEI TEAM BEGINNING IN FALL 2023, CULMINATING IN A MULTI-DAY SITE AUDIT, JUST THIS LAST APRIL.

OUR PROPOSAL WAS SELECTED AS ONE OF ONLY 12 SHOWS NATIONALLY, MAJOR COMBUSTION AND TESTAMENT TO OUR COMMUNITIES COMMITMENT, IN EQUITY AND INCLUSION - - DETAILED ROADMAP AND AUDIT REPORTS OUTLINING SPECIFIC RECOMMENDATIONS TO STRENGTHEN INCLUSIVE POLICIES AND PRACTICES.

MOVING FORWARD, THE VILLAGE WILL USE THE ROADMAP TO PRIORITIZE STRATEGIC IMPROVEMENTS AND CONTINUE WORKING CROSS DEPARTMENTAL HE TOOK CLOSE IDENTIFIED GAPS.

ADDITIONALLY, OVER THE COMING WEEKS, THE BOARD WILL REVIEW WORK THAT HAS BEEN ONGOING TO ADVANCE DEI GOALS.

IMPORTANT WORK SUPPORTED BY MEMBERS OF OUR BOARD, VOLUNTEERS AND VILLAGE STAFF.

THE ULTIMATE GOAL IS TO BUILD A STRONGER, MORE INCLUSIVE OAK PARK AND POSITION OUR COMMUNITY TO BEST SERVE AND PROTECT OUR RESIDENTS.

IT IS OUR ENGAGED COMMUNITY, ALL OF YOU THAT MAKES US THE LEADERS THAT WE ARE AND HOLDS US ACCOUNTABLE TO NEVER REST.

I WILL NEVER REST.

TONIGHT WE THANKED THE HISTORIC, THANK YOU, JIM.

OPLGA LEADERS THAT CAME BEFORE US AND HIGHLIGHTED UPCOMING EVENTS TO CELEBRATE PRIDE MONTH.

MARCH 31 WAS TRANSGENDERED DAY OF THE VISIBILITY, ARYAN AND COMMUNITY PARTNERS SHARED THAT DAY WITH US.

I THINK ERIN AND MEMBERS OF P-FLAG OF YOUR CONTINUED PARTNERSHIP.

I HOPE I CAN WORK TOGETHER TO MEET THE NEEDS OF EVERYBODY IN OUR COMMUNITY.

THANK YOU.

>>CLERK: WE HAVE SOME YOUTH THAT WOULD LIKE TO MAKE COMMENTS AND WE WERE WONDERING IF THEY WOULD BE ABLE TO GO?

>>PRESIDENT SCAMAN: I WAS GOING TO ASK THAT NEXT.

>>PRESIDENT SCAMAN: FOR OTHER AGENDA ITEMS, THOSE WITH SMALL CHILDREN - DO YOU HAVE AN ORDER OR SHOULD I ASK THEM TO COME UP?



>>PRESIDENT SCAMAN: A THANK YOU.

>>PUBLIC SPEAKER: MY NAME IS ANYA.

THIS IS MY FIRST TIME SPEAKING IN FRONT OF THE PUBLIC.

FINGERS CROSSED.

I AM GOING TO BE 3RD GRADER AT IRVING ELEMENTARY IN THE FALL.

I LIKE BIKING.

I WANT A BIKE PATH TO HAPPEN ON HARVARD.

IT WOULD BE GREAT TO HAVE A PATH THAT CONNECTS THE PARKS SO I CAN BIKE TO THEM.

IF THERE IS A BIKE PATH WHEN I GET OLDER, I WOULD FEEL A LOT SAFER BIKING AROUND PARKS WITH FRIENDS.

WHEN I'M WRITING WITH MY PARENTS I WILL KNOW EXACTLY WHERE TO RIDE BECAUSE THE LAND WILL BE MARKED.

I HAVE SEEN THE KIDS GET INTO ACCIDENTS WHEN THEY DO NOT KNOW WHERE TO GO.

THIS HAPPENED TO ME JUST THIS WEEKEND.

I WAS RIDING WITH MY PARENTS ON A BUSY STREET.

THERE WAS A STOPLIGHT.

WE WENT BETWEEN TWO CARS AND WHEN IT WAS TIME TO GO, I WAS HAVING TROUBLE GOING STRAIGHT AND I WENT RIGHT IN FRONT OF A CAR.

MY MOM WAS YELLING THINGS AND I COULD NOT UNDERSTAND WHAT SHE WAS SAYING OR WHAT WAS HAPPENING.

IT WAS SCARY.

I THINK IF THERE WAS A BIKE PATH, THEN THAT WOULD NOT HAVE HAPPENED.

I LOOK FORWARD TO BEING ABLE TO RIDE SAFELY ON MY OWN IN THE FUTURE.

>> ANYA HAS A FEW THINGS TO HAND OUT FROM THE - - THESE WERE PUT TOGETHER BY OTHER KIDS FOR BIKE RIDERS.

>>PRESIDENT SCAMAN: THANK YOU.

YOU DID A FANTASTIC JOB BY THE WAY.

ANY OTHER FAMILIES WITH SMALL CHILDREN OR ANYBODY THAT NEEDS TO LEAVE SHORTLY?

>>CLERK: WE DO.

>>PRESIDENT SCAMAN: THANK YOU.

>> HELLO, EVERYBODY.

MY NAME IS (NAME?) AND I'M GOING TO SUMMER (NAME?), WHICH IS AT LINCOLN ELEMENTARY RIGHT ON HARVARD.

I WANT TO RIDE MY BIKE THERE SAFELY AND I THINK THE BIKE LANES WILL HELP THAT.

MY THREE REASONS - SORRY.

MY THREE REASONS ARE THESE.

ONE, I WANT TO RIDE MY BIKE SAFELY.

TWO, THERE IS A SCHOOL RIGHT THERE.

THREE, IT WILL MAKE MORE PEOPLE RIDE THEIR BIKES, WHICH WILL HELP STOP POLLUTION.

THOSE ARE MY THREE REASONS.

THANK YOU, EVERYONE.  
HAVE A GOOD NIGHT.

>>PRESIDENT SCAMAN: THANK YOU SO MUCH.  
IF THERE IS ANYBODY ELSE THAT HAS TO - WE WILL KEEP THE MEETING MOVING  
AS QUICKLY AS WE CAN, BUT IF ANYONE AT ANY POINT HAS TO LEAVE, - THANK  
YOU.

>> MY NAME IS SUSAN RILEY AND I HAVE LIVED IN OAK PARK MY WHOLE  
LIFE.

I HAVE NEVER LIVED ANYPLACE ELSE.

TODAY I WAS GOING TO SAY SOMETHING DIFFERENT, BUT TODAY I LEFT MY  
APARTMENT BUILDING AND A CAR BEEPED AT ME.

THAT USUALLY MEANS, HURRY UP, GET OUT OF MY WAY.

HE SAID, IF I WAS NOT GOING SOMEPLACE NOW, I WOULD GET OUT OF MY CAR  
AND KICK YOUR ASS.

I AM REALLY RATTLED.

IT IS A DIRECT THREAT.

JUST BECAUSE I AM A WHEELCHAIR USER.

IT JUST HAPPENED TODAY.

THANK YOU.

>>PRESIDENT SCAMAN: I AM SO SORRY THAT HAPPENED TO YOU.  
THAT IS NOT ACCEPTABLE.

THANK YOU FOR JOINING US AND SHARING YOUR STORY.

>>PUBLIC SPEAKER: HI.  
MY NAME IS VIOLA AND I DID NOT REALLY PREPARE ANYTHING, BUT I JUST  
WANT TO SAY THAT I HAVE BIKED BEFORE AND I HAVE SEEN CARS THAT I  
SUPERFAST.

LIKE ON MY STREET, I LIVE NEAR A SCHOOL AND THEY JUST ZOOM BYE.  
WE HAD TO DO A THING ONCE WHERE IT WOULD MONITOR HOW FAST THEY WENT  
AND IT STILL WOULD NOT STOP.

I FEEL LIKE IF WE GOT BIKING PATHS ON BUSY STREETS IT WOULD HELP A LOT  
OF PEOPLE AND IT WOULD PREVENT THINGS FROM HAPPENING TO THEM.

THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

>>PUBLIC SPEAKER: THIS IS CONCERNING GUN VIOLENCE.  
AT MY SCHOOL, THERE HAVE BEEN A LOT OF THREATS THAT GUNS ARE BEING  
BROUGHT IN THE SCHOOL OR A STUDENT IS GOING TO SHOOT PEOPLE.

I GO TO SCHOOL AT OPRF.

I REMEMBER A FEW WEEKS AGO I WAS IN THE ART AND A HOLD WAS DECLARED  
BECAUSE THERE WAS SOME - THERE WERE FIGHTS AND I REMEMBER THAT THERE  
HAVE BEEN A LOT OF THREATS OF PEOPLE BRINGING GUNS INTO THE SCHOOL AND  
PEOPLE WERE TALKING ABOUT AND WHETHER THEY SHOULD BRING IT IN AND SO -  
I HOPE THAT PEOPLE - I HOPE THE EDUCATION CONTINUES TO IMPROVE AND I  
HOPE THAT PEOPLE ARE TRULY TAUGHT ABOUT HOW REMARKS LIKE - EVEN LIKE  
ANTI-LGBTQ PLUS REMARKS.

LIKE THAT IS SO GAY.

IT IS PRETTY COMMON, EVEN IF WE DO NOT LIKE TO ACKNOWLEDGE IT.  
IT FEELS LIKE THAT SHOULD ALSO BE TARGETED BECAUSE THOSE ARE JUST  
REMARKS, BUT I KNOW THEY ARE EXTREMELY HURTFUL.  
I WANT THAT TO BE NOTICED.  
DO NOT WANT IT TO JUST BE IGNORED.  
BECAUSE REMARKS IN HIGH SCHOOL STILL MATTER.  
THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.  
THIS IS AN OPPORTUNITY FOR VILLAGE BOARD MEMBERS TO REPORT OUT ON  
COMMITTEES OF WHICH THEY SERVE AS LIAISON.  
ANY REPORTS THIS EVENING?  
OKAY, THEN NEXT TO OUR CITIZEN COMMISSION VACANCIES.  
IF ANYBODY'S INTERESTED IN SERVING ON A VILLAGE COMMISSION, PLEASE  
REACH OUT TO CLERK AT CLERK@OAK-PARK.US.  
I PRESENT THE CONSENT AGENDA AS PRESENTED.

>> MOTIONED BY TRUSTEE STRAW AND SECONDED BY TRUSTEE LEVING  
JACOBSEN.

>> TRUSTEE STRAW.  
>> YES.  
>> TRUSTEE LEVING JACOBSEN.  
>> YES.  
>> TRUSTEE ENYIA.  
>> YES.  
>> TRUSTEE TAGLIA.  
>> YES PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES. I WILL TAKE THE LAST ITEM OF THE DAY  
BECAUSE I THINK WE CAN DO IT QUICKLY AND GET DOWN TO THE BUSINESS OF  
THE EVENING.  
ENTERTAIN A MOTION TO APPROVE A RESOLUTION AUTHORIZING THE SUBMISSION  
- NOPE.  
WRONG ONE.

AUTHORIZING THE EXECUTION OF A LOAN COMMITMENT AND AGREEMENT FOR THE  
DAY NURSERY.

MOTION, PLEASE.

>> SO MOVED.  
>> SECOND.

>> MOTIONED BY TRUSTEE ENYIA AND SECONDED BY TRUSTEE STRAW.

>>VILLAGE MANAGER: PRESIDENT SCAMAN AND TRUSTEE MEMBERS I WANT TO  
INTRODUCE JONATHAN BIRCH, ASSISTANT MANAGER, NEIGHBORHOOD SERVICES  
DIRECTOR.

>> GOOD EVENING, SO AS MANAGER JACKSON INDICATED, WE ARE HERE TO  
TALK ABOUT A POTENTIAL LOAN IT TO THE DAY NURSERY.  
THE VILLAGE WAS APPROACHED BACK IN LATE APRIL, EARLY MAY DUE TO  
ONGOING FINANCIAL STRUGGLES THAT THE DAY NURSERY HAS BEEN HAVING

OPERATIONALLY AND AS PART OF A PLAN TO BE ABLE TO GIVE THEM A BRIDGE TO DETERMINE A PLAN FOR SUSTAINABILITY IN THE FUTURE.

VILLAGE STAFF WERE PROPOSING ENTERING INTO A LOAN WITH THE DAY NURSERY TO PROVIDE THEM THE CAPITAL AND TIME TO DEVELOP THAT PLAN.

JUST AS A REMINDER, THE DAY NURSERY AND EARLY CHILDHOOD EDUCATION HERE IN THE NEIGHBORHOOD THAT PROVIDES A CRITICAL RESOURCE FOR THE COMMITTEE BOTH ON THE CHILDCARE FRONT, BUT PARTICULARLY FOR LOW AND MODERATE INCOME HOUSEHOLDS IN TERMS OF SERVING FOLKS WHO MIGHT BE ON A PROGRAM I WILL TALK ABOUT SHORTLY.

THEY CURRENTLY HAVE AN ENROLLMENT OF 66 CHILDREN, 30 OF WHICH ARE OAK PARK RESIDENTS.

THEY ARE ONE OF A SMALL NUMBER OF CRITICAL, ONE OF TWO LOCALLY, CRITICAL CHILDCARE PROVIDERS AND EDUCATIONAL INSTITUTIONS THAT ACCESS AND ALLOW HOUSEHOLDS THAT ARE MAKING USE OF THE CHILDCARE ASSISTANCE PROGRAM PROVIDED BY THE STATE OF ILLINOIS IN ORDER TO BE ABLE TO HELP SUBSIDIZE THE COST OF CHILDCARE AND EARLY CHILDHOOD EDUCATION.

AS YOU CAN SEE FROM THE CHART ON THE SCREEN, MANY OF THE HOUSEHOLDS THAT ACCESS AND MAKE USE OF THE DAY NURSERY ARE RECEIVING THE PROGRAM OR THE CHILDCARE ASSISTANCE PROGRAM.

IN FACT IT IS THE VAST MAJORITY OF CHILDREN THAT ARE CURRENTLY ATTENDING.

BOTH OAK PARK RESIDENTS AND FOLKS FROM OTHER COMMUNITIES THAT ARE OFTEN TIMES WORKING IN OAK PARK, COMING TO US FROM OTHER COMMUNITIES, SEEKING CHILD CARE SUPPORT LOCALLY.

ONE OF THE CHALLENGES WITH THE PROGRAM IS WHILE IT PROVIDES AN IMPORTANT SUBSIDY IN ORDER TO ACCESS CHILDCARE AND EARLY CHILDHOOD EDUCATION, THE STATE REIMBURSEMENT DOES NOT COVER THE FULL COST OF PROVIDING THE CARE PER DISCUSSIONS WITH THE DAY NURSERY.

IT ONLY PROVIDES \$0.48 ON THE DOLLAR IN ORDER TO PROVIDE THAT.

THAT IN TURN, AS YOU MIGHT SURMISE, GIVEN THE LARGE SIZE OF THE ENROLLMENT, THE SIZABLE PORTION OF THE ENROLLMENT THAT MAKES USE OF THE CHILDCARE ASSISTANCE PROGRAM HAS CREATED A LONG-TERM CHALLENGE FOR THE DAY NURSERY ON A FINANCIAL BASIS.

THERE IS A CHANGE IN THE STUDENT MAKES AFTER COVID.

ONE CHALLENGE BEING THE LACK OF ENROLLMENT.

IT TOOK TIME FOR THEM TO BUILD UP COMING OUT OF COVID AND THEY CURRENTLY HAVE THE CAPACITY TO TAKE ON 77 STUDENTS, OF WHICH THEY ARE ONLY BACK UP TO 66 SO THEY ARE NOT QUITE UP TO THE MAXIMUM THAT IS ALLOWABLE UNDER THE CHARTER.

SECONDLY, OVER TIME, THE HIGHER PROPORTION OF THE STUDENT POPULATION HAS BEEN MADE UP OF HOUSEHOLDS THAT ARE MAKING USE OF THE CHILDCARE ASSISTANCE PROGRAM.

THEY ALSO OWN A BEAUTIFUL OLD BUILDING FROM 1925, BUT LIKE A LOT OF OLD BUILDINGS IN OAK PARK, IT HAS DEFERRED MAINTENANCE AS PART OF THAT AS WELL.

OF WHICH CAN MAKE OPERATIONAL CHALLENGES, ESPECIALLY FINANCIAL CERTAINTY CHALLENGING GIVEN ONGOING PROBLEMS, ELECTRICAL AND THE THINGS OF THAT NATURE.

THIS IS IN TURN RESULTED IN AN ONGOING OPERATING LOSS COMING OUT OF COVID.

AS YOU CAN SEE, OVER THE LAST THREE YEARS THAT THE LOSS HAS ACCELERATED FROM ABOUT SLIGHTLY LESS THAN \$23,000 A MONTH IN THE 23-24 OPERATING YEAR TO ALMOST \$25,000 THIS OPERATING YEAR AND THEY ARE PROJECTING FOR THAT EVEN FURTHER TO ABOUT \$30,000 IN THE NEXT FISCAL YEAR FOR THEM.

AT THIS POINT THEY HAVE LIMITED RESERVES.

THEY USED TO HAVE A MUCH LARGER OPERATING RESERVE THAT THEY RELIED ON. THEY HAVE MADE USE OF THAT AND DRAWN THAT DOWN AS THEY HAVE OPERATED AT A DEFICIT IN PART DUE TO THE CHALLENGES THAT I NOTED BEFORE.

STAFF, AS WILL TALK ABOUT A MINUTE ARE PROPOSING A LOAN THAT WOULD IN TURN BE SECURED BY THE SITE.

WE SHOULD TALK ABOUT THAT FOR A MINUTE.

THE LAW ITSELF IS ABOUT 25,000 SQUARE FEET CONSISTING OF FOUR DIFFERENT PARCELS AT THE CORNER OF MAPLE AND RANDOLPH AND HARLEM. IT IS IN A LANDMARK BUILDING FROM 1926 AND IT WAS DESIGNATED LANDMARK FROM THE VILLAGE OF OAK PARK IN 2002, WHICH COMES ALONG WITH IT, CERTAIN RESTRICTIONS ON HOW YOU CAN MAKE MODIFICATIONS TO THE BUILDING.

THE MAP SHOWN ON THE SCREEN SHOWS THE PARCELS THAT THE DAY NURSERY OWNS.

YOU CAN SEE WITH THE BUILDING OUTLINES SHOWN ON THERE, THE MAIN BUILDING OCCUPIES MOST OF THE SIZABLE, THE LARGEST PROPERTY LOCATED AT THE CORNER OF RANDOLPH AND MAPLE, AS WELL AS AN ADDITIONAL PARCEL FOR THE PLAYGROUND LOCATED TO THE WEST CLOSE TO THE INTERSECTION OF RANDOLPH AND HARLEM, AS WELL AS TWO PARCELS TO THE SOUTH, WHICH ARE LIGHTLY USED AND FRONT ON BOTH MAPLE AND HARLEM.

AS STAFF ANALYZE THE SITUATION WE CONSIDERED A FEW DIFFERENT OPTIONS. THE ONE WE CAME BACK TO WASN'T RECOMMENDING A NO INTEREST FORGIVABLE LOAN FOR THE DAY NURSERY THAT IN TURN WOULD BE BACKED BY THE PROPERTIES THEMSELVES.

THE CONCEPT HERE IS THAT THAT AMOUNT WOULD GIVE THEM THE ABILITY TO OPERATE A JANUARY OR SOMETIME MID FEBRUARY AS WELL AS GIVING THEM SUFFICIENT TIME TO BE ABLE TO DEVELOP A LONG-TERM PLAN FOR SUSTAINABILITY, IMPORTANT PART OF THAT IS LOOKING AT BOTH STUDENT MAKES AS WELL AS CONSIDERING CORE OPERATIONS AROUND ADMINISTRATION AND THINGS OF THAT NATURE AND THEY ULTIMATELY NEED TIME TO BE ABLE TO DEVELOP THAT.

WE ARE ALSO AS PART OF THE LOAN AGREEMENT THAT WAS INCLUDED IN THE PACKET, RECOMMEND THAT THEY WORK ON FUNDRAISING TO DEVELOP A RESERVE FUND OR OPERATING RESERVE TO BE ABLE TO BUILD THAT BACKUP.

REACHING A VALUE OF \$100,000 BY JANUARY 2026 AND WITH AN ADDITIONAL AMOUNT IN 27 AND 28.

THE DAY NURSERY HAS HAD CHALLENGES IN RECENT YEARS BEING ABLE TO DO FUNDRAISING AND SO THIS IS ALSO PART OF BEING ABLE TO BUILD UP A MORE SUBSTANTIAL RESERVE FOR THEM, ULTIMATELY BE ABLE TO AT LEAST SEE THEMSELVES THROUGH THE END OF A FULL YEAR FOR ESSENTIALLY 12 MONTHS FROM NOW THROUGH THE END OF THE YEAR.

THE OPERATING RESERVE AND THE LOAN THAT THE VILLAGE WOULD BE PROVIDING.

THE LOAN ITSELF COULD BE FORGIVEN BEGINNING AND AT 2035.

SO HAVING THEM DEVELOP THE SUSTAINABILITY PLAN AND ULTIMATELY BE ABLE TO SUCCESSFULLY OPERATE, AT WHICH TIME IT WOULD BE FORGIVEN, 1/10 IN THE PRINCIPAL AMOUNT, 1/10 EVERY YEAR BETWEEN 2035 AND 2045, ULTIMATELY BEING ABLE TO BE FORGIVEN.

- - SEEK REPAYMENT OF THE INITIAL AMOUNT, THE \$246,000 FIGURE FROM THE SALE OF THE LAND.

THAT WOULD IMPLY BOTH IN WHOLE OR IN PART, IT COULD RELATE TO THE SALE OF JUST ONE OR TWO OF THE PARCELS OR IT COULD BE REPAID OUT OF THE SALE OF ALL OF THE PARCELS AND THE AGREEMENT ITSELF AS WELL AS THE COMPANY DOCUMENTS WOULD GIVE THE VILLAGE PLACE ABILITY TO WORK WITH THE DAY VILLAGE AND THE DAY NURSERY IN CASE THEY EVER WANTED TO SELL PART OF THE PROPERTY OR ALL OF THE PROPERTY IN ORDER TO FIND A SUSTAINABLE FUTURE FOR OPERATION.

IT WOULD ALSO GIVE THE VILLAGE RIGHT OF FIRST REFUSAL - - THINKING ABOUT OTHER OPPORTUNITIES THINKING OF VITALITY OR HOUSING FRONT IF THE DAY NURSERY CEASED OPERATIONS OR IF THEY SOUGHT TO SELL THE SITE IN WHOLE OR IN PART TO GIVE THE VILLAGE FLEX ABILITY AS IT RELATES TO THAT.

WITH THAT, QUESTIONS FROM THE BOARD?

>> I THINK WE WILL TAKE PUBLIC COMMENT FIRST IF THAT'S OKAY.

MARY REYNOLDS?

DO WE HAVE ANYONE ELSE?

>> THANK YOU, GOOD EVENING I AM MARY REYNOLDS, EXECUTIVE DIRECTOR FOR THE COLLABORATION FOR EARLY CHILDHOOD AND I'M HERE TO SPEAK IN SUPPORT OF THIS PROPOSAL.

IN LINE WITH OUR COMMUNITY'S COMMITMENT TO SUPPORTING A STRONG EARLY CHILDHOOD ECOSYSTEM.

OUR MISSION AT THE COLLABORATION CENTER IS EQUITABLE ACCESS TO HIGH-QUALITY EARLY CHILDHOOD OPPORTUNITIES FOR ALL FAMILIES IN OUR COMMUNITY.

MEANING THAT WE SUPPORT PROGRAMS ACROSS THE ECONOMIC SPECTRUM, WHICH IS INCREASINGLY DIFFICULT TO DO IN TODAY'S MARKET.

NATIONALLY COST OF CHILDCARE HAVE RISEN 29 PERCENT SINCE 2020.

WHICH CREATES OBVIOUS PRESSURES ON ACCESS FOR FAMILIES AND ON PROGRAMS THAT ARE TRYING TO MAINTAIN ACCESSIBILITY FOR FAMILIES AS WELL AS

MEETING DEMAND TO RETAIN AND RECRUIT STAFF, PAY FOR FOOD AND INSURANCE AND OTHER COSTS INCREASING AND OTHER CRITICAL OPERATING EXPENSES AND THE DAY NURSERY'S CURRENT SITUATION REFLECTS THOSE BROADER PRESSURES. THE DAY NURSERY PRIORITIZES EXCESS ABILITY THROUGH A SLIDING SCALE TUITION, ACCEPTANCE OF THE STATE CHILDCARE ASSISTANCE PROGRAM SUBSIDY AND PARTICIPATION IN PUBLICLY FUNDED PROGRAMS LIKE PRESCHOOL FOR ALL AND THE PREVENTION INITIATIVE.

ALL OF WHICH ARE DESIGNED TO PROVIDE - - PROGRAMS THAT CENTER THIS TYPE OF ACCESSIBILITY OFTEN FACE UNIQUE FINANCIAL CHALLENGES THAT CREATES THE TENSION BETWEEN MISSION AND SUSTAINABILITY.

THE AXES THEY PROVIDE PROVIDE SOMETHING SO VALUABLE THAT OUR COMMUNITY CANNOT AFFORD TO USE.

AFFORDABLE EARLY CHILDHOOD PROGRAMS ARE ESSENTIAL COMMUNITY INFRASTRUCTURE.

WHEN THEY CLOSE, ESPECIALLY IF THE CLOSURE IS SUDDEN, FAMILY SCRAMBLE TO FIND ALTERNATIVES AND RESEARCH SHOWS US THAT CHILDCARE INSTABILITY CREATE SIGNIFICANT ANXIETY FOR PARENTS AND CAREGIVERS AND HAS BEEN LINKED TO NEGATIVE MENTAL HEALTH OUTCOMES SPECIFICALLY FOR MOTHERS FOR YEARS AFTER.

THE DISRUPTION FALLS HARDEST ON FAMILIES ALREADY FACING ECONOMIC CHALLENGES, WHICH ARE THE VERY FAMILIES THAT THE DAY NURSERY SERVICE. AS SOON AS WE HAD THE COLLABORATION LEARNED ABOUT THE DAY NURSERY, WE TOOK ACTION TO UNDERSTAND THE FULL PICTURE AND APPLICATIONS OF WHAT IS HAPPENING, EXTENDED OUR SUPPORT, LEVERAGING CONNECTIONS AND EXPERTISE TO HELP IDENTIFY RESOURCES INCLUDING CONSULTANTS AND EXPERTS WHO CAN PROVIDE GUIDANCE DURING THIS TRANSITION.

I APPLAUD THE BOARD'S CONSIDERATION OF THE PROACTIVE INTERVENTION TO SUPPORT THE DAY NURSERY, BUT THE LOAN CAN PROVIDE CRITICAL TIME FOR STRATEGIC PLANNING AND DEVELOPING A SUSTAINABLE PATH FORWARD.

I THANK YOU FOR YOUR CONSIDERATION IS NOT JUST A PART OF ONE IMPORTANT ORGANIZATION, BUT AS AN OPPORTUNITY TO DEMONSTRATE OUR COMMUNITY'S COMMITMENT TO MAINTAINING THE DIVERSE AND ACCESSIBLE COMMUNITY INFRASTRUCTURE THAT ALLOWS ALL FAMILIES TO THRIVE.

THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

MARY, MARY.

I WILL ASK YOU ONE QUICK QUESTION TO KEEP THINGS - YOU SAID SO MUCH MORE THAN I CAN REALLY EXPAND ON, BUT IN SHORT, THIS IS A VERY COVID RELATED SITUATION AND YOU RETURNED ABOUT THIS EXACT AMOUNT OF MONEY AND COVID DOLLARS THAT WERE GIVEN TO THE EARLY CHILDHOOD COLLABORATIVE INITIALLY.

INITIALLY COMMITTED BY THE VILLAGE BOARD FOR EXACTLY THIS PURPOSE.

>>PRESIDENT SCAMAN: I'M SORRY, DO WE HAVE MORE PUBLIC COMMENT?

>>CLERK: ANGELA (NAME?).

>>PUBLIC SPEAKER: GOOD EVENING, EVERYONE PRETTY GOOD EVENING  
PRESIDENT SCAMAN AND TRUSTEES BUT MY NAME IS ANGELA (NAME?) AND I'M A  
FORMER 19 YEAR RESIDENT OF OAK PARK AND A VERY PROUD FORMER PARENT OF  
TWO CHILDREN THAT ATTENDED THE DAY NURSERY.  
I'M HERE TO SPEAK IN WHOLEHEARTED SUPPORT OF THE RESOLUTION BEFORE YOU  
TONIGHT.

WHEN MY NOW 17-YEAR-OLD DAUGHTER WAS JUST FOUR YEARS OLD SHE STRUGGLED  
WITH SENSORY PROCESSING DISORDER.

SHE ATTENDED ANOTHER LOCAL DAY CARE PRESCHOOL PROGRAM THAT HAD ALL THE  
BELLS AND WHISTLES.

I THOUGHT, THAT IS THE PLACE FOR HER.

THE TEACHERS THERE STRUGGLED TO HELP HER.

MY HUSBAND AND I SAT OUTSIDE TESTING AND EVEN PROVIDED SUGGESTIONS  
FROM THE OUTSIDE RESOURCES TO THE TEACHERS ON HOW TO BEST SUPPORT HER.  
HOWEVER, WE WERE TOLD, HEARTBREAKINGLY BY ONE OF HER TEACHERS THAT  
OTHER THAN GET A SPECIAL ED DEGREE, THERE WAS NOTHING THEY COULD DO TO  
HELP HER.

THE DAY NURSERY DID.

THEY WELCOMED HER WITH OPEN ARMS AND THE ISSUES THAT ONCE FELT  
OVERWHELMINGLY SIMPLY MELTED AWAY BECAUSE OF THE SKILL, STRUCTURE AND  
COMPASSION OF THE EDUCATORS AND DIRECTOR AT THE TIME.

YEARS LATER, WHEN OUR NOW 12 YEAR OLD SON STARTED AT THE DAY NURSERY,  
WE SAW THE SAME MAGIC.

HE WAS NURTURED, CHALLENGED, AND LOVED BY ALL THE STAFF MEMBERS THERE.  
BY THE TIME HE ENTERED ELEMENTARY SCHOOL HE WAS DRIVING ACADEMICALLY  
AND SOCIALLY.

HE STILL IS DRIVING ACADEMICALLY AND SOCIALLY BASED ON THE FOUNDATION  
BUILT AT THE DAY NURSERY.

THE DAY NURSERY IS MY HEART AND HAS PLAYED A FOUNDATIONAL ROLE IN TWO  
OF THE MOST IMPORTANT PEOPLE IN MY LIFE.

MY HUSBAND IS ALSO VERY IMPORTANT.

I NEED TO MAKE SURE I SAY THAT.

THIS IS ABOUT MORE THAN JUST OUR FAMILY.

AT THE DAY NURSERY IS ONE OF ONLY, AS YOU HEARD, TWO CHILDCARE CENTERS  
IN OAK PARK THAT EXCEPT THE STATES CHILDCARE ASSISTANCE PROGRAM.  
THAT MATTERS.

THAT MEANS THEY SERVE A TRULY DIVERSE POPULATION.

RACIALLY, ECONOMICALLY, AND SOCIALLY.

THEY VILLAGE THAT HOLDS RACIAL EQUITY, COMMUNITY AFFORDABILITY AND  
INCLUSION AS GUIDING VALUES, THE DAY NURSERY IS NOT JUST ALIGNED WITH  
THE GOALS OF THE VILLAGE, IT EMBODIES THEM.

THIS RESOLUTION SUPPORTS COMMUNITY AFFORDABILITY BY MAKING HIGH-  
QUALITY EARLY CHILDHOOD EDUCATION ACCESSIBLE TO FAMILIES WHO MIGHT  
OTHERWISE BE PRICED OUT.



IT ADVANCES RACIAL EQUITY BY SUPPORTING ONE OF THE FEW PROGRAMS WHERE CHILDREN FROM ALL BACKGROUNDS LEARN AND GROW TOGETHER. AND IT STRENGTHENS VIBRANT, DIVERSE, CONNECTED NEIGHBORHOODS BY PRESERVING AN INSTITUTION THAT HAS SERVED OAK PARK CHILDREN FOR OVER A CENTURY.

YOU ARE NOT JUST VOTING ON A LOAN.

YOUR VOTING ON WHETHER YOU AS A VILLAGE BACKUP YOUR VALUES WITH ACTION.

PLEASE VOTE YES TONIGHT.

AT THE DAY NURSERY MATTERS.

TO FAMILIES LIKE MINE AND TO THE FUTURE OF OAK PARK.

THANK YOU.

>>CLERK: AMY?

>>PUBLIC SPEAKER: GOOD EVENING.

MY NAME IS AMY MURRAY AND I AM A PRESCHOOL TEACHER THAT WORKS AT THE DAY NURSERY.

I HAVE BEEN WITH THE DAY NURSERY SINCE LAST AUGUST.

IN THAT TIME, THIS PLACE HAS BECOME MORE THAN JUST A JOB.

IT HAS BECOME A PART OF ME.

EVERY DAY I STEP INTO THE CLASSROOM, I AM REMINDED OF WHY I CHOSE THIS PATH.

IT IS THE WAY MY STUDENTS LIGHT UP WHEN THEY LEARN SOMETHING NEW OR WHEN THEY WRAP THEIR LITTLE ARMS AROUND ME JUST BECAUSE.

I HAVE BUILT REAL CONNECTIONS, NOT JUST WITH THE CHILDREN IN MY CARE, BUT WITH SO MANY OTHERS THROUGHOUT THE CENTER.

ONE DAY I OVERHEARD ONE OF MY STUDENTS SAYING TO THEIR FRIEND, MS. AMY TAKES GOOD CARE OF US.

THAT MOMENT TOUCHED ME.

IT MADE ME STOP AND SMILE.

THAT IS HOW I KNOW WE ARE DOING SOMETHING RIGHT.

THE DAY NURSERY IS SO MUCH MORE THAN A CHILDCARE CENTER.

IT IS A VILLAGE.

IT IS A HEARTBEAT.

A PLACE WHERE KIDS ARE SAFE TO BE EXACTLY WHO THEY ARE AND LOVED FOR IT.

IT IS WHERE WE HELP SHAPE KINDNESS, COURAGE AND CONFIDENCE.

IF I COULD WALK, IF I COULDN'T WALK THROUGH THOSE DOORS EACH DAY TO SEE MY STUDENTS AND COWORKERS, MY PEOPLE I WOULD CARRY A SADNESS THAT I CANNOT QUITE EXPLAIN.

BECAUSE WHAT WE HAVE HERE, IT MATTERS.

THIS PLACE IS WORTH FIGHTING FOR BECAUSE EVERY CHILD DESERVES A SPACE WHERE THEY FEEL SEEN.

EVERY EDUCATOR DESERVES TO WORK WHERE THEIR LOVE MAKES A DIFFERENCE AND EVERY COMMUNITY DESERVES A PLACE LIKE THE DAY NURSERY WHERE HEARTS GROW, HANDS BUILD AND FUTURES BEGIN.

IF YOU ARE WONDERING WHETHER IT IS WORTH SHOWING UP TONIGHT WERE  
SPEAKING UP, LET ME JUST SAY, IT IS.  
BECAUSE WHEN WE LIFT UP SPACES LIKE THIS, WE ARE LIFTING UP EVERYONE  
AND THAT IS THE KIND OF WORLD I WANT TO BE PART OF.  
THANK YOU.

>>CLERK: NICK?

NICK RUDOLPH?

>>PUBLIC SPEAKER: MY NAME IS NICK RUDOLPH AND I DO NOT HAVE ANY  
PREPARED REMARKS AND I AM SORRY IN ADVANCE FOR MY NERVOUSNESS, BUT I'M  
A DAY NURSERY PARENT IN MY DAUGHTER NORA HAS TENDED THE DAY NURSERY  
FOR THE LAST TWO YEARS.

FINDING OUT THAT THE DAY NURSERY WAS IN THIS SITUATION WAS EMOTIONALLY  
DISTRESSING.

MY WIFE AND I BOTH WORK FULL-TIME AND WE DO NOT HAVE IMMEDIATE FAMILY  
IN THE AREA AND THE IMMEDIATE FAMILY WE DO HAVE IS STRUGGLING WITH  
ILLNESS AND DEATH.

WE DO NOT HAVE THE VILLAGE THAT A LOT OF PEOPLE TALK ABOUT, EXCEPT THE  
DAY NURSERY AND THEY ARE SUCH AN IMPORTANT PART OF OUR LIVES.

I DO NOT KNOW WHAT WE WOULD DO WITHOUT THEM, THE REPORT THAT MY FAMILY  
HAS WITH THE STAFF AND TEACHERS, BEING CALLED BY MY FIRST NAME EVERY  
DAY WHEN I LUMBER IN TO PICK UP MY DAUGHTER OR DROP HER OFF.

WHEN SHE ASKED ME IS TOMORROW AT SCHOOL DAY AND I SAY IS, IT IS ALWAYS  
HOORAY.

- - SHE SKIPPED HER KNEE AND ELBOW IN THE FIRST THING SHE SAID AFTER  
SHE STOPPED CRYING WAS I'M GOING TO TELL EVERYBODY AT SCHOOL TOMORROW  
THAT I FELL DOWN AND SCREWED MY KNEES AND ELBOWS.

JUST KNOWING WHAT THIS PLACE DOES FOR THE KIDS OF OAK PARK AND THE  
SURROUNDING AREAS, FAMILIES LESS FORTUNATE THAN OURS, IT IS SUCH AN  
IMPORTANT RESOURCE AND I WAS NOT EVEN SURE I WAS GOING TO SAY ANYTHING  
TODAY OR NOT, BUT I FELT LIKE I HAD TO BECAUSE IT IS SO IMPORTANT TO  
OUR FAMILY AND OTHER FAMILIES.

JUST ANYTHING THAT COULD HELP THE DAY NURSERY WOULD MEAN SO MUCH TO US  
AND TO EVERYONE ELSE.

ESPECIALLY TO THE TEACHERS AND STAFF.

THE THINGS THEY DO FOR THE KIDS, THE WINTER CARNIVAL, THE LITERACY  
NIGHTS, THE EXTRA MILE THEY GO TO HELP OUT OUR KIDS IS JUST SO  
MEANINGFUL AND IMPORTANT AND THAT IS WHY I HAVE BEEN ON THE VERGE OF  
LOSING AT THIS WHOLE TIME.

SO PLEASE, ANYTHING YOU CAN DO TO HELP.

IT WOULD MEAN A LOT.

THANK YOU FOR YOUR TIME.

THAT IT.

>>CLERK: DARLENE?

CHARLENE SWAN?

>>PUBLIC SPEAKER: MY NAME IS CHARLENE SWAN AND I HAVE SAID THINGS IN THE PAST AND I'M LIKE A BAD PENNY THAT NEVER GOES AWAY AND SOON WE WILL BE EXTINCT.

I'M SPEAKING ON BEHALF OF THE DAY NURSERY, MY SON WHO IS 49 WENT THERE AND SO I HAVE BEEN INVOLVED FOR OVER 46 YEARS.

I KNOW CRAIG AND WE HAVE TALKED ABOUT A LOT OF THINGS OVER THE YEARS, VICKIE AND STUFF AND IT IS SUCH AN IMPORTANT INSTITUTION AND WHEN YOU THINK SOMETHING HAS SURVIVED 113 YEARS, THAT MEANS IT IS SOMETHING VERY SPECIAL AND SHOULDN'T BE BECAUSE OF CERTAIN CIRCUMSTANCES, JUST GO AWAY.

WE ARE A SPECIAL FACILITY AND I HAVE TO THANK SCOTT FOR ALL THE WORK HE HAS DONE TO TRY TO BRING THIS TO THE VILLAGE AND MAKE SURE THAT WE TRY TO STAY OPEN AND SERVE OUR FAMILIES.

WHAT A GREAT TESTIMONIAL.

IT WAS A SAVING GRACE FOR ME.

I WAS A SINGLE MOM THAT THE TIME WE WERE THE ONLY ONES AT THE TIME THAT DID A SLIDING FEE AND I ONLY HAD TO PAY \$25 A WEEK.

NOW WE ARE TALKING 46 YEARS AGO, BUT EVEN SO, THAT WAS A GODSEND TO ME AND IT WAS A SAVING GRACE.

I KNOW MANY OF THE SAME THINGS ARE HAPPENING IN TODAY'S TIME.

WE APPRECIATE THE CONSIDERATION THAT THE BOARD HAS TAKEN AND THE STAFF HAS TAKEN TO TRY TO HELP US STAY OPEN, HOWEVER IT HAPPENS GOOD WE ARE TRULY GRATEFUL FOR THE TIME YOU HAVE SPENT ON IT FOR US AND I HOPE THAT YOU WILL SEE THAT IT IS WORTH THE EFFORT.

THANK YOU.

>>PRESIDENT SCAMAN: TURN IT BACK TO JONATHAN.

OR SCOTT?

YOU WANT TO INTRODUCE YOURSELF?

THANKS.

>>SPEAKER: GOOD EVENING, EVERYONE.

FIRST I WANT TO EXTEND MY THANKS AND A DEEP APPRECIATION TO PRESIDENT SCAMAN AND THE VILLAGE MANAGER JACKSON, AND THE VILLAGE STAFF, ESPECIALLY JONATHAN FOR CONSIDERING THIS OPPORTUNITY FOR THE DAY NURSERY.

IT IS MY LOVELY WIFE THAT EXPLAINED, IT MEANS A LOT TO MY FAMILY.

I HAVE BEEN INVOLVED WITH THE DAY NURSERY SINCE ABOUT 2012 AND I AM, BECAUSE THE DAY NURSERY SHIFTED MY THINKING AT THE TIME TO WHAT IS WRONG WITH MY CHILD TO WHAT IS WRONG WITH THE ADULTS HELPING MY CHILD? I HAVE SERVED AS PRESIDENT.

I HAVE JUST COME BACK ON AS PRESIDENT TO HELP IN ANY WAY I CAN.

I CAN TELL YOU THAT EVERYONE INVOLVED IN THE ORGANIZATION IS COMMITTED TO MAKING THE MOST OF THIS OPPORTUNITY SHOULD THE VILLAGE DECIDE THAT THAT IS APPROPRIATE.

>>PRESIDENT SCAMAN: THANK YOU.

THANK YOU FOR YOUR RETURN SERVICES THROUGH THIS TIME.

QUESTIONS OF MY COLLEAGUES?

GO AHEAD, TRUSTEE STRAW?

>>TRUSTEE STRAW: NOT A QUESTION, BUT I JUST WANT TO SAY THAT I AM ABSOLUTELY GOING TO BE VOTING YES.

I THINK THAT IT IS IMPORTANT FOR THE COMMUNITY TO RECOGNIZE THE 56 OF THE 66 STUDENTS CURRENTLY SERVED ARE RECEIVING SUBSIDIES FOR ALL THE 66 CHILDREN AND THEIR FAMILIES.

IF THE DAY NURSERY WERE TO SUDDENLY STOP BEING ABLE TO PROVIDE SERVICE, IT WOULD BE A REAL TRAGEDY AND - SORRY.

YOU LOOK AT THE DEMOGRAPHICS.

YOU LOOK AT THE DEMOGRAPHICS OF WHO THEY ARE SERVING AND IT IS OAK PARK BEING A BRIDGE TO OUR NEIGHBORS AND BEING A COMMUNITY THAT SORT OF ISN'T JUST ABOUT OUR SMALL FOOTPRINT.

THIS ISN'T JUST ABOUT HELPING OUR NEIGHBORS PART OF THE DAY NURSERY IS AN EXAMPLE AND DESERVING CHILDREN FROM CHICAGO TO BROOKFIELD, BROADVIEW AND BEYOND - PEOPLE ARE TRAVELING A LONG WAY TO FIND THIS QUALITY OF EDUCATION THAT TAKES STATE SUBSIDIES.

THIS IS A LONG-STANDING INSTITUTION AND A GEM.

IF THIS LOAN IS ABLE TO ALLOW THE DAY NURSERY TO SURVIVE, THIS IS AN INCREDIBLY LOW PRICE TO PAY TO PRESERVE SUCH AN IMPORTANT INSTITUTION FOR THE LONG TERM.

I'M GRATEFUL FOR THE OPPORTUNITY TO BE ABLE TO VOTE YES ON THIS.

I'M HOPEFUL THAT WITH THIS LOAN YOU WILL BE ABLE TO RIDE THE SHIP AND GET THE DAY NURSERY MOVING FORWARD IN THE RIGHT DIRECTION.

>>THANK YOU.

>>PRESIDENT SCAMAN: TRUSTEE ENYIA.

>> I WANT TO ECHO A LOT OF WHAT YOU HEARD FROM TRUSTEE STRAW. GROWING UP, BEING PART OF A LOT OF THESE PROGRAMS THAT ALLOW FOR A SLIDING SCALE.

WHEN I WAS YOUNGER, MAKING IT POSSIBLE FOR MY PARENTS TO TAKE CARE OF FOUR RAMBUNCTIOUS BOYS THAT THEY COULD NOT ALWAYS AFFORD.

IT MEANS A LOT TO HAVE A QUALITY STANDARD OF EDUCATION FOR KIDS TO GET THEM ON THE RIGHT PATH.

I'VE ALWAYS ECHOED WHAT THE COLLABORATION DOES FOR PEOPLE IN OUR COMMUNITY BEING ABLE TO TAKE PART OF THAT FIRST HAND.

IT MEANS A LOT TO ME AND IT'S ALWAYS SOMETHING THAT PEOPLE ASK, WHY DO YOU DO THIS JOB?

A LOT OF IT IS BECAUSE I THINK OF THE YOUTH AND I WANT TO SEE THEM HAVE A FUTURE THAT HAS THEM REACHING BACK NOT JUST LOOKING FORWARD, BUT THINKING ABOUT THOSE THAT ARE LESS FORTUNATE THAN THEM BECAUSE IT TRULY MEANS A LOT WHEN WE SAY THESE THINGS, BUT WE HAVE AN ACTUAL OPPORTUNITY TO DO THESE THINGS AND REALLY MEAN IT.

I NEVER WANT TO BE A COMMUNITY KNOWN AS JUST TALKERS.

I WANT TO BE A COMMUNITY OF PEOPLE TO ACTUALLY DO WHAT THEY SAY THEY ARE GOING TO DO.

IT GIVING US THAT OPPORTUNITY IS DEFINITELY A BLESSING FOR US IN THIS VILLAGE AND I HOPE PEOPLE TRULY UNDERSTAND THAT BECAUSE IT IS NOT ALL COMMUNITIES THAT GET TO DO PROGRAMS LIKE THESE AND WHEN THEY SEE THEM HURTING OR STRUGGLING, BE ABLE TO ACTUALLY HAVE THE OPPORTUNITY TO HELP.

IT IS DEFINITELY GOING TO BE A YES FROM ME.

THANK YOU FOR ALL THE WORK YOU DO FOR ALL THE LITTLE ONES, ESPECIALLY THOSE OUTSIDE OF OUR COMMUNITY BECAUSE IT IS THEM THAT NEED THIS HELP JUST AS MUCH AS WE DO.

MAKING THAT AFFORDABLE AND DOING IT WITH CARE AND EMPATHY IS REALLY A BLESSING.

THANK YOU.

>> THANK YOU.

>>PRESIDENT SCAMAN: BEFORE I MOVE ON, DOCTOR CATHERINE (NAME?), DO YOU WANT TO INTRODUCE YOURSELF,

>> HI EVERYONE I AM CATHERINE (NAME?) I AM - - WITH PLEASURE, FORGIVE ME FOR MY NERVOUSNESS AND TO THANK YOU FOR ALLOWING ME TO SPEAK.

THIS IS JUST CONFIRMED THAT IT WAS GOOD THAT I DID NOT QUIT.

AND I AM SO GRATEFUL FOR EVERYBODY THAT TOLD ME THEY WERE SHOWING UP AND IT DID SHOW UP.

THANK YOU TO THE VILLAGE OF OAK PARK AND TO YOU, PRESIDENT SCAMAN FOR CONSIDERING THIS LOAN THAT IS GOING TO GO A LONG WAY FOR US.

IT REALLY IS AND JUST THANK YOU.

THANK YOU, THANK YOU, THANK YOU.

THIS IS CONFIRMATION OF WE ARE DOING SOMETHING RIGHT AND OAK PARK.

THANK YOU.

>>PRESIDENT SCAMAN: WHO IS NEXT?

>>TRUSTEE LEVING-JACOBSEN: I'M GRATEFUL FOR THE OPPORTUNITY TO VOTE IN FAVOR OF THIS PUBLIC LOAN.

GRATEFUL FOR THE COMMENTS.

I MOVED BY YOUR WORDS AND GRATEFUL TO HEAR YOUR STORIES.

JUST TO CONNECT, I THINK A LOT OF THE THINGS COMING OUT TONIGHT ARE INTERCONNECTED, BUT EARLY CHILDHOOD CHILDCARE IS GUN VIOLENCE PREVENTION.

IT IS IMPORTANT FOR THAT REASON AS WELL.

MY ONLY QUESTION IS CURIOUS ABOUT IF THE VILLAGE, IF OUR STAFF HAS DISCUSSED HOW AND IN WHAT WAYS WE CAN SUPPORT THE LONG-TERM PLAN FOR SUSTAINABILITY BEYOND ISSUING THE LOAN, WHAT WILL THE NEXT STEPS LOOK LIKE ON OUR END?

>> ABSOLUTELY.

WE PLAN ON MEETING REGULARLY WITH THE DAY NURSERY STAFF AND THE BOARD TO UNDERSTAND HOW THEY ARE MOVING FORWARD WITH THEIR PLAN AND DEVELOPING THEIR PLAN FOR SUSTAINABILITY.

THAT SAID, ONE OF THE REASONS THAT IT - - (SPEAKER AWAY FROM MIC).

GIVES THEM AN OPPORTUNITY TO SEE WHAT THE PLAN LOOKS LIKE AND THINK ABOUT IF THERE IS AN ADDITIONAL ASKED FROM THE VILLAGE, WHETHER THAT IS FROM CORPORATE FUNDS OR CDBG FUNDS PAID WHETHER OR NOT IT IS COMING FROM OTHER COMMUNITY PARTNERS AS WELL AS PARTNERS - (SPEAKER AWAY FROM MIC).

THIS IS A BRIDGE FROM SOMEWHERE, WE HAVE TO FIGURE OUT WHERE THAT IS GOING AND WE HAVE TO FIGURE OUT WHEN THOSE DIFFERENT PIECES WILL COME TOGETHER.

YES WE WILL.

>>PRESIDENT SCAMAN: THANK YOU, JONATHAN.

>>TRUSTEE TAGLIA: I WANT TO MENTION, OF COURSE I SUPPORT THE RESOLUTION.

IT IS A VALUED INSTITUTION IN THE VILLAGE FOR 100 YEARS.

I WANT TO ASK A QUESTION, THE MAGNITUDE OF THE FUNDRAISING THAT HAS TO OCCUR BETWEEN NOW AND JANUARY IS SIGNIFICANT.

TO ME IT LOOKS LIKE 1/4 MILLION DOLLARS OR SO.

THAT YOU WOULD NEED TO RAISE TO GET TO THE \$100,000 BECAUSE HE WILL DRAW DOWN AT \$25,000 A MONTH.

>> IN THIS CASE, THE AMOUNT THE VILLAGE IS PROVIDING IS THE OPERATING SUBSIDIES SO THEY ARE NOT NEEDING TO DIP INTO THEIR EXISTING POOL IN ORDER TO BE ABLE TO MAKE THEMSELVES WHOLE AND OPERATE, WHICH IS A CRITICAL PART OF IT.

THEY DO HAVE AN EXISTING BALANCE, TO A CERTAIN EXTENT IN THEIR RESERVE FUND AND IT CONTINUES TO GO DOWN AS THEY CONTINUE TO OPERATE RELATED TO THAT, BUT THE LOAN IS WRITTEN IN SUCH A WAY TO GET THAT TO \$100,000 BY JANUARY, THEY ARE NOT STARTING AT ZERO, BUT THEY ARE NOT STARTING WITH \$100,000 EITHER.

THERE IS PROGRESS THAT NEEDS TO BE MADE THERE AND IF YOU LOOK AT THE FINANCIALS YOU WILL SEE THERE IS WORK TO BE DONE SPECIFICALLY RUN DEVELOPMENT AND FUNDRAISING.

SCOTT AND THE TEAM - DOCTOR EASON HAVE BEEN WORKING WITH FOLKS ABOUT - (SPEAKER AWAY FROM MIC).

>>TRUSTEE TAGLIA: GRADE.

THAT IS MY OTHER QUESTION.

THIS IS SOMEWHAT OF A RESTRUCTURING YOU WILL HAVE TO FIGURE OUT THE MODEL YOU ARE USING.

REIMBURSEMENT IS AN ISSUE AND IT WILL CONTINUE TO BE AN ISSUE.

I'M NOT LOOKING FOR SPECIFICS, BUT A GENERAL IDEA, HOW DO YOU PLAN ON PLUGGING THAT HOLE?

>> I WISH I HAD A PERFECT ANSWER RIGHT NOW.

ONE OF THE THINGS WE'RE DOING RIGHT NOW - ONE OF THE THINGS - WHEN WE DO SOMETHING LIKE THIS AND MAKE THIS KIND OF REQUEST - IT BLOWS A LID OFF THE STRUGGLES THAT WE HAVE BEEN DEALING WITH PRIVATELY FOR A LONG TIME AND AS PART OF THAT I HAVE BEEN CONNECTED WITH SEVERAL OTHER DEVELOPMENT DIRECTORS THAT WORK IN THE EDUCATION SPACE.

LOCALLY AND OAK PARK AND THE AREA AND PEOPLE IN THE SPACE THAT I KNOW VERY WELL.

WE ARE WORKING WITH THEM ON IDENTIFYING WHAT OUR NEEDS ARE, WHAT WE NEED TO DO SPECIFICALLY AND HOW TO DO THAT IN THE SHORT-TERM, MEDIUM-TERM AND LONG-TERM.

SO WE KNOW THIS IS NOT JUST SOMETHING THAT WE WORK ON FOR A LITTLE BIT AND PUT TO THE SIDE.

WE UNDERSTAND THAT AS A LONG-TERM PLAN THAT WE NEED TO COME UP WITH AND ENACT.

>>TRUSTEE TAGLIA: VERY GOOD.

WE ALL WISH YOU WELL AND IT SOUNDS LIKE EVERYBODY IS SUPPORTIVE AND WE WANT TO SEE THIS COME TO A VERY POSITIVE CONCLUSION.

THANK YOU.

>> THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

I WILL SAY, I KNOW MARY REYNOLDS ALLUDED TO SOME OF THIS IN HER PUBLIC, EARLIER THAT THERE ARE ALREADY PEOPLE STANDING BY READY TO HELP AND ORGANIZATIONS AND AGENCIES THAT HAVE DIFFERENT TYPES OF GRANTS AND FUNDING THAT I KNOW WE ARE GOING TO LOOK FOR WHERE THE GOOD FITS EXIST AND AS WELL AS PEOPLE THAT HAVE REACHED OUT TO MYSELF.

ALSO, THE COMMUNITY RESPONDS TO THE HONEST SITUATION.

IT MAKES ME PROUD TO SERVE IN THIS ROLE AND GRATEFUL FOR YOU, YOUR BOARD, YOUR STAFF, EARLY CHILDHOOD COLLABORATION AND QUITE HONESTLY MY COLLEAGUES.

I DO NOT KNOW THAT WE HAVE HAD A BOARD MEETING WHERE WE HAVE CLAPPED AFTER EVERY PUBLIC COMMENT LIKE WE HAVE SO FAR THIS EVENING.

WE WILL CONTINUE TO BE GOOD LISTENERS FOR THE AGENDA ITEMS TO COME.

I PROMISE YOU.

I DO HAVE A LOT OF GOOD FAITH AND TRUST HERE.

THE VILLAGE WILL CONTINUE TO WORK WITH YOU AS YOU GO THROUGH THIS PROCESS.

I WILL NOT PROLONG THINGS.

WE HAVE A MOTION ON THE FLOOR.

IF NOBODY HAS ANYTHING FURTHER TO ADD, CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE LEVING JACOBSEN.

>> YES.

>> TRUSTEE TAGLIA.

>> YES.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

CONGRATULATIONS.

THANK YOU.

ENTERTAIN A MOTION TO CONCUR WITH THE PLAN COMMISSION'S RECOMMENDATION AND ADOPT THE ORDINANCE APPROVING A TEXT AMENDMENT ADDING A PLACE OF WORSHIP - DUAL USE TO THE OAK PARK ZONING ORDINANCE AS A SPECIAL USE.

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: PLEASE.

AND SECONDED BY TRUSTEE ENYIA?

VERY GOOD.

VILLAGE MANAGER JACKSON.

>>VILLAGE MANAGER: IT THANK YOU PRESIDENT SCAMAN AND TRUSTEE MEMBER'S, THIS ITEM WILL BE HANDLED BY CRAIG FALOR.

>> THANK YOU, JOHN HARRIS.

>> THANK YOU.

IT CRAIG FALOR, DEVELOPMENT SERVICES DIRECTOR, THIS ITEM ON YOUR AGENDA IS THE ZONING ORDINANCE TEXT AMENDMENT THAT RESULTED FROM A CONVERSATION WITH REPRESENTATIVES FROM AND OAK PARK PLACE OF WORSHIP WHO HAS BEEN STRUGGLING TO MAINTAIN THEIR CONGREGATION, WHICH ULTIMATELY IMPACTS THEIR FUNDS NEEDED FOR BUILDING MAINTENANCE AND UPKEEP.

WE THINK THE TEXT AMENDMENT IS AN OPPORTUNITY THAT COULD PROVIDE BENEFIT TO OR CONSIDERATION FOR ANY PLACE OF WORSHIP THAT IS IN A SIMILAR SITUATION.

WITH THAT I WOULD LIKE TO INTRODUCE MIKE BRUCE, OUR NEW VILLAGE PLANNER WHO WAS OUR ZONING ADMINISTRATOR FOR 22 YEARS BEFORE HE TOOK THIS POSITION WHO WILL PROVIDE AN OVERVIEW OF THE TEXT AMENDMENT ITSELF.

WE ALSO HAVE A REPRESENTATIVE FROM THE PLAN COMMISSION, MIRIAM TAMAYO WHO CAN ANSWER ANY QUESTIONS YOU HAVE REGARDING THE PLAN COMMISSION'S REVIEW AND RECOMMENDATIONS.

I WILL TURN IT OVER TO MIKE.

>> THANK YOU, MR. FALOR PUT MY NAME IS MIKE BRUCE AND WE ARE HERE TONIGHT TO CONSIDER WHETHER OR NOT TO AMEND ARTICLE 8 OF THE ZONING ORDINANCE BY ADDING PLACE OF WORSHIP, DUAL USE AS A SPECIAL USE IN ALL ZONING DISTRICTS, EXCEPT THE OS, OPEN SPACE DISTRICT AND THE H HOSPITAL DISTRICTS.

THIS TEXT AMENDMENT WOULD ALLOW A EXISTING PLACE OF WORSHIP TO ALLOCATE UNUSED AREAS WITHIN THE PLACE OF WORSHIP FOR MULTIFAMILY RESIDENTIAL USE OR FOR GENERAL OFFICE USE.

WITH THREE CONDITIONS.

THE SANCTUARY OR THE CITY OF WORSHIP MUST CONTINUE TO BE USED BY THE CONGREGATION.

NO ADDITIONS SHALL BE ALLOWED TO EXPAND ANY PROPOSED RESIDENTIAL OR OFFICE USE.



PROVIDED THAT THE REMAINING SANCTUARY OR AREA OF WORSHIP IS ABANDONED, THE PROPERTY SHALL BECOME SUBJECT TO THE ADAPTIVE REUSE PROVISIONS OF THE ZONING ORDINANCE.

SO THE PROPOSED ZONING ORDINANCE TEXT AMENDMENTS ARE MEANT TO ALLOW PLACES OF WORSHIP TO ALLOCATE UNUSED AREAS WITHIN THE EXISTING FACILITIES BY RENTING SPACE TO OUTSIDE BUSINESSES, OFFICE USES OR BY CONVERTING UNDERUTILIZED SPACE WITHIN CHURCH USE - - AGAIN, THE CONGREGATION SHALL CONTINUE TO USE THE PLACE OF WORSHIP AND EXPANSION OF THE CHURCH WOULD NOT BE ALLOWED.

INITIATIVE IS OCCURRING AS A RESULT OF CHURCH LEADERS SEEKING WAYS TO REPURPOSE CHURCH ACCESS IN UNDERUTILIZED BUILDINGS.

OVER THE YEARS CONGREGATIONS HAVE DECREASED IN NUMBERS.

THE PROPOSED AMENDMENTS WOULD ALLOW CONGREGATIONS FACING DECLINE IN MEMBERSHIP AND DEFERRED MAINTENANCE TO CONTINUE TO FUND ADMISSIONS AND OUTRAGE AND PAY FOR THE OUT UPKEEP OF - - MATCH CONGREGATION NEEDS.

THE PLACE OF WORSHIP DUAL USE AMENDMENT ALLOWS FOR CREATIVE AND FLEXIBLE CHANGES TO THE USES OF CHURCH STRUCTURES ENCOURAGING PRESERVATION IN THE VILLAGE AND A REASONABLE MANNER AND ARE CONSISTENT WITH THE FORMALLY ADOPTED ADAPTIVE REUSE AMENDMENTS, ALSO ENACTED TO SUPPORT PRESERVATION OF CHURCH STRUCTURES IN THE VILLAGE.

WITH THAT, I CAN OPEN IT UP TO ANY QUESTIONS.

>>PRESIDENT SCAMAN: ANY PUBLIC COMMENT ON THIS AGENDA ITEM?  
BOARD MEMBERS, ANY QUESTIONS OR COMMENTS?

IF SO, WE CAN TAKE THE ROLL.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE LEVING JACOBSEN.

>> YES.

>> TRUSTEE TAGLIA.

>> YES.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

CONGRATULATIONS ON YOUR FIRST OFFICIAL - OKAY.

DO NOT HOLD US TO IT ALWAYS BEING THAT EASY, OKAY?

>> THANK YOU.

>>PRESIDENT SCAMAN: THAT HAS TO BE A RECORD.

SO WE HAVE A PRESENTATION AND DISCUSSION ON THE BIKE PLAN UPDATE AS RECOMMENDED BY THE TRANSPORTATION COMMISSION.

THERE IS NO MOTION NEEDED.

THIS IS FOR DISCUSSION AND WE ARE HERE TO LISTEN AND TO LEARN WITH ALL OF YOU.

VILLAGE MANAGER JACKSON?

>>VILLAGE MANAGER: YEAH.

THANK YOU PRESIDENT SCAMAN AND TRUSTEE MEMBERS.

I AM GOING TO INVITE VILLAGE ENGINEER AND ASSISTANT PUBLIC WORKS DIRECTOR BILL MCKENNA UP TO FACILITATE THE PRESENTATION.

I KNOW WE HAVE SOME OTHER - WE HAVE A TRANSPORTATION COMMISSION CHAIR HERE TONIGHT AS WELL AND THIS REFLECTS THE TRANSPORTATION COMMISSION'S RECOMMENDATION AND I WILL STOP THERE AND TURN IT OVER TO BILL TO GET US MOVING HERE.

>>PRESIDENT SCAMAN: IT WE WILL TAKE PUBLIC, AFTER THE PRESENTATION OR FIRST?

MAYBE WE WILL GO AHEAD AND START WITH PUBLIC COMMENT IF THAT IS ALL RIGHT.

THANK YOU SO MUCH.

CLERK WATERS?

THANK YOU.

>>CLERK: ANDREW?

IS ANDREW HERE?

BARBARA?

BARBARA?

YES.

>>PRESIDENT SCAMAN: IT IS ROUGH.

I APOLOGIZE.

>>PUBLIC SPEAKER: GOOD EVENING.

I AM BARBARA GORDON AT 1101 WENONA AND I HAVE LIVED LONG HARVARD AVENUE FOR OVER 20 YEARS.

I SUPPORT SAFE CYCLING, BUT ILLUMINATE ALL PARKING ON HARVARD IS THE WRONG WAY TO GET THERE.

HARVARD IS THE FRONT DOOR TO DOZENS OF HOMES, CHURCHES AND SCHOOLS.

FOR MANY OF US, ESPECIALLY SENIORS, CAREGIVERS AND FAMILIES, CURBSIDE PARKING IN FRONT OF OUR HOMES IS NOT A LUXURY.

IT IS HOW WE ACCESS OUR HOMES, TAKE CARE OF OUR HOMES, CARE FOR LOVED ONES AND GO ABOUT DAILY LIFE.

THIS PLAN WOULD DISPLACE RESIDENTS AND FRACTURE THE FABRIC OF OUR LONG-ESTABLISHED COMMUNITY.

WE ONLY LEARNED OF THIS PROPOSAL IN LATE - - I HOUSEHOLD HAS ATTENDED FOR COMMISSION MEETINGS AND SUBMITTED SEVERAL COMMENTS.

- - IT HAS NOT BEEN SERIOUSLY CONSIDERED.

THE PROCESS HAS FELT LESS LIKE COMMUNITY ENGAGEMENT AND MORE LIKE A BOX TO CHECK.

I ALSO WANT TO PUSH BACK ON THE IDEA THAT OPPOSITION SHOULD SIMPLY BE EXPECTED AND BRUSHED ASIDE.

THAT THERE WILL ALWAYS BE A GROUP OF UPSET NEIGHBORS.

WE HAVE BEEN ANYTHING EXCEPT PASSIVE.

FOR SIX MONTHS NOW, MANY OF US HAVE SPOKEN UP, SHOWN UP, AND ASKED REPEATEDLY TO BE HEARD AND YOU WILL HEAR FROM MANY OF US TONIGHT.

THIS MESSAGE WE HAVE RECEIVED BACK IS SILENCE FROM DECISION-MAKERS.

IT IS HARD NOT TO FEEL INVISIBLE IN A PLACE WE HAVE INVESTED FOR DECADES AND FOR THIS I AM DEEPLY DISAPPOINTED IN THIS PROCESS WITH OAK PARK.

WE ARE NOT ANTIBIOTIC.

WE ARE PRO-COMMUNITY AND WE BELIEVE IN SOLUTIONS THAT WORK FOR EVERYONE.

THE COMMISSION IT SHOWED IT FLEXIBLY ON LEMOYNE PARKWAY BY PRESERVING PARKING THROUGH GREENWAY DESIGN.

WHY CAN'T HARVARD RECEIVE THE SAME THOUGHTFUL APPROACH?

WE HAVE NEVER BEEN TOLD BECAUSE THIS FEELS LIKE A ONE-WAY CONVERSATION AND OUR VOICE MATTERS, TOO.

HARVARD AVENUE IS A QUIET NEIGHBORHOOD STREET WHERE PEDESTRIAN, CYCLISTS AND DRIVERS HAVE SAFELY COEXISTED FOR YEARS.

IF I WERE A VILLAGE BOARD MEMBER, I WOULD CONSIDER HOW IT AFFECTS THOSE THAT WAKE UP EVERY DAY LOOKING AT HARVARD AND USING HARVARD AVENUE.

I URGE YOU TO REMOVE HARVARD AVENUE FROM THE SHORT-TERM IMPLEMENTATION LIST ON THE BIKE PLAN UNTIL A REAL COLLABORATION WITH AFFECTED NEIGHBORS TAKES PLACE IN THE GREAT SOLUTION CAN BE FOUND.

WE CAN AND SHOULD BUILD SAFER BIKE INFRASTRUCTURE, BUT IT SHOULD UNITE OUR COMMUNITY AND NOT DIVIDE IT.

THANK YOU FOR YOUR TIME.

>>CLERK: BRENDA?

BRENDA LASKY?

DAN AND CARMEN SENSING?

DEREK EDER?

DOUG?

(NAME?) ?

DOUG?

JOHN?

THERE WE GO.

>>PUBLIC SPEAKER: EXCUSE ME, MY NAME IS JOHN.

AND MY WIFE AND I HAVE LIVED ON THE CORNER OF HARVARD AND WENONA FOR THE LAST 26 YEARS FROM 1996 ROUGHLY.

I HAVE TWO POINTS TO BRING UP ABOUT MAKING HARVARD A BIKE LANE.

FOR ONE, HARVARD IS A STREET USED FOR EMERGENCY VEHICLES.

ANY TIME OF THE DAY, NIGHT, AFTERNOON, YOU NAME IT, FIRE TRUCKS, PARAMEDICS, POLICE CARS GO THROUGH THAT - GO THROUGH HARVARD.

FROM THEIR STATION TO MAPLE PARK, FROM MAPLE PARK DOWN THE ROADS - MAYBE DOWN TO HARLEM OR THE EISENHOWER, WHO KNOWS, BUT THEY USE THAT ROAD.

IF YOU PUT IN A BIKE LANE IN THE AREA, YOU ARE CAUSING YOUR BIKERS TO BE AT RISK.

YOU ARE ALSO CAUSING EMERGENCY VEHICLES - A NUISANCE FOR THEM.

THEY NEED TO GET SOMEWHERE QUICK IN A HURRY, WHAT ARE THEY GOING TO DO?

LET THE BICYCLES GO FIRST?

YOU HAVE TO CONSIDER THAT, TOO.

MY SECOND POINT IS, IF YOU OPEN UP HARVARD TO A BIKE LANE AS A PREVIOUS STUDENT TALKED EARLIER SHE SAID THAT CARS RAISE REAL FAST AROUND HER SCHOOL AND LIVING ON THAT CORNER ON HARVARD, I'VE NOTICED THAT ALSO.

MANY TIMES, THOSE CARS HAVE NO REGARD FOR STOP SIGNS.

NONE WHATSOEVER.

I HAVE SEEN THAT HAPPEN ALL THE TIME.

THE OTHER POINT IS, I HAVE ALSO SEEN BICYCLISTS USING THE NORTH AND SOUTH STREETS.

NO REGARD FOR STOP SIGNS EITHER.

THEY GO RIGHT THROUGH THE INTERSECTION.

WHAT IS GOING TO HAPPEN WHEN THE BICYCLISTS NEEDS A CAR OR A CARBONATED BICYCLISTS?

YOU ARE GOING TO HAVE A TRAGEDY.

SOME PARENT IS GOING TO LOSE A CHILD.

AT SOME FAMILIES GOING TO LOSE A FAMILY MEMBER.

PLEASE CONSIDER NOT PUTTING A BIKE LANE ON HARVARD FOR THOSE REASONS.

THANK YOU.

>>CLERK: JOSH ANDERSON?

MICHELLE?

MICHELLE GORGAS?

NICOLE?

>>PUBLIC SPEAKER: HI, GOOD EVENING.

MY NAME IS NICOLE BROWN AND I HAVE KIDS THAT ARE NINE AND 11.

WE LOVE TO BIKE AS A FAMILY.

BUT I AM IN OPPOSITION TO REMOVING ALL PARKING ON HARVARD AVENUE.

ONE STREET IN OAK PARK DOES NOT CREATE A BIKING NETWORK.

NOR DOES THE COST THAT AT ONE POINT WAS PUBLISHED AT AN ESTIMATED \$1.5 MILLION FOR A RAISED BIKING LANE AS PART OF THIS PROPOSAL, MAKE CARS STOP AT STOP SIGNS.

MY OFFICE IS AT THE FRONT OF MY HOUSE WHERE I LOOK OUT AT THE CORNERS OF HARVARD AND CLINTON AVENUE ALL DAY LONG.

I CAN ATTEST THAT THERE IS VERY LITTLE BIKING HAPPENING AT MOST HOURS OF THE DAY.

THE DEMAND SIMPLY DOES NOT EXIST FOR ONE STREET IN ALL OF OAK PARK TO BE PARKING FREE.

WHAT I DO SEE OUR CARS THAT THINK THE STOP SIGN IS A SUGGESTION, WHICH THE PARKING BAND WILL NOT SOLVE.

LEAVING MY HOUSE TONIGHT, THERE WERE 30 CARS PARKED BETWEEN CLINTON AND KENILWORTH STREETS.

THERE WAS A BALLGAME TAKING PLACE.

THE CHURCH WAS IN SESSION.

I TELL YOU, THERE IS GREAT DEMAND AND NEED FOR PARKING BETWEEN THREE SCHOOLS ON HARVARD, ONE OF WHICH IS THE LARGEST IN OAK PARK THAT HAS SIX SCHOOL BUSES THAT USE THE STREET.

THERE IS A CHURCH, THERE IS A BALLFIELD, THERE IS THE POOL OVERFLOW PARKING.

I WOULD ASK ALL OF YOU HERE ON THE BOARD TO PLEASE VISIT THE STREET WHEN THESE ACTIVITIES ARE TAKING PLACE TO SEE THE COMMUNITY NEED FOR PARKING.

YOU WILL WITNESS FIRSTHAND HOW MANY PEOPLE ARE USING THE STREET FOR PARKING.

BUT PEOPLE ARE NOT FLYING DOWN THE STREET, IT IS NOT UNSAFE TO USE IT FOR BIKING.

ME AND MY FAMILY DO BIKE ALONG THE STREET AND I URGE YOU TO RECONSIDER REMOVING THE RESTRICTION ON THE CAR PARKING.

>>CLERK: PENELOPE?

SHARON?

LISA (NAME?) GIL?

>>PUBLIC SPEAKER: GOOD EVENING.

MY NAME IS LISA (NAME?) GIL AND MY HUSBAND TOM AND I HAVE LIVED AT THE CORNER OF WISCONSIN AND THE HARVARD FOR 26 YEARS AT 1101 WISCONSIN.

WE WILL BE AFFECTED BY THIS CHANGE.

WE USE OUR HARVARD ENTRANCE TO OUR HOME 100 PERCENT OF THE TIME.

OUR GARAGE OPENS UP ONTO THE HARVARD STREET.

WE ENJOY RIDING OUR BIKES IN THE COMMUNITY.

WE DO NOT SUPPORT THE INSTALLATION OF BIKE LANES ON HARVARD OR ANY OF THE STREETS THAT THE TRANSPORTATION COMMISSION PROPOSED.

WE SUPPORT THE LETTER WRITTEN TO ALL OF YOU BY MY NEIGHBOR MARY LAROCCO AT 1047 WISCONSIN.

AS MOTORISTS, WE ARE HAPPY TO SHARE THE STREETS WITH BICYCLISTS.

AS A BIKER, I'M HAPPY TO SHARE IT WITH CARS.

WE JUST DO NOT FEEL THAT THERE IS A NEED TO HAVE SOMETHING SO PERMANENT AND SO EXPENSIVE ON HARVARD STREET.

IN FACT, WE BELIEVE THE LANES WILL CREATE AN ADDITIONAL ISSUE THAT MAY NOT HAVE COME UP BEFORE AND THAT IS THE ISSUE OF ENFORCEMENT.

WHO IS GOING TO MAKE SURE THAT THESE BICYCLISTS ARE USING THESE BIKE LANES AND YOU HAVE BIKERS IN THE STREET BECAUSE THEY HAVE A CHOICE TO NOT BE IN THE BIKE LANE, WHICH WILL JUST CREATE MORE CONFUSION.

I APPRECIATE THE YOUNG PERSONS, EARLIER ABOUT WANTING TO HAVE THAT, BUT A PAINTED LINE WOULD SERVE THE SAME.

AS FAR AS GOING BACK TO ENFORCEMENT.

WHO IS GOING TO DO THIS?

NOT THE PLACE, THEY HAVE ENOUGH TO DO.

I'M ASKING YOU TO VOTE NO TO THIS PROPOSAL AND USE YOUR TIME AND THE VILLAGES RESOURCES TO DO MORE IMPORTANT THINGS THAT YOU GUYS HAVE ON YOUR PLATE TO WORK TOWARDS.  
THANK YOU.

>>CLERK: THIS GENTLEMAN IS ASKING IF HE CAN GO RIGHT NOW BECAUSE HE HAS TO LEAVE EARLY.  
IS THAT OKAY?

>>PUBLIC SPEAKER: I AM TED A GUARANTOR AND I LIVE ON THE CORNER OF HARVARD AND MAPLE.  
I HAVE A MAPLE ADDRESS FOR MY HOUSE, BUT OUR ONLY ACCESS TO THE HOUSE IS ON HARVARD.  
THERE IS A LOT OF INFORMATION HERE.  
HOPEFULLY YOU HAVE ACQUIRED AND LISTENED AND OTHER INFORMATION WILL BE PROVIDED.

I WANTED TO MAKE ONE POINT AS I HAVE ATTENDED THESE MEETINGS AND LISTENED TO THE VARIOUS BIKE PROPOSALS.

THERE'S AN ORGANIZATION CALLED (NAME?) NATIONAL ASSOCIATION OF TRANSPORTATION OFFICIALS.

THERE ARE NUMBERS CALLED ADT, AVERAGE DAILY TRAFFIC AND THE VAST MAJORITY OF HARVARD DID NOT MEET THE NUMBERS RECOMMENDED FOR HAVING A DEDICATED BIKE LANE.

IT MET THE NUMBERS FOR A GREEN LIGHT.

SHARED BIKE AND NORMAL TRAFFIC.

WHEN THIS CAME OUT, IT WAS SORRY TO HEAR THAT A CERTAIN TRUSTEE MENTIONED YOU DO NOT HAVE TO FOLLOW THESE.

I UNDERSTAND YOU ARE NOT BEHOLDEN TO IT, BUT IT SEEMED TO INDICATE THAT IF THE NUMBERS DO NOT SUPPORT THE AGENDA DESIRED, THEY ARE WILLING TO CHANGE THE NUMBERS OR CHANGE THE RULES THAT THEY WERE USING TO GOVERN THEMSELVES AND GET THE RESULTS THEY WANTED, WHICH AGAIN, GOES BACK TO THE FACT THAT THERE WAS SOME SORT OF HIDDEN DESIRE OR AGENDA TO JUST DO SOMETHING AND GET IT DONE.

I WOULD JUST LIKE FOR YOU TO BE CONSISTENT AND FAIR LET'S LOOKING AT THE NUMBERS THAT YOU USE NOT CHANGE THINGS THROUGHOUT THE WAY.

IT WAS MENTIONED THAT THERE WAS A \$1.5 MILLION COST FOR IT AND THAT INITIALLY WAS THEREFORE THE HARVARD PART AND IT APPEARED TO BE REDISTRIBUTED ACROSS DIFFERENT PARTS OF THE BIKE LANE PROPOSAL.

MAYBE IT WAS A MISTAKE, MAYBE IT WASN'T, BUT THIS AND VARIOUS OTHER THINGS WITH THE WHOLE PROCESS SHOULD HAVE DRAWN DOUBTS ONTO THE FAIRNESS AND EQUITY OF THE WHOLE PROCESS IN GENERAL.

I JUST WANT THAT TO BE RECOGNIZED AND GIVEN FAIR CONSIDERATION, AND NOT TRYING TO ADJUST THE NUMBERS OR THE STATS YOU WILL USE TO FULFILL YOUR PURPOSE.

THAT HAPPENS ENOUGH AT A FEDERAL LEVEL.

WE DO NOT NEED TO DO THAT.

THANK YOU.

>>CLERK: IT CARLA?

- CARLA?

>>PUBLIC SPEAKER: GOOD EVENING, MY NAME IS CARLA (NAME?) AND I LIVE AT THE CORNER OF OAK PARK AND HARVARD.

I TOO WOULD LIKE TO VOICE MY CONCERN ABOUT THE PROCESS THAT HAS HAPPENED AND SOME OF THE CONCERN THAT OTHER PEOPLE ARE ALREADY ADDRESSING THAT WE WERE NOT NOTIFIED ABOUT OUR INVOLVEMENT WITH THE LOSS OF OUR PARKING UNTIL DECEMBER 27 AND THERE WAS A MEETING TWO WEEKS AFTER THAT POINT IN TIME.

NOWHERE IN THIS PROCESS WHERE WE ALLOWED IT TO QUESTION OR ASK QUESTIONS.

WE HAVE THREE MINUTES TO MAKE COMMENTS, BUT THAT WAS THE EXTENT OF IT. THE COMMENTS THAT CAME UP REPEATEDLY THAT YOU WILL HEAR WERE SUCH THINGS AS THE NUMBER OF PEOPLE AT THIS WOULD IMPACT, WHERE THE HOUSES OPENED UP AND THAT DOES NOT SEEM TO EVER HAVE BEEN ANSWERED BY ANYONE IN THIS WHOLE PROCESS.

THAT IS WHY I THINK YOU SEE SO MUCH FRUSTRATION WITH ALL OF US THAT LIVE ALONG HARVARD WITH SOME OF THE INFORMATION THAT HAS BEEN PRESENTED AND THE COMMENTS WE WOULD MAKE IN THE THINGS THAT WOULD COME BACK AND BE CHANGED ALL OF A SUDDEN TO INCORPORATE A DIFFERENT WAY OF LOOKING AT IT.

THAT IS VERY CONCERNING.

I HAVE LIVED IN MY BUILDING FOR OVER 30 YEARS.

I HAVE SAID BEFORE TO SEVERAL PEOPLE THAT HAVE HEARD, MY BUILDING HAS BEEN HIT BY CARS THREE TIMES ON THE CORNER.

SO WHEN PEOPLE TALK ABOUT BEING CONCERNED ABOUT BEING HIT BY A CAR ON A BIKE, I UNDERSTAND THAT VERY CLEARLY, BUT MY BUILDING HAS BEEN HIT THREE TIMES BY CARS BECAUSE OF PEOPLE AND THE ERRATIC DRIVING YOU SEE AT TIMES.

I THINK SOME OF THE ABILITY TO PUSH FORWARD THROUGH A BIKE PATH - I'M NOT SURE IT WILL REALLY ACCOMMODATE EVERYONE INVOLVED, WHICH IS THE PEOPLE THAT LIVE THERE.

OWNING A HOUSE AND THE PROPERTY IS BECAUSE I WANTED TO HAVE ACCESSIBILITY TO MY PROPERTY.

I AM PROBABLY ONE OF THE FEW PEOPLE THAT STILL WASHES MY OWN CAR. I HAVE OVERNIGHT GUESTS.

RIGHT NOW OAK PARK AVENUE IS NOW PERMIT PARKING ONLY.

PERMIT PARKING IN FRONT OF MY HOUSE AND FOR THE OWNERS AND THE TRANSPORTATION COMMITTEE PUSH TO THE IDEA THAT THEY NEEDED CLOSER ACCESS TO THEIR ENTRANCE TO THEIR ABODE.

NOW I WILL NOT HAVE ANY PARKING ON OAK PARK AVENUE NOW I WOULD HAVE NO PARKING FOR OVERNIGHT GUESTS ON HARVARD AS WELL.

RENTERS ON THAT BLOCK WILL HAVE MORE ACCESS TO THEIR PROPERTY THAN I DO AS A HOMEOWNER.

AND I THINK THAT IS INAPPROPRIATE.

I THINK THAT PEOPLE REALLY NEED TO TAKE A LOOK A LITTLE BIT AND I THINK THAT THIS NEEDS TO GO BACK TO THE TRANSPORTATION COMMITTEE. THANK YOU.

>>CLERK: CURTIS?

CURTIS TODD?

>>PUBLIC SPEAKER: GOOD EVENING TRUSTEES.

MY NAME IS CURTIS TODD AND I'M A 30 YEAR RESIDENT IN OAK PARK.

I LIVE ON HARVARD AND ELMWOOD.

WE LIVE IN A FRACTURED AND POLITICALLY DIVIDED WORLD AND FOR MANY, THE ONE PLACE THAT STILL OFFERS A SENSE OF REFUGE AND BELONGING IS THEIR LOCAL COMMUNITY.

OUR OAK PARK HOME.

EVEN HERE, SOME BELIEVE THE ONLY WAY TO ADVANCE THEIR VIEWPOINT IS BY SILENCING OPPOSING VOICES, REGARDLESS OF THE COST.

YET, AT ITS CORE, OPPOSITION IS NOT OBSTRUCTION.

IT IS SIMPLY AN ALTERNATIVE PERSPECTIVE.

OAK PARK HAS LONG PRIDED ITSELF ON THE VALUES OF COMMUNITY AND DIVERSITY AND WHILE WE OFTEN SPEAK OF RACIAL, CULTURAL, AND ETHNIC DIVERSITY, I BELIEVE THE TRUE STRENGTH IN THE VILLAGE ALSO LIES IN OUR COMMITMENT TO DIVERSITY OF THOUGHT.

THAT MEANS CREATING A SPACE FOR DIALOGUE, NOT DIVISION.

UNFORTUNATELY THERE ARE THOSE THAT PUSH AN US VERSUS THEM MINDSET, BUT IT CONTRADICTS WHAT IT MEANS TO BE A COMMUNITY IN OAK PARK.

WE ARE NOT FORCED TO CHOOSE BETWEEN BEING PRO BICYCLE AND RESIDENTIAL PARKING.

WE CAN BE BOTH AND WE MUST BE BOTH.

THAT IS THE ESSENCE OF BUILDING INCLUSIVE, THOUGHTFUL POLICY.

PLACING THE COMMON GOOD ABOVE ANY SINGLE INTEREST.

IT IS TRUE THAT WE NEED GREATER BIKE SAFETY.

IT IS EQUALLY TRUE THAT WE NEED RELIABLE RESIDENTIAL PARKING.

ESPECIALLY IN A SUBURBAN VILLAGE WHERE PUBLIC TRANSPORTATION OPTIONS ARE LIMITED AND OFTEN UNRELIABLE.

THEY ARE NOT MUTUALLY EXCLUSIVE NEEDS.

CRAFTING SOLUTIONS THAT HONOR BOTH PRIORITIES IS NOT EASY.

IT REQUIRES DEEP LISTENING, HARD CONVERSATIONS AND GENUINE COMPROMISE.

IT MEANS BRINGING PEOPLE TOGETHER, NOT PUSHING THEM ASIDE.

THE QUESTION BEFORE US TODAY IS, DOES THE CURRENT PLAN ACHIEVE THAT BALANCE?

I BELIEVE THE ANSWER IS A RESOUNDING NO.

WHILE THE PROPOSED PLAN TO MAKE STRIDES IN ADDRESSING THE CONCEPT OF BIKE SAFETY, IT FAILS TO FULLY CONSIDER THE LONG-TERM TRADE-OFFS.

THE REMOVAL OF SUBSTANTIAL RESIDENTIAL PARKING ACROSS OAK PARK WOULD HAVE A REAL LASTING CONSEQUENCES FOR FAMILIES, SENIORS, AND WORKERS WHO RELY ON IT EVERY DAY.



MOBILITY IN OAK PARK IS IMPACTED BY MANY FACTORS, INCLUDING AGE, ACCESS, RESOURCE, INFRASTRUCTURE, SAFETY, ETC. THIS PLAN AS IT STANDS IS NOT A CONSENSUS DOCUMENT.

IT FALLS SHORT OF THE COLLABORATIVE, INCLUSIVE SPIRIT THAT SHOULD GUIDE OUR COMMUNITY DECISION-MAKING.

LET ME BE CLEAR, I AM NOT AGAINST BIKE SAFETY.

I'M AGAINST A PLAN THAT IGNORES THE COMPLEXITIES OF OUR COMMUNITY NEEDS.

I ESPECIALLY URGE YOU TO REJECT THE PLAN AS IT IS WRITTEN.

THANK YOU.

>>CLERK: JIM KELLY?

LINDA?

>>PUBLIC SPEAKER: GOOD EVENING, EVERYBODY.

THANK YOU FOR YOUR LISTENING.

I APPRECIATE IT VERY MUCH.

THIS IS AN ISSUE THAT IS AFFECTING US ALL AND I APPRECIATE EVERYBODY SAYING, LET'S NOT BE DIVIDED ON THIS.

LET'S FIND A WAY TO WORK TOGETHER.

I WANT TO START OFF BY SAYING, I AM PRO BICYCLE.

I LOVE BIKES.

I LOVE PEDESTRIANS AND CARS, I WANT EVERYTHING TO BE SAFE.

THE BLACK ACCOUNT THAT CROSSES MY PATH.

I WANT YOU ALL TO BE SAFE.

I HOPE WE CAN FIND A COMPROMISE TO THE PART OF THE PLAN THAT CHANGED ABRUPTLY WITH LITTLE TRANSPARENCY FROM A PLAN ON FILLMORE AND LEXINGTON WITH NO LOSS OF PARKING TO SUDDENLY HARVARD WITH THE ELIMINATION OF ALL THE PARKING.

WE HAVE ALL MENTIONED THE NEGATIVE IMPACT ON THE NEIGHBORHOOD SO I WILL NOT GO TO TO THAT.

PEOPLE OFTEN CITE ACCIDENTS AS EVIDENCE THAT WE NEED SAVE BIKE LANES AND I WANT SAFE PLACES FOR BIKERS, BUT AS EVEN THE DATA IN THE PLAN SHOWS, THESE ACCIDENTS OCCUR MOSTLY AT INTERSECTIONS.

BIKE LANES ARE NOT GOING TO CHANGE THAT.

SIGNS, LAW ENFORCEMENT, SPEED BUMPS, LOWER SPEED LIMITS, BLINKING SIGNS, TRAFFIC CALMING INSTALLATIONS.

ALL OF THOSE THINGS CAN MAKE A DIFFERENCE FOR SAFER STREETS AND ALL THE PROPOSED SAFETY MEASURES IN THAT PLAN SHOULD REMAIN.

RESEARCH HAS SHOWN THAT THE AVERAGE SPEED INCREASES ON STREETS WITH NO PARKING.

THIS IS FROM A UCONN STUDY BY A GROUP OF CIVIL ENGINEER PROFESSORS AND A GRADUATE STUDENT.

THEY ANALYZED TWO LOCATIONS LESS THAN ONE MILE APART ON ONE ROAD.

THEY ARE NEARLY IDENTICAL, BUT ONE FEATURE IS ON STREET PARKING.

THE AVERAGE SPEED WITHOUT PARKING WAS CLOCKED AT 13.2 MILES PER HOUR, HIGHER THAN THE ONE WITH PARKING.

THE TEAM FOUND OVERALL THAT THE PRESENCE OF PARKING REDUCED THE AVERAGE VEHICLE SPEEDS BY 2.2 MILES PER MILE.

- - THE NIH REPORT IS SIMILAR FINDINGS.

TO REMOVE ALL PARKING ON HARVARD COULD BE INVITING HIGHER SPEEDS, WHICH IS WHAT EVERYBODY IS WORRIED ABOUT AND ESPECIALLY ON A ROAD THAT A LOT OF PEOPLE USE AS A SHORTCUT TO AVOID THE EISENHOWER.

BIKE LANES WILL NOT SLOW DOWN THE CARS AND IT SEEMS LIKE GOING BACK TO THE FILLMORE LEXINGTON PLAN OR LEAVING MOST OF THE PARKING ON HARVARD WILL KEEP THE SPEEDS DOWN, INCREASING SAFETY FOR ALL AND AS WE ALL KNOW, THE EAST/WEST STREETS ARE NOT THE PROBLEM.

OKAY?

THEY ARE NOT THE PROBLEM.

AS EVERYBODY SAID, HARVARD ANECDOTALLY SPEAKS PRETTY SAFE TO A LOT OF US.

IT IS THE NORTH/SOUTH ROUTES THAT NEED MORE ATTENTION FOR BIKE SAFETY WITH BETTER PROTECTION FOR CYCLISTS THAN WHAT IS IN YOUR CURRENT PLAN.

ALL OF THE KIDS THAT SPOKE TODAY, I FEEL FOR YOU, BUT EVENTUALLY YOU WILL NOT BE GOING EAST AND WEST TO GO TO SCHOOL.

YOU WILL BE GOING TO JULIAN, TO BROOKS, TO THE HIGH SCHOOL.

YOU WILL NOT BE SAVED JUST BECAUSE YOU HAVE BIKES ON HARVARD.

PLEASE LET'S CREATE A SOLUTION WHERE THE PROBLEM IS, THE NORTH AND SOUTH STREETS AND LET'S FIND A COMPROMISE.

>>CLERK: BINGO?

>>PUBLIC SPEAKER: HI.

I AM BINGO SCHAEFER AND I LIVE AT 1101 S. EUCLID AND I AM A 52 YEAR RESIDENT OF OAK PARK AND I HAVE BEEN HERE A LONG TIME AND AS YOU CAN TELL I AM A SENIOR.

ONE OF THE THINGS I WANT TO TALK ABOUT AND I WILL NOT TAKE A LOT OF TIME.

I WROTE EVERY ONE OF YOU AN EMAIL ABOUT THIS.

I WILL LEAVE A COPY WITH THE CLERK IN CASE SOMEBODY DID NOT GET IT.

I HOPE YOU READ IT.

I WILL NOT REPEAT EVERYTHING, BUT I HAVE TWO THINGS I WANT TO SAY.

LET'S NOT CREATE AN ADVERSARIAL RELATIONSHIP BETWEEN THE BIKE COMMUNITY AND THE PEOPLE ON HARVARD.

THAT IS WHAT IS HAPPENING HERE.

IT IS NOT A GOOD SITUATION PRETTY SECONDLY, I IMPLORE YOU, PRESIDENT SCAMAN AND THE VILLAGE BOARD TO FIND A SOLUTION, A GOOD SOLUTION, A COMPROMISE THAT WE CAN WORK TOGETHER TO MAKE THIS A VIABLE BIKE PATH WITH PARKING.

THANK YOU.

>>CLERK: STEPHEN?

>>PUBLIC SPEAKER: MY NAME IS STEPHEN (NAME?) AND I'M A RESIDENT OF OAK PARK AND I AM DEEPLY FOR THE BIKE PLAN.

I THINK IT IS A WONDERFULLY DESIGNED AND VERY THOUGHTFUL PLAN AND HOW IT HAS GONE ABOUT THE ACTIONS THAT IT PROPOSES.

WHEN I MOVED TO OAK PARK WITH MY PARTNER WE WERE ABLE TO STEP DOWN TO A SINGLE CAR.

PART OF THAT IS THE FACT THAT I'M A CONFIDENT ENOUGH BIKER THAT I CAN BIKE AROUND OAK PARK.

I BIKE ALL THE WAY UP TO MONTCLAIR METRO STATION AND CATCH A TRAIN OUT WEST TO ONE OF THE WESTERN SUBURBS FOR MY JOB.

ONE OF THE INTERESTING THINGS THAT HAS HAPPENED IS THERE WERE INTERVENTIONS THAT WERE PUT IN - I WILL FORGET THE NAME OF IT NOW.

KENILWORTH AND AS A RESULT I FOUND THAT MY ROUTE HAS CHANGED.

NATURALLY I HAVE MIGRATED TO THAT STREET AND I GO OUT OF MY WAY TO TAKE IT.

THAT IS ME, AND EXTERNALLY CONFIDENT BIKER THAT IS WILLING TO CROSS NORTH.

NOBODY WANTS TO CROSS NORTH ON A BIKE.

THE THING ABOUT THIS PLAN IF YOU ACTUALLY SIT THERE AND READ AND GO THROUGH ALL THE DETAILS - IT IS AN INCREDIBLY NUANCED PLAN.

IT ISN'T JUST PROPOSING INTERVENTIONS BECAUSE IT FEELS LIKE IT.

THOSE INTERVENTIONS ARE TO CREATE A WHOLE NETWORK SO PEOPLE, NOT LIKE MYSELF, KIDS CAN GO TO SCHOOL, ELDERLY CAN BE PART OF THE COMMUNITY - THAT FAMILIES CAN GO TO PARKS.

THAT IS WHAT THIS PLAN IS DESIGNED FOR AND IT DOES IT IN A CAREFULLY. NORTH/SOUTH STREETS, ESPECIALLY THE ONES YOU ARE ABLE TO BUMP OFF A COUPLE BLOCKS ARE NICE AND QUIET.

THEY DO NOT NEED MUCH INTERVENTION LIKE KENILWORTH.

YOUR EAST AND WEST STREETS WITH THE INTERSECTIONS AS THE PERSON POINTED OUT OVER HERE, THEY PRESENT THE BIGGEST ISSUE.

THAT IS WHEN WE END UP WITH THE GREATEST AMOUNT OF INTERVENTIONS, BUT YOU NOTICE OF THE PLAN DOES NOT CONSISTENTLY PUT THE SAME MARKS ACROSS THE MAP, IT IS VERY INTENTIONAL.

MEDICINE OBVIOUSLY NEEDS THE MOST AMOUNT OF INTERVENTIONS OUT OF EVERYTHING.

IT IS CLEAR.

HIGH TRAFFIC VOLUME.

HIGH VEHICLE SPEEDS, BUT YOU DO NOT SEE THE SAME INTERVENTIONS PROPOSED ON THINGS LIKE ERIE.

THE MINIMUM AMOUNT OF INTERVENTION IS PROPOSED IN EACH ONE OF THE STREETS AND AS YOU WILL SEE IT IS THROUGHOUT THE PLAN.

EVERY CONSIDERATION THAT THESE FINE PEOPLE ARE RAISING AS FAR AS WITH EMERGENCY VEHICLES, AS FAR AS THE INTERSECTION INTERACTIONS.

THOSE ARE ALL TAKEN CARE OF IN VERY CAREFULLY CONSIDERED AND IT'S DISAPPOINTING AND I HEAR PEOPLE AS FAR AS THEY'RE CONCERNED, AS FAR AS THE IMPACT IT HAS, BUT THIS IS A PLAN FOR THE WHOLE COMMUNITY.

ALL THE MEMBERS OF THE COMMUNITY.

I HOPE YOU VOTE AND TAKE THIS PLAN AND TAKE THE NETWORK - THE COMPLETE NETWORK IT IS PROPOSED AS BECAUSE THAT IS WHAT IT IS TRYING TO BE. NOT JUST A SINGLE STREET, NOT JUST A SINGLE INTERSECTION, BUT AN ENTIRE NETWORK OF BIKING.

THANK YOU.

>>CLERK: BRENDA, CAN YOU HEAR ME?

>>PUBLIC SPEAKER: YES.

CAN YOU HEAR ME?

>>CLERK: WE CAN HEAR YOU.

>>PUBLIC SPEAKER: I AM A 35 YEAR RESIDENT OF OAK PARK AND I LIVE ON HIGHLAND.

I DO NOT LIVE ON HARVARD, BUT I CYCLED DOWN HARVARD ALMOST DAILY. I TEACH IN RIVER FOREST AND I AM SO DELIGHTED BY THE INSTALLATION OF THE FLASHING LIGHTS I GO ACROSS SCOVILLE ON MADISON AND WASHINGTON AND SOME OF THE OTHER PLACES LIKE FILLMORE AND OAK PARK AVENUE AT THE FLASHING LIGHTS HAVE MADE A BIG DIFFERENCE FOR I THINK BOTH PEDESTRIANS AND CYCLISTS TO BE ABLE TO CROSS THE BUSIER STREETS SAFELY.

SOME OF THE THINGS THAT THE VILLAGE IS DOING.

I REALLY APPRECIATE, HOWEVER, IN ALL OF MY YEARS OF CYCLING AND ICE I ALL YEAR ROUND - AND NEVER HAD AN ISSUE ON HARVARD WHERE I FELT LIKE THE STREET WAS NOT WIDE ENOUGH TO HANDLE CYCLING DOWN IT SAFELY. IN TERMS OF THE CHILDREN RIDING.

RIGHT NOW, AS FAR AS I KNOW, CYCLISTS, CHILDREN CAN RIDE ON THE SIDEWALK.

AND IF THEY ARE WITH THEIR PARENTS, IT WOULD BE SAFER.

I JUST FEEL LIKE OF ALL THE THINGS THAT THE VILLAGE IS CONSIDERING, HARVARD IS REALLY NOT A PRIORITY FOR EXPENSE ON PUTTING IN A BIKE LANE.

ANYWAY, I APPRECIATE ALL THE EFFORTS THAT ARE GOING INTO MAKING CYCLING SAFER IN THE VILLAGE.

THANK YOU.

>>CLERK: THANK YOU.

DEREK, CAN YOU HEAR ME?

>>PUBLIC SPEAKER: CAN YOU HEAR ME?

HELLO, SORRY FOR NOT BEING HERE.

WHEN YOU CALLED ON ME EARLIER.

MY NAME IS DEREK EDER AND I LIVE ON THE CORNER OF HARVARD AND GROVE AVENUE HERE IN OAK PARK.

I'M EXPRESSING MY DEEP SUPPORT OF THE PROPOSED BIKE LANE ON HARVARD AS PART OF THE PROPOSED BIKE PLAN.

AS A RESIDENT OF THE VILLAGE WITH TWO BIKE LOVING KIDS AT LINCOLN ELEMENTARY, OUR NEIGHBORHOOD HAS A REAL NEED FOR SAFER BIKING.

WE BIKE REGULARLY TO RHEEM AND MAPLE PARK ALONG HARVARD AND ALSO TO THE MAIN BRANCH LIBRARIES JUST ABOUT EVERY WEEKEND.

IN THE FALL MY DAUGHTER WILL COMMUTE TO BROOKS, - - WHILE SHARING THE ROAD WITH THE CARS IS A REALITY WAKES UP AND SOMETHING I HAVE TAUGHT THEM TO BE SAFE IN, ADDING A PROTECTED BIKE LANE FOR ALL OR PART OF THOSE JOURNEYS WOULD GIVE MY KIDS AND ME NEEDED SAFETY AND PROTECTION FROM CARS.

ALSO, AS AN ADVOCATE FOR THE ENVIRONMENT, THE BIKE PLAN REDUCES OUR - - WALK AND BIKE IN AND WE SHOULD DO ALL WE CAN TO ENCOURAGE IT OVER DRIVING WHENEVER POSSIBLE.

I ENCOURAGE THE VILLAGE BOARD TO KEEP THE HARVARD PLAN AS IS AND ENCOURAGE HEALTH AND SAFETY OF OUR CHILDREN OVER CARS.

>>CLERK: PETER?

>>PUBLIC SPEAKER: GOOD EVENING, MY NAME IS PETER (NAME?), I'M A LIFELONG OAK PARK OR, PARENT OF A YOUNG CHILD AND A BIKE COMMUTER. I REGULARLY CARRY MY SON AS A PASSENGER, TWO WEEKS AGO ME AND MY SON WERE ALMOST BROKE - - WE WERE FOLLOWING TRAFFIC LAWS BUT WE HAD THE GREEN LIGHT.

WE WERE FOLLOWING SIGNALS AND ALMOST TURNED INTO.

REMOVING PARKING REDUCES VISIBILITY FOR CYCLISTS LIKE MYSELF WHO RELY ON ROADS LIKE HARVARD TO TRAVEL EAST AND WEST IN OAK PARK.

SPENDING BIKE IN FOR STRUCTURES KEY TO INCREASING BIKE SAFETY FOR ALL OAK PARKERS, FOR CHILDREN BIKING TO THE SCHOOL AND THE POOL AND PARENS WORKING TO LIMIT CARBON FOOTPRINT.

I HAVE EXPERIENCED BIKING AND OAK PARK AS YOUTH AND AS AN ADULT AND AS ANY REGULAR CYCLIST CAN ATTEST, NO AREA IS IMMUNE TO THE DANGERS MOTOR VEHICLES CAN CREATE FOR CYCLISTS.

CLOSE CLOSE WITH VEHICLES ARE ALL TOO COMMON AND ONE WRONG MOVE OR A DISTRACTED BIKER CAN LEAD TO A CYCLIST FATALITY.

THESE NEW LANES REPRESENT A GREAT STEP IN INCREASING SAFETY FOR EVERYONE WHO RIDES A BIKE IN THE VILLAGE AND I THANK YOU FOR THE CONSIDERATION.

>>CLERK: EVAN?

>>PUBLIC SPEAKER: THANK YOU FOR LISTENING.

MY NAME IS EVAN MCKENZIE AND I'M HERE TONIGHT WITH MY WIFE.

WE LIVE AT 1046 HOME AVENUE AT THE CORNER OF HOLME AND HARVARD.

THE ENTIRE LENGTH OF OUR LOT IS ACTUALLY ON HARVARD.

SO WE ARE VISITORS, PEOPLE DELIVERING SERVICES AND SO FORTH TO OUR CONTRACTORS AND WHATNOT TO OUR HOUSE.

THEY ALWAYS COME INTO THE BACK DOOR.

THAT IS THE ONLY WAY.

THEY WOULD NORMALLY PARK ON HARVARD AND ENTER THROUGH THE SIDE GATE.

WE HAVE USED THE SIDE GATE SO MUCH THAT THE HINGES WERE OUT.

WE HAD TO REPLACE ONE OF THE HINGES.

ON THE OTHER HAND, WE RIDE BIKES ALL THE TIME.

WE RIDE, IN FACT ON HARVARD ALL SUMMER LONG AND IN THE SPRING AND THE FALL.

YOU KNOW, WE HAVE NEVER THOUGHT THERE WAS A SAFETY PROBLEM ON HARVARD AND WE DO NOT THINK SO NOW.

THERE IS RELATIVELY LOW TRAFFIC GOING PRETTY TRAFFIC AROUND LINCOLN. THE TRAFFIC AROUND A COUPLE OF CHURCHES AND TRAFFIC AROUND IRVING, BUT THERE IS NOT THAT MUCH TRAFFIC MOST OF THE TIME.

THERE IS REALLY NOT A SAFETY PROBLEM FROM OUR PERSPECTIVE IN BIKING ON HARVARD.

I THINK REALLY THE BENEFITS OF - - THE COSTS ARE SIGNIFICANT BIT OF THE COSTS ARE SIGNIFICANT TO DO A MILE WORTH OF RESIDENTS THAT LIVE THERE.

I FEEL THAT THERE HAS BEEN THAT MAY BE INADEQUATE CONCERN GIVEN AT THE COMMITTEE LEVEL TO THE COSTS OF THIS.

TO THE PEOPLE THAT LIVE THERE.

OF THE SENIORS AND OTHERS THAT LIVE THERE.

I WOULD LIKE TO MAKE A COUPLE OF SIMPLE POINTS BECAUSE I GUESS WHAT I'M SAYING IS THIS PARTICULAR PROPOSAL IS KIND OF A SOLUTION IN SEARCH OF A PROBLEM.

YOU COULD DO THINGS WITH A GREENWAY OR OTHER COMPROMISE SOLUTIONS THAT WE WOULD BE IN FAVOR OF AND WOULD WORK AND ACCOMPLISH THE BENEFITS, BUT THEY WOULD NOT HAVE THE COSTS.

I THINK THAT IS WHAT YOU SHOULD ENCOURAGE.

THERE HAVE BEEN SOME COMMENTS MADE AND THEY ARE VALID ABOUT THE TRAFFIC AND THE PARKING - PARTICULARLY NEAR LINCOLN.

NEARLY 30 OR 40 CARS PARKED FOR BASEBALL GAMES AND THINGS BUT IN CLOSING, HARVARD DOES NOT REALLY GO ANYWHERE.

WHEN WE WANT TO GO INTO FOREST PARK OR RIVER FOREST WE GO TO GARFIELD OR YOU GO DOWN THROUGH ROOSEVELT, BUT YOU CANNOT GO THROUGH ON HARVARD ANYWAY BECAUSE IT STOPS AT MAPLE PARK.

SO YOU ARE BLOCKS AWAY FROM BEING ABLE TO CROSS HARLEM INTO NEIGHBORING COMMUNITIES.

WE FEEL LIKE THIS WAS PUT FORWARD WITHOUT FULL CONSIDERATION OF THE COST THAT IT WOULD IMPOSE ON A MILE WORTH OF RESIDENTS IN THE COMMUNITY AND WE ASK YOU REALLY TO THINK ABOUT FINDING A COMPROMISED SOLUTION BECAUSE THAT NUMBER OF PEOPLE, INCLUDING AT LEAST 40 PEOPLE WHO DO NOT HAVE ACCESS TO ANY STREET OTHER THAN HARVARD THROUGH THEIR HOMES, THAT IS NOT A MINOR MATTER.

WE SUPPORT BIKE SAFETY.

WE ARE ALL FOR IT AND WE JUST ASK YOU TO THINK TWICE.

THANK YOU.

>>CLERK: IT CARL?

- CARL?

>>PUBLIC SPEAKER: MY NAME IS CARL WALKER AND I LIVE ON THE 100 BLOCK OF NORTH TAYLOR.

I SUPPORT THIS PLAN, MAINLY BECAUSE OF THE FOCUS OF ALL AGES AND ABILITIES.

MANY PEOPLE LIKE MYSELF WILL BIKE IN OAK PARK AS IT IS TODAY WITHOUT ANY CHANGES.

MANY OTHERS OF A WIDE RANGE OF AGES AND ABILITIES WILL NOT DO THAT BECAUSE THEY DO NOT FEEL SAFE.

BY AND LARGE, DRIVERS IN OAK PARK DO FEEL SAFE BECAUSE OF DECADES OF ENGINEERING FOCUSED ON THE DRIVER SAFETY.

WITHOUT MUCH CONSIDERATION OF BIKER AND WALKER SAFETY.

IT IS TIME TO ADDRESS THE IMBALANCE SO BIKERS AND WALKERS OF ALL AGES AND ABILITIES FEEL AS SAFE AS DRIVERS DO TODAY.

AS THE PLAN PROPOSES, THAT WILL REQUIRE, IN SOME PARTS OF OAK PARK, RAISED OR PROTECTED BIKE LANES, SPEED TABLES, BUMP OUTS, VARIOUS MEASURES THAT SLOW TRAFFIC AND PROVIDE PHYSICAL SEPARATION WHERE APPROPRIATE.

WITHOUT THAT, MANY PEOPLE WILL NOT FEEL SAFE AND THEY WILL NOT BIKE OR WALK TO DESTINATIONS IN OAK PARK.

AS YOU CONSIDER THIS PLAN, I ENCOURAGE YOU TO KEEP IN MIND THE ALL AGES AND ABILITIES OBJECTIVE.

ANYTHING LESS THAN THAT DOES AN INJUSTICE TO THE MANY PEOPLE THAT WOULD LIKE TO BIKE OR WALK, BUT DO NOT BECAUSE OF SAFETY CONCERNS. THANK YOU.

>>CLERK: MATTHEW?

>>PUBLIC SPEAKER: MY NAME IS MATTHEW FARLEY AND I'M A RESIDENT OF OAK PARK HERE.

AS A MOTORIST, I SUPPORT THE BIKE PLAN.

AS A CYCLIST, OF COURSE AND AS A FATHER OF TWO CHILDREN WHO BIKE TO LINCOLN SCHOOL ON HARVARD.

THIS WOULD BE A GOOD MEASURE TO HELP THEM GET HOME AND GET TO SCHOOL SAFELY.

ALSO THIS PLAN - WHETHER IT IS CLEAR OR NOT, IT IS A NETWORK THAT CONNECTS VARIOUS PARKS IN ELEMENTARY SCHOOLS AND SCHOOLS TOGETHER.

THIS TAKES CARE OF PARKING TO SOME DEGREE.

BIKES TAKE UP MUCH LESS SPACE.

I JUST WANT TO OFFER SUPPORT.

>>CLERK: RICH?

>>PUBLIC SPEAKER: THANK YOU FOR GIVING US THE TIME TO SPEAK. MY NAME IS RICH (NAME?) AND I HAVE BEEN AN OAK PARK RESIDENT FOR 48 YEARS IN THE SAME HOUSE.

I DO NOT GO VERY FAR.

I DO GO ON MY BIKE THOUGH.

I LIVE AT 1102 MAPLE IN MY HOUSE FACES HARVARD.

MY GARAGE FACES HARVARD.

THAT IS THE ONLY PLACE I GOT.

I LIVE RIGHT BY MAPLE PARK AND THEY OFTEN GETS PARKED RIGHT UP AND DOWN HARVARD.

I DON'T KNOW WHERE MY GUESTS WILL GO IF THERE IS A BALLGAME.

THERE WERE CLEVER PRESENTATIONS EARLIER WITH THE KIDS WORRIED ABOUT THEIR SAFETY.

I HAVE A GRANDSON WHO IS NOW 15.

WHEN HE WAS EIGHT YEARS OLD WE USED TO BIKE UP AND DOWN HARVARD, NO PROBLEMS.

THE ACCIDENTS YOU HAVE HEARD WERE CROSS STREETS.

NOT HARVARD.

YOU KNOW?

THIS IS NOT GOING TO STOP THAT.

HARVARD IS QUITE A SAFE STREET.

IT IS LOW-SPEED, LOW TRAFFIC.

I HAVE NEVER HAD A PROBLEM THERE.

ONE THING I WOULD SAY IS COMPROMISE IS PART OF DEMOCRACY.

I HAVE NOT SEEN IT HERE, PARTICULARLY WITH THE TRANSPORTATION COMMISSION.

WE WANT WHAT WE WANT AND WE DON'T CARE.

IT IS EASY TO GIVE SOMEBODY ELSE'S PERKING UP AND ACCESS TO THEIR HOME OR ELDERLY AND DISABLED FOLKS THAT THEY HAVE COMING OVER, PLUMBERS AND ELECTRICIANS THAT NOW HAVE TO PARK AROUND THE CORNER AND HAUL STUFF IN.

THEY ARE GOING TO CHARGE US MORE.

WHAT IF I NEED A DUMPSTER WHEN MY ROOF GETS DONE?

WHERE ARE THEY GOING TO PUT IT?

I'M SURE WE CAN PAY YOU A \$200 FEE FOR A PERMIT.

WHY DO WE HAVE TO PAY IT?

WHY DON'T THE BIKERS PAY IT?

COMPROMISE, AGAIN.

TED BARRINGER MENTIONED PUTTING IN - A COUPLE PEOPLE MENTIONED THE GREENWAY.

PUT SOME BIKE SIGNS UP, SLOW THE CARS DOWN, PERHAPS SPEED BUMPS, BUT ACCESS FOR ELDERLY, DISABLED, PLUMBERS AND ALL SORTS OF OTHER SERVICES, VERY NECESSARY.

THANK YOU FOR LISTENING AND I HAVE TO RUN OFF TO A SOFTBALL GAME NOW.

>>CLERK: MARY?

>>>PUBLIC SPEAKER: THANK YOU FOR YOUR TIME TODAY.

MY NAME IS MARY LAROCCO AND I LIVE AT 1047 WISCONSIN AT THE CORNER OF WISCONSIN AND HARVARD.

I SUBMITTED AN EMAIL TO THE TRUSTEES ON MAY 29 DETAILING MY CONCERNS ABOUT THE PROPOSED PARKING BAN ON HARVARD.

I WILL NOT REITERATE ALL OF THAT TONIGHT, BUT I ASK THAT YOU PLEASE READ IT AND REVIEW IT CAREFULLY IF YOU HAVE NOT ALREADY DONE SO.

PARKING AVAILABILITY AND OAK PARK IS ALREADY AT A PREMIUM AND IS CONTINUOUSLY CITED AS A SOURCE OF FRUSTRATION FOR MANY RESIDENTS AND VISITORS TO OUR COMMUNITY.



ELIMINATING PARKING ALONG THE HARVARD CORRIDOR WOULD SEVERELY AND NEGATIVELY IMPACT THE DAILY LIVES OF RESIDENTS AND THE COMMUNITY THAT UTILIZES THE SCHOOLS, PARKS AND CHURCHES ON HARVARD.

THE PROPOSED BIKE LANE AND PARKING BAN WOULD NEGATIVELY IMPACT OUR PROPERTY VALUES.

ESPECIALLY WHEN IT REMOVES ACCESSIBILITY TO MORE THAN 40 HOMES THAT HAVE THAT AS THEIR ONLY ENTRANCE AS WAS RECENTLY DISCUSSED.

THE PROPOSED BIKE LANE USES TAXPAYER DOLLARS TO FUND A SOMETHING THAT IS NOT DEMONSTRATING VALUE OR NECESSITY, BUT WOULD NEGATIVELY IMPACT MANY RESIDENTS.

THERE DOES NOT SEEM TO BE ANY DATA OR EVIDENCE TO SUPPORT THE NECESSITY OF THE PROPOSED BIKE LANE OR PARKING BAN AND I DO NOT SUPPORT IT.

THANK YOU FOR YOUR TIME.

>>CLERK: NICOLE?

NICOLE BROWN?

GARY?

>>PUBLIC SPEAKER: MY NAME IS GARY ARNOLD AND I'M AN OAK PARK RESIDENT, I'M A PERSON WITH A DISABILITY.

I'M HERE TONIGHT TO EXPRESS SUPPORT FOR THE BIKE PLAN AND I'M HERE TO URGE THE TRUSTEES TO SHOW SUPPORT FOR THE BIKE PLAN AS WELL.

THE UPDATES AND THE PLAN HELP MOVE THE VILLAGE TO A PLACE THAT IS MORE EQUITABLE AND SUSTAINABLE, AND IN GENERAL WHEN WE ARE MOVING TOWARD MORE EQUITY AND THE SUSTAINABILITY, WE WILL BE CREATING STRONGER, MORE INCLUSIVE ENVIRONMENTS FOR PEOPLE WITH DISABILITIES.

SPECIFICALLY WITH THESE AMENDMENTS, IF WE ARE CREATING SAFER INTERSECTIONS AND BETTER CROSSINGS, THAT IS GOING TO CREATE A STRONGER AND MORE INCLUSIVE TRANSPORTATION AND GENERAL VILLAGE EXPERIENCE FOR THE DISABILITY COMMUNITY.

BIKE LANES MAY NOT HAVE THE SAME TANGIBLE IMPACT ON THE DISABLED POPULATION, NEVERTHELESS PEOPLE WITH DISABILITIES BIKE LIKE EVERYBODY ELSE AND BIKE LANES ARE GOOD FOR DISABLED BIKERS AND GOOD FOR THE VILLAGE.

ON THE TOPIC OF BIKE LANES AND DISCUSSIONS I HAVE HAD WITH OTHER DISABLED PEOPLE, POINTS HAVE BEEN RAISED THAT IF THEY WERE A DISABLED PERSON LIVING IN A RESIDENCE ALONG ONE OF THE PROPOSED BIKE LANES THAT THE PARKING SPOT ALONG THE STREET WHERE THE BIKE LANE IS INTENDED TO GO COULD BE THE BEST ACCESSIBLE SPOT FOR THEM IN ORDER TO ACCESS THEIR HOME.

IT IS MY UNDERSTANDING THAT DISABLED RESIDENTS CAN REQUEST THE VILLAGE TO CREATE A CARVEOUT OF THE BIKE LANE IN FRONT OF THEIR HOME TO ALLOW FOR DISABLED PARKING.

WITH THAT IN MIND, I RECOMMEND THAT THE VILLAGE SUPPORT THE PLAN AND PARTNER WITH THE COMMUNITY TO ENSURE THAT DISABLED HOMEOWNERS ARE

AWARE OF THE ACCOMMODATION AND ALLOW FOR ACCESSIBILITY AND THAT WILL ALLOW ACCESSIBILITY - - THANK YOU FOR YOUR TIME.

>>CLERK: STEPHANIE?

>>PUBLIC SPEAKER: GOOD EVENING, MY NAME IS STEPHANIE (NAME?), MY PRONOUNS ARE SHE/HER.

THANK YOU FOR LOVING ME TO EXPRESS HIS APPRECIATION WITH THE NEIGHBORHOOD GREENWAYS AND SUPPORT FOR THE UPDATED BIKE PLAN. CERTAINLY A BIKE NETWORK WILL NEED TO INCORPORATE NORTH, SOUTH, EAST, AND WEST.

ALL THE ABOVE.

I SINCERELY VALUE EVERYONE'S PERSPECTIVE AND THE OPPORTUNITY TO HEAR FROM NEIGHBORS.

I CAN ONLY SAY FOR MYSELF, FOR MY FAMILY, HARVARD IS A STREET THAT GOES PLACES.

WE GO TO PLAYGROUNDS, BARRY, LOOKING FORWARD TO TAKING - - WE JOGGED BACK.

WE COME BACK FOR A HOLE IN THE WALL AND BACK OVER THE HOME BRIDGE.

I LIVE ON IT KENILWORTH BY GWENDOLYN BROOKS MIDDLE SCHOOL.

MY BLOCK IS PRIMARILY BUILDINGS, CONDO AND APARTMENT BUILDINGS.

WE DON'T HAVE A CULTURE OF THINKING THAT WE WILL PARK IN FRONT OF OUR HOME.

IT CAN HAPPEN, BUT IT DOESN'T.

IT DOES WORK OUT THAT WE DO NOT PARK IN FRONT OF OUR HOMES AND I DON'T MEAN TO BRAG, BUT I HAVE A BIKE AND I HAVE A CAR.

IT IS REALLY GREAT THING TO SEE THAT THERE ARE OPPORTUNITIES FOR PEOPLE WITH DISABILITIES, FOR SENIORS, FOR ALL OF US TO BE INCLUDED.

I WANTED TO GIVE A SPECIAL SHOUT OUT TO THE CHILDREN THAT SHARED THEIR THOUGHTS BECAUSE IT IS REAL TO THEM.

AS A MOM AND AS A COMMUNITY MEMBER I MOSTLY WANTED TO COME AND SAY, OF THE SMALLEST WRITERS AMONG US, BIKE SAFETY IS IMPORTANT AND THEY BIKE NETWORK HELPS.

THERE ARE COUNTLESS STUDIES THAT WOULD SHOW THAT THE VISIBILITY OF A BIKE LANE MATTERS.

NOT ONLY FOR KIDS WHO MIGHT OTHERWISE SWERVE, BUT ALSO FOR TRAFFIC FLOW.

BIKERS STAYING IN THEIR SIDE IS USEFUL FOR CARS AS WELL AND GIVING CARS A VISUAL CUE HELPS IN PARTICULAR.

OUT LOUD I WANT TO APPRECIATE THAT WHEN I CROSS THE STREETS ON MADISON, MY BIKE LANE CONTINUES AND THAT HELPS ME IN MY INTERSECTION EXPERIENCE OF TRAVELING AND IT HELPS MY SON WHO BITES ON HIS OWN OR WITH ANYBODY AND CAN STAY IN THE LINE BETTER AS A RESULT.

I LOVE THE IDEA OF COMPROMISE WHENEVER IT IS POSSIBLE.

IF IT WERE TO COME BETWEEN PROTECTING CHILDREN AND PROTECTING PARKING, I HOPE WE PROTECT CHILDREN.

>>CLERK: MARK?

>>PRESIDENT SCAMAN: WHILE MIKE APPROACHES THE MICROPHONE, IF YOU HAVE UNIQUELY DIFFERENT PUBLIC COMMENT - WE ARE ABSOLUTELY HERE TO HEAR IT ALL.

IF YOU ARE REITERATING, PERHAPS YOU CAN LET US KNOW WHERE YOUR STANCE IS AND WE CAN MOVE ALONG THE PUBLIC COMMENT.

WE ARE ABLE TO LIMIT FOR THE REDUNDANCY, BUT I UNDERSTAND YOU MIGHT WANT US TO KNOW HOW MANY PEOPLE ARE IN SUPPORT.

IF WE COULD KEEP THAT IN MIND.

THANK YOU.

SCHEDULE HELLO, MY NAME IS MARK (NAME?), MY WIFE AND I RESIDE AT THE CORNER OF HARVARD AND WISCONSIN AVENUE, 1046.

I OPPOSE BIKE LANES, BUT I'M IN FAVOR OF OTHER OPTIONS FOR SAFE FAMILY BIKING, WHICH HAS BEEN LOOKED AT.

I WANT FROM MAPLE PARK TO AUSTIN AVENUE OFTEN.

I TALKED TO PEOPLE GETTING OUT OF CARS AND I'VE SPOKEN TO PARENTS, TEACHERS AT THE SCHOOLS AND I HAVE SPOKEN WITH THE PASTOR AT EAST AVENUE PRESBYTERIAN CHURCH AND PEOPLE IN THE 1000 BLOCK OF WISCONSIN, WHICH IS MY BLOOD.

ALL WERE SURPRISED WHEN I TOLD THEM THAT PARKING ON HARVARD MIGHT GO AWAY IN LESS THAN A YEAR.

THEY CONVEYED A HARDSHIP FOR SENIOR CITIZENS TO ACCESS THE CHURCH WITHOUT HARVARD PARKING.

THE BIKERS ARE OCCASIONAL USERS.

AN HOUR A DAY, A FEW HOURS A WEEK, FOR THREE QUARTERS OF THE YEAR.

THEN THERE ARE THE PEOPLE THAT USE HARVARD EVERY SINGLE DAY.

MY OBSERVATIONS FROM MY WALKS.

THERE ARE 100 RESIDENTIAL UNITS OPENING ONTO HARVARD.

THERE ARE APPROXIMATELY 50 DWELLING UNITS AND I HAVE SHARED THIS INFORMATION WITH PEOPLE.

IT IS NOT 40, IT IS 50.

I RECOUNTED TODAY.

WITH HARVARD AS THEIR MAIN ENTRY.

THAT IS 50 PERCENT OF THE DWELLING UNITS.

THERE ARE THREE CHURCHES THAT USE HARVARD, THREE SCHOOLS THAT USE HARVARD AND 60 GRUDGES AND PERPENDICULAR PARKING SPACES.

THIS IS IMPORTANT.

CARS ARE EITHER BACKING OUT OR BACKING INTO A PARKING SPOT CREATING UNINTENDED CONSEQUENCES FOR FAST BITES AT 90 DEGREE INTERSECTIONS OF THE CARS PATH AND THE BIKE PATH AT THE END OF THE APRON.

THE PAINTED BIKE LANES WILL LEAD TO PERMANENT RAISED BIKE LANES, WHICH HAS BEEN TALKED ABOUT BY MANY OF THE BIKE SUPPORTERS, CONSTRUCTED OF PERMANENT MATERIALS THAT INCLUDE NEW CURBS, REWORKED STREET PAVING, REGRADING GRASS PARK WAS, ENGINEERING - 96 CATCH BASIN SENDS BETWEEN AUSTIN AND MAPLE PARK.

FOR STORMWATER CONTROL AND ALTERING THE DRIVEWAY APRONS OF WHICH THERE ARE MANY.

ALL OF THIS IS FOR MILLIONS OF TAX DOLLARS.

A FLAWED PROCESS.

I WIFE AND I FOUND OUT ABOUT THE BIKE LANES FROM A LETTER FROM THE VILLAGE IN DECEMBER.

THIS IS THE FIRST WE HAD HEARD OF THE BIKE LANES BUT WE WENT TO THE JANUARY 13 TRANSPORTATION MEETING AND FOUND ONE OPTION DISCUSSED. BIKE LANES - - THERE WAS ONE LOAN APPROVAL.

THE EARLY FEBRUARY COMMISSIONERS MEETING WAS CANCELED AND WE FOUND NO PUBLIC NOTICE OF THE CHANGE AND WE WENT TO THE NEXT MEETING AND WE WERE NOT AWARE OF THE VOTE ON THE STATE SINCE WE HAD MISSED THE FEBRUARY MEETING.

AT THE MARCH 1 MEETING OF THE COMMISSIONERS IT GAVE - - ONE OF THE COMMISSIONERS GAVE A SYNOPSIS OF THE ALTERNATE BIKE PATHS, BIKE USE OPTIONS PREVIOUSLY RENEWED.

THERE WERE LOOPS OF BIKING VIA LEXINGTON AND FILLMORE THAT WERE WITHOUT BIKE LANES AND THEY ALSO HAD BIKE USAGE ON HARVARD WITHOUT BIKE LANES.

IN MY VIDEO TESTIMONY, I'M PARAPHRASING.

I SAID AS AN ARCHITECT AND IN MY PROFESSIONAL EXPENSE I HAVE BEEN RESPONSIBLE FOR HIGHLIGHTING AND DESCRIBING REVISIONS AND PROJECT SCOPE CHANGES ON DOCUMENTS.

FOR CLARITY TO ALL THE STAKEHOLDERS.

I HAD TO IDENTIFY THEM AND SHOW THEM GRAPHICALLY WHAT THE CHANGES WERE.

I ASKED AS AN INTERESTED RESIDENT OR CITIZEN, WHERE WAS OUR REVIEW OF THE DESIGN AND DECISION-MAKING PROCESS FROM THE TRANSPORTATION COMMISSION?

I POINTED TO THE COMMISSIONERS AND STATED, YOU HAVE TO DO BETTER.

I ASKED TO PLEASE CONSIDER THE LESS OBTRUSIVE, LESS EXPENSIVE OPTIONS OF BIKE LOOPS AND MAINTAIN PARKING ON HARVARD THAT WILL SERVE A MAJORITY OF THE PEOPLE IN THIS AREA OF OAK PARK.

THANK YOU.

>>CLERK: BRETT?

SPEAK OF GOOD EVENING, BORED.

MY NAME IS BRETT (NAME?) AND I HAVE BEEN A PROUD RESIDENT OF OUR COMMUNITY FOR 15 YEARS.

I'M HERE TO SPEAK UP IN SUPPORT OF THE BIKE PLAN AND SPECIFICALLY FOR THE NEW LANES ON HARVARD AND AGUSTA.

I'M HERE TO SPEAK AS SOMEONE WHO ENJOYS BIKING AND WOULD BE THRILLED TO SEE ANY IMPROVEMENT IN THE INFRASTRUCTURE AND BIKING ACROSS THE COMMUNITY.

HERE TO SPEAK UP AS THE PARENT OF A RISING FRESHMAN THAT JUST GRADUATED FROM BROOKS MIDDLE SCHOOL WHERE IT WAS COMMON FOR ME TO SEE

DOZENS AND DOZENS, AND DOZENS OF STUDENTS RIDE UP IN GROUPS TOGETHER AT THE START OF THE SCHOOL DAY.

HERE TO SPEAK UP AS A PARENT OF A KID THAT PLAYS ON A LOCAL SPORTS TEAM WHERE IT WAS COMMON TO SEE HALF OF HER TEAM RIDE UP ON BIKES TO AND FROM PRACTICE.

I'M ALSO HERE TO SPEAK ON BEHALF OF THE COMMUNITY GROUP HERE THAT WAS MENTIONED BEFORE CALLED OAK PARK CRITICAL MASS BID WE ARE A GROUP OF BIKE LOVING NEIGHBORS THAT MEETS ONCE A MONTH IN THE WARMER MONTHS OF THE YEAR FOR FAMILY FRIENDLY, EASY-GOING RIDES AROUND TOWN.

OUR FIRST RIDE BACK IN THE FALL OF 2020 - I'M SORRY, 2022, WE WERE SMALL, BUT SPIRITED GROUP OF 12 AND WE HAVE GROWN SLOWLY AND STEADILY OVER THE YEARS.

OUR LAST RIDE THIS WEEKEND HAD 150 PEOPLE OUT SORT OF ROLLING IN, SPREADING JOY THROUGH THE COMMUNITY.

I ONLY MENTION THAT BECAUSE I HAVE HEARD FOLKS SUGGEST THAT BUILDING THE BIKE LANES MEANS A SACRIFICE OF MANY TO BENEFIT A FEW.

FROM THE BOTTOM OF MY HEART I RESPECTFULLY AND HONESTLY BELIEVE THAT IT COULD NOT BE FURTHER FROM THE TRUTH.

AS SOMEONE WHO HAS EXPERIENCED FIRSTHAND THE MANY WAYS THAT PEOPLE BIKE IN THIS COMMUNITY, I THINK IT IS CLEAR THAT THERE IS A STRONG, AND I WOULD SAY GROWING DEMAND FOR SAVE BIKING AROUND THE VILLAGE. SUPPORT FOR THIS PLAN WILL BENEFIT MANY I WHAT I WOULD SUGGEST IS A FAIRLY MODEST SACRIFICE FOR A FEW.

WE'RE TALKING ABOUT THIS AS IF WE ARE DOING AWAY WITH PARKING ENTIRELY FOR PEOPLE THAT LIVE ALONG HARVARD.

I DON'T THINK THAT IS THE CASE.

>>PRESIDENT SCAMAN: OKAY!

>> AS SOME PEOPLE HAVE TO PARK FURTHER AWAY SOME OF THE TIME, I REALIZE THAT IS A SACRIFICE.

I THINK IT IS A SACRIFICE WORTH MAKING.

I UNDERSTAND SOME DON'T.

I HAVE HEARD OAK PARK DESCRIBED AS MAYBERRY AND I HAVE HAD FRIENDS VISIT WITH US AND JOKE IF WE LIVE IN MR. ROGERS NEIGHBORHOOD.

I THINK WE WOULD ALL AGREE THAT THERE IS SOMETHING UNIQUE AND SPECIAL ABOUT THIS PLACE.

BEING A VILLAGE THAT HAS A BITE FROM THE COMMUNITY FEELS LIKE IT IS IN LOCKSTEP WITH THE VALUES AND PART OF WHAT MAKES THIS PLACE SO SPECIAL. A ROBUST INFRASTRUCTURE FOR BIKE SAFETY AS PART OF THAT AND I URGE YOU TO CONSIDER THAT.

>>CLERK: JUSTIN?

>> (SPEAKER AWAY FROM MIC).

>>PRESIDENT SCAMAN: SARAH, I APPRECIATE IT.

I'M SURE NOTHING FURTHER IS GOING TO HAPPEN.

>>PUBLIC SPEAKER: MY NAME IS JUSTIN THERE, I'M A PARENT OF TWO KIDS AND I AM SPEAKING IN SUPPORT OF THE BIKE LANE AND IT IS AN IMPORTANT INVESTMENT SAFETY AND THE ENVIRONMENT. WE ARE A CARLESS HOUSEHOLD, THE FOUR OF US CYCLED TO GET TO WORK, TO SCHOOL, TO GO GROCERY SHOPPING AND TO GO TO VILLAGE EVENTS AND TO GO TO ACTIVITIES WITH OUR KIDS. THE ADDITION OF BIKE LANES, PARTICULARLY PROTECTED ONES WOULD BE A MAJOR STEP FORWARD. RIGHT NOW, WHEN BIKING IN MANY AREAS OF OAK PARK, ESPECIALLY SOUTH OF THE EISENHOWER, MY KIDS DO NOT FEEL SAFE ON THE ROAD. IN CONTRAST, MADISON NOW WITH IMPROVED INFRASTRUCTURE IS SAFE ENOUGH FOR MY SIX-YEAR-OLD TO RIDE ON WITH ME, BUT HIM ON HIS OWN BICYCLE. YOU MIGHT THINK, THERE ARE BIKE LANES, THERE ARE GREENWAYS. WHY DO WE NEED MORE? TO WHICH I RESPOND, MORE CYCLING INFRASTRUCTURE LEADS TO MORE CYCLING AND THAT IS PRECISELY WHAT WE NEED IN THE VILLAGE. FOR SAFER STREETS, CLEANER AIR AND FOR LESS CONGESTION. A STUDY PUBLISHED YESTERDAY AND IT NATURES CITIES PROVE THAT CYCLISTS AND WHAT KEVIN COSTNER NO, BUILD IT AND THEY WILL COME. THIS WAS A STUDY OF 28 CITIES IN THE UNITED STATES THAT SHOWED THAT MORE BIKE INFRASTRUCTURE AND ESPECIALLY MORE PROTECTED BIKE INFRASTRUCTURE LEADS TO MORE CYCLING. THE VISION OF A BIKE FRIENDLY VILLAGE IS NOT JUST A DREAM. LAST YEAR I LIVED IN A SMALL CITY IN GERMANY WHERE MY NINE-YEAR-OLD WAS ABLE TO RIDE ONE MILE ON A ROAD TO SCHOOL BY HIMSELF WITHOUT EITHER OF US HAVING ANY FEAR. THAT COULD BE OAK PARK. IT MUST BE OAK PARK. IF WE WANT TO BE LEADERS IN THAT SAFE STREETS AND THE ENVIRONMENT. THANK YOU.

>>CLERK: DAVID?  
DAVID WORK?

>>PUBLIC SPEAKER: FRIENDS AND NEIGHBORS, MY NAME IS DAVID WORK. I LIVE AT THE INTERSECTION OF KYLER AND HARVARD ACROSS THE STREET FROM IRVING ELEMENTARY, WHICH MY CHILD ATTENDS AND WHERE MY WIFE WORKS. I'M AN URBANIST BY SCHOLARSHIP AND AN EDUCATOR BY OCCASION. I UNDERSTAND - - TO HARVARD AVENUE. NONETHELESS, IT IS A DAUNTING CHALLENGE BECAUSE AT EVERY JUNCTURE AND EVERY CONVERSATION AND I HAVE BEEN TALKING WITH MY NEIGHBORS ABOUT THIS A LOT. I'M ASKING COMMUNITY MEMBERS TO RECALIBRATE WHAT THEY PERCEIVE AS NORMAL IN TERMS OF STREET DESIGN AND HOW IT SHAPES PUBLIC BEHAVIOR. THE PATH DEPENDENCIES OF THE AUTO INFRASTRUCTURE THAT WE ARE ALREADY PAYING VERY RICHLY FOR.

THE INCONVENIENT TRUTH THAT I SEE IS THAT WE ARE A COUNTRY AND CULTURE COMPLETELY ENTHRALLED TO THE DOMINANCE OF THE PRIVATE AUTOMOBILE. I COULD REGURGITATE AND ZOOM VEHICLE SIZES, FOSSIL FUEL EMISSIONS, ETC., BUT I WILL SPARE YOU FOR BREVITY'S SAKE, THE TOLL WE PAY IS HEAVY AND WE PAY IT WITHOUT THINKING BECAUSE IT IS NORMAL STATUS QUO. IN MY VIEW, ON MY HOME GROUND, THE ISSUE SIMPLY BOILS DOWN TO THIS. OAK PARK IS NOT SAFE FOR CYCLISTS AND IT IS NOT SAFE FOR CHILDREN. THE SPECTER OF TRAFFIC VIOLENCE, THE EVER PRESENT THREAT THAT ONE DAY SOME INPATIENT LUBE WILL RUN OVER MY CHILD OR YOURS OR A PERSON IN A WHEELCHAIR BECAUSE THEY ARE IN THE HABIT OF SPEEDING AND ATTENTIVELY AND AGGRESSIVELY HAUNTS ME EVERY DAY.

IT IS A WAKING NIGHTMARE.

FOR ME AS A PARENT OF A YOUNG CHILD.

I CAN SIT ON MY FRONT PORCH EVERY MORNING AND WATCH DRIVER AFTER DRIVER RUN STOP SIGNS IN A SCHOOL ZONE AND IT JUST WISH FOR SPEED COMING INFRASTRUCTURE LIKE NECK DOWNS AND RAISED CROSSWALKS TO HEDGE THE BAD BEHAVIOR.

WE HAVE BECOME UN-CIVILIZED FOR PEOPLE TO CHECK THEMSELVES AND THE CALL IS COMING FROM INSIDE THE HOUSE.

THIS IS NOT CUT THROUGH TRAFFIC.

THIS IS NOT OUTSIDERS.

I HAVE GOTTEN BRUSHED BY IN THE CROSSWALK AND I'VE GOTTEN HIGHWAY PASSED MANEUVERS FROM PEOPLE WITH THEIR OWN KIDS STRAPPED IN THE BACK SEAT.

THIS IS A GENERAL PROBLEM.

THIS IS THE AMERICAN PROBLEM.

PART OF THE CONVERGENCE BETWEEN AARON MAKE MADISON SPOKE ABOUT EARLIER IS NORMALIZATION OF CALLOUSNESS AND CRUELTY AND PEOPLE REVELING IN IRRESPONSIBILITY REGARDING ANY DUTY TO CARE FOR OTHERS.

NOWHERE IS THIS MORE CONSTANTLY EVIDENT THAN IN THE SCOFFLAW BEHAVIOR OF DRIVERS GROWN REMARKABLY WORSE SINCE THE COVID YEAR OF 2020.

WHAT IS THIS THING WITH PARKING.

JUST AS, EVERY SQUARE - - PROMISING AUTOMOBILE INCREASES THE RISK OF THAT TRAGEDY.

THIS PLAN DOES NOT GO FAR ENOUGH AND I WILL YIELD THE FLOOR.

>>CLERK: JOE?

JOE GORDON?

>>PUBLIC SPEAKER: I AM JOE GORDON, 1101 WENONA HARVARD.

JUST WANT TO - AS YOU SAID, LET'S MAKE IT A LITTLE DIFFERENT.

I WILL CITE SOME STATISTICS ON THE VILLAGES WEBSITE.

TO TRACK ALL THE BIKE ACCIDENTS FROM 2006-2012 - - IN ADDITION, TWO OF THEM HAPPENED ON THE MORNING.

LEMOINE IS NOW A GREENWAY AND HARVARD IS GOING TO LOSE ALL PARKING.

LET ME JUST SAY THAT YOU CAN FIND 500 BICYCLIST THAT WANTED BIKE LANE FOR EVERY ONE OF ME THAT LIVES ON HARVARD, BUT NO WHERE WE ARE COMING FROM.

IT I LIVE ON.

30 FEET OF MY PROPERTY IS ON WENONA, 130 IS ON HARVARD.

I TAKE CARE OF THE PROPERTY, WE ALL DO.

WE WEED A, WE PUT FLOWERS ON IT, WE CUT THE GRASS EVERY WEEK OF THE SUMMER, WE SHOVEL AND SALT THE LONG TRACK ON THAT SIDE.

WE FEEL LIKE IT HAS BECOME PART OF OUR HOMES.

IT IS VERY PERSONAL TO US.

IT IS LIKE OUR HOME, BUT THE 500 OTHER BICYCLIST, HAVING ANOTHER BIKE LANE IS, HEY, WHY NOT?

IF THEY HAD A BIKE LANE IN FRONT OF THEIR HOUSE, MAYBE THEY MIGHT THINK TWICE ABOUT IT.

FINALLY, I JUST WANT TO SAY, THE VILLAGE HAS CALLED FOR - SOMETHING WE ALL HAVE IN COMMON IS OUR TAXES.

COLLECTING THEM IN THE SPENDING THEM.

THE VILLAGE CALLED FOR VISION ZERO, WHICH IS ELIMINATING ALL PEDESTRIAN AND TRAFFIC ACCIDENTS.

I THINK IT IS A FABULOUS GOAL AND MANY OF US SUPPORT BICYCLIST AS WELL, BUT I WANT TO SAY, LET'S SPEND OUR DOLLARS WHERE IT WILL MAKE THE BIGGEST IMPACT.

WHEN I DID MY RESEARCH, 25 PERCENT OF THE ACCIDENTS IN CHICAGO, BIKE ACCIDENTS ARE DOORINGSIT IS OPENING A DOOR INTO A BICYCLIST AND I ONCE READ ABOUT A GUY THAT GOT KILLED THAT WAY AND EVERY TIME NOW I TAUGHT MYSELF.

WE CAN TEACH OF THIS TO THE VILLAGE BE TO SPEND PART OF THE MILLIONS OPENING A RAISED BIKE LANE - TO A NEW MARKETING CAMPAIGN CALLED, WHEN YOU PARK IN OAK PARK, LOOK, LOOK, THEN OPEN.

WHAT I DO IS I TAUGHT MYSELF, LOOKED IN MY REARVIEW MIRROR WHENEVER I PARKED.

LOOK AT MY BLIND SPOT AS IF I'M PULLING INTO A SPACE AND THEN I OPEN THE DOOR.

I WILL NEVER, NEVER DOOR A BICYCLIST BECAUSE I DO NOT WANT THAT ON MY CONSCIENCE TO KILL SOMEBODY THAT WE PRAYED WE CAN MAKE AN IMPACT BY PUTTING - TO PUT 1 LITTLE LN. ON A VERY, VERY RESIDENTIAL STREET VERSUS SPENDING THE MILLIONS TO RAISE UP THE PAVEMENT.

MOVE SEWERS.

WE COULD SPEND THAT ELIMINATING HUGE PERCENTAGES ON THIS GOAL FOR VISION ZERO.

I ASK YOU TO CONSIDER THE TAXES AND HOW THEY ARE SPENT TO MAKE THE BIGGEST IMPACT, TO MAKE A BETTER AND SAFER OAK PARK.

THANK YOU.

>>CLERK: SARAH?

>>PRESIDENT SCAMAN: IS SARAH (NAME?)?



OH, THANK YOU.

>> GOOD EVENING, EVERYONE AND THANK YOU MEMBERS OF THE BOARD.  
ONE OF THE COMMISSIONERS BEFORE SAID THAT CHANGE IS GOOD.  
I THINK CHANGE IS GOOD.

WHEN IT IS DOUBTFUL, DATA-DRIVEN AND FAIR.

HER PROPOSAL OF REMOVING ALL ON STREET PARKING WAS RUSHED, FLAWED, AND  
RIGHTFULLY MET WITH STRONG OPPOSITION GRADE I HAVE SPOKEN ABOUT THIS  
BEFORE BUT THEY LOT OF YOU.

I HAVE SOME ADDED LETTERS, EMAILS, IN AN EFFORT TO STAY UNDER THREE  
MINUTES I WILL NOT REVISIT EVERY DETAIL, BUT YOU HAVE THE  
DOCUMENTATION.

I WANT TO SAY THE HARVARD PLAN WILL CAUSE MORE HARM THAN GOOD.  
TONIGHT, YOU WILL HAVE ALTERNATIVE SPACE ON THE PLAN THAT I SAW IN THE  
AGENDA.

LET'S BE CLEAR, I AM NOT TO OPPOSE BIKE ENHANCEMENTS.

I AM NOT ON THE ANTIBIOTIC SIDE AS PEOPLE LIKE TO PUT IT.

IN FACT, WE SHOULD NEVER BE ASKED TO TAKE SIDES WHEN IT COMES TO  
RESPONSIBLE INCLUSIVE PLANNING.

THAT IS WHAT WE HAVE BEEN ASKED.

THIS IS NOT ABOUT WINNERS OR LOSERS.

IF THAT IS THE FRAMEWORK, WE ARE ALL LOSERS.

THIS IS ABOUT PRIORITIZING SAFETY, MAKING SMART DECISIONS AND  
FOSTERING FAIRNESS IN OUR COMMUNITY.

LET'S BE HONEST, THE HARVARD LANE WAS NEVER ABOUT A COMPREHENSIVE  
SAFETY.

IT WAS ABOUT TRYING SOMETHING SOMEWHERE.

IT WAS ABOUT CHECKING A BOX.

IT WAS BIASED AND IT WAS CAPRICIOUS.

BUILDING A BIKE LANE ON HARVARD, A LOW-SPEED, LOW TRAFFIC RESIDENTIAL  
STREET WITH OVER 50 ACTIVE DRIVEWAYS IS NOT SAFE.

ELIMINATING ON STREET PARKING FOR FAMILIES, SENIORS, AND CAREGIVERS ON  
HARVARD IS NOT FAIR.

I AM PUSHING FORWARD A PLAN WITHOUT A CLEAR AND SUPPORTING DATA WHILE  
THE MISSING BETTER ALTERNATIVES IS NOT LOGICAL.

IT WAS IRRESPONSIBLE.

THE FILLMORE LEXINGTON REPRESENTATIVE - - REAL CONCERNS LIKE  
SIGNALIZED INTERSECTIONS AND SAFER FLOW ON ROUTES THAT WILL NOT ONLY  
BENEFIT BIKERS, BUT PEDESTRIANS, SCOOTERS, USERS, SENIORS, MOMS WITH  
STROLLERS, AND YES, EVEN DRIVERS.

IT PRESERVES MUCH OF THE NEEDED ON STREET PARKING FOR RESIDENTS ON  
SOUTH OAK PARK.

THAT WAS - THAT IS WHAT REAL PLANNING LOOKS LIKE.

HOLISTIC, INCLUSIVE AND SMART.

THE ALTERNATIVE ALLIANCE WITH THE VILLAGE OWN PLANNED BIKE - - AND THE  
VISION ZERO GOALS.

IT ENHANCES SAFETY, IT REFLECTS HOW RESIDENTS ACTUALLY LIVE AND MOVE  
THROUGHOUT THE NEIGHBORHOOD.

I ASK YOU, BOARD MEMBERS, ISN'T THAT WHAT WE ALL WANT?

WE WANT A SAFER, SMARTER AND MORE JUST OAK PARK.

RIGHT?

I HOPE SO.

THANK YOU.

>>CLERK: ZACHARY?

ZACHARY MILLER EMBER?

JEN?

>>PRESIDENT SCAMAN: IF I COULD HOLD YOU FOR ONE SECOND, I NEED TO  
ENTERTAIN A MOTION TO EXTEND THE MEETING BEYOND 10:00 P.M.

>> SO MOVED.

>> SECOND.

>> THANK YOU.

ALL IN FAVOR?

>> AYE.

>> THANK YOU FOR EXTENDING THE MEETING TO LISTEN TO ALL OF US.

I AM JEN'S OURS, I LIVE AT - AT HOME AND HARVARD.

I ALSO OPPOSE THE PROPOSED BIKE LANE ON HARVARD.

I'M A LIFELONG RESIDENT OF HARVARD - OF OAK PARK AND I HAVE LIVED ON  
HARVARD FOR 28 YEARS.

I TEACH AT LINCOLN.

MY KIDS ATTENDED LINCOLN, I WENT TO LINCOLN, I AM A LIFER AND I HAVE  
BIKED IN OAK PARK MY ENTIRE LIFE.

I FEEL SAFE BIKING IN OAK PARK GOING EAST AND WEST.

I WOULD LOVE TO KNOW IF THEY LOVE THE PEOPLE WHO ARE IN FAVOR OF THE  
BIKE LANE ON HARVARD, IF THEY ARE DIRECTLY AFFECTED BY THAT.

I HEARD SOME OF YOU WERE, BUT IT IS HARD WHEN PEOPLE WHO LIVE UP NORTH  
WANT A BIKE LANE ON HARVARD.

I WOULD LOVE TO KNOW IF THEY EVEN KNOW WHERE HARVARD IS.

>>PRESIDENT SCAMAN: OKAY, THANK YOU.

>> I ALSO FEEL LIKE THE TRANSPORTATION COMMISSION PUSHED THIS  
THROUGH TO FULFILL THEIR OWN AGENDA.

I CAN TELL FROM SOME OF THE COMMISSIONERS IN THE ROOM THAT THEY ARE  
VERY SUPPORTIVE OF THIS BIKE PLAN AND ARE DISMISSIVE OF SOME OF OUR  
CONCERNS AND IT HAS FELT THAT WAY SINCE THE BEGINNING OF THIS PROCESS.

I WOULD HOPE THAT THE ROLE OF ANYONE ON A COMMISSION OR THE BOARD IS  
TO PUT ASIDE THEIR WANTS AND THAT THEIR PERSONAL AGENDA, AND TO LISTEN  
TO THE NEEDS OF OTHERS OF THE COMMUNITY.

I AM SO PROUD TO LIVE IN OAK PARK.

AFTER LISTENING TO THE OTHER AGENDA ITEMS ABOUT GUN VIOLENCE  
AWARENESS, PRIDE MONTH, THE DAY NURSERY.

I FEEL LIKE THIS IS A VILLAGE THAT I HAVE GROWN UP IN THAT LISTENS TO  
RESIDENTS AND HEARS THEM AND THEIR NEEDS AND WANTS.

PUTTING IN THIS HARVARD BIKE LANE WOULD - LIKE OTHERS HAVE SAID, IT WILL NOT SOLVE THE PROBLEM OF BIKE SAFETY.

IT IS NOT GOING TO ELIMINATE SPEEDING CARS GOING DOWN THE STREET AND NOT STOPPING AND SIDEWALKS.

IN FACT, HIGHER SPEEDS WITH NO PARKED CARS, SOMEONE MENTIONED.

THIS IS A YEAR-ROUND PERMANENT INCONVENIENCE FOR PEOPLE FOR SOMETHING THAT KIDS BIKING TO SCHOOL IS ONLY GOING TO BE MAYBE HERE OR THERE.

I AM ALL FOR BIKING.

I LOVE IT, MY FAMILY GREW UP BIKING PRINT MY HUSBAND WAS RECENTLY DIAGNOSED WITH MS. HE MIGHT NOT BE ABLE TO BIKE MUCH LONGER BUT HOW IS THIS GOING TO AFFECT HIM?

IT WILL AFFECT HIM BECAUSE HE WILL HAVE TO WALK FURTHER TO GET TO MY HOUSE.

THE OTHER ISSUE I HAVE IS WE WERE ALL NOTIFIED OF THIS, BUT WHAT ABOUT HOW THIS IS GOING TO AFFECT EVERYBODY ON THE NORTH AND SOUTH STREETS? WHEN PEOPLE HAVE TO START PARKING, THEY ARE GOING TO BE AFFECTED AND THEY WERE NOT EVEN NOTIFIED OF THIS.

I HAVE NEIGHBORS RIGHT NEXT DOOR TO ME, ONE HOUSE AWAY FROM HARVARD THAT HAD NO IDEA THAT THIS WAS GOING ON AND THEY ARE ALL GOING TO BE DIRECTLY AFFECTED BECAUSE EVERY TIME I HAVE PEOPLE OVER IN FRONT OF MY HOUSE, THEN THAT GETS PUSHED FURTHER OUT AND I KNOW SOME OF THE BIKE ENTHUSIASTS DO NOT WANT TO HEAR PEOPLE TALKING ABOUT LOSING PARKING, BUT IT IS EFFECTIVE LIFE.

WE ALL NEED TO BE AWARE OF THAT AND I KNOW THE TIMER IS NOT RUNNING SO I WILL TAKE ADVANTAGE OF THAT.

>>CLERK: THAT IS THREE MINUTES.

>> OKAY.

CAN I SAY ONE LAST THING?

AT THE MEETING, TRUSTEE TAGLIA, WE HAD A MEETING AND HE WAS VERY RECEPTIVE AND SOMEBODY ASKED, WHAT WOULD WE LIKE?

WE WOULD LIKE TO BE HEARD MORE.

THANK YOU FOR RECONSIDERING THIS AND WE HOPE WE CAN HAVE MORE OF A VOICE.

THANK YOU.

>>CLERK: ROBERT?

ROBERT VEGA?

TIM POWERS?

>>PUBLIC SPEAKER: REAL PLEASURE HEARING ABOUT ALL THE ACTIVITY IN THE VILLAGE, HAPPY TO BE HERE.

MY NAME IS TIM POWERS HE/HIM, I'M AN AVID CYCLIST, A BIKE COMMUTER AND AN ADVOCATE FOR BICYCLE SAFETY FOR CHILDREN.

THOSE WHO CAME UP TO READ LETTERS WERE BRAVE.

LET'S BE HONEST, ADORABLE, RIGHT?

UNFORTUNATELY ON ELIMINATING PARKING ON HARVARD AND PAINTED BIKE LANES WILL NOT MAKE IT BETTER.

ACCORDING TO THE HEAT MAP, THERE WERE NO SERIOUS ACCIDENTS ON HARVARD BETWEEN 2018 AND 2022.

YOU CANNOT GET SAFER THAN ZERO, RIGHT?

THIS HAS NOT BEEN SET YET, SAID MANY TIMES BEFORE.

SHOWING THAT THIS IS A SOLUTION WITHOUT A PROBLEM.

UNPROTECTED BIKE LANES WITH NO PARKING, ENABLING CARS TO DRIVE FASTER IS MORE LIKELY TO RESOLVE IN A SERIOUS INJURY.

VILLAGE ENGINEERS AGREED REMOVING PARKING WILL INCREASE TRAFFIC SPEEDS AND ESSENTIALLY TURN IDYLIC HARVARD AVENUE INTO A DANGEROUS SUPERHIGHWAY.

I'M HERE TO EXPRESS MY STRONG OPPOSITION TO THE PROPOSED PARKING IN THE PLAN ON HARVARD STREET.

WE GO BY HARVARD STREET NOW.

ADDING TWO LANES ON HARVARD IS LITTLE VALUE TO THE MAJORITY OF VILLAGERS AND WHAT WE HAVE HERE IS A VOCAL MINORITY THAT ONLY BENEFITS A SELECT FEW AND SEVERAL OF THEM HAVE SPECIAL INTERESTS IN THE BIKE LANE INDUSTRY.

CYCLISTS OF ALL AGES AND ABILITIES CAN ALREADY NAVIGATE HARVARD STREET FROM MAPLE TO AUSTIN WITHOUT DEDICATED BIKE LANES.

THE FUN AND EASE OF CYCLING ON RETREAT IS NOT HINDERED BY THE ABSENCE OF BIKE LANES.

ACCIDENTS ARE CAUSED BY RECKLESS DRIVERS AND UNFORTUNATELY BIKE LANES WILL NOT PREVENT THIS.

I SUPPORT HAVING MORE BIKERS AND FEWER CARS IN OAK PARK, BUT ADDING BIKE LANES WILL NOT ACHIEVE THIS GOAL.

THE NUMBER OF BIKERS WILL REMAIN THE SAME AND, STUDIES SHOW THAT CARS WILL GO FASTER CREATING AN INCREASED DANGER TO WALKERS AND BIKERS.

A BIKE LANE WILL NOT ENTICE JORDAN OR SENIORS TO BIKE IF THEY DO NOT ALREADY WISH TO DO SO.

BIKE LANES ARE AN UNATTRACTIVE NUISANCE.

THEY DO NOT LOOK NICE.

THEY ARE UNNECESSARY, LET ME MOVE TO THE END.

PLEASE CONSIDER - - BIKING ENTHUSIAST AND TAKE A VALUE-BASED APPROACH TO THE BIKE PLAN.

THANK YOU.

>>CLERK: MICHAEL ERICKSON.

OKAY.

>>PUBLIC SPEAKER: HI.

MY NAME IS MICHAEL ERICKSON AND I LIVE ON THE 900 BLOCK OF SOUTH BOULEVARD.

OUR HOME LOOKS OUT OVER THE NEW BIKE LANE AND I LOVE TO SEE ALL THE DIFFERENT KINDS OF WRITERS THAT I PASS, ESPECIALLY FAMILIES WITH KIDS LIKE OUR OWN.

THE NUMBER OF WRITERS HAS GONE UP SINCE THE BIKE LANE WENT IN LAST FALL.

I ALSO HAVE A 10 MILE RIDE TO ROSEMONT TOMORROW AND IT'S LOOKING LIKE RAIN, BUT THE MEETING LOOKS LIKE IT IS GOING TO GO LATE SO I GOT DRESSED EARLY, READY FOR THE RING.

- - VILLAGE BOARD MEETINGS HAVE ENDED WITH SOME VARIATION OF MORE BIKE LANES, PLEASE.

WE LITERALLY DO NOT WANT TO DIE.

TODAY I WANT TO STRIKE A DIFFERENT TONE AND TALK ABOUT JOY.

I BOUGHT AN ELECTRIC CARGO BITE IN SEPTEMBER 2020 TO GET SOCIALLY DISTANCED EXERCISE AND TAKE MY DAUGHTERS TO PRESCHOOL AND I DON'T TAKE IT IS ENTIRELY A COINCIDENCE THAT IT MIRRORS THE ROLLOUT OF THE VILLAGES OWN SLOW STREETS INITIATIVE.

ONE OF THE SHIFTS I IMMEDIATELY NOTICED WAS THE NUMBER OF PEOPLE WHO WAVED, SAID HELLO OR STOPPED TO ASK QUESTIONS ABOUT THE BIKE AS WE CYCLED PAST THAT WAS VALUABLE TO ME AS WE SOCIALLY DISTANCED TO HAVE THE CONNECTION TO MY COMMUNITY.

YESTERDAY ON THE RIDE HOME FROM SCHOOL, ONE OF THE FAMILIES FROM OUR BIKE BUS WAVED AS WE CRISSCROSSED NEAR THE LIBRARY AND A BLOCKHEAD ANOTHER WRITER ON A BEAUTIFUL ORANGE BUCKET BIKE WAS ON THEIR WAY TO PICK UP THEIR DAUGHTER FROM DAYCARE.

IT SEEMS LIKE EACH SPRING AS THE WEATHER GETS WARM THERE ARE MORE PEOPLE OUT RIDING THEIR BIKES.

THE TREND ABOUT WHO NOW RIDES A BIKE AND WHY ALSO SEEM MORE DIVERSE AND INCLUSIVE.

IT IS NOT JUST MIDDLE-AGED MEN ANYMORE.

MULTIPLE SCHOOLS HAVE ORGANIZED BIKE BUSES THAT ALLOW KIDS TO RIDE TO SCHOOL TOGETHER AND WITHIN TWO WEEKS OF LAUNCHING THE SPRING, THE LINCOLN BIKE BUS HAD MORE THAN 40 WRITERS.

THE - - SET A NEW RECORD EVERY MONTH AND AS BRETT SAID EARLIER, LAST SUNDAY, OUR PRIDE RIDE IT 150 WRITERS.

THE DEMAND FOR GOOD BIKE INFRA STRUCTURE BY RESIDENTS OF ALL AGES IS REAL AND THE JOY FROM THESE KIDS AS THEY RIDE IS SO INFECTIOUS AND IT IS IMPORTANT AS A REMINDER THAT ULTIMATELY IT IS ALSO THEIR FUTURES AND THEIR CLAIMANTS THAT WE ARE ORGANIZING FOR AS WE TRY TO REDUCE THE NUMBER OF LOCAL TRIPS MADE BY CARS IN OUR COMMUNITY.

AGAIN, I DON'T THINK IT IS A COINCIDENCE THAT THE RIDERSHIP INCREASED MAYORS INVESTMENT BY ELECTED OFFICIALS AND INFRASTRUCTURE LIKE NEIGHBORHOOD GREENWAYS AND BIKE BOULEVARDS.

IF YOU BUILD IT, THEY WILL, IT MIGHT BE A BIT OF A CLICHÉ, BUT - - IT IS REAL.

IF YOU BUILD MORE BIKE LANES, PEOPLE CHOOSE TO REPLACE LOCAL CARS WITH VICE.

AGUSTA CONNECTS TWO SCHOOLS AND PROVIDES LIGHTED INTERSECTIONS TO CROSS MAJOR INTERSECTIONS LIKE - - LIGHTED INTERSECTIONS TO CROSS MAJOR INTERSECTIONS AND CONNECTS AN ADDITIONAL TWO SCHOOLS.

LAST SATURDAY AS I READ WITH MY 10-YEAR-OLD FROM CENTRAL OAK PARK NEAR THE PUBLIC LIBRARY TO THE WHAT IS BLOOMING ON HARRISON, WE TOOK HARVARD AS OUR PRIMARY ROUTE BECAUSE IT IS MELLOWER. THE STREET FESTIVAL WAS AN IMPORTANT AND VIBRANT REMINDER OF WHAT OUR COMMUNITIES CAN BE LIKE WHEN WE CLOSE STREETS TO CARS AND OPEN THEM TO PEOPLE OR AT LEAST TO ORIENT OUR STREETS TO MORE THAN JUST DRIVERS. I ASK THAT YOU VOTE YES FOR BOTH THE AGUSTA AND HARVARD BIKE LANES. THANK YOU.

>>PRESIDENT SCAMAN: ANY OTHERS?

OKAY.

DOES ANYBODY ELSE NEED A SHORT BREAK?

I SEE WE LOST ONE TRUSTEE.

MAYBE?

>>PRESIDENT SCAMAN: JUST THE FIVE BECAUSE I KNOW STAFF ALSO HAVE TO WORK TOMORROW.

WE WILL TAKE A SHORT RECESS.

THANK YOU FOR YOUR PUBLIC COMMENT TO THIS EVENING.

[5 MINUTE RECESS]

>>PRESIDENT SCAMAN: OKAY, IF WE COULD ALL TAKE OUR SEATS, THANK YOU.

WELCOME BACK.

LISA?

>>VILLAGE MANAGER: WE WILL RESUME WITH BILL MCKENNA, OUR PUBLIC WORKS DIRECTOR, VILLAGE ENGINEER WITH THE PRESENTATION.

>>PRESIDENT SCAMAN: A VERY NICE JACKET.

>> THANK YOU.

GOOD EVENING, TONIGHT IS A PRESENTATION AND DISCUSSION ON THE BIKE PLAN UPDATE AS RECOMMENDED BY THE TRANSPORTATION COMMISSION PAID WITH US TONIGHT AS CATHERINE NICHOL WITH TY LIN.

AS WELL AS MEMBERS FROM THE TRANSPORTATION COMMISSION INCLUDING CHAIR RON BURKE, JENNA HOLBERG, JASON - - AND JACK (NAME?).

TONIGHT WE WILL BE GIVING A PRESENTATION AND OVERVIEW OF THE DRAFT BIKE PLAN UPDATE INCLUDING HOW WE DEVELOPED THE PLAN AND THE PUBLIC ENGAGEMENT THAT WAS DONE AND THAT INCLUDES THE VILLAGES ONLINE ENGAGE OAK PARK SITE, PUBLIC OPEN HOUSE THAT WAS DONE IN THE FALL.

AT DIRECT MAILINGS TO RESIDENTS THAT WERE GOING TO BE DIRECTLY IMPACTED BY A BIKE LANE RECOMMENDATION.

RESIDENTS ON HARVARD HERE ALL GOT MAILINGS IN DECEMBER, AS WELL AS FIVE TRANSPORTATION MEETINGS WHERE WE DISCUSSED THE PROJECT.

WE WILL TALK ABOUT WHAT THE PLAN INCLUDES.

THERE'S A COUPLE ITEMS IN THERE THAT WE WANT TO TALK ABOUT SOME POLICY CONSIDERATIONS IN THE PLAN AS WELL AS A BIKE SHARE ANALYSIS THAT WAS DONE AS PART OF THE PLAN.

AND WE WILL GET INTO THE MEAT AND POTATOES OF THE PRESENTATION, WHICH IS THE DRAFT BIKE PLAN NETWORK.

THE BIKE PLAN NETWORK INCLUDE SHORT, MEDIUM AND LONG TERM RECOMMENDATIONS IT IS SHORT-TERM RECOMMENDATIONS ARE THE 0-5 YEAR RECOMMENDATIONS.

MIDTERM ARE REALLY 5-10 YEAR TIME FRAMES AND 10+ YEAR TIME FRAMES. WE WILL BE FOCUSING THE PRESENTATION ON THE SHORT-TERM RECOMMENDATIONS.

THOSE ARE THE RECOMMENDATIONS THAT GET VETTED AND REVIEWED BY STAFF IN MORE DETAIL.

WE HAD DIRECT PUBLIC ENGAGEMENT REGARDING THE SHORT-TERM RECOMMENDATIONS, ESPECIALLY FOR PARKING LOTS.

THE MID AND LONG TERM RECOMMENDATIONS WE DID NOT DO ANY PUBLIC ENGAGEMENT FOR PARKING LOSS ASSOCIATED WITH THAT.

THE INTENT IS THAT EVERY FIVE YEARS ROUGHLY WE WOULD BE REVISITING AND REVISING THE BIKE PLAN.

THINGS YOU MIGHT SEE IN THOSE MID AND LONG TERM FOR REMOVING PARKING FOR NEW BIKE LANES ON STREETS, WE WOULD DO THAT PUBLIC ENGAGEMENT AND EXPLORE THOSE OPPORTUNITIES AT THAT TIME.

WE DO NOT WANT TO FOCUS TOO MUCH OF THE EFFORT AND I AM NOT BECAUSE THOSE WILL BE DONE AS PART OF FUTURE PLANNING EFFORTS.

SHORT-TERM INCORPORATIONS FROM THE BIKE PLAN WOULD EVENTUALLY GET INCORPORATED IN THE FIVE-YEAR CAPITAL IMPROVEMENT PLAN AND THE UPCOMING BUDGET.

IT GENERALLY FOR IMPLEMENTATION STARTING IN 2026.

STAFF WILL PRIORITIZE THE RECOMMENDATIONS IN THE BIKE PLAN UPDATE AND WE WILL LOOK TO BUILD THOSE OUT IN THE NEXT FIVE YEARS.

WE ARE HERE TONIGHT TO HEAR THE BOARD'S PERSPECTIVE REGARDING THE RECOMMENDATIONS AND THE BIKE PLAN UPDATE AND WE WILL TAKE FEEDBACK THAT WE HEAR FROM THE BOARD AND INCORPORATE THAT INTO A FINAL VERSION OF THE BIKE PLAN UPDATE AT A FUTURE MEETING FOR APPROVAL.

AND DEPENDING ON THE FEEDBACK WE HEAR FROM THE BOARD AND THE DIRECTION THAT WE RECEIVED FROM THE BOARD TONIGHT, WE ARE PREPARED TO HOST ANY ADDITIONAL PUBLIC ENGAGEMENT NEEDED TO PROVIDE INFORMATION TO THE PUBLIC OR OBTAIN ADDITIONAL FEEDBACK PRIOR TO A FOLLOW-UP BOARD MEETING OF THAT IS THE BOARD'S DESIRE.

WITH TONIGHT'S PRESENTATION WE WILL PAUSE AFTER EACH SECTION FOR THE POLICY AND BIKE SHARE PORTION OF IT SO WE CAN ANSWER ANY QUESTIONS AND HAVE A DISCUSSION ON THOSE TOPICS BEFORE WE LAUNCH INTO THE DISCUSSION OF THE BIKE NETWORK.

THE BIKE NETWORK DOES INCLUDE RECOMMENDATIONS FOR INSTALLING BIKE LANES ON AGUSTA STREET AND ON HARVARD STREET.

THOSE TWO RECOMMENDATIONS DO TRIGGER PARKING LOSS AND WE WILL PRESENT MULTIPLE ALTERNATIVES TO THE BIKE LANES ON HARVARD AND WE WILL PRESENT AN OPTION FOR BASICALLY DO NOTHING AND NO CHANGE.

ALTERNATIVE THAT IS ESSENTIALLY KEEPING HARVARD AS A NEIGHBORHOOD GREENWAY AND THAT IS WITH IT CURRENTLY IDENTIFIED IN THE EXISTING BIKE PLAN AND WE WILL GIVE AN OPTION FOR VARIOUS LENGTHS OF BIKE LANES ON HARVARD AND WE WILL GIVE AN OPTION FOR AN ALTERNATIVE ROUTE DECIDES HARVARD FOR USING LEXINGTON AND FILLMORE FOR NEIGHBORHOOD GREENWAY SYSTEM.

FOLLOWING THE PRESENTATION, STAFF, THE CONSULTANT AND THE TRANSPORTATION COMMISSION MEMBERS ARE HERE TO GIVE PERSPECTIVE, ANSWER ANY QUESTIONS THEY HAVE AND IF THE BOARD HAS - WITH THAT I WILL HAND IT OVER TO CATHERINE NICHOL TO TALK ABOUT THE BIKE PLAN UPDATE.

>> GOOD EVENING, BOARD.

THANK YOU FOR YOUR TIME, MY NAME IS CATHERINE NICHOL AND I AM REPRESENTING TYLIN, TYLIN HAS BEEN COLLABORATING WITH THE VILLAGE TO DEVELOP A BIKE PLAN UPDATE.

WE HAVE BEEN INCORPORATING - THIS PLAN SEEKS TO INCORPORATE FEEDBACK AND LATEST DESIGN AND BEST PRACTICE FOR ESTABLISHING AN ALL AGES AND ABILITIES NETWORK.

IN MARCH THE TRANSPORTATION COMMISSION APPROVED THE DRAFT PLAN UPDATE, WHICH PROVIDES RECOMMENDATIONS FOR THE DEVELOPMENT AND ENHANCEMENT OF INFRASTRUCTURE THROUGHOUT THE VILLAGE.

TODAY IS WE WANT INPUT TO INCORPORATE INTO THE FINAL VERSION.

THIS PLAN IS EXTENSIVE AND THERE ARE A LOT OF DETAILS IN IT.

I HAVE PRACTICED THIS TO FIT WITHIN 20 MINUTES.

IF THERE ARE ANY QUESTIONS SINCE I WILL TRY TO BE BRIEF, PLEASE ASK THEM SO I CAN ANSWER ANYTHING.

>>PRESIDENT SCAMAN: THANK YOU.

>> TODAY I WILL PROVIDE AN OVERVIEW OF THE PLANNING PROCESS AND WE WILL GO INTO THE HIGH-LEVEL RECOMMENDATIONS AND FINISH OFF WITH WHAT ARE THE NEXT STEPS?

HOW IS A BIKE PLAN UPDATE DEVELOPED?

WE BEGAN LAST SUMMER, 2024 WITH DATA COLLECTION AND ANALYSIS AND WE HELD STAKEHOLDER MEETINGS AND FOCUS GROUPS AND WE ALSO HOSTED AN ONLINE SURVEY, GATHERING IDEA COLLECTION THAT WAS HOSTED ON THE VILLAGE WEBSITE.

WITHIN THE FALL, WE CONTINUE TO DRAFT NETWORK RECOMMENDATIONS.

WE HELD A COMMUNITY OPEN HOUSE AND INTO THE SPRING AND WINTER, WE DRAFTED THE BIKE SHARE STUDY AND DRAFT REPORT THAT YOU WILL BE READING TODAY THROUGHOUT THIS PROCESS WE MET WITH THE TRANSPORTATION COMMISSION FOR INPUT AND ENGAGEMENT.

THIS BIKE PLAN UPDATE THAT WE ARE PRESENTING TODAY IS SOMETHING THAT REALLY BUILDS ON THE FOUNDATIONAL WORK THAT OAK PARK HAS BEEN DOING FOR YEARS.



THIS BEGINS WITH OAK PARK BICYCLE PLAN IN 2008 FOLLOWED BY THE NEIGHBORHOOD GREENWAY SYSTEM AND BIKE SHARE STUDY IN A 2015, AS WELL AS LOOKING AT OPERATION DATA FROM 2017 TO 2018.

THE BIKE PLAN UPDATE ALSO CLOSELY COORDINATED WITH THE VISION ZERO ACTION PLAN AND THE PREVIOUS PLANNING EFFORTS INCLUDING THE CLIMATE ACTION PLAN, THE COOK COUNTY BIKE PLAN AND COMMUNICATING WITH OAK PARK'S NEIGHBORS, FOREST PARK, RIVER FOREST, BERWYN END OF THE CITY OF CHICAGO ON THEIR BIKE PLANS AND RECOMMENDATIONS.

YOU CAN SEE ON THE RIGHT HAND SIDE OF THE SCREEN, IF YOU SCREENSHOTS OF RELATED STRATEGIES AND ACTIONS WITHIN THE VISION ZERO OAK PARK ACTION PLAN.

IN TERMS OF COMMUNITY ENGAGEMENT, AS I MENTIONED, THE VILLAGE HOSTED AN ONLINE SURVEY, INTERACTIVE MAP.

ONLINE SURVEY RECEIVED NEARLY 300 RESPONSES IN THE INTERACTIVE MAP, NEARLY 100 PENS, A COMMUNITY OPEN HOUSE WAS HELD WITHIN THE FALL, SOCIAL MEDIA TO GET THE WORD OUT.

A STAKEHOLDER INTERVIEWS AND FOCUS GROUPS WERE HELD AND THAT VARIOUS TRANSPORTATION COMMISSION MEETINGS.

ONE THING JUST TO HIGHLIGHT IS FEEDBACK FROM THE COMMUNITY.

WE HAVE A FEW SCREENSHOTS HERE, BUT THE PLAN ITSELF WILL GO INTO MORE DETAIL.

A TRULY CONNECTED NETWORK IS SOMETHING THAT IS COMFORTABLE - WE ARE LOOKING FOR ALL AGES AND ABILITIES PRETTY THAT MEANS NOT ONLY FOR KIDS, BUT ALSO FOR PARENTS TO FEEL COMFORTABLE TO MAKE DECISIONS TO SEND THE KIDS ON THOSE ROUTES.

WHAT IS IN THE BIKE PLAN UPDATE?

WE GO INTO CURRENT CONDITIONS OF BIKING WITHIN OAK PARK TODAY.

A STAKEHOLDER ENGAGEMENT FEEDBACK.

WE HAVE A LOT OF DETAILS ON DESIGN STANDARDS AND TOOLKITS AS WELL AS PROPOSED NETWORK UPDATES AND BIKE SHARE ANALYSIS.

BY BRINGING TOGETHER PERSPECTIVES ACROSS OAK PARK COMMUNITY, THIS PLAN DEFINES THE VILLAGES OBJECTIVES FOR GROWING AND MAINTAINING A BICYCLE NETWORK TODAY AND INTO THE FUTURE.

WITH THAT, THIS BIKE PLAN UPDATE IS THE NEXT GENERATION PLAN FOR THE VILLAGE.

OAK PARK IS READY TO TAKE ON MORE AMBITIOUS INFRASTRUCTURE TO SUPPORT A CONTINUALLY GROWING BICYCLE CULTURE.

THIS IS AN ALL AGES AND ABILITIES PLAN.

MEANING WE ARE FOCUSED ON A NETWORK WHERE RESIDENTS OF ALL AGES, ALL CONFIDENCE LEVELS FEEL LIKE BICYCLING IS A SAFE AND COMFORTABLE OPTION.

THIS PLAN ALSO AIMS TO PROVIDE INFRASTRUCTURE RECOMMENDATIONS WITH PRIORITIZED TIMELINES, SHORT, MEDIUM AND LONG-TERM AND COST ESTIMATES TO GUIDE THE IMPLEMENTATION AND THIS PLAN WILL SERVE AS AMBITIOUS AND CREATIVE IDEAS FOR THE COMMUNITY TO GIVE FEEDBACK ON.

WE HAVE BEEN TALKING A LOT ABOUT ALL AGES AND ABILITIES.  
THAT MEANS WE ARE FOCUSING ON A NETWORK WHERE PEOPLE AND NO MATTER  
THEIR AGE, ABILITY CAN SEE BICYCLING AS A SAFE AND COMFORTABLE OPTION.  
ON THE LEFT SIDE OF THE SCREEN YOU SEE THE LEVEL OF TRAFFIC STRESS.  
THIS IS AN APPROACH, QUANTITATIVE APPROACH FOR CATEGORIZING LEVEL OF  
TRAFFIC STRESS, TAKE SOME DATA SUCH AS TRAFFIC VOLUMES, SPEED LIMIT,  
STREET WIDTH, WHETHER OR NOT THERE IS A FACILITY TYPE, BUT OUR GOAL IS  
ON A SCALE OF 1-4 IS WE WANT TO AIM FOR A LEVEL OF TRAFFIC STRESS THAT  
IS TOWARDS THE ONE.

TOWARD PEOPLE OF - NO MATTER THE COMFORT LEVEL ON A TYPICAL WRITING  
VERSUS DESIGNING FOR LEVEL OF TRAFFIC FOUR, WHICH IS TYPICAL FOR  
PEOPLE WHO WILL RIDE WHATEVER TYPE OF ROADWAY.

ON THE RIGHT WE SHARE A HIGH-LEVEL OVERVIEW FOR DESIGNING A  
COMFORTABLE BIKEWAY.

THIS IS REALLY A GENERAL OUTLINE OF GUIDANCE FROM THE NATIONAL  
ASSOCIATION OF TRANSPORTATION OFFICIALS, URBAN BIKEWAY DESIGN  
GUIDELINES.

THERE ARE A LOT MORE FACTORS TO OUR IMAGE, WHICH IS PROVIDING AN  
OUTLINE, BUT WHAT WE ARE TRYING TO SHOW IS THAT TYPICALLY IS TRUE THAT  
IS LESS THAN 20 MILES AN HOUR WITH TRAFFIC VOLUME IS SHOULD BE FAIRLY  
COMFORTABLE.

ABOVE THAT WE WOULD TYPICALLY ADVISE A STRICT BIKE LANE.

WITHIN THE ACTIVE GUIDANCE OF COURSE.

THERE ARE ASTERIX TO ALL OF THAT IN THE FOUR AREAS THAT HAVE HIGHER  
PEAK TRAFFIC VOLUMES, THAT WOULD INDICATE 1500 ADT OR AVERAGE DAILY  
TRAFFIC.

YOU WOULD WANT TO GO TO A HIGHER FACILITY.

IF THERE IS A STREET THAT HAS A HIGHER PEAK TRAFFIC VOLUMES, INSTEAD  
OF A NEIGHBORHOOD GREENWAY YOU MIGHT WANT TO UPGRADE THAT TO A BIKE  
LANE AND THAT GOES UPWARDS.

IF A STREET HAS HIGH TRAFFIC VOLUMES IT IS A (WORD?) BIKE LANE YOU  
MIGHT BE MORE COMFORTABLE WITH PROTECT FACILITY.

THIS IS MINIMAL ACCOMMODATIONS BID WITHIN THE BIKE PLAN UPDATE WE HAVE  
ALL SORTS OF DESIGN STANDARDS FOR THE DIFFERENT FACILITIES YOU SEE  
HERE RANGING FROM NEIGHBORHOOD GREENWAYS, STRIPED BIKE LANES, RAISED  
BIKE LANES TO DIFFERENT TYPES OF PROTECTED BIKE LANES.

A RAISED BIKE LANE IS SOMETHING THAT IS BETWEEN THE STREET AND THE  
CURB.

THIS IS AN ADDITIONAL LEVEL OF PROTECTION, NOT QUITE THE PREDICTED  
LIMIT AND THAT IS BECAUSE A STREET IS NOT WIDE ENOUGH TO FIT THE FULL  
CURB AND THEN THE BIKE LANE.

ONE ASTERIX HERE IS FOR THE NEIGHBORHOOD GREENWAYS AND THIS DOES  
REQUIRE TRAFFIC CALMING.

IT CANNOT JUST BE STRIPING AND A SIGN, IT MUST BE MORE THAN THAT.

ONE THING THAT WE WANT TO EMPHASIZE IS THAT A NETWORK IS ONLY AS SAFE AS ITS INTERSECTIONS AND THAT IS WHERE TRAFFIC CALMING REALLY COMES INTO PLAY.

WITHIN THE PLAN WE DO HAVE - WITHIN THE DESIGN GUIDELINES WE DO NOT JUST GO TO THE FACILITIES, BUT WE GO INTO DIFFERENT TYPES OF TRAFFIC COMING, DIVERTERS, CUL-DE-SACS AND SOMETHING CALLED RECTANGULAR RAPID FLASHING BEACON THAT YOU WILL SEE A FEW SLIDES LATER, WHICH ARE THE YELLOW DIAMOND SIGNS THAT HAVE FLASHING LIGHTS BELOW IT.

I AM GOING TO SHIFT TO RECOMMENDATIONS.

WITHIN THE BIKE PLAN UPDATE IT INCLUDES A REVIEW OF EXISTING VILLAGE CODES AND POLICIES TO ENSURE THE VILLAGE IS UP-TO-DATE ON BEST PRACTICE AND STATE LAW.

POLICY CONSIDERATIONS INCLUDE DEFINING THE BIKES AND SCOOTERS WITHIN THE CODE, ALLOWING BICYCLIST TO RIDE ON THE SIDEWALK SPACE THAT IS DESIGNATED FOR BIKES, ALLOWING ADULTS ACCOMPANYING A CHILD UNDER THE AGE OF 15 RIDING A BICYCLE TO RIDE ON THE SIDEWALK WITHIN A DESIGNATED AREA.

ALLOW BICYCLIST TO USE A FULL LANE OR ABREAST ON DESIGNATED FACILITIES SUCH AS A NEIGHBORHOOD GREENWAY.

REASSESS A BIKE BELT REQUIREMENT AND UPDATE LICENSE ISSUANCE AND PROCESSES.

DO NOT REQUIRE BICYCLIST TO DISMOUNT AND TO DEVELOP A SCHEDULE FOR EVALUATION.

I AM GOING TO PAUSE HERE BEFORE THE NEXT PART, WHICH IS BIKE SHARE ANALYSIS.

>>PRESIDENT SCAMAN: QUESTIONS OF THE BOARD?

OKAY.

YOU MAY CONTINUE.

>>SPEAKER: ALRIGHT.

WITHIN THE BIKE PLAN IT FEATURES A FEASIBILITY STUDY THAT ASSESSES BIKE SHARE PROGRAMS WITHIN OAK PARK AND THIS INCLUDES TRENDS SINCE 2017, OPERATIONAL MODELS, ANTICIPATED DEMAND, CONCEPTUAL STATION NETWORKS AND DRAFT NETWORK ANALYSIS.

I DO ENCOURAGE YOU TO TAKE A CLOSE LOOK AT THE PLAN BECAUSE THERE IS A WEALTH OF INFORMATION ABOUT BIKE SHARE THAT I WILL NOT GO INTO AT THIS MOMENT.

WITHIN THE PLAN WE DO LOOK AT THREE DIFFERENT SCENARIOS OF WHAT BIKE SHARE COULD LOOK LIKE WITHIN THE FUTURE.

WE HAVE SCENARIO ABC AND I WILL GO INTO THE BACKGROUND IN A MOMENT. THIS ESTIMATES LOOKING AT THE SUPPORT OF THE TRANSPORTATION - SCENARIO B LOOKING AT A SYSTEM THAT REQUIRES 24 STATIONS, 264 DOCS WITH AN ESTIMATED UPFRONT COST OF \$2.1 MILLION AND AN OPERATING COST OF \$175,000.

THE BIKE SHARE ANALYSIS, AGAIN, THERE IS A LOT OF INFORMATION WITHIN THE PLAN, BUT THE KEY IS TO BE A VIABLE SYSTEM THAT SHOULD BE

INTEGRATED, OUR BIKE SHARE SHOULD BE INDICATED IN THE BROADER REGIONAL NETWORK, UTILIZE OPERATOR CONTRACT MODEL THAT IS SIMILAR TO DIVVY. ADOPT A STATION BASED SYSTEM THAT INCLUDES E BIKES AND ENSURES VILLAGE WIDE COVERAGE.

REGULATIONS BUILD OUT - IT IS RECOMMEND IT TO BUILD OUT A COMFORTABLE NETWORK OF BIKEWAYS TO SUPPORT THAT SYSTEM.

THE VILLAGE HAS BEEN ANY COMMUNICATION WITH THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS THAT WAS CONDUCTING A STUDY TARGETED WITHIN AREAS OF SUBURBAN COOK COUNTY WHERE BIKE SHARE IS MOST LIKELY TO SUCCEED.

THE VILLAGE WILL CONTINUE TO COORDINATE WITH THE COUNTY AND NEIGHBORING MUNICIPALITIES.

I WILL PAUSE THERE.

THAT IS THE SLIDES FOR THE BIKE SHARE ANALYSIS.

>>TRUSTEE TAGLIA: I HAVE A QUESTION.

I WAS ON THE BOARD AND I VOTED TO KEEP THE DIVVY BIKES IN 2018 AND I REMEMBER IT WAS A BIG DRAIN ON THE VILLAGE AND AT THE TIME IT WAS NOT UTILIZED AND I THINK MAY BE TIMES HAVE CHANGED AND IT SHOULD BE VETTED AGAIN AND LOOKED AT, BUT IT WAS A BUSINESS IN AND OF ITSELF TO RUN THESE AND WE WERE SADDLED WITH THAT.

IS THERE EVER AN OPPORTUNITY TO LOOK AT AN ORGANIZATION THAT MANAGES THAT FOR THE VILLAGE AND DOES NOT PUT US IN A POSITION - THEY CAME IN AND IT DID THE SWAPOUT'S, BUT WE ENDED UP WITH THE FINANCIAL BURDEN AND IT WAS \$200,000 A YEAR.

I WANT TO REPEAT THAT IT WAS A BIG PROBLEM AT THE TIME AND IT WAS WORTHWHILE.

I WANT TO THROW THAT OUT.

IT DOES HAVE - AS IT MENTIONS, A SUBSIDY - AT LEAST IT WAS THEN.

>> WE GO THROUGH THE DIFFERENT - HOW BIKE SHARE COULD BE CONTINUED IN THE FUTURE.

WE LOOK AT THAT OPERATOR COST IF A VENDOR WERE TO COME IN AND MANAGE IT.

ALL THE DIFFERENT ITEMS ARE ASSESSED WITHIN THE PLAN.

IT IS LOOKING AT DIFFERENT BIKE PLANS OR BIKE SHARE AND HOW IT HAS EVOLVED THROUGHOUT THE COUNTRY.

IT IS A RECOMMENDATION TO HAVE THE OPERATOR CONTRACT MODEL.

THAT IS SOMETHING LIKE DIVVY AND THERE ARE MORE CITIES LIKE BOSTON THAT EXPAND JUST BEYOND THE CITY LIMITS THAT ARE WORTHWHILE TO LOOK AT.

>> WITH THAT BE LIKE ANY ELECTRIC?

>> YES.

IT IS IMPORTANT TO INCLUDE ELECTRIC BIKES WITHIN THE MODEL.

>> VERY GOOD.

I THINK YOU.

>> CAN YOU TALK BASED ON YOUR ANALYSIS - WHAT WERE THE FACTORS THAT LED TO THE YO - LOW UTILIZATION IN 2016 AND 2018?

>> PART OF THAT WAS THE LACK OF GRID SYSTEM.  
WHAT WE HAVE FOUND WITHIN OUR ANALYSIS IS REALLY LOOKING AT STATION SPACING CONCEPTS.

WE HAVEN'T FOUND WHAT THE SYSTEM IS AND IT IS TYPICALLY ABOUT FIVE STATIONS PER SQUARE MILE.

IT IS IMPORTANT FOR THE BIKE SHARE MODEL TO BE SUCCESSFUL AND IT IS VILLAGE WIDE, NOT JUST CONCENTRATED AND AT SELECT LOCATIONS.

ALL DIFFERENT TYPES OF PEOPLE CAN ACCESS IT, USE IT AND TRAVEL TO DIFFERENT LOCATIONS THROUGHOUT THE VILLAGE.

>> THIS IS SOMETHING I TALKED ABOUT IN MY CAMPAIGN TWO YEARS AGO BECAUSE WE GOT RID OF THE DIVVY BIKE SYSTEM AND IF YOU LOOK AT THE MAP THAT IS IN THE BIKE PLAN.

WE SPENT A GREAT DEAL OF TIME ONLY TALKING ABOUT ONE ASPECT OF IT, BUT THERE ARE MANY GREAT THINGS HAPPENING IN HERE AND THE PRIOR PLAN, THE BIKE STATIONS WERE ALONG LAKE STREET AND ALONG THE BLUE LINE STATION SO YOU COULD GET A BIKE AT A TRAIN STATION AND BIKE TO A TRAIN STATION.

THAT IS NOT A NETWORK THAT SERVES AS LAST MILE TRANSIT CONNECTOR IN THIS BIKE SHARE ANALYSIS.

YOU WILL SEE, EVEN IN THE 24 STATIONS, WHICH THE TRANSPORTATION COMMISSION IS RECOMMENDING THE LEAST COST OPTION THAT IS PRESENTED HERE, BUT 24 STATIONS, 264 DOCS - IT IS PROPOSING A NETWORK WHERE YOU CAN POTENTIALLY, AS A COMMUTER, TAKE A DIVVY BIKE FROM SOMEWHERE NEAR YOUR HOUSE TO THE TRAIN AT THE END OF THE DAY, PICK UP A DIVVY BIKE NEAR THE TRAIN AND GET TO YOUR HOUSE, WHICH IS IMPORTANT FOR UTILIZATION.

I WANT TO HIGHLIGHT THAT BECAUSE I THINK THIS IS IMPORTANT.

I ABSOLUTELY SUPPORT US CONTINUING DOWN THE PATH OF ANALYZING A BIKE SHARE.

I AM FULLY IN SUPPORT OF REJOINING BIKE SHARE AND I THINK JOINING INTO THE DIVVY NETWORK SO THERE IS CONNECTEDNESS.

WE TALKED A LOT ABOUT NETWORKS IN THE BIKE PLAN AND THROUGHOUT THIS PROCESS.

HAVING IT BE DIVVY AS OPPOSED TO IDENTIFYING SOME OTHER OPERATOR THAT IS A ONE-OFF THING.

IT MEANS IF YOU WANTED TO TAKE A DIVVY BIKE FROM OAK PARK AND GO TO YOUR OFFICE AND DOCK IT THERE, YOU COULD DO THAT, TOO.

YOU ARE NOT ONLY ALLOWED TO USE THE BIKE WITHIN OAK PARK'S BORDERS AND UNABLE TO EXTEND IT ON.

I JUST WANTED TO STOP AND POINT OUT A COUPLE OF THINGS HERE BECAUSE I AM STRONGLY IN FAVOR OF BRINGING DIVVY BIKE BACK TO THE VILLAGE WITH AN APPROACH LIKE THIS AND I HAVE ONE MORE QUESTION ON IT.

HOW DO WE DEAL WITH THE ISSUE OF DESTINATION STATIONS WHERE SAY THESE STATIONS THAT IS RIGHT AT THE SOUTHEAST CORNER OF OPRF OR THE STATIONS NEAR TRAIN STATIONS, THERE MIGHT BE MORE BIKES GOING TO THEIR THAN A DOCS?

>> THAT IS WHERE WORKING WITH A SYSTEM LIKE DIVVY, THEY ARE PREPARED ON THOSE TYPES OF ITEMS IF YOU LIVE DOWNTOWN IN THE CITY OF CHICAGO, IT DEPENDS ON THE TIME WHERE THERE IS THE OVERFLOW. IT IS UNDERSTANDING WHAT THE STATIONS MIGHT BE TO HANDLE THAT AND PREPARE FOR THOSE TYPES OF THINGS.

>>TRUSTEE STRAW: AWESOME.  
THANK YOU.

>> ANY ADDITIONAL QUESTIONS?  
ALL RIGHT.

I'M GOING TO SHIFT INTO NETWORK RECOMMENDATIONS.  
THIS WILL BE THE LAST PIECE OF THE PRESENTATION UNTIL WE TALK THROUGH NEXT STEPS.

I WILL START OFF THAT THIS PLAN UPDATE IS REALLY BUILT OFF OF THE NEIGHBORHOOD GREENWAYS PLAN FROM 2015.  
THE RECOMMENDATIONS WITHIN THIS PLAN UPDATE MAINTAIN A LOT OF WHAT IS WITHIN THAT PLAN AND THE GREENWAYS THAT ARE WITHIN IT.  
HOWEVER, IT DOES BUILD BEYOND THAT WITH A COMPREHENSIVE ALL AGES AND ABILITIES NETWORK.

MOVING OAK PARK TO BE A LEADER IN HIS SAFETY AND ALL AGES AND ABILITIES NETWORKS.

I WILL PRIMARILY BE FOCUSED ON SHORT-TERM RECOMMENDATIONS.  
THAT IS WITHIN THE NEXT FIVE YEARS.

WE HAVE DIVVIED UP THE RECOMMENDATIONS BETWEEN SHORT, MEDIUM AND LONG-TERM WITH A MEDIUM BEING 5-10 YEARS, LONG TERM BEING 10+.

THIS PLAN UPDATE IS A LIVING DOCUMENT.

IT IS INTENDED WITHIN FIVE YEARS PLUS THAT THIS DOCUMENT WOULD BE REEVALUATED AS PART OF A FUTURE UPDATE.

IN ABOUT FIVE YEARS THE VILLAGE WOULD BE LOOKING FOR OPPORTUNITIES FOR ENGAGEMENT AND EVALUATION, ASSESSING COMMUNITY NEEDS AND TO SEEING THOSE NEEDS AS A BIKE CULTURE EVOLVES.

HERE WE ARE WITH WHAT IS ON THE SCREEN.

THIS IS A SHORT-TERM RECOMMENDATION.

THERE IS A LOT ON THIS MAP.

I WILL DO A FEW CALLOUTS BECAUSE I KNOW IT IS A LOT OF LINES AND DOTS. WHAT THE SHORT-TERM NETWORK - HOW IT DIFFERENTIATES FROM WHAT IS EXISTING AND WHAT IS IN THAT THE NEIGHBORHOOD GREENWAYS PLAN AS IT STANDS FOR THE NEIGHBORHOOD GREENWAY PLAN UPDATES, IT ADDS MARION ST., GREENWAY NORTH AND SOUTH ON THE WEST SIDE OF THE VILLAGE.

IT JUST HAYES AVENUE, GREENWAY ROUTING, JUST THE NORTH END.

IT ALIGNS BETTER WITH THE NORTH AVENUE WHERE THERE IS PEDESTRIAN REFUGE ISLAND.

IT ADDS ADAM ST., GREENWAY, WHICH IS A COMPANION IN PARALLEL TO JACKSON BOULEVARD TOWARDS THE WEST END OF THE VILLAGE. IT ALSO UPGRADES HARVARD STREET FROM THE GREENWAY TO A BIKE LANE AND I WILL CIRCLE BACK TO THAT LATER.

ADDITIONAL RECOMMENDATIONS INCLUDED DOWNTOWN BIKEWAYS, AUGUSTINE STREET BY CLAIMANT AND I WILL SPEAK TO THAT MOMENTARILY.

AND IN CONJUNCTION WITH THE VISION ZERO ACTION PLAN ALONG CHICAGO AVENUE, PROTECTED BIKE LANES AND LOOKING TO ADD PROTECTED BIKE LANES TO PORTIONS OF JACKSON BOULEVARD.

LEMOYNE AVENUE WAS ALSO EVALUATED FOR POTENTIAL FACILITY UPGRADE AND SUPPORTED BY THE TRANSPORTATION COMMISSION TO REMAIN A GREENWAY DUE TO THE LOW TRAFFIC VOLUMES.

THE BIKE BOULEVARD OR NEIGHBORHOOD GREENWAY OF TOMORROW IS DIFFERENT FROM WHAT WE HAVE BEEN DOING TODAY.

A TRUE NETWORK HAS COMFORTABLE SEGMENTS, BUT ALSO HAS COMFORTABLE CROSSINGS.

IN ADDITION TO ALL OF THE FACILITIES WE ARE TALKING ABOUT, WE HAVE WITHIN THIS PLAN, LOCATIONS FOR TRAFFIC DIVERTERS THAT GUIDE WHERE MOTORISTS AND LIMITING ACCESS TO KEEP THE TRAFFIC VOLUMES DOWN ON THE NEIGHBORHOOD GREENWAYS.

WE HAVE CALLOUTS FOR RECTANGULAR RAPID FLASHING BEACONS AS WELL AS INTERSECTION UPGRADES AND TRAFFIC CALMING THAT YOU CAN SEE WITHIN THE YELLOW DOTS.

WITHIN THE MIDTERM AND LONG-TERM I WILL GO THROUGH THESE PRETTY QUICK, MIDTERM WOULD BE OAK PARK AVENUE, BUFFERED BIKE LANES, DIVISION STREET, RAISED BIKE LANES, AUGUSTINE STREET RAISED BIKE LANES, HAVING PROTECTED BIKE FACILITIES LONG OAK PARK IN RIVER FOREST HIGH SCHOOL AND LOOKING FOR SCOVILLE ROUTING NEAR I-290.

WITHIN THE LONG TERM THIS WOULD BE RIDGELAND AVENUE BIKEWAYS AND I WILL PAUSE HERE TO NOTE THAT THERE WAS A SEPARATE STUDY FOR RIDGELAND AVENUE BIKEWAYS THAT IS CURRENTLY SUSPENDED TO BE REEVALUATED AT A LATER DATE TO ALLOW FOR THE BIKE CULTURE TO FOSTER AND FURTHER DEVELOP WHERE IMPACTS MIGHT BE MORE TOLERABLE IN THE FUTURE.

ADDITIONALLY, COMPLETING CHICAGO AVENUE BIKE LANES, OPRF HIGH SCHOOL PROTECTED BIKE LANES, DOWNTOWN BIKEWAYS, COMPLETING JACKSON PROTECTED BIKE LANES AND A CONTINUATION OF HARVARD STREET PROTECTED FACILITIES. OKAY.

I AM GOING TO SHIFT THE LAST TWO SEGMENTS OF THE PLAN HERE.

WE WOULD LIKE TO PRESENT WHAT WE SHARE TO THE TRANSPORTATION COMMISSION ABOUT AUGUSTA STREET AND HARVARD STREET.

ANY COMMENTS ABOUT THE NETWORK AS A WHOLE?

OKAY.

I AM JUST GOING TO SHARE SOME HIGH-LEVEL TAKEAWAYS FOR AUGUSTINE STREET AND GO INTO HARVARD STREET.

AUGUSTINE STREET SEES TRAFFIC VOLUMES BETWEEN 5700 TO 7200 DAILY.

MOST ON STREET PARKING WE DID DO A BRIEF PARKING STUDY LAST SUMMER. ON STREET PARKING WAS OBSERVED AT WHITTIER HOMAGES SCHOOL, OAK PARK PUBLIC LIBRARY AND IMMEDIATELY WEST OF AUSTIN, BUT TO THE MOST PART, FAIRLY LOW PARKING.

WITHIN THE LAST FIVE YEARS OF AVAILABLE CRASH DATA, THERE WERE EIGHT CRASHES INVOLVING A CYCLIST, TWO OF WHICH RESULTED IN SERIOUS INJURY. OUR KEY TAKEAWAYS, THERE - THERE IS MIDDLE LANE TRAFFIC VOLUMES AND THERE ARE 25 MILE AN HOUR SPEED LIMITS, WHERE SPEED DATA SHOWS THAT THERE WERE OBSERVED HIGHER SPEEDS IN THE LAST FIVE YEARS OR EIGHT CRASHES INVOLVING A CYCLIST AND ON STREET PARKING IS LIMITED.

THE SHORT-TERM RECOMMENDATION IS TO REMOVE PARKING BETWEEN HARLEM AND KYLER AND INSTALL STRIPED BIKE LANES.

THIS WOULD BE WITHIN THE NEXT FIVE YEARS TOWARDS THE EAST, INSTALL SHARED MARKED LANES BETWEEN KYLER AND HUMPHREY.

THE PART WITH THE SOLID BLUE LINE, THAT SECTION WOULD TRIGGER PARKING LOSS.

WITHIN THE MIDTERM IN THE LONG TERM, IT WOULD BE SEEKING TO UPGRADE THE FACILITIES INTO SOMETHING RAISED AND PROTECTED.

ANY COMMENTS ON AUGUSTINE STREET?

I AM GOING TO MOVE TO HARVARD STREET.

THIS FIRST SLIDE HERE LOOKS AT TRAFFIC VOLUMES ON LEXINGTON, HARVARD AND FILLMORE.

THESE ARE 24 HOUR ACCOUNTS FROM 2018.

BASED OFF THE TRAFFIC COUNTS, HARVARD SEES THE HIGHEST TRAFFIC VOLUMES BETWEEN CLINTON AVENUE AND EAST AVENUE.

THERE IS A PORTION OF LEXINGTON THAT DOES HAVE SLIGHTLY HIGHER TRAFFIC VOLUMES AS WELL.

LOOKING AT CRASH DATA WITHIN THE LAST FIVE YEARS OF AVAILABLE CRASH DATA WITH 2023, THERE WERE TWO CRASHES INVOLVING A CYCLIST ON HARVARD. ONE ON FILLMORE, ALL WERE ON OAK PARK AVENUE BUT WE DID A BRIEF PARKING ANALYSIS.

THE LITTLE CLOCK INDICATES WHERE THERE IS TIME TO PARKING RESTRICTIONS AT THE MOMENT.

THE TAKE AWAY FROM THIS PARKING ANALYSIS IS ON STREET PARKING USE WAS CONCENTRATED AROUND LINCOLN ELEMENTARY SCHOOL, CAROL CENTER AND PARK. BARRY AVENUE AND WEST OF AUSTIN BOULEVARD.

OUR KEY TAKEAWAYS FROM HARVARD STREET, FILLMORE AND LEXINGTON STREET IS HARVARD STREET SEES HIGHEST TRAFFIC VOLUMES BETWEEN CLINTON AND EAST AVENUE BETWEEN 2000 VEHICLES AND THIS IS BASED OFF OF 2018 DATA THAT VEHICLE SPEEDS ARE TYPICALLY SLOW, UNDER ANY FIVE MILES AN HOUR AND THE LAST CRASH DATA, THERE WERE TWO CRASHES ON HARVARD, ONE AT FILLMORE, BOTH AT OAK PARK.

FROM THIS - - BOTH OF THOSE DESTINATIONS.

I WILL BE PRESENTING WITH THE RECOMMENDATION IS WITHIN A DRAFT PLAN AND SHOWING A FEW ALTERNATIVES AS WELL.



THE RECOMMENDATION SHOWN ON THE SCREEN HERE, THIS IS SUPPORTED BY THE TRANSPORTATION COMMISSION AND THIS REMOVES PARKING AND INSTALLS A STRIPED BIKE LANE ON THE HARVARD AVENUE BETWEEN MAPLE AVENUE AND HUMPHREY WITH THE EXCEPTION OF THE CORRIDOR SEGMENTS IN FRONT OF SCHOOLS.

THERE IS A FEW NEAR SCHOOLS, A CHURCH AND A MONTESSORI AS WELL.

THREE SEGMENTS WHERE PARKING LOSS WOULD NOT BE TRIGGERED.

AS BILL MENTIONED THERE IS OPTION ZERO, WHICH WOULD BE DO NOTHING.

OUR NEXT ALTERNATIVE IS LOOKING TO CONCENTRATE THE STRIPED BIKE LANES BETWEEN THE HARVARD STREET AND CLINTON STREET WITH THE EXCEPTION OF THE SEGMENTS IN FRONT OF SCHOOLS, NEIGHBORHOOD GREENWAYS ON THE EAST AND WEST END.

ALTERNATIVE TWO PRESENTED WAS ESTABLISHING NEIGHBORHOOD GREENWAYS ON FILLMORE BETWEEN MAPLE AND HUMPHREY AND LEXINGTON BETWEEN MAPLE AND EAST.

ONE THING TO NOTE ABOUT HARVARD STREET IS THERE ARE TRAFFIC SIGNALS WHERE IT CROSSES THE MAJOR STREETS, WHEREAS FILLMORE DOES NOT HAVE THAT.

SO IT PRESENTS POTENTIAL CONCERN CROSSING OAK PARK AND RIDGELAND AVENUE.

THE COOK COUNTY SAFETY ACTION PLAN HAS CALLED OUT FILLMORE AND OAK PARK AS A HIGH INJURY INTERSECTION.

THAT IS A NEW DOCUMENT AS OF LAST WEEK.

ALTERNATIVE THREE, THIS ONE WAS NOT SHOWN TO THE TRANSPORTATION COMMISSION.

THIS WAS CREATED BY STAFF AFTERWARDS THAT ALLOWS FOR A BIKE LANE AND THE STAFF LOOKED AT ADDITIONAL OPTIONS.

LOOKING TO KEEP A DEDICATED BIKE FACILITY, BUT COGNIZANT OF RESIDENTIAL CONCERNS.

THIS IS LOOKING AT A GREENWAY TO THE WEST OF HOLME, EAST OF LOMBARD, KEEPING A STRIPED BIKE LANE BETWEEN HOLME AND LOMBARD WITH THE EXCEPTION OF THE SCHOOLS WITHIN THAT SHORT TERM.

WITHIN THE MID AND LONG TERM IT WOULD BE TO CONTINUE, BUT THE SHORT TERM IS REEVALUATE AND ASSESS OPPORTUNITIES FOR THE FUTURE.

I AM GOING TO PAUSE THERE BEFORE GOING INTO NEXT STEPS.

>>PRESIDENT SCAMAN: AND THANK YOU.

JENNA?

>>TRUSTEE LEVING-JACOBSEN: SOME OF WHAT YOU WENT THROUGH DIRECTLY ADDRESSED SOME OF THE CONCERNS FROM RESIDENTS.

HAVE THERE BEEN ANY OTHER CONCERNS THAT WERE RAISED AT THIS EVENING THAT YOU HEARD THAT YOU COULD RESPOND TO, QUAL THOSE CONCERNS, JUSTIFY THE RECOMMENDATION THAT YOU HAVEN'T YET COVERED?

>> FOR HARVARD STREET HERE?

YEAH.

SO ONE THING JUST TO KEEP AN ION IS THE ALL AGES AND ABILITIES NETWORK.

IF HARVARD STREET CONTINUED AS A NEIGHBORHOOD GREENWAY AS IT IS WITHIN THE STUDY, IT WOULD NOT BE AN ALL AGES AND ABILITIES NETWORK.

SO THIS IS WEIGHING THE BEST PRACTICE GUIDANCE.

SOMETHING THAT THIS TRIES TO CAPTURE, AND AGAIN, THIS IMAGE IS TAKING A LOT OF GUIDANCE INTO ONE IMAGE TO OUTLINE IT, BUT THERE IS A LOT TO CONSIDER WITHIN THE NETWORK.

ONE IS TRAFFIC VOLUME.

FOR THE PEOPLE DRIVING DOWN THE CORRIDOR, WHAT IS THE SPEED THEY ARE DRIVING AND WHAT THE PEAK TRAFFIC VOLUMES ARE AS WELL.

IF THERE ARE AREAS OF HIGHER CONCENTRATION OF MOTORISTS, WE WOULD WANT TO LOWER THE TRAFFIC VOLUME THRESHOLD TO SOMETHING MORE ALONG THE LINES OF 1500 AND 2000.

LOOKING AT THE TRAFFIC VOLUMES, YOU KNOW, THAT IS WHY THIS WAS UPGRADED TO A BIKE FACILITY OR A STRIPED BIKE LANE.

YEAH.

>>PRESIDENT SCAMAN: ANY OTHER QUESTIONS OR COMMENTS?

GO AHEAD, TRUSTEE TAGLIA.

>>TRUSTEE TAGLIA: COULD YOU TALK ABOUT THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS RECOMMENDATIONS AND WHAT TRIGGERS THE RECOMMENDATION THAT WE HAVE A PROTECTED BIKE LANE VERSUS ANY OTHER DESIGNATION?

>> YES.

SO THE GUIDANCE IS LOOKING AT ALL DIFFERENT TYPES OF FACTORS INCLUDING TRAFFIC VOLUMES.

IT LOOKS AT SPEED LIMITS.

IT LOOKS AT THE DIFFERENT TYPES OF FACILITIES.

IT IS COMBINING ALL SORTS OF DIFFERENT FACTORS.

THE GUIDANCE IS - I'M SORRY, THERE IS A LARGE BOOK WE CAN GET INTO, BUT CAN YOU SPECIFY A LITTLE?

>>TRUSTEE TAGLIA: I'M CURIOUS, IS THERE A CERTAIN NUMBER THAT TRIGGERS THE RECOMMENDATIONS?

>> OF TRAFFIC VOLUME?

IT IS TYPICALLY LOOKING BETWEEN 1500 AND 2000 DEPENDING ON PEAK VOLUMES.

THIS IS PRIMARILY BASED OFF OF, LET'S SEE.

BACK TO THIS SEGMENT OVER HERE IS OUR MAIN FOCUS THAT I WANT TO EMPHASIZE FROM 2018 TRAFFIC VOLUMES THAT WERE OVER 2000 AND THAT IS WHAT REALLY SENDS THE SIGNALS OF ANYTHING OTHER THAN A STRIPED BIKE LANE.

BALANCING ALL AGES AND ABILITIES VERSUS.

>> FOR THE ENTIRE LENGTH OF IT THERE WERE TWO LOCATIONS THAT HAVE IT.

THAT TRIGGERS THE ENTIRE WIDTH OF HARVARD?

>> THERE ARE POTENTIALS FOR A LOT OF DIFFERENT OPTIONS.  
THE RECOMMENDATION WAS TO MOVE FORWARD WITH STRIPED BIKE LANES.  
WE ARE PRESENTING, YEAH.  
A LOT OF DIFFERENT ALTERNATIVES HERE TODAY.

>> IS 2300, 2000 IS THE TRIGGER YOU MENTIONED.  
2100, THAT IS OVER THE LIMIT AND WE SHOULD JUST GO TO THE HIGHER LEVEL  
OF PROTECTION AT THAT POINT AND NO SECOND THOUGHTS ABOUT IT OR NO  
DISCUSSION?  
2300?

>> LOOKING AT ALL AGES AND ABILITIES, THAT IS TYPICALLY WHAT WE  
ARE LOOKING FOR.  
I THINK PART OF IT IS MOVING FORWARD WITH ALL AGES AND ABILITIES OR A  
FACILITY.

>> WHAT CATHERINE IS SAYING IS WE WERE TRYING TO COME UP WITH A  
NETWORK FOR ALL AGES AND ABILITIES AND USING SOME KIND OF STANDARD  
METHODOLOGY FOR THE DECISIONS WE ARE MAKING FOR HOW WE TREAT THE BIKE  
NETWORK.

THE 2300 ADT IS SLIGHTLY ABOVE 2000.  
TO YOUR POINT, 2000 IS A RECOMMENDED NUMBER FOR THAT AND THAT IS WHAT  
WE WERE USING AS THE BASIS OF OUR RECOMMENDATION SO WE CAN CREATE THE  
ALL AGES AND ABILITY NETWORK.  
I THINK THE REASON WHY THERE HAS BEEN A NUMBER OF ALTERNATIVES  
PRESENTED ON HARVARD IS BECAUSE WE ARE RELATIVELY SLIGHTLY ABOVE THAT.  
WE ARE NOT OUT OF GUSTO.  
A GUSTO WE ARE AT THE 6-7000 PER DAY.

WE DID NOT HAVE ALTERNATIVES THAT WE PRESENTED TO THE BIKE LANES ON  
AGUSTA BECAUSE IF YOU DO NOT WANT TO DO BIKE LANES ON AGUSTA, WE  
RECOMMEND DO NOT DO A NEIGHBORHOOD GREENWAYS.  
HARVARD IS SLIGHTLY ABOVE THAT SO WE THINK THERE WAS A DISCUSSION WE  
NEEDED TO HAVE WITH THE COMMISSION ON WHAT ALTERNATIVES ARE THERE?  
WE WANTED TO COME FROM THE STANDPOINT OF SAFETY AND CREATING AN ALL  
AGES NETWORK.

>> THE DIFFERENCE BETWEEN 2020 100 TO ME IS NOT GIANT AND I JUST  
WONDERED - THERE ARE TWO SPECIFIC SPOTS ON THE STREET.  
I'M JUST WONDERING WHY THAT TRIGGERED THE ENTIRE THING OVER TO THE  
NEXT?

>> IT WAS TRYING TO FOLLOW THE STANDARD DESIGN METHODOLOGY.  
LIKE IF WE WANT TO CREATE THE NETWORK IT IS FOR ALL AGES AND ABILITIES  
YOU HAVE TO START SOMEWHERE.  
THAT WAS IT.

>> THIS WAS DONE IN 2018.  
IF YOU HAD IN 2018 - THE NUMBERS ARE DIFFERENT TODAY.  
I'M JUST CURIOUS WHAT IF THESE NUMBERS WERE 1900?  
WOULD WE BE TALKING A DIFFERENT PLAN HERE?

>> WE PROBABLY WOULD.

IF WE WOULD HAVE SAW THE TRAFFIC NUMBERS DURING THE PLANNING PROCESS AND WE SAW SUB 2000 NUMBERS ON HARVARD, THAT MIGHT HAVE BEEN A DIFFERENT CONVERSATION.

THAT IS KIND OF WHERE THE CONVERSATION WITH THE COMMISSION WENT WITH LEMOINE.

LEMOINE WE WERE PROBABLY AROUND 1500 CARS PER DAY.

THE COMMISSION ULTIMATELY RECOMMENDED TO STAY WITH THE NEIGHBORHOOD GREENWAY TREATMENTS ON LEMOINE BECAUSE OF THE TRAFFIC VOLUMES. HERE WE HAD 2300 CARS AND I THINK THAT WAS ONE OF THE DECIDING FACTORS.

>> MY LAST POINT ON THIS IS JUST SO I UNDERSTAND THAT IS, AT ANY POINT OF A MILE AND 1/2 ROAD, IT EXCEEDS A CERTAIN NUMBER THAT IS CONSIDERED THE LIMIT, THEN THAT THROWS THE WHOLE ROAD OUT TO A DIFFERENT DEGREE?

>> IT IS ONE OF THE THINGS YOU WAY INTO THE DECISION. AS CATHERINE SAID, WE LOOK AT THE PEAK TRAFFIC VOLUMES. WE DID NOT GET AS GRANULAR ON THAT, BUT GENERALLY HARVARD - YOU REALLY HAVE PEAK HOUR TRAFFIC BY SCHOOL DROP OFF PICKUP TIMES. PROBABLY DURING THOSE HOURS YOU ARE GOING TO EXCEED AT SOME OF THOSE RECOMMENDATIONS FOR AN ALL AGES AND ABILITY NETWORK BECAUSE YOU ARE GOING TO HAVE HIGH PEEKING FACTOR.

>>TRUSTEE TAGLIA: WE MIGHT NOT BE SEEING ALL OF THAT IS WHAT YOU SUGGEST?

>> WHERE TRYING TO DISTILL A LOT OF DISCUSSION INTO SOME RELATIVELY DIGESTIBLE SLIDES.

>>TRUSTEE TAGLIA: GOT IT.  
THANK YOU.

>>PRESIDENT SCAMAN: OKAY.  
I WANT TO GET SOME FEEDBACK FOR A SECOND.  
IT IS 11:00 O'CLOCK, IT IS REALLY, REALLY DIFFICULT.  
I WANT TO GET AS MUCH INFORMATION FROM YOU ALL TONIGHT, AND AS SHORT AMOUNT OF TIME AS WE CAN AND I MIGHT SUGGEST THAT WE LIMIT OUR QUESTIONS TO JUST MAKING SURE WE UNDERSTAND WHAT HAS BEEN PRESENTED TONIGHT AND WE USE THE NEXT MONTH TO REWATCH THE VIDEO IF NECESSARY AND WE INVITE QUESTIONS TO BE SENT INTO US BY MEMBERS OF THE AUDIENCE AS WELL, BUT WE HAVE RON BURKE, WHO HAS BEEN SITTING HERE ALL NIGHT LONG AND I WOULD LIKE TO HEAR WHAT HE HAS TO ADD, BUT BEFORE EITHER OF YOU WALK AWAY, ANYTHING MORE TO ADD AS FAR AS PRESENTATION?

>> I DO HAVE JUST A FEW NEXT STEPS.

>>PRESIDENT SCAMAN: GO AHEAD.

>>TRUSTEE STRAW: CAN YOU TALK A LITTLE BIT ABOUT HOW THE BIKE PLAN INTERSECTS WITH DIVISION ZERO PLAN?

I KNOW TYLIN WAS INVOLVED IN BOTH AND I IMAGINE THERE IS SOME CONNECTION BETWEEN THE TWO?

>> YEAH.

I AM NOT SURE HOW TO NAVIGATE THIS.

I APOLOGIZE FOR THE SCROLLING.

SO WITHIN DIVISION ZERO PLAN THAT THERE ARE SEVERAL STRATEGIES AND ACTIONS THAT RELATE TO SAFE BICYCLING AND WALKING.

ONE OF THE ACTIONS WITHIN DIVISION ZERO ACTION PLAN IS TO UPDATE THE VILLAGES BICYCLE PLAN DEDICATING FUNDING FOR IMPLEMENTATION, BUT ALSO STRATEGY TO CREATE SAFE, COMFORTABLE AND COMPLETE NETWORKS FOR PEOPLE WALKING AND BIKING.

ONE OF DIVISION ZERO ACTION PLAN RECOMMENDATIONS BUILDS OUT CHICAGO AVENUE.

SO WE LOOKED TO THE DIVISION ZERO ACTION PLAN FOR CHICAGO AVENUE.

THIS PLAN REALLY RELIES ON A LOT OF THE EFFORTS, INCLUDING THE SAFETY ANALYSIS FOR THAT.

>>TRUSTEE STRAW: ONE OF THE THINGS I'M NOTICING AS WE ARE TALKING SPECIFICALLY ABOUT HARVARD IS THE ONLY PROPOSED EAST/WEST CYCLING SOUTH OF 290.

WHEN WE ARE TALKING ABOUT A ALL AGES AND ABILITIES NETWORK APPROACH, YOU KNOW, IF HARVARD WAS JUST DONE AS A GREENWAY.

YOU SAY THAT WOULD NOT SATISFY ALL AGES AND ABILITIES.

IT WOULD BE BELOW THE MINIMUM GUIDELINES FROM HER AND ACTO.

EAST/WEST OPPORTUNITIES WOULD FOCUS SOUTH OF 290 HAVE AS ALTERNATIVES?

>> THE OTHER ALTERNATIVE IS LOOKING AT FILLMORE AND LEXINGTON. IT IS ONE OF THE ALTERNATIVES WE SHOWED THAT WOULD BE A PAIR SINCE LEXINGTON DOES NOT GO THE FULL WAY ACROSS.

A CONCERN FOR FILLMORE IS JUST A LACK OF SIGNALIZED INTERSECTIONS AT OAK PARK AND AT REGIONAL AND.

>> IF WE DO NOT DO STRIPED BIKE LANES ON HARVARD, IF WE DID A GREENWAY, THAT WOULD BE BELOW NACTO GUIDELINES FOR THAT SECTION WHERE THERE IS OVER 2000 CARS AND THE ALTERNATIVES YOU SAY FILLMORE, THE INTERSECTION AT OAK PARK AND FILLMORE HAS BEEN NOTED AS A PARTICULARLY DANGEROUS INTERSECTION IN A REGIONAL STUDY AND YOU DID CONSIDER FIRE ROUTES IN THE DEVELOPMENT OF THE PLAN, RIGHT?

>> WE HAVE THE FIRE ROUTES AND THAT SHOULD BE LISTED WITHIN THE PLAN HOLD ON ONE MOMENT.

HARVARD STREET IS NOT A MEDIUM OR HIGH USE ROUTE.

IT DOES LOOK LIKE LEXINGTON IS.

>>TRUSTEE STRAW: THE ALTERNATIVES TO HARVARD IS A STREET WITH NO SIGNALIZED INTERSECTIONS AT RIDGELAND AND OAK PARK, WHICH ARE THE MOST DANGEROUS CROSSINGS AND A HIGH USE FIRE ROUTE.

SO IT SEEMS LIKE HARVARD, GIVEN THAT IT CONNECTS PARKS AND SCHOOLS AND HAS SIGNALIZED INTERSECTIONS IS THE NATURAL SOLUTION, WHICH BRINGS US BACK TO SOME STRIPED BIKE LANES.

YOUR SHORT-TERM RECOMMENDATION IS NOT FOR PROTECTED BIKE LANES.

YOUR SHORT-TERM RECOMMENDATION, WHAT WE ARE LOOKING AT OVER THE COURSE OF THE NEXT FIVE YEARS IS STRIPED BIKE LANES?

CAN YOU TALK A LITTLE BIT ABOUT INTERSECTION TREATMENTS?  
THERE HAS BEEN A LOT OF DISCUSSION ABOUT THE CRASHES HAPPEN AT  
INTERSECTIONS AND BIKE LANES DO NOT SOLVE INTERSECTIONS.  
WHAT DOES A BIKE LANE AT HARVARD AND OAK PARK LOOK LIKE?

>> AT A SIGNALIZED INTERSECTION, A BIKE LANE IS GOING TO LOOK  
TRADITIONAL.

HARVARD AND OAK PARK YOU WOULD ESSENTIALLY HAVE A STRIPED BIKE LANE  
GOING EAST/WEST UP TO THE STOP BARS AND THROUGH THE INTERSECTION YOU  
WOULD TRY TO HIGHLIGHT THAT CROSSING OF BIKES WITH SOME WHITE DASHES  
AND GREEN DASHES WITHIN THE TO HIGHLIGHT THE DRIVERS THAT THERE WOULD  
BE A CROSSING THERE.

IT IS STANDARD TREATMENTS AND WE DO THOSE IN OTHER PARTS OF THE  
VILLAGE AND WHEN YOU GET INTO THE MORE RESIDENTIAL INTERSECTION  
TREATMENTS, BIKE LANES ARE STILL PRETTY STANDARD TREATMENTS.  
ESSENTIALLY YOU WOULD HAVE A BIKE LANE RUNNING TO THE INTERSECTION.  
WE WOULD LOOK AT EXTENDING BIKE TREATMENTS THROUGH WHERE THEY BIKE  
LANES INTERSECT WITH THE NEIGHBORHOOD GREENWAY AND YOU MIGHT HAVE  
STRIPING TO GUIDE CYCLISTS THROUGH THEIR OR INDICATE THE DRIVERS THAT  
THERE MIGHT BE A TURNING CYCLIST AT THE INTERSECTION.  
OR IF YOU HAD A CROSSING OF A BIKE LANE STREET WITH A UN-SIGNALIZED OR  
UNCONTROLLED SECTION.

IF YOU HAD A NORTH AND SOUTH STREET THAT DID NOT HAVE A STOP CONTROL,  
YOU WOULD HIGHLIGHT THE BIKE LANE CROSSING THROUGH THE INTERSECTION  
WITH GREEN PAVEMENT MARKINGS BECAUSE THAT IS A HIGH POINT OF CONFLICT.  
IT DOES PROVIDE DEFINITELY HIGHER VISIBILITY FOR CYCLISTS.  
AS A DRIVER YOU SEE THE BIKE LANE - AT LEAST IN YOUR HEAD YOU ARE  
ANTICIPATING A CYCLIST.

IT DOES HELP WITH THAT FROM DRIVERS ARE MORE AWARE THAT THERE MIGHT BE  
CYCLISTS, JUST FROM THE PAVEMENT MARKINGS.

>> WE HAVE AN ONGOING SIGNAL STUDY LOOKING AT IMPLEMENTING  
PEDESTRIAN RECALL AND LPI.

HOW WOULD - LEADING PEDESTRIAN INTERVALS.

HOW WOULD THE IMPLEMENTATION OF LPI'S IMPACT A CROSSINGS SUCH AS  
HARVARD AND OAK PARK?

WOULD WE POTENTIALLY HAVE A CONCURRENT WITH THE PEDESTRIAN RIGHT-OF-  
WAY CYCLISTS GET LEADING INTERVAL AS WELL?

IS THAT A CONSIDERATION?

>> WE PROBABLY WOULD NOT DO IT ON HARVARD BECAUSE THE  
INTERSECTIONS ARE NARROW, RELATIVELY SPEAKING.

I THINK WHEN WE LOOK TO MODIFY SIGNAL TIMINGS TO MAKE THEM BETTER FOR  
CYCLISTS, YOU'RE DEALING WITH LARGER INTERSECTIONS OR MORE COMPLEX  
GEOMETRY WHERE CYCLISTS HAVE TO NAVIGATE THAT WHERE YOU MIGHT EXTEND  
THE GREEN TIME OR GIVE ADVANCED GREEN FOR THAT.

ONE OF THE RECOMMENDATIONS WOULD BE TO IMPROVE THE SIGNAL DETECTION SO  
SIGNALS CAN DETECT BIKES AND THAT IS SOMETHING WE WOULD LOOK AT TO SEE

IF WE SHOULD TWEAK THE SIGNAL TIMING AND WHAT YOU CAN DO WITH THE DETECTION IS OF THE SIGNAL DETECTS A CYCLIST YOU CAN EXTEND A GREEN SO THE CYCLIST COULD GET THROUGH THE SIGNAL SAFELY, WHERE THE CAR IS GOING FASTER IN THE SIGNAL WOULD ONLY GIVE A FEW SECONDS FOR THE CAR TO CLEAR THE INTERSECTION, IT WOULD GIVE ADDITIONAL TIME FOR THE CYCLIST TO SAFELY CLEAR THE INTERSECTION.

>> WE HEARD A DISCUSSION OF DOORING EARLIER.  
THAT IS WHEN A CAR DOOR IS OPENED AND THEY CYCLIST RUNS INTO THE CAR DOOR.

IT IS ONE OF THE MOST COMMON WAS THAT CYCLISTS ARE INJURED.  
IS IT DOORING STILL A RISK ON A NEIGHBORHOOD GREENWAY?

>> ANYWHERE WHERE YOU HAVE PARKED CARS AND BIKE RIDERS, THAT IS A RISK.

BIKE LANES DO SOLVE THAT SINCE THERE IS NO PARKING IN THE AREA, THERE IS NO CONFLICT.

>> CAN YOU TALK A LITTLE BIT ABOUT - ONE OF THE CONCERNS THAT WAS RAISED MULTIPLE TIMES WAS IMPLEMENTING BIKE LANES WILL ACTUALLY SPEED UP CARS.

CAN YOU TALK A LITTLE BIT ABOUT THE DATA ON THIS BECAUSE I THINK THE STUDY THAT WAS CITED IS COMPARING A STREET SECTION THAT HAS NO PARKED CARS WITH A SIMILAR STREET SECTION WITH PARKED CARS.

SO IN THAT SCENARIO YOU ARE COMPARING A MORE NARROW STREET WITH AN UNENCUMBERED STREET.

IT DOES THE ENCUMBRANCE OF A BIKE LANE SLOW DOWN CARS OR DO CARS SPEED UP BECAUSE THERE ARE NO LONGER PARKED CARS ON THE STREET?

>> WITHOUT SEEING THE STUDY THAT WAS CITED, I THINK YOU ARE CORRECT.

IT GENERALLY IF YOU REMOVE PARKING FROM A STREET AND DO NOT PUT SOMETHING BACK, THERE IS MORE SPACE AND CARS WILL TAKE ADVANTAGE OF IT AND GO FASTER.

TAKING OUT PARKING AND PUTTING IN A BIKE LANE DOES NOT NECESSARILY TRIGGER THE INCREASED SPEED.

I THINK A LOT OF THAT DEPENDS ON WHAT THE PARKING UTILIZATION RATE WAS PRIOR TO THAT BIKE LANE.

IF YOU HAD A STREET THAT WAS COMPLETELY PARKED UP AND YOU REMOVE THE PARKING AND PUT IN A BIKE LANE I THINK YOU WOULD SEE INCREASED SPEEDS FROM THE PRE-EXISTING CONDITIONS.

- - GENERALLY BY THOSE AREAS AND THE MONTESSORI.

WE ARE NOT PROPOSING REMOVING PARKING IN THOSE AREAS.

I DO NOT THINK YOU REALLY SEE INCREASING SPEEDS BECAUSE RIGHT NOW THE ROADWAY IS GENERALLY WIDE OPEN.

THIS WOULD RAIN AND WITH THE ROADWAY BY HAVING A STRIPED BIKE LANE. YOU ARE NOT PHYSICALLY CHANGING THE WIDTH OF IT, BUT IT IS WIDE OPEN FOR MOST OF HARVARD AND A BIKE LANE - I DON'T THINK WE WOULD SEE INCREASED SPEED AS A RESULT OF THE BIKE LANE.

>>TRUSTEE STRAW: I WOULD BE WILLING TO - SORRY.  
I HAVE ONE MORE QUESTION.

YOU TALK ABOUT CONSIDERING NEIGHBORING COMMUNITIES BIKE PLANS.  
IS IT CORRECT THAT FOREST PARK AS PLANNED BIKE LANES?

>> OUR MIDTERM RECOMMENDATION WOULD BE TO HAVE A PEDESTRIAN  
HYBRID BEACON AT HARLEM TO GUIDE CROSSINGS TO CONNECT TO NEIGHBORS IN  
THE PROPOSED ROUTE.

>>TRUSTEE STRAW: I AM WILLING TO CONTEMPLATE ALTERNATIVE THREE.  
IT WAS THERE ANY CONSIDERATION GIVEN TO MAKING HARVARD ONE WAY TO  
ALLOW PARKING TO REMAIN ON ONE SIDE OF THE STREET WHILE YOU DO A 2 WAY  
BIKE LN. ON THE OTHER SIDE?

>> ONE WAY CONVERSIONS DID COME UP IN GENERAL FOR THE  
CONVERSATION WITH THE BIKE NETWORK.  
IN PARTICULAR FOR HARVARD.

ONE WAY CONVERSIONS ARE LARGE CHANGES TO THE TRANSPORTATION NETWORK.  
ON HARVARD IN PARTICULAR WE WOULD HAVE TO LOOK AT WHAT WOULD BE THE  
CORRESPONDING OTHER DIRECTION OF TRAFFIC SO THAT WOULD MOST LIKELY BE  
FILLMORE.

IF YOU WANTED TO CREATE ONE WEIGHS ON HARVARD SO YOU ONLY ELIMINATE  
HALF OF THE PARKING ON HARVARD AND STILL GET BIKE LANES, WE WOULD HAVE  
TO LOOK AT FILLMORE FOR THE OTHER DIRECTION OF TRAFFIC AND WE WOULD  
HAVE TO LOOK AT LIKELY INSTALLING TRAFFIC SIGNALS AT FILLMORE AND OAK  
PARK AND FILLMORE AND RIDGELAND TO GET TRAFFIC SAFELY ACROSS THE  
INTERSECTIONS WE WOULD ALSO HAVE TO WORK WITH THE SCHOOLS THAT FRONT  
HARVARD TO ADJUST DROP-OFF AND PICKUP PLANS TO ACCOMMODATE THAT.  
THE TRANSPORTATION COMMISSION IN GENERAL ONCE THE VILLAGE TO START  
LOOKING AT OPPORTUNITIES FOR ONE WAY CONVERSIONS SO WE CAN BE MORE  
AGGRESSIVE ON BIKE TREATMENTS IN THE FUTURE.

THAT IS PART OF THE MID-LONG-TERM RECOMMENDATIONS THAT WE START DOING  
THE STUDIES TO LOOK AT OPPORTUNITIES.

THAT IS THE SAME CASE FOR FILLMORE AND HARVARD.

CONVERTING THOSE TO ONE WEIGHS IS GOING TO BE AT A MINIMUM 3-5 YEAR  
INVESTMENT OF TIME AND DESIGN TO MAKE THAT HAPPEN.

THERE IS NO SHORT-TERM CONVERSION OF A ONE WAY.

THAT IS A DESIRE OF THE BOARD THAT WOULD FALL MORE IN THE MID-LONG-  
TERM RECOMMENDATION FOR THE CORRIDOR.

>> I AM SATISFIED WITH THE BASE RECOMMENDATION.  
I'M WILLING TO CONSIDER ALTERNATIVE THREE AND I WOULD BE WILLING TO  
CONSIDER FOR THE MIDTERM, YOU KNOW, DOWN THE LINE WE COULD GO WITH A  
ONE-WAY CONVERSION IF THAT WOULD BRING BACK PARKING IN THE MIDTERM NBA  
MIDDLE GROUND, BUT I DO THINK THERE IS A STRONG CASE MADE FOR BIKE  
LANES THAT SERVE THE SOUTH OAK PARK BECAUSE OTHERWISE THIS IS PART OF  
A COMMUNITY THAT WILL NOT HAVE THE EAST/WEST PROTECTED BIKE LANE AND I  
HAVE HEARD FROM A LOT OF RESIDENTS WHO ALSO DID NOT MAKE IT HERE TODAY



THAT THEY WOULD USE AND DO BIKE, BUT THEY DO NOT NECESSARILY FEEL VERY COMFORTABLE WITH THEIR KIDS ON HARVARD.

WE HEARD FROM SOMEONE WHO HAD A NEAR MISS JUST THIS PAST WEEKEND THAT IS NOT SOMETHING THAT ALWAYS SHOWS UP IN THE DATA.

THANK YOU.

>>PRESIDENT SCAMAN: OKAY.

ANYBODY HAVE INTEREST IN COMMENTS NOW OR DO YOU WANT TO HEAR FROM RON BURKE?

>>TRUSTEE ENYIA: THANK YOU.

WHAT WAS THE COST TO ADD THOSE SIGNALS TO REGIONAL END AND OAK PARK AVENUE?

>> IT HAS BEEN A FEW YEARS, BUT IT WILL BE AT LEAST HALF A MILLION PER INTERSECTION PER SIGNAL.

COMBINED YOU ARE AT LEAST \$1 MILLION FOR THE TWO SIGNALS.

>>TRUSTEE ENYIA: THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

A FURTHER PRESENTATION?

NO?

>> I WILL GO TO NEXT STEPS.

THE CONVERSATION WOULD CONTINUE, BUT UPON A FINALIZED PLAN, BRINGING THE FINAL PLAN TO THE BOARD FOR ADOPTION, THE STAFF WOULD WORK TO IDENTIFY PROGRAMMING, GRANT OPPORTUNITIES, FUTURE INCORPORATION INTO BUDGETS AND MAKING PRIORITIZATION OF RECOMMENDATIONS DESIGNING THOSE PRIORITIES FOR IMPLEMENTATION FOUR.

A DEEP THANK YOU FOR YOUR TIME THIS LATE IN THE EVENING.

>>PRESIDENT SCAMAN: THANK YOU FOR BEING HERE.

RHONDA, ANYTHING YOU WANT US TO HEAR AT THIS POINT?

I KNOW YOU HAVE BEEN HERE ALL NIGHT LONG.

>>SPEAKER: SHOULD I SING A BEDTIME SONG AT THIS POINT?

>>PRESIDENT SCAMAN: PLEASE DO NOT.

>>PUBLIC SPEAKER: I WILL BE QUICK.

RON BURKE, CHAIR OF THE TRANSPORTATION COMMISSION.

I WILL KEEP THIS BRIEF.

HIS.

>>SPEAKER: BEFORE I GOT INTO THE URBAN PLANNING SPACE.

- GOSH, 15 OR SO YEARS AGO, I HAD A LOT OF THE SAME QUESTIONS ABOUT BIKE NETWORKS AND BIKE LANES AND CONCERNS THAT WE HEARD FROM NEIGHBORS TONIGHT AND THOSE ARE VERY COMMON CONCERNS THAT COME UP, WHETHER IT IS HOUSTON OR MILWAUKEE, OR OAK PARK AND I'M GLAD WE HEARD THOSE. THAT FEEDBACK IS IMPORTANT HERE.

I DO THINK THAT OFTEN THERE ARE MISNOMER'S AROUND WHAT IT MEANS TO HAVE A GOOD BIKE NETWORK AND I WANT TO SET THE RECORD STRAIGHT ON A COUPLE OF THINGS BEFORE WE WRAP UP HERE TONIGHT.

ONE IS THAT HAVING A GOOD BIKE NETWORK TYPICALLY INCLUDES BIKE LANES. I LOVE NEIGHBORHOOD GREENWAYS.

I THINK THEY ARE GREAT.

AND OAK PARK THEY ARE OFTEN OUR ONLY SOLUTION BECAUSE OUR STREETS ARE SO NARROW, WE HAVE TWO WAY TRAFFIC, CARS ON BOTH SIDES OF THE STREET.

- - WHERE CARS TYPICALLY PARK THE MOST.

THESE ARE A GOOD RUNNER-UP STRATEGY TO BIKE LANES WHERE WE DO NOT HAVE THE SPACE, THE NEIGHBORHOOD GREENWAYS THAT IS.

I'M EXCITED ABOUT THIS NETWORK AND I'M REALLY EXCITED ABOUT THE IMPROVEMENTS PROPOSED IN THIS BIKE PLAN.

WE FOCUSED A LOT ON THE HARVARD BIKE LANE PROPOSAL IN PARTICULAR, BUT I WANT TO SAY THERE IS A LOT TO LIKE IN THIS PLAN AND IN MANY WAYS WHERE PLAYING CATCH UP WITH PEERS.

WE ARE A RELATIVELY DENSE URBAN COMMUNITY.

WE ARE AS DENSE AS PHILADELPHIA.

WE ARE A CITY BY AMERICAN STANDARDS AND OUR BIKE NETWORK IS NOT UP TO PAR WITH OUR PEERS.

FOR EXAMPLE, EVANSTON IS ABOUT 60 PERCENT BIGGER THAN WE ARE IN TERMS OF SQUARE MILES IN THE NUMBER OF ROADS.

NOTHING EVANSTON IS EXACTLY OAK PARK.

WE'VE HAD THIS DEBATE MANY TIMES, BUT THAT IS A BENCHMARK FOR US TO THINK ABOUT.

WE CAN DO BETTER.

THIS PLAN LAYS OUT A WAY FOR US TO DO BETTER.

AS FAR AS HARVARD GOES, ULTIMATELY I WOULD PERSONALLY LIKE TO SEE CONTINUITY WITH THE BIKE FACILITY ON HARVARD BECAUSE AS OF NOW UNTIL WE GET THE ONE-WAY STREETS HOPEFULLY HAPPENING WHERE WE HAVE THE ABILITY TO PUT IN MORE BIKE LANES BECAUSE RIGHT NOW WE DON'T HAVE THE ABILITY WITHOUT LIMITING - - RELATIVELY LOW AMOUNTS OF PARKING.

UNTIL WE HAVE A ONE-WAY STREETS HAPPENING, WE HAVE VERY FEW STREETS IN THE VILLAGE THAT CAN SUPPORT A BIKE LANE WITHOUT ELIMINATING SIGNIFICANT PARKING ACCESS AND HARVARD IS ONE OF THE FEW WHERE WE CAN DO THAT.

I'M EXCITED ABOUT TRYING THIS AND IT IS A STRIPED BIKE LANE.

IT IS NOT THAT EXPENSIVE.

IF IT DOESN'T WORK, YOU CAN TAKE IT OUT AND I THINK IT WILL WORK.

I THINK IT WILL ATTRACT PEOPLE.

GOOD BIKE NETWORKS HAVE BIKE LANES.

THEY INCREASE BIKING.

THEY DO INCREASE SAFETY AND WE CAN MAKE THAT HAPPEN HERE AND I THINK THE BIKE PLAN IS ON THE RIGHT PATH TO MAKING THAT HAPPEN.

APPRECIATE YOUR TIME.

>>PRESIDENT SCAMAN: THANK YOU.

ANY CLOSING REMARKS FROM MEMBERS OF OUR BOARD?

STAFF WAS LOOKING FOR SOME LEVEL OF DIRECTION.

I WOULD STILL INVITE THE SINCE THIS WAS A LOT OF INFORMATION, IF YOU END UP NEEDING TO EMAIL QUESTIONS, PLEASE DO.

NO, I MEAN IF YOU HAVE SOMETHING YOU'RE READY TO SAY, PLEASE GO AHEAD.  
IN CLOSING.

>>TRUSTEE LEVING-JACOBSEN: I REALLY LIKE THIS PLAN AND I'M  
GRATEFUL FOR THE WORK THAT WENT INTO IT FROM ALL INVOLVED.  
I WILL ECHO WHAT TRUSTEE STRAW SAID.  
I WAS INTERESTED IN THE MENTIONS IN COORDINATION WITH VISION ZERO.  
MORE OF THAT, ESPECIALLY WHEN IT COMES TO IMPLEMENTATION IS VERY  
INTERESTING TO ME.  
THEY WORK WELL TOGETHER, BUT HAVING THE ARTICULATION IS VERY HELPFUL  
AND IT MADE ME THINK, JUST TO GIVE THE FEEDBACK THAT WAS ASKED OF US,  
ABOUT HOW VISION ZERO AND MAYBE EVEN SOME BIKE SAFETY CURRICULUM COULD  
BE EMBEDDED IN OPPORTUNITIES FOR COORDINATION WITH OUR SCHOOL  
DISTRICTS.  
DRIVER'S ED CURRICULUM, AS WELL AS BIKE SAFETY CURRICULUM.  
IT IS AN OBVIOUS PLACE FOR COORDINATION AND INEFFECTIVE SPACE FOR  
SAFETY MESSAGING AND SHRINKAGE SORRY, IT IS LATE.  
SO YEAH, I LIKE THE PLAN AND WHAT I LIKE ABOUT IT IS IT SERVES WHAT I  
THINK SHOULD BE OUR COLLECTIVE PRIORITY OF SAFETY AND SUSTAINABILITY.  
I THINK THOSE ARE THE VALUES THAT GUIDE OUR DECISIONS.  
MY CONCERNS ARE ABOUT THE PROCESS THAT GOT US HERE AND I THINK  
REFLECTING ON THAT, WHETHER BETWEEN NOW AND APPROVAL OR JUST FOR  
FUTURE PROJECTS, IT DOES NOT FEEL LIKE WE ARE TALKING TO EACH OTHER  
AND PEOPLE ARE ASKING QUESTIONS AND EXPRESSING CONCERNS AND HAVING  
RESPONSES TO THEM.  
IT FEELS LIKE - I DON'T KNOW, IT FEELS PIECEMEAL AND MAYBE THAT IS  
RAISING THE ANGST, BUT WE ARE PRETTY FAR ALONG.  
I'M JUST GOING TO SAY THAT THAT WAS MY ONLY REAL CONCERN AND I LIKE  
THE PLAN.

>>PRESIDENT SCAMAN: TRUSTEE TAGLIA AND THEN WE WILL GO TO TRUSTEE  
ENYIA.

>>TRUSTEE TAGLIA: I WILL BE BRIEF.  
TWO POINTS I WANT TO SAY, I WANT TO REITERATE MY POINT FROM LAST WEEK  
THAT WE HAVE A PUBLIC DISCUSSION.  
THERE WAS MORE DIRECTION ON THAT AND I THINK IT WOULD BE BENEFICIAL TO  
THE RESIDENCE SO THEY CAN GET THE ANSWERS THEY HAVE SOUGHT ALL ALONG.  
SOME OF THEM CAME OUT TONIGHT, BUT THERE ARE A BUNCH OF PEOPLE THAT  
HAVE QUESTIONS TO BE ANSWERED.  
THE OTHER THING I WANT TO SAY IS ONE THING WE HAVE NOT DISCUSSED ON  
HARVARD IS THE COST.  
THE COST OF REORIENTING AND RELOCATING DOZENS, AND DOZENS, AND DOZENS  
OF DRAINS AND CATCH BASINS.  
THE ESTIMATE I SAW WAS ABOUT \$1.6 MILLION.  
I UNDERSTAND THAT WILL NOT COME UNTIL LATER, BUT IT IS GOING TO COME  
AND THAT IS TODAY'S DOLLARS.  
EIGHT OR 10 YEARS FROM NOW IT WILL BE DOUBLE THAT.

MILLIONS OF DOLLARS OF INVESTMENT AND I THINK THERE NEEDS TO BE A BETTER WAY.

THERE HAS TO BE SOME OTHER WAY THAT DOES NOT CAUSE US TO DISRUPT HUNDREDS OF PEOPLE AND SPEND MILLIONS OF DOLLARS ON THESE INFRASTRUCTURE IMPROVEMENTS THAT WOULD NOT BE NECESSARY WITH THE EXCEPTION OF WE WANT TO PUT THIS AT THE SPOT, AT THIS TIME.

I JUST THINK IT SHOULD BE CONSIDERED.

WE NEED TO LOOK AT OTHER ALTERNATIVES AND I AM FOR IF IT MEANS THAT A ONE-WAY STREET.

I'M ALL FOR IT.

I DON'T THINK THERE IS ANY HARM.

THERE HAS TO BE A BETTER WAY THAN THIS PLAN, WHICH IS SO DISRUPTIVE AND INVASIVE TO OUR INFRASTRUCTURE.

THANK YOU.

THAT IS ALL I HAVE TO SAY.

>>PRESIDENT SCAMAN: GO AHEAD.

THEN TRUSTEE ENYIA.

>>TRUSTEE STRAW: I WANT TO MAKE SURE THAT WE CLARIFY THAT POINT. YOU HAVE SPOKEN TO ANYTHING BEYOND THE SHORT-TERM PLAN WOULD GO THROUGH A FURTHER COMMUNITY ENGAGEMENT PROCESS AND IS FIVE OR MORE YEARS OUT?

THIS BIKE PLAN IS NOT COMMITTING US TO SPENDING - AS TRUSTEE TAGLIA SAYS, MILLIONS OF DOLLARS FOR RAISED BIKE LANES ON HARVARD: THIS IS ONLY COMMITTING TO STRIPED BIKE LANES ON HARVARD AND SHOULD THOSE STRIPED BIKE LANES BE SUCCESSFUL, THEN WE CAN CONSIDER IN FIVE YEARS THROUGH AN ADDITIONAL COMMUNITY ENGAGEMENT PROCESS THE PROPOSED RAISED BIKE LANES THAT WOULD HAVE AN ADDITIONAL COST, CORRECT?

>> CORRECT.

WE ARE REALLY LOOKING FOR APPROVAL FOR THE ZERO - THE SHORT-TERM 0-5 YEARS.

THE MID AND LONG TERM GIVE US A VISION FROM A STAFF PERSPECTIVE TO HELP US IN FUTURE PLANNING EFFORTS AND SEE WHERE THERE MIGHT BE OPPORTUNITIES FOR ADDITIONAL TREATMENTS, BUT WE WOULD REENGAGE THE PUBLIC AND THE VILLAGE BOARD WITH A BUY PLAN UPDATE BEFORE MOVING FORWARD WITH THE RECOMMENDATIONS.

>>TRUSTEE STRAW:

>>TRUSTEE TAGLIA: MAY I MAKE ONE MORE COMMENT VERY BRIEF?

THIS TRIGGERS PARKING LOSS NEXT YEAR AND THAT PARKING LOSS WILL BE - FOR THE FORESEEABLE FUTURE.

I DO NOT SEE THINGS GOING IN ONE DIRECTION AND GOING BACK.

IT DOES NOT HAPPEN WITH OUR LEAVES AND OTHER DECISIONS BUT WHEN WE LOSE SOMETHING LIKE PARKING, IT IS GONE.

IT WOULD BE DIFFICULT TO GET IT BACK.

I THINK.

MAYBE YOU DISAGREE, BUT IN MY EXPERIENCE, WHEN A DECISION IS MADE, IT IS MADE AND ALTHOUGH YOU ARE RIGHT, WE MAY NOT END UP SPENDING THE MONEY IN FIVE OR 10 YEARS, THE PATH WE GO DOWN NUMBER ONE AND NUMBER TWO, PARKING LOSS IS INITIATED IN THE MIDDLE PART OF NEXT YEAR. THAT IS ALL I WANT TO SAY.  
THANK YOU.

>>PRESIDENT SCAMAN: TRUSTEE ENYIA?

>>TRUSTEE ENYIA: THANK YOU FOR PUTTING THIS TOGETHER AND ALL THE WORK THAT WENT BEHIND IT.

IN GENERAL I FIND A LOT OF - A LOT TO BE LOOKING FORWARD TO. FOR A COMMUNITY WANTING TO BECOME MORE OF THIS COMMUTER BASED, BUT USING AN OPPORTUNITY TO ALLOW BIKE RIDERS TO BE SAFE AND PEOPLE USING SCOOTERS AND PEOPLE WHO ARE DISABLED USING MULTI TRANSPORTATION AS WELL.

I FIND A LOT OF THOSE ISSUES - I USE HARVARD ALL THE TIME. GOING TO GAMES AT MAPLE AND GOING TO GAMES WITH MY KIDS. FOR THE MOST PART I DO NOT GET INTO MANY ISSUES OF SOMEONE ABOUT TO HIT US OR SOMETHING LIKE THAT. AS THE FATHER HAD AT THE SAME INTERSECTION, HAD SOMEONE ALMOST HIT ME AND YOU THROW YOUR HANDS UP WONDERING HOW THEY MISSED YOU. LIKE YOU ARE RIGHT THERE IN THE MIDDLE OF THE STREET AND IT IS BROAD DAYLIGHT.

THERE ARE THE POINTS OF BEING A NEIGHBOR AND NOT KNOWING, LIKE WHAT IS THE PROCESS?

I FIND THAT NOT JUST WITH THIS, BUT OTHER ISSUES IN THE VILLAGE WHERE PEOPLE FEEL LEFT OUT AND NOT HEARD AT THE TIMES THAT THEY FEEL LIKE THEIR VOICE IS BEING DEVALUED BY NOT HAVING THAT OPPORTUNITY TO SPEAK THEIR PIECE AND BE HEARD IN THE WAY THAT ALLOWS FOR A COMPROMISE TO HAPPEN AND YOU DO NOT FEEL THE SAME WHEN A COMPROMISE HAPPENS AFTER A CHOICE HAS ALREADY BEEN MADE.

I IMPORE OUR VILLAGE STAFF, US AS ELECTED'S TO TRY TO DO EVEN BETTER IN THE FUTURE, BUT HOW DO WE LOOK BACK AT THIS ONE AND HOW DO WE GIVE THE OPPORTUNITY FOR THE VOICES TO BE HEARD IN A WAY THAT IS CONDUCIVE TO BRINGING ABOUT A CHANGE AND ALLOWS US TO FIGURE OUT HOW TO BECOME THE VILLAGE THAT WE DO WANT TO BE BECAUSE WE HAVE SEEN AT SUCCESSFUL IN OTHER AREAS AND THIS IS VERY DENSE OAK PARK.

I CANNOT TELL YOU THE AMOUNT OF DAYS WHERE I HAVE BEEN LIKE, HOW WILL I GET TO THIS PLACE THAT IS NOT EVEN A MILE AWAY IN LESS THAN 15 MINUTES?

LIKE, THE ONLY WAY IS IF WE ALL GOT ON OUR BIKES, BUT SOMETIMES WE ARE NOT SET UP TO DO THAT.

THERE ARE ALWAYS THE QUESTIONS AND FIGURING OUT HOW DO WE DO BETTER FOR THE FUTURE OF WHAT THIS IS SUPPOSED TO BE AN WANTING DIVISION ZERO WHERE NOBODY IS HURT WHEN THEY ARE GOING ON A BIKE RIDE OR A STROLL THROUGH OAK PARK.

I DON'T KNOW WHERE WE WILL END UP WHEN WE HAVE OUR CONVERSATION, BUT I WAS GLAD TO HEAR SOME OF THE ACCOMMODATIONS, ESPECIALLY TALKING ABOUT PEOPLE WITH DISABILITIES AND FIGURING OUT, HOW ARE THEY GOING TO GET FROM THEIR HOUSE TO CAR, BUT HEARING THE PAIN - THE HOUSE WHERE I SAID DAD PICKED MY HOUSE - - HE ONLY DID NOT PICK THE CORNER BECAUSE OF SAFETY WITH US RUNNING OUT INTO THE STREET AND TRYING TO PLAY GAMES WITH OUR NEIGHBORS.

I ALSO FEEL FOR THE NEIGHBORS - THAT IS HOW THEY GET ACCESS. TO NOT HAVE THAT HEARD, I KNOW THAT IS KILLING THE POINT OF EXISTING IN OAK PARK AND WHAT THEY KNOW AS HAVING ACCESS.

SO I WANT TO TAKE THE TIME TO HEAR THEM OUT AND UNDERSTAND, HOW DO WE FIND THE COMPROMISE?

I KNOW IT WILL NOT BE EASY, BUT I KNOW LIKE TRUSTEE TAGLIA SAID, IT WILL NOT BE CHEAP EITHER.

I KNOW THESE ARE THINGS DOWN THE LINE, BUT WANTING TO UNDERSTAND, HOW DOES THAT AFFECT US IS THERE A WAY THAT WE CAN MOVE FORWARD HAVING DEEPER CONVERSATIONS?

>>PRESIDENT SCAMAN: OKAY.

I'M GOING TO TAKE THE NEXT MONTH TO LISTEN FOR WHERE SOME OF THE COMPROMISE IS, HOWEVER, I DO, AT THIS POINT APPRECIATE THE WORK THAT HAS BEEN PUT INTO HEARING FROM RESIDENCE.

WE ARE STRIVING AS A BOARD, AND I THINK TONIGHT IS EVIDENT OF THAT AND TONIGHT IS NOT UNIQUE FOR US IN OUR WILLINGNESS TO LISTEN TO OUR RESIDENTS.

WE ARE LOOKING FOR OUR PROCESSES TO MATCH THE SPIRIT THAT WE HAVE AS ELECTED OFFICIALS, BUT I DO SEE WHERE THERE HAS BEEN A LOT OF WORK DONE TO ADJUST THE FINAL ALTERNATIVE.

THAT IS ADDRESSING SOME OF THE CONCERNS.

AT THIS POINT I'M IN FAVOR OF THAT AS I CONTINUE TO JUST SEE IF THERE IS ROOM FOR FURTHER IDEAS OR AT LEAST FOR ME TO BE SPECIFIC ABOUT AN AREA WHERE I KNOW THERE WILL BE A DISABILITY ACCESS CHALLENGE AND HOW WE WOULD REACH OUT TO THE HOMEOWNER AND WORK WITH THEM.

SO I INVITE ANY OF OUR RESIDENCES EVENING TO EMAIL US QUESTIONS.

TRUSTEE TAGLIA, WE NEED A LITTLE CLARIFICATION ON WHAT EXACTLY YOU ARE LOOKING FOR.

WE DO NOT CLEARLY HAVE FOR DIRECTION, WHAT WE HAVE IS A WILLINGNESS TO BE MAKING OUR DECISIONS AS INFORMED AS POSSIBLE.

>> IT IS FOR THE RESIDENCE, REALLY.

SOME IS CORRECT AND SOME IS INCORRECT AS WE HAVE LEARNED TONIGHT, SOME OF THE DATA HAS DIFFERENT EXPLANATIONS AND THE STRUCTURE OF OUR PUBLIC MEETINGS IS SUCH THAT THEY ARE ABLE TO ASK QUESTIONS, BUT NOT GOOD ANSWERS.

I GIVE ALL THE CREDIT IN THE WORLD TO STAFF FOR THE GREAT PLAN, BUT ALSO FOR REACHING OUT TO PEOPLE AND ALREADY MEETING WITH SOME GROUPS IN THE VILLAGE, BUT AS WE SAW DOWN AT THE WASHINGTON IRVING SCHOOL AND

WE TALKED ABOUT THE TOE ZONES BY ROOSEVELT ROAD AND WE HAD A PUBLIC FORM AND PUBLIC GATHERING, IT BROUGHT UP A LOT OF QUESTIONS AND ANSWERS AND STAFF COULD SIT DOWN AND LISTEN AND LEARN AND WE COULD LISTEN AND RESIDENTS CAN LISTEN AND LEARN AND IT'S JUST LIKE AN INFORMATION EXCHANGE, PUBLIC FORM.

AS THE QUESTIONS THAT ARE NOT BEING ANSWERED.

>> PRIMARILY AN OPPORTUNITY FOR RESIDENTS TO ASK QUESTIONS OF WHAT THEY HAVE HEARD TONIGHT BECAUSE WHAT YOU ARE PROVIDING WAS NOT AN OPEN MEETING.

ONLY TWO BOARD MEMBERS WERE ACTUALLY ABLE TO SPEAK.  
IN THAT SITUATION.

>> THAT IS CORRECT.

I DON'T MEAN WHERE THE BOARD MEMBERS SPEAK.

IT IS FOR RESIDENTS TO - YOU ARE CORRECT, OF COURSE.

THE RESIDENTS INTERACT WITH STAFF AND GET THE ANSWERS THAT THEY HAVE MENTIONED AND SOME OF THAT IS JUST COMMUNICATION AND THAT IS ALL IT IS GOING TO BE AND YOU GUYS HAVE DONE A GREAT JOB, BUT THAT WOULD BE A GREAT JOB.

JUST TO THE OPEN MEETINGS ACT WITH TRANSPORTATION COMMISSION WHERE THEY ARE NOT ABLE TO EXCHANGE - NOTHING THAT YOU GUYS DID WRONG.

YOU CANNOT HAVE THESE LONG DISSERTATIONS BACK AND FORTH.

THANK YOU.

>> WE WILL CONTINUE THE OPEN DIALOGUE WITH THE RESIDENTS OUTREACH AND TRY TO TAKE AS BEST WE CAN FROM THERE.

>> PRESIDENT SCAMAN, I WANT TO SUMMARIZE THE IDEAS FOR A FINAL PLAN TO COME FORWARD FOR BOARD ADOPTION.

THEY WILL BE USING THE FEEDBACK TONIGHT, THE CONSENSUS TONIGHT TO DO THAT AND I WANT TO MAKE SURE STAFF HAS WHAT THEY NEED IN ORDER TO MOVE FORWARD AND THE DISCUSSION TONIGHT WILL INFORM THE CONVERSATIONS WITH THE PUBLIC BETWEEN NOW AND THEN AS WELL.

I BELIEVE WE HAVE CONSENSUS.

>> WHAT YOU HAVE CONSENSUS ON HIS ALTERNATIVE THREE.  
CORRECT?

IS THAT RIGHT?

>> I'M FINE WITH ALTERNATIVE THREE.

MY PREFERENCE IS FOR THE RECOMMENDATION AS STATED, BUT - -

>> THE ORIGINAL RECOMMENDED APPROACH, BUT IF I WAS HEARING PUSHBACK FROM OTHER FOLKS I WOULD BE AMENABLE TO ALTERNATIVE THREE. I THINK THE CONTINUITY OF - I THINK THE CONTINUITY OF HAVING THE SAME TREATMENT ACROSS THE ENTIRE PORTION OF THE NETWORK DOES CREATE MORE COMFORT WITH CYCLISTS.

ESPECIALLY YOUNGER CYCLISTS, RATHER THAN GOING FROM A BIKE LANE TO AN ENTIRELY DIFFERENT GREENWOOD TREATMENT.

MY PREFERENCE IS FOR THE CONTINUITY, BUT IF THERE WAS NOT CONSENSUS AROUND THAT I WOULD BE AMENABLE TO ALTERNATIVE THREE.

>>PRESIDENT SCAMAN: RON, WHAT ARE YOUR FINAL WORDS?  
- I CAN SEE HOW THE COMFORT OF A BIKER WOULD BE HIGHER WHEN EVERYTHING  
IN FRONT OF THEM STAYS THE SAME.

>> ALTERNATIVE THREE IS CLEARLY AN UPGRADE AS WELL.  
I THINK WHAT IS RECOMMENDED NOW WOULD BE BETTER IN TERMS OF BUILDING  
OUT THE NETWORK AND GIVING US A CHANCE TO SEE A SIGNIFICANT BIKE LANE  
IN ACTION ACROSS A MILE AND 1/4 ROUGHLY IT WOULD BE.  
THAT WOULD BE MY PERSONAL PREFERENCE.  
WE DISCUSSED THESE ALTERNATIVES AS A COMMISSION AND LANDED ON THE ONE  
THAT YOU SEE RECOMMENDED TONIGHT, BUT YOU NOW.

>> I HEAR THAT.  
WE DON'T KNOW EXACTLY WHERE OUR SIX TRUSTEES STAND AT THIS POINT.  
AT THAT FINAL MEETING WE CAN DIRECT STAFF AND A MOTION OF HOW WE  
APPROVE THE PLAN - IF THERE ARE ANY ADJUSTMENTS WE ARE LOOKING TO SEE.

>> YEAH, WE ARE JUST LOOKING FOR DIRECTION REALLY ON WHAT YOU  
THOUGHT MIGHT BE THE MORE CONTROVERSIAL ITEM ON HARVARD.  
IF THERE IS BOARD CONSENSUS ON THE RECOMMENDATION THERE, WE CAN TAKE  
THAT AND COMBINE THAT INTO A FINAL DOCUMENT TO PRESENT TO THE BOARD  
FOR ACTION.

IF THE BOARD WANTS TO HAVE AN INTERIM PUBLIC MEETING TO PRESENT  
INFORMATION AND HAVE A LITTLE MORE DIALOGUE, WE COULD CERTAINLY DO  
THAT.

IF THE BOARD NEEDS THE INFORMATION FROM THAT TO HELP MAKE A DECISION,  
WE CAN DO THAT AS WELL.

>>PRESIDENT SCAMAN: OKAY.  
WE ARE MOVING IN THAT DIRECTION.  
I AM UNDERSTANDING OF VILLAGE MANAGERS OFFICE WAS GOING TO CONTINUE TO  
PLAN FOR MORE ENGAGEMENT AS WELL.  
THEN WE HAVE CALLED TO THE BOARD AND CLERK.

>>TRUSTEE ENYIA: IT SUCKS BEING THE CITY AND TRYING TO DO THAT,  
BUT DEFINITELY WANTED TO THANK THE VILLAGE FOR DOING ALL THE  
PROCLAMATIONS THAT CAME THROUGH TODAY.  
I THINK IT IS HIGHLY IMPORTANT TO CONTINUE THE WORK THAT HAS HAPPENED.  
THANKS IN LARGE PART TO JENNA, MOMS DEMAND ACTION, CONTINUING TO  
ADVOCATE IN WAYS THAT MAKE OUR KIDS FEEL SAFE, BUT OUR COMMUNITY FEEL  
SAFER AND ONE OF THE COMMENTERS HAD TO SAY ABOUT HER FEELINGS IN HIGH  
SCHOOL AND DEALING WITH SAFETY.  
ALSO I WANTED TO ECHO THE WORDS ABOUT BEING A SANCTUARY VILLAGE.  
I THINK IT IS A HUGE STEP FOR OAK PARK TO MAKE SUCH A PROCLAMATION  
OVER THE YEARS THAT HAPPENED A WHILE BACK BEING A CENTURY CITY IN  
GENERAL, BUT KNOWING THAT AND KNOWING THAT PEOPLE MOVE HERE FOR A  
SPECIFIC REASON TO FEEL SAFE, TO BIKE SAFE AND ALL OF THOSE THINGS, I  
THINK IT IS PART OF OUR COMMUNITY DRIVE FOR FEELING LIKE A VILLAGE AS  
ONE.



I WANT TO ECHO THE WORDS THAT ERIN SAID AND TAKING STEPS FURTHER TO MAKE SURE ALL THE PEOPLE WITHIN OAK PARK'S LIMITS FEEL THAT SAME WAY AND FEEL SAFE TO WAKE UP IN THE MORNING AND NOT FEEL SAFE IS A VERY SCARY FEELING AND I CANNOT IMAGINE BEING THAT WAY AND HAVING TO DEAL WITH THAT LEVEL OF FEAR ON A CONTINUAL BASIS AND I WANT PEOPLE IN OAK PARK TO FEEL SAFE.

I WANT THEIR CHILDREN TO FEEL SAFE AND I WANT TO SEE WHAT WE CAN DO ABOUT THAT AND CONTINUING TO PUSH THE EFFORT FORWARD.

>>PRESIDENT SCAMAN: THANK YOU.

>>TRUSTEE STRAW: I I THOUGHT I WAS DEFINITELY MOVED BY A LOT OF THE NON-AGENDA PUBLIC COMMENT THAT WE HEARD AND I DO THINK THAT THERE IS DEFINITELY MERIT TO US CONSIDERING SOME KIND OF ORDINANCE RELATED TO BEING A SANCTUARY VILLAGE FOR TRANS, NON-BINARY AND GENDER QUEER INDIVIDUALS.

I KNOW WE ALREADY IN MANY WAYS DE FACTO ARE BECAUSE I AM CONSTANTLY HEARING STORIES FROM FAMILIES WITH GENDER QUEER CHILDREN THAT ARE MOVING TO OAK PARK FROM STATES WHERE THEY ARE MADE TO NOT FEEL SAFE. THEY REACH OUT, THEY FIND COMMUNITY AND THAT COMMUNITY TELLS THEM THAT THIS IS A PLACE WHERE YOU AND YOUR CHILDREN CAN FEEL SAFE. I THINK TO OUR GREAT CREDIT AND I THINK LOOKING AT WHAT STEPS WE CAN TAKE TO ENSHRINE THAT IN LAW AND PROTECT THAT IS IMPORTANT AND MAKES SENSE.

>>PRESIDENT SCAMAN: THANK YOU.

>>TRUSTEE LEVING-JACOBSEN: I'M SORRY, IT IS LATE AND I HAVE A LOT ON MY MIND IT TO SAY.

THE FIRST ITEM TODAY WAS REALLY IMPORTANT TO ME. PERSONALLY, OBVIOUSLY.

WEARING ORANGE IS A NATIONAL EVENT, IT IS AN ANNUAL EVENT AND LIKE SO MUCH OF OUR WORK IN THAT GUN VIOLENCE PREVENTION IT IS MEANT TO CENTER SURVIVORS PRETTY COME TO THE GARDEN AT 4920 WEST QUINCY.

THERE WILL BE FOOD.

ALSO BECAUSE CENTERING SURVIVORS AND GUN VIOLENCE PREVENTION IS SO IMPORTANT, THE I PLAN ADOPTED IN 2022, GOAL NUMBER TWO IS SPECIFICALLY TO SUPPORT SURVIVORS OF TRAUMA AND THOSE AT RISK OF VIOLENCE.

WE HAVE NOT IMPLEMENTED ANY OF THOSE STRATEGIES YET.

THIS IS A REMINDER TO ALL OF US THAT THAT WORK REMAINS.

I WOULD ECHO WHAT MY COLLEAGUES IN THE PUBLIC COMMENTERS SAID ABOUT THE URGENCY OF ARTICULATING AND FORMALIZING OUR SUPPORT AS A SANCTUARY COMMUNITY FOR TRANS AND GENDER NONCONFORMING FOLKS.

I HEARD A QUOTE EARLIER TODAY THAT I JOTTED DOWN PREDICTIONS PHOBIA IS A DISTRACTION FROM OUR SHARED HUMANITY AND JUST LIKE THE PUBLIC COMMENT THAT AARON MADE, ATTACKS ON THE TRANS FOLKS ARE ATTACKS ON REFUGEES, REPRODUCTIVE HEALTH CARE, IMMIGRANTS, HEALTHCARE SEEKERS, ATTACK ON ALL OF US.

IT IS IN OUR BEST INTEREST TO PROTECT EACH OTHER REGARDLESS OF WHAT  
IDENTITY CATEGORIES WE FALL UNDER.

JUST THE GENERAL MESSAGE I HEARD A FEW TIMES THAT WE NEED TO CONTINUE  
TO BACKUP OUR WORDS AND PROCLAMATIONS, AND OUR RESOLUTIONS WITH  
ACTION.

I KNOW THE USE OF DATA COLLECTION UNDERMINES THE SAFETY OF THOSE WHO  
LIVE, WORK, AND VISIT OAK PARK.

I ENCOURAGE US TO LOOK INTO OUR INVESTMENT AND THE HARM IT CAUSES AND  
THE PROMISE TO EXACERBATE.

WE HAVE TECH OLIGARCHS CONTINUING TO AMASS CONCENTRATED UNCHECKED  
POWER IN OUR COUNTRY AND IT IS NOT NOT AFFECTING US IN OAK PARK.

YEAH, I HOPE WE CAN CONTINUE CONVERSATIONS AROUND HOW ALL OF THESE  
INTERSECT WITH OUR SHARED VALUES.

>>TRUSTEE TAGLIA: I WANT TO THANK JENNA FOR MOMS DEMAND ACTION  
AND LOOKING AT THE ROOT CAUSES OF VIOLENCE.

THAT IS IMPORTANT AND I STRONGLY SUPPORT THAT AND I THINK YOU'RE DOING  
A GREAT JOB.

THANK YOU.

>>PRESIDENT SCAMAN: OKAY.

I ECHO JUST ABOUT EVERYTHING THAT WAS SAID TONIGHT AND ALSO WANT TO  
THINK - NOT JUST THE PUBLIC COMMENTERS AND OUR COMMUNITY FOR COMING  
OUT TONIGHT, BUT BLOOMING ON HARRISON STREET WAS WONDERFUL AND DAY IN  
OUR VILLAGE WAS WONDERFUL, THANK YOU TO ALL THE VOLUNTEERS AND SMALL  
BUSINESSES AND EVERYBODY INVOLVED AND THE STAFF INCLUDED TO MAKE ALL  
OF THAT HAPPEN.

EVERYBODY HAVE A WONDERFUL EVENING.

THANK YOU FOR JOINING US.

ENTERTAIN A MOTION TO ADJOURN.

>> SO MOVED.

>> SECOND.

ALL IN FAVOR?

>> AYE.