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

>>PRESIDENT SCAMAN: WE ARE WAITING ON BRIAN, BUT WE HAVE A QUORUM.

SO WE CAN GET STARTED.

WELCOME, EVERYBODY.

CLERK WATERS, ARE YOU WITH US?

>>CLERK: YES, I AM HERE.

CAN YOU HEAR ME.

>>PRESIDENT SCAMAN: I CAN HEAR YOU.

THANK YOU.

IS THERE ANYBODY ELSE ON ZOOM WITH YOU?

>>CLERK: WE HAVE A TRUSTEE ENYIA.

>>TRUSTEE ENYIA: HERE.

>> INTERIM CFO KAYDEN AND DANIEL GUILLEN.

>>PRESIDENT SCAMAN: I APPRECIATE THE HEAD'S UP. IT IS 6:04 PM AND I WOULD LIKE TO CALL THIS MEETING OF THE VILLAGE BOARD TO ORDER.

CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE BUCHANAN.

>> HERE.

>> TRUSTEE ENYIA.

>> HERE.

>> TRUSTEE PARAKKAT.

>> TRUSTEE ROBINSON.

>> HERE.

>> TRUSTEE STRAW.

TRUSTEE WESLEY.

>> HERE.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: HERE.

CLERK WATERS AND A TRUSTEE ENYIA ARE PARTICIPATING REMOTELY WITHIN OUR PROTOCOLS AND SO I WOULD ENTERTAIN A MOTION TO APPROVE THE AGENDA AS IT IS PRESENTED.

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: TRUSTEE WESLEY AND THEN TRUSTEE ROBINSON SECONDED.

ALL IN FAVOR?

>> AYE.

>>PRESIDENT SCAMAN: HEARING NO NAY'S.

I WOULD ENTERTAIN A MOTION TO APPROVE THE MINUTES FROM THE DECEMBER 3, 2024 REGULAR MEETING AND THE JANUARY 14, 2025 REGULAR MEETING OF THE VILLAGE BOARD.

MOTION, PLEASE.

>> SO MOVED.

>> SECOND.

>> MOVED BY TRUSTEE WESLEY AND SECONDED BY TRUSTEE ROBINSON.

ALL IN FAVOR?

>> AYE.

>> HEARING NO NAY'S, MEETING MINUTES HAVE BEEN APPROVED.

CLERK WATERS, ANY NON-AGENDA PUBLIC COMMENT THIS EVENING?

>>CLERK: WE DO NOT HAVE ANY NON-AGENDA PUBLIC COMMENT, HOWEVER, WE DO HAVE SOME PUBLIC COMMENTERS THAT WOULD LIKE TO GO DURING THIS TIME IF AT ALL POSSIBLE?

>>PRESIDENT SCAMAN: YES.

IF YOU WILL PLEASE INVITE THEM UP.

>>CLERK: DEBBIE CLARK HANSEN.

>> FIRST SPEAKER, DAVID MARSHALL.

>>PUBLIC COMMENTER: OKAY, THANK YOU.

I DID NOT REALIZE I WAS GOING OUT.

IN ANY CASE, I AM DAVE MARSHALL AND I LIVE AT 206 S. GROVE AND I'M COMMENTING ON THE VISION ZERO PLAN AND I WOULD LIKE TO REGISTER MY SUPPORT FOR THE PLAN AND ENCOURAGE YOU TO CONTINUE WITH ALL OF WHAT YOU'RE DOING AND MORE WITH RESPECT TO BICYCLE AND PEDESTRIAN SAFETY. I THINK IT IS VERY IMPORTANT, IT IS GREAT FOR THE LIVABILITY OF THE COMMUNITY AND ANYTHING WE CAN DO TO REDUCE ACCIDENTS MAKES IT MORE LIKELY TO WALK OR BIKE IN OAK PARK.

IT IS CONSISTENT WITH YOUR CLIMATE READY OAK PARK PLAN AND IT SAYS THE MORE ATTRACTIVE YOU MAKE IT FOR PEOPLE TO WALK AND BIKE IN THE COMMUNITY, THE LESS LIKELY THEY ARE TO CHOOSE A MODE THAT CREATES CO2 EMISSIONS.

FINALLY, I WANT TO SUGGEST THAT AMONG THE THINGS THAT YOU CAN DO TO MAKE THINGS SAFER, YOU MIGHT WANT TO CONSIDER THE VEHICLE FEE. I DON'T KNOW IF IT IS A REGISTRATION FEE OR A VEHICLE FEE OR PARKING LEVIES, BUT PERHAPS YOU CAN LOOK AT MAKING THAT MORE EXPENSIVE FOR LARGER AND HEAVIER VEHICLES, ESPECIALLY ONES WITH HIGH HOODS, SINCE THOSE ASPECTS MAKE THE ENVIRONMENT LESS SAFE FOR BIKING AND WALKING IN OAK PARK.

I THINK YOU VERY MUCH AND THANK YOU FOR DEVELOPING THIS PLAN.

>>PRESIDENT SCAMAN: THANK YOU FOR BEING HERE.

>>PUBLIC COMMENTER: HI.

SORRY ABOUT THAT.

(NAME?), RESIDENT OF OAK PARK HERE.

LIVE AT THE CORNER OF CHICAGO AND BILL FORD.

FIRST, THANK YOU FOR TAKING COMMENTS EARLY SO US WITH FAMILIES CAN GET BACK TO OUR FAMILIES AND MAKE SURE THAT THEY ARE ALL SET.

I HAVE TWO KIDS, ONE AT HOLMES AND ONE AT BROOKS.

23 MILES TO - - BOTH OF MY KIDS WALK TO SCHOOL AND ONE OF THE THINGS THAT MAKES ME WANT TO SUPPORT THE VISION ZERO PLAN IS THE SAFETY ON CHICAGO AND PARTICULARLY HOW FAST PEOPLE GO ON THAT STREET.

I WALKED TO MY SON'S SCHOOL EVERY DAY AND I FIND MYSELF WALKING INTO THE STREET TO STOP TRAFFIC SO I CAN PULL SOME KID THAT IS PATIENTLY WAITING TRYING TO CROSS THE STREET AT A CROSSWALK AND THAT HAPPENS PRETTY MUCH AT LEAST ONCE A WEEK ON A REGULAR BASIS.

AGAIN, I WANTED TO STRESS MY SUPPORT FOR THE VISION ZERO PLAN IN ANY PLACE WE CAN GET IT BECAUSE IT WOULD BE NICE FOR OUR KIDS BUILD THE BIKE 0.3 MILES FROM OUR HOME TO HOLMES, THAT WOULD HELP TREMENDOUSLY. THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

>> MICHAEL ERICKSON?

>>PUBLIC COMMENTER: HI, MY NAME IS MICHAEL ERICKSON AND I LIVE ON THE 900 BLOCK OF SOUTH BOULEVARD.

THIS IS NOT THE PUBLIC COMMENT I ORIGINALLY PLANNED TO GIVE, BUT I WAS ALMOST HIT AGAIN BY AN AGGRESSIVE DRIVER IN BROAD DAYLIGHT, IN A CROSSWALK WITH A WALK SIGNAL ACTIVATED 100 M FROM THE ENTRANCE TO SCHOOL.

IT IS THE SAME LOCATION WHERE I WAS AND WAS HIT BY TWO CONSECUTIVE DRIVERS A WEEK PRIOR AND IT IS THE SAME CROSSWALK WHERE I LIKELY SAVED A CHILD LIVE EARLIER THIS YEAR FROM A DISTRACTED DRIVER LOOKING AT THEIR PHONE.

AGAIN, IN BROAD DAYLIGHT, AGAIN IN A CROSSWALK AND AGAIN WITH THE WALK SIGNAL ACTIVATED.

THE SAME CROSSWALK THAT THE D-97 SURVEY CALLS OUT AS DANGEROUS DUE TO CARS TURNING FROM KENILWORTH TO CHICAGO THAT INCORRECTLY YIELD TO PEDESTRIANS.

THE SAME CROSSWALK YOU WILL HEAR MY DAUGHTER DESCRIBE HER CLOSE CALL, ALTHOUGH FOR NONE OF THE INCIDENTS I DESCRIBED.

OF THESE CLOSE CALLS ARE EERILY SIMILAR.

PEDESTRIANS AND CARS AT THAT INTERSECTION ARE GIVEN THE SAME SIGNAL PRIORITY.

THIS INCREASES THE LIKELIHOOD THAT DRIVERS WILL TRY TO ACCELERATE THROUGH THE INTERSECTION BEFORE A PEDESTRIAN REACHES THE CONFLICT POINT.

THE STREETS DO NOT HAVE TO BE THIS DEADLY.

A LEADING PEDESTRIAN INTERVAL THAT ALLOWS PEDESTRIANS TO START CROSSING BEFORE CARS WOULD INCREASE THEIR VISIBILITY AND REDUCE POTENTIAL CONFLICT WITH DRIVERS.

ONCE YOU CROSS INTO CHICAGO, LEADING PEDESTRIAN INTERVALS ARE THE BEHAVIOR AND MOST SIGNALLED INTERSECTIONS.

THIS POLICY IS ALSO ENDORSED AS A RECOMMENDED ACTION AND STRATEGY THREE OF THE PROPOSED VISION ZERO PLAN.

YOU DO NOT HAVE TO LOOK THAT HARD TO FIND THESE STORIES.

WE ASK PARENTS TO SHARE CLOSE CALLS, ONE OF THE COMMON RESPONSES WAS "JUST ONE AT"?

YOU WILL HEAR FROM STUDENTS THAT WERE ALMOST HIT AT THE SAME CROSSWALK AND THAT INTERSECTION IS A LETTER H2 CONFLICT IN THE VISION ZERO PLAN. ONE ARGUMENT RECENTLY MADE AGAINST IMPROVING PEDESTRIAN AND BIKE IN FOR STRUCTURES THAT NOT EVERYBODY CAN RIDE A BIKE AND WHILE THAT IS CERTAINLY TRUE, IT IS ALSO TRUE THAT NOT EVERYBODY CAN DRIVE A CAR AND ONE OF THE DEMOGRAPHICS MOST IMPACTED BY THAT FACT IS OUR D97 STUDENTS.

I THINK TONIGHT IT IS ESPECIALLY IMPORTANT OF THE VILLAGE BOARD HEARS FROM PLACES THAT ARE SOME OF THE MOST VULNERABLE AND MOST IMPACTED BY THE DECISION IN THE DISCUSSION.

I ALSO WANT TO THANK ALL THE STUDENTS THAT CAME OUT EITHER TO OUR POSTERIOR DECORATING SESSION THAT YOU CAN SEE BEHIND ME AND SOME OF THE STUDENTS CANNOT BE WITH US TONIGHT DUE TO THE START TIME, OR THEY CAME OUT TO SPEAK TONIGHT.

I SEE SO MANY OF YOU IN THE AUDIENCE.

OUR STREETS DO NOT HAVE TO BE THIS DEADLY.

I ENCOURAGED THE BOARD TO LISTEN TO THE STUDENTS AND ACT BY ADDING TO PROCEED WITH THE VISION ZERO ACTION PLAN.

IT SHOULD NOT TAKE A TRAGEDY TO MOTIVATE US TO ACT.

THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

>> DREW MESSA ERICKSON.

>>PUBLIC COMMENTER: HI, MY NAME IS DREW AND I'M A FIRST GRADE STUDENT AT HOLMES ELEMENTARY AND MY CLOTHES CALL IS WHEN ME AND MY YOUNGER SISTER AMELIA WERE CROSSING CHICAGO AND KENILWORTH BY HOME.

WHEN IT WENT DOWN WE STARTED CROSSING AND WHEN WE WERE WALKING, A CAR STARTED TURNING.

WHAT MADE THIS DANGEROUS IS THAT WE HAD A WALK SIGNAL AND WE WERE WALKING NEXT TO THE SCHOOL IN A CROSSWALK.

THIS IS ONE OF MY CLOTHES CALLS AND I HAVE HAD MANY OTHERS AND IT WILL NOT BE MY LAST.

I STRONGLY ENCOURAGE THE VILLAGE BOARD TO VOTE IN FAVOR OF PROCEEDING WITH THIS VISION ZERO ACTION PLAN, ESPECIALLY IN AREAS NEAR SCHOOLS, PARKS, AND LIBRARIES.

>>PRESIDENT SCAMAN: THANK YOU.

>> LINDSAY HAGEY.

>>PUBLIC COMMENTER: MY NAME IS LINDSAY HAGEY AND I LIVE AT THE 700 BLOCK OF SOUTH EUCLID, RIGHT BY JACKSON STREET DOES HE WILL HEAR FROM MY KIDDO, IN NOVEMBER THEY WERE HIT BY A CAR, FORTUNATELY THEY JUST BROKE THEIR ARM, BUT THEY WERE IN THE CROSSWALK AT EUCLID AND THAT JACKSON RIGHT BY OUR HOUSE.

THEY WERE COMING TO MEET ME AT THE PARK AND I ONLY REALIZED THAT I SAW A KID GET PULLED OUT OF THE STREET AND ONLY WHEN I CAME OVER AND HELPED IT, I REALIZED IT WAS MY KID.

FORTUNATELY, THE DRIVER IS NOT GOING FAST AND STOPPED AND PULLED MY KID OUT OF THE STREET SO THAT MORE DID NOT HAPPEN SO IN A LOT OF WAYS IT WAS A BEST CASE SCENARIO, BUT THE CONCERN IS THAT THAT WAS A CROSSWALK.

IT IS NOT A VERY VISIBLE CROSSWALK, BUT IT IS A CROSSWALK AND IN JACKSON THERE IS A LOT OF TRAFFIC AND ADOPTING VISION ZERO WOULD ALLOW THE BOARD TO IMPLEMENT SAFETY MEASURES AND MAKE CROSSWALK'S HIGH VISIBILITY CROSSWALKS, WHICH I THINK WOULD MAKE A LOT MORE SENSE THAN JUST HAVING THE LINES BECAUSE KIDS RELY ON THAT, BUT DRIVERS DO NOT REALIZE THAT THEY ARE SUPPOSED TO STOP AND IT CREATES A BAD SITUATION LIKE THIS ONE.

ALSO, I THINK OFFICER EDUCATION SO THE OFFICER IN OUR INSTANCE AS YOU WILL HEAR FROM DAPHNE WAS THE PROTOCOL REQUIRES HIM TO PUT SOMEONE AT FAULT RIGHT AWAY, EVEN IN THE PERSONS EMERGENCY ROOM AND THAT CAN BE I THINK JARRING AND ALSO I THINK EVEN THOUGH IN THIS CASE I AGREED THAT THE DRIVER DID A GOOD JOB, ESPECIALLY ONCE EVERYTHING HAPPENED THAT IT IS HARD TO HEAR THAT YOU NEED TO GIVE YOUR HOMEOWNERS INSURANCE TO PAY FOR THE DAMAGE TO SOMEBODY'S CAR FROM YOUR 11-YEAR-OLD CHILD BODY. SO I ENCOURAGE THAT THE VILLAGE MOVE FORWARD WITH VISION ZERO.

>> ALICE FARLEY.

>>PUBLIC COMMENTER: MY NAME IS ALICE AND I'M 11 YEARS OLD.

LAST YEAR I WOULD REGULARLY BIKE TO SCHOOL BY MYSELF.

I GO TO LINCOLN SCHOOL AND TO GET THERE I NEED TO CROSS JACKSON AND GARFIELD.

I MOSTLY FEEL SAFE ON MOST STREETS, BUT I WANT IT TO BE SAFE FOR ME AND OTHER KIDS DO BIKE ALONG.

ESPECIALLY BECAUSE I AM GOING TO BROOKS NEXT YEAR AND I WILL BE WALKING THERE.

I'M ALWAYS SCARED OF CROSSING WASHINGTON AND I WANT TO BE ABLE TO WALK TO SCHOOL BY MYSELF.

I THINK VISION ZERO WOULD BE A GREAT SOLUTION TO ALL OF THIS AND MORE.

>> RACHEL PARETSKY?

>>PUBLIC COMMENTER: MY NAME IS RACHEL PARETSKY AND I LIVE ON THE 700 BART - BLOCK OF CARPENTER.

I LIVE HERE 12 YEARS AND I DO NOT DRIVE AND I CHOSE OAK PARK INTENTIONALLY IS A PLACE I CAN WALK AND BIKE EASILY WITH AND WITHOUT MY CHILDREN AND THAT I CAN GET TO WORK AT UIC WITHOUT A CAR.

YOU WILL HEAR A NUMBER OF STORIES YOU ALREADY HEARD SOME.

ABOUT PEOPLE HAVING CLOSE CALLS OR GETTING HIT ON FOOT OR BIKE AND THESE ARE NOT - LIKE MICHAEL SAID, ONE OFF INSTANCES, BUT THEY ARE OFTEN NOT WIDELY REPORTED AND THEY ARE COMMON AMONG PEOPLE WHO BIKE OR WALK EVERYWHERE, REGARDLESS OF SEASON.

PEOPLE LIKE ME WHO ARE CAR FREE BY CHOICE AND MORE COMMONLY, OUR MOST VULNERABLE ROAD USERS LIKE OUR CHILDREN.

OUR STREETS HAVE NOT CHANGED MUCH IN OAK PARK, WHILE VEHICLES HAVE GOTTEN BIGGER.

THEIR HOODS TOWER OVER ME AND CERTAINLY OVER MY CHILDREN.

THEY HAVE GOTTEN FASTER AND DRIVERS HAVE GOTTEN MORE DISTRACTED.

A FEW YEARS AGO A DRIVER HIT MY CARGO BIKE WITH MY CHILD IN IT WHEN WE WERE GOING ACROSS HARRISON AND YOU WILL HEAR FROM MY DAUGHTER WHO WAS HIT CROSSING THE STREET BY FOX PARK WHEN I WAS PICKING HER UP FROM CLUBHOUSE A COUPLE YEARS AGO.

SHE WAS IN A CROSSWALK, HAD A GREEN LIGHT, BUT THE DRIVER DID NOT STOP BEFORE TURNING RIGHT ONTO JACKSON.

WHAT I WANTED TO EMPHASIZE IS THAT ANYONE OF THESE STORIES IS ONE STORY TOO MANY THIS IS WHY I'M SPEAKING TO YOU TONIGHT, TO URGE YOU TO ADOPT VISION ZERO.

HERE'S THE THING, WE NEED TO FULLY COMMIT TO VISION ZERO BECAUSE WE HAVE A HISTORY IN OAK PARK OF ADOPTING BIKE AND PEDESTRIAN POLICIES AND NOT IMPLEMENTING THEM.

WE NEED TO FULLY COMMIT TO VISION ZERO AND SAFE STREETS BECAUSE THIS GOES BEYOND SIMPLY ENDORSING A POLICY.

SO NEW YORK HAS OVER 100 PEDESTRIAN DEATHS A YEAR AND THOUSANDS MORE INJURIES DESPITE DECADES OLD VISION ZERO PROGRAM AND THIS IS BECAUSE IN LAMENTING THE REQUIRED CHANGES TO MAKE VISION ZERO A REALITY IS HARD AND EXPENSIVE.

IT CAN BE EXPENSIVE.

VISION ZERO CONSISTENTLY WORKS IN PLACES THAT ARE WILLING TO DO THE HARD WORK OF REDESIGNING STREETS AND SLOWING DOWN CARS.

THE STREET CHANGES AND POLICY REFORMS ARE CRUCIAL TO MEETING VISION ZERO GOALS AND WE NEED LOCAL MEASURES LIKE UPGRADING CROSSWALKS,

GRANTING PEDESTRIANS AUTOMATIC PRIORITY, INCREASING AND ENFORCING FINES AND UPGRADING RISKY AREAS AND STREET DESIGNS THAT RELIABLY REDUCE RISK, EVEN IF THEY SEEM INCONVENIENT FOR PEOPLE WHO ARE USED TO CARS BEING THE TOP ROW PRIORITY.

SO I'M ASKING YOU NOT JUST TO RESOLVE TO ADOPT VISION ZERO, BUT LET'S DO THE WORK TO MAKE SURE STREETS ARE SAFE FOR EVERYONE, BUT I BELIEVE TRAFFIC VIOLENCE CAN BE PREVENTED AND MUST BE FOR OUR COMMUNITY, FOR OUR KIDS AND VISION ZERO CAN GET US THERE.

THANK YOU.

>> STEPHANIE ELLSBERG?

>>PUBLIC COMMENTER: HELLO.

MY NAME IS DAPHNE AND I'M 11.

ON NOVEMBER 12, 2024 MY LIFE CHANGED FOR THE WORSE.

I WAS WALKING ACROSS JACKSON AVENUE TO MEET MY MOM AND A DOG AT FOX PARK.

IT WAS LIKE ANY OTHER DAY.

I WAITED AT THE CROSSWALK UNTIL A CAR GAVE ME A SIGNAL TO GO.

I STARTED WALKING WHEN IT HAPPENED.

I GOT HIT BY A CAR FOR THE SECOND TIME.

THE OTHER ONE BEING NOT IN OAK PARK AND BROKE MY ARM.

WHEN I GOT TO THE HOSPITAL AND OAK PARK POLICEMAN ENTERED MY ROOM.

HE TOLD ME IT WAS MY FAULT AND THAT WE HAD TO PAY FOR THE DAMAGES DONE TO THE CAR OF THE LADY WHO HIT ME.

MY MOTHER ARGUED THAT THE DRIVER SHOULD HAVE BEEN LOOKING IN THE CROSSWALK, BUT THE POLICEMAN REPLIED WITH A SUBTLE REASONING THAT THEY HAD PAVED OVER THE CROSSWALK THAT DAY AND THERE WAS NO USUAL WHITE LINES ON THE STREET.

I THINK THAT VISION ZERO CAN HELP PREVENT THIS PROBLEM BY ALLOWING THE VILLAGE TO MAKE HIGH VISIBILITY CROSSWALKS, ESPECIALLY PARKS AND SCHOOLS, AND BUILD EITHER STOP SIGNS OR PEDESTRIAN SIGNS.

I DO NOT WANT THIS TO HAPPEN ANYONE.

THIS PROBLEM COULD GET WORSE REALLY FAST.

>> MARLENE FARLEY?

>> MY NAME IS MARLENE AND I'M EIGHT YEARS OLD.

WHEN I WAS FIVE A CAR WAS GOING SUPER FAST.

THE DRIVER HAD A RED LIGHT AND I WAS IN THE CROSSWALK.

THEN THE CAR CROSSED IN FRONT OF ME AND I TRIED TO GO FASTER SO I COULD GET PAST BEFORE THE CAR.

THE CAR SLAMMED INTO ME.

THE POINT IS I WANTED TO BE SAFER FOR ME AND ALL KIDS.

ALL KIDS DESERVE TO BE SEEN.

>>PUBLIC COMMENTER: HI EVERYBODY.

MY NAME IS JENNA HOLBERG AND I LIVE AT THE 800 BLOCK OF EAST AVENUE.

I LIVE IN THIS COMMUNITY FOR MOST MY LIFE AND I GREW UP HERE AND CHOSE TO RAISE MY FAMILY.

I HAVE BEEN INVOLVED IN ADVOCACY AROUND ACTIVE TRANSPORTATION, MULTIMODAL TRANSPORTATION FOR THE LAST SEVEN YEARS AND I'M ALSO ON THE TRANSPORTATION COMMISSION.

I'M HERE TO SPEAK TO YOU ABOUT VISION ZERO PLAN THAT THEY WILL BE REVIEWING AND DISCUSSING AT THE BOARD TABLE THIS EVENING.

THIS IS A GOOD PLAN.

IT IS A SOLID GOOD PLAN.

ONE THAT WAS DEVELOPED WITH COMMUNITY INPUT DRIVEN BY DATA AND INFORMED BY BEST PRACTICES AS ESTABLISHED ACROSS SIMILAR SIZED MUNICIPALITIES.

I'M CONFIDENT THAT ALL OF YOU ARE SUPPORTIVE OF PRIORITIZING THE SAFETY OF OUR MOST VULNERABLE RESIDENTS ON OUR PUBLIC STREETS IN THE SAFE MOVEMENT OF PEOPLE ACROSS OAK PARK.

THE VISION ZERO PLAN HELPS ENSURE THE SAFETY OF CHILDREN, SENIORS, AND FOLKS WITH DISABILITIES THAT THEY ARE PRIORITIZED WITHIN THIS CONCEPT OF SAFE MOVEMENT OF PEOPLE ACROSS OUR VILLAGE.

HOWEVER, A PLAN IS MERELY AN EMPTY PROMISE WITHOUT THE EXECUTION OF ITS COMPONENTS.

HOW THIS PLAN GETS EXECUTED AND PUT INTO ACTION ON OUR VILLAGE PUBLIC ASSETS, WHICH IS OUR NEIGHBORHOOD STREETS ILLUSTRATES OUR COMMUNITY'S VALUES.

I SAY THIS TO YOU BECAUSE THE ACTIONS NECESSARY TO MAKE GOOD ON THIS PLAN CAN AND WILL DRAW CONSTERNATION FROM COMMUNITY RESIDENTS.

COMMUTERS WILL MAKE IT MORE DIFFICULT TO CUT THROUGH SIDESTREETS TO AVOID MINOR TRAFFIC BUILDUP ON OUR THOROUGHFARES.

BUMP OUTS AND DAYLIGHTING WILL REDUCE THE AMOUNT OF PARKING SPOTS ON OUR ROADWAYS.

BIKE LANES WILL ELIMINATE ON STREET PARKING ON SOME STREETS.

THE CHALLENGE IS, HOW WILL YOU SUPPORT AND IMPLEMENT THIS PLAN.

VISION ZERO SETS THE FRAMEWORK FOR OUR GREENWAYS BIKE PLAN.

IT SETS THE FRAMEWORK FOR OUR SAFE ROUTES TO SCHOOL.

THIS FRAMEWORK IS FORWARD THINKING.

IMAGINING AND OAK PARK 10, 20, 30 YEARS INTO THE FUTURE.

NOT THE OAK PARK OF THE 1980S, THE 1990s OR THE EARLY 2000'S.

HOW THINGS WERE DONE IN THE PAST NO LONGER REPRESENTS WHAT HAS TO HAPPEN IN OUR FUTURE.

AS YOU MOVE FORWARD WITH THE REVIEW AND DISCUSSION OF THIS PLAN AND TO CONTEND WITH THE REALITY OF WHAT IT TAKES TO IMPLEMENT VISION ZERO.

I ASK THAT YOU KEEP IN MIND IN THE BACK OF YOUR HEAD, THE OAK PARK RESIDENTS WHO HAVE LOST THEIR LIVES DUE TO TRAFFIC VIOLENCE.

NOT ACCIDENTS.

VIOLENCE.

VIOLENCE THAT COULD HAVE BEEN PREVENTED IN SOME OF THESE SITUATIONS, IF THEY HAD APPROPRIATE AND SAFE INFRASTRUCTURE IN PLACE.

EVEN AS LITTLE AS FIVE YEARS AGO.



PETER McDONNELL, AGE 65, HARLEM DIVISION.

KAREN DANIEL, AGE 62, PLEASANT IN SCOVILLE.

CARL (NAME?), AGE 55, RIDGELAND AVENUE BRIDGE.

>> AVA HOLBERG (NAME?)?

>>PUBLIC COMMENTER: MY NAME IS AVA AND I'M SIX YEARS OLD - MY NAME IS AVA AND I AM 6 1/2 YEARS OLD.

I GO TO THE SAME SCHOOL AS MY SISTER, BUT WE'RE NOT ON THE SAME GRADE. WHERE WAS I?

TODAY WE'RE GOING TO TALK ABOUT - -

[INDISCERNIBLE]

IT WILL MAKE IT SAFER, A LOT.

PUT A TRAFFIC LIGHT.

I WANTED TO BE WAY SAFER.

THANK YOU, HAVE A GOOD NIGHT.

SLEEP WELL.

>>PUBLIC COMMENTER: HELLO EVERYBODY MY NAME IS (NAME?) AND I GO TO LONGFELLOW ELEMENTARY SCHOOL.

ME AND MY FAMILY WOULD LIKE TO RIDE OUR BIKES THERE, BUT WE HAVE TO GO DOWN VAN BUREN AND THROUGH RIDGELAND.

I MEAN THAT INTERSECTION, I MEAN COME ON!

IT IS A THUMBS DOWN WITH THE TONGUE OUT.

IT IS A CAR INFESTED SPACE.

BASICALLY IT'S NOT SAFE.

I WANT TO GO TO SCHOOL SAFELY.

FOR THE VISION ZERO PROJECT I WANT TO ADD SOME RECTANGULAR RAPID FLASHING BEGINS, AND AT MOST A TRAFFIC LIGHT.

THANK YOU.

>> JACOB?

>> MY NAME IS JACOB AND I'M NINE YEARS OLD.

I GO TO LONGFELLOW AND I'M IN FOURTH GRADE.

I'M HERE TO URGE THE BOARD TO APPROVE VISION ZERO.

I WALK AND BIKE A LOT AND IT IS HARD GETTING AROUND WITH SOME NEW CARS NOT WATCHING OUT FOR BIKERS AND PEDESTRIANS.

ONCE WHEN I WAS BIKING HOME AFTER GETTING ICE CREAM I WAS RIGHT NEXT TO LONGFELLOW ON JACKSON AS I STARTED CROSSING THE STREET ON THE CROSSWALK ON JACKSON A CAR CAME SPEEDING DOWN.

I TRIED TO BACKUP, BUT I WAS NOT QUICK ENOUGH SO I LEANED MY BODY BACK SO THE CAR WOULDN'T HIT ME AND IT MISSED MY FRONT WHEEL BY ABOUT AN INCH AND THE CAR HONKED AT ME FOR QUOTE UNQUOTE GETTING IN THE WAY. THIS SCARED ME SO MUCH AND ANNOYED ME.

DRIVERS CAN JUST DO THAT AND GET AWAY WITH IT LIKE IT IS ANY NORMAL DAY.

MY STORY IS JUST ONE OF MANY CLOSE CALLS THAT I'VE HEARD OF FROM MY FRIENDS WRITING YOUR LONGFELLOW.

THANK YOU.

>> CAROLYN (NAME?).

>>PUBLIC COMMENTER: THANK YOU.

MY NAME IS CAROLYN (NAME?) AND I'M A PARENT TO JACOB HERE AND HIS BROTHER WHO IS ALSO HERE.

THEY ARE BOTH STUDENTS AT LONGFELLOW ELEMENTARY.

TONIGHT I'M COMMENTING ON BEHALF OF LONGFELLOW'S PARENT-TEACHER ORGANIZATION.

OUR PTO IS MADE UP OF FAMILIES OF THE ALMOST 600 STUDENTS WHO ATTEND OUR SCHOOL.

EARLIER THIS YEAR WE SURVEYED PARENTS ASKING THEM WHAT CONCERNS THEM THE MOST ABOUT SCHOOL AND HOW WE CAN HELP.

WE RECEIVED NUMEROUS REQUESTS ON IMPROVING SAFETY AT THE CROSSWALK SURROUND OUR SCHOOL.

THE REQUEST DETAILED THE MANY CLOSE CALLS LIKE THOSE TONIGHT, CRASHES, AND ONGOING DIFFICULTY OF CROSSING THE STREETS NEAR THE SCHOOL.

PARENTS SAID THAT THEY HAVE BEEN WITNESSING THESE THINGS FOR YEARS WHILE WALKING KIDS TO SCHOOL.

WE THEREFORE ARE ASKING THE VILLAGE BOARD TO MOVE FORWARD WITH VISION ZERO PLANS THAT MAKE GETTING TO SCHOOL SAFELY A PRIORITY.

AS WITH MOST D97 SCHOOLS, MOST OF OUR STUDENTS WALK TO SCHOOL AND IT IS LOCATED UNSAVORY BUSY INTERSECTIONS - - THE NOTORIOUS VAN BURIEN AND RIDGELAND.

WHILE WE PLEASE CROSS GUARDS AT THESE INTERSECTIONS, MANY STUDENTS USE THOSE INTERSECTIONS WELL AFTER THE GUARDS ARE GONE SO THEY HAVE TO MAKE THEMSELVES VISIBLE TO CROSSING TRAFFIC AND OFTEN AFTER DARK IN THE WINTER MONTHS.

ASKING HIM WAS ONLY TO USE THOSE TO INTERSECTIONS WITH CROSSING GUARDS IS SIMPLY NOT PRACTICAL OR REALISTIC.

AS THOSE INTERSECTIONS ARE LARGELY OUT OF THE WAY FOR THE FAMILIES APPROACHING THE SCHOOL FROM THE SOUTH OF JACKSON.

MANY OF THOSE FAMILIES RELY ON CROSSING AT RIDGELAND AND VAN BUREN WHERE THERE IS NO CROSS GUARD OR SAFETY ELEMENT OTHER THAN A PAINTED CROSSWALK.

THE MAJORITY OF CONCERNS WE RECEIVED HERE FROM FAMILIES ABOUT THE CLOTHES CALLS WHILE WALKING AT THE INTERSECTION.

THERE IS NOTHING TO DETER EARLY-MORNING DRIVERS.

THERE IS NOTHING TO STOP DRIVERS FROM DRIVING AROUND A CAR THAT DID STOP IN THE CROSSWALK.

WHEN THE SECOND CAR DRIVES AROUND THE STOPPED CAR, THEY DRIVE RIGHT TO THE CROSSWALK WHERE OUR CHILDREN ARE TRYING TO CROSS AND ALSO IT HAPPENED TO ME AGAIN THIS WEEKEND.

FURTHER, THE PARKING SPACES ADJACENT TO THE CROSSWALK HINDER PEOPLE'S ABILITY TO SEE EACH OTHER SAFELY IN THE FACT THAT THE KIDS ARE SMALLER NATURALLY MEANS THEY WILL BE LESS VISIBLE SO WE NEED THE EXTRA INFRASTRUCTURE SUPPORTS TO HELP THEM CROSS.

IT DOES NOT MEAN THAT THEY SHOULD FIND ANOTHER WAY TO SCHOOL. FINALLY, LONGFELLOW PARK ALSO SHARES THESE INTERSECTIONS WERE ACCESSING THE PARK DISTRICT PLAYGROUND, FIELDS AND COMMUNITY SPACES. SAFETY IMPROVEMENTS AT THESE INTERSECTIONS WILL BENEFIT NOT ONLY LONGFELLOW STUDENTS, BUT THE COMMUNITY AT LARGE. WE URGE THE VILLAGE BOARD TO PROCEED WITH VISION ZERO SO WE CAN TELL OUR STUDENTS, OUR YOUNGEST CITIZENS THAT THEY ARE JUST AS IMPORTANT AS ANYBODY ELSE TRYING TO GET WHERE THEY NEED TO GO. SO WE CAN TELL THEM THAT WE ARE DOING EVERYTHING WE CAN TO MAKE SURE THEY CAN GET THERE SAFELY. THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU VERY MUCH. I APPRECIATE THE CIVIC ENGAGEMENT OF OUR YOUNG PEOPLE. THIS IS A JOY. I HOPE YOU WILL STICK WITH US FOR A LITTLE BIT LONGER AS WE READ OUR BLACK HISTORY MONTH PROCLAMATION AND HAVE A PERFORMANCE FROM KUMBA KIDS. ENTERTAIN A MOTION TO APPROVE THE BLACK HISTORY MONTH FEBRUARY 2025 PROCLAMATION ON THE AGENDA. EMOTION, PLEASE?

>> SO MOVED.

>> SECOND.

>> MOTIONED BY TRUSTEE WESLEY AND SECONDED BY TRUSTEE ENYIA. I HAVE ASKED RUSTY WESLEY IF HE WOULD PLEASE READ THE PROCLAMATION ALOUD?

>>TRUSTEE WESLEY: WHEREAS, THE STORY OF BLACK HISTORY MONTH BEGAN IN 1915, HALF A CENTURY AFTER THE THIRTEENTH AMENDMENT ABOLISHED CHATTEL SLAVERY IN THE UNITED STATES, WHEN HARVARD-HISTORIAN DR. CARTER G. WOODSON, KNOWN AS THE "FATHER OF BLACK HISTORY," AND THE PROMINENT MINISTER JESSE E. MOORLAND FOUNDED THE ASSOCIATION FOR THE STUDY OF AFRICAN AMERICAN LIFE AND HISTORY (ASALH) AS AN ORGANIZATION DEDICATED TO RESEARCHING AND PROMOTING ACHIEVEMENTS OF BLACK AMERICANS; AND

WHEREAS, BLACK HISTORY IS REVERED AS U.S. HISTORY, AND ESSENTIAL TO UNDERSTANDING THE STORY OF OUR COUNTRY AND THE GLOBAL IMPACT ON THE BLACK DIASPORA. MAY WE ALL EMBRACE THE COMPLEXITIES, CHALLENGES, AND MORE IMPORTANTLY THE CRUCIAL LESSONS OF PERSEVERANCE THAT IS WOVEN WITHIN BLACK HISTORY. WHICH CONTINUE TO INSPIRE ALL MARGINALIZED COMMUNITIES IN THEIR FIGHT FOR LIBERATION.

WHEREAS, THE ASALH CONTINUES TO ORGANIZE WITH THE MISSION TO PROMOTE, RESEARCH, PRESERVE, INTERPRET, AND DISSEMINATE INFORMATION ABOUT BLACK LIFE, HISTORY, AND CULTURE TO THE GLOBAL COMMUNITY. THE THEME FOR 2025 IS AFRICAN AMERICANS AND LABOR. THIS THEME HIGHLIGHTS THE CENTRAL ROLE

THAT LABOR HAS PLAYED IN THE BLACK AMERICAN EXPERIENCE, FROM THE AGRICULTURAL WORK OF ENSLAVED AFRICANS THAT SHAPED EARLY AMERICAN ECONOMIES TO THE ENTREPRENEURIAL SPIRIT THAT BUILT THRIVING COMMUNITIES SUCH AS BLACK WALL STREET. AS STATED BY THE ASALH, BLACK LABOR HAS BEEN TRANSFORMATIVE ACROSS INDUSTRIES AND GEOGRAPHIES, FROM FACTORIES AND GOVERNMENT OFFICES TO CHURCHES, COMMUNITY GROUPS, AND SOCIAL JUSTICE MOVEMENTS. THIS THEME ACKNOWLEDGES THE VITAL CONTRIBUTIONS OF BLACK WORKERS TO ECONOMIC, CULTURAL, AND SOCIETAL PROGRESS WHILE RECOGNIZING LABOR AS A SOURCE OF SURVIVAL, EMPOWERMENT, AND COLLECTIVE ADVANCEMENT. BY EXAMINING THE ROLE OF WORK IN BLACK HISTORY, WE HONOR THE RESILIENCE, CREATIVITY, AND TRANSFORMATIVE IMPACT OF AFRICAN AMERICANS ACROSS TIME AND SPACE.

WHEREAS, THE VILLAGE OF OAK PARK WILL KICK OFF BLACK HISTORY MONTH WITH A PERFORMANCE BY KUUMBA KIDS DURING THE VILLAGE BOARD MEETING ON JANUARY 28, 2025. THE PERFORMANCE WILL CELEBRATE THE PROCLAMATION OF FEBRUARY 2025 AS BLACK HISTORY MONTH AND HONOR THE CONTRIBUTIONS OF AFRICAN AMERICANS; AND

WHEREAS, OAK PARK IS HONORED BY THE CONTRIBUTIONS OF BLACK WORKERS AND COMMUNITY MEMBERS, PAST AND PRESENT, WHOSE LABOR HAS ENRICHED OUR VILLAGE IN COUNTLESS WAYS. MAY WE ALL RECOGNIZE AND CELEBRATE THE TRANSFORMATIVE IMPACT OF THEIR WORK ON OUR SHARED HISTORY AND CULTURE. THE VILLAGE OF OAK PARK WILL CELEBRATE BLACK HISTORY MONTH ON FEBRUARY 8TH AT THE NINETEENTH CENTURY CHARITABLE ASSOCIATION STARTING AT 11:00 A.M. THIS FAMILY-FRIENDLY EVENT WILL HIGHLIGHT THE THEME "AFRICAN AMERICANS AND LABOR" THROUGH INSPIRING PERFORMANCES, HISTORICAL PRESENTATIONS, AND COMMUNITY FELLOWSHIP, HONORING THE CONTRIBUTIONS OF BLACK LABOR LOCALLY AND BEYOND. THE CELEBRATION IS FREE TO ATTEND, THOUGH SPACE IS LIMITED. IF YOU WOULD LIKE TO JOIN US, PLEASE REGISTER ON THE VILLAGE OF OAK PARK'S WEBSITE.

>> NOW THEREFORE, I CORY WESLEY, ON BEHALF OF VICKI SCAMAN, PRESIDENT OF THE VILLAGE OF OAK PARK AND BOARD OF TRUSTEES, DO HEREBY PROCLAIM THE MONTH OF FEBRUARY 2025 TO BE BLACK HISTORY MONTH IN THE VILLAGE OF OAK PARK, AND URGE ALL COMMUNITY MEMBERS TO BE COGNIZANT OF AND PARTICIPATE IN EVENTS ARRANGED FOR THIS TIME, AND WORK FEARLESSLY FOR OUR VILLAGE TO EMBODY ANTI-RACIST SYSTEMS AND PRINCIPLES, THROUGHOUT THE YEAR AND YEARS TO COME. DATED THIS 28TH DAY OF JANUARY, 2025.

>>PRESIDENT SCAMAN: THANK YOU AND NOW I WOULD LIKE TO WELCOME KUUMBA KIDS WITH A PERFORMANCE HONORING BLACK HISTORY MONTH.

[TRADITIONAL AFRICAN MUSIC]

[APPLAUSE]

>>PRESIDENT SCAMAN: THANK YOU!  
IT IS ALWAYS A SPECIAL TREAT.  
WE HAVE BEEN DOING THAT SINCE 2017 WHEN I WAS ELECTED VILLAGE CLERK.  
I DO NOT KNOW IF DONNA CAN STILL HERE.  
WE HAVE A COPY OF THE PROCLAMATION THAT WE WILL PRESENT TO HER.  
CASSANDRA, IF SHE IS INTERESTED IN COMING BACK INTO THE ROOM,  
OTHERWISE - THANK YOU, ROB.  
SO I WOULD INVITE ANYONE WHO IS AVAILABLE TO GO TO THE KUUMBA KIDS  
PERFORMANCE AT LONGFELLOW SCHOOL ON JANUARY 28.  
IT WILL BE THEIR 20TH YEAR ANNIVERSARY AND IT IS TYPICALLY STANDING  
ROOM ONLY AND A REALLY TRULY AMAZING PERFORMANCE OF ALL TYPES OF BLACK  
MUSIC AND HISTORY.  
A LOT OF EDUCATIONAL OPPORTUNITIES AS WELL AND THE VENDORS FROM A  
BLACK OWNED BUSINESSES.  
ALL IN FAVOR ON THE PROCLAMATION?

>> AYE.

>>PRESIDENT SCAMAN: THANK YOU.  
I WILL PAUSE FOR CASSANDRA.  
THANK YOU, DONNA.

>> THE ONLY THING I WANT TO SAY FIRST OF ALL IS THANK YOU AND  
SECOND OF ALL, WE DO HAVE OUR ANNUAL BLACK HISTORY MONTH PROGRAM AT  
LONGFELLOW ELEMENTARY SCHOOL.  
IT WILL BE SATURDAY, FEBRUARY THE 22ND AND THERE IS AN AFRICAN  
MARKETPLACE WHERE YOU CAN PURCHASE GOODS AND FOODS AND EVERYTHING  
ELSE.  
THE PROGRAM IS FILLED WITH DANCE, SONG, POETRY, YOU NAME IT, WE HAVE  
IT.  
IT IS FREE AND OPEN TO ANY AND EVERYONE AND IT GOES FROM 1:00 O'CLOCK-  
5:00 O'CLOCK.  
WE DO HAVE LIVE PERFORMANCES AND THOSE START AT 2:00 O'CLOCK.  
HOPEFULLY YOU GUYS CAN MAKE IT THERE.  
THANK YOU.

>>PRESIDENT SCAMAN: EVERY YEAR IT IS UNIQUELY DIFFERENT.  
DONNA WORKS VERY, VERY HARD AND MAKES ALL OF THE COSTUMES HERSELF.  
NEXT ON THE AGENDA THIS EVENING.  
VILLAGE MANAGER, REVIEW OF THE UPDATED VILLAGE BOARD CALENDARS.  
VILLAGE MANAGER REPORTS?

>>VILLAGE MANAGER: YES.  
THANK YOU PRESIDENT SCAMAN E - AND TRUSTEE MEMBERS.  
YOU HAVE THE UPDATED CALENDARS FOR JANUARY, FEBRUARY, MARCH.  
IF THERE ARE ANY QUESTIONS FOR THE DATES THAT APPEAR ON FEBRUARY AND  
MARCH, I AM HAPPY TO TAKE THOSE.

>>TRUSTEE STRAW: I AM JUST FLAGGING THAT I AM LIKELY TO MISS MARCH 11 UNLESS A TRIAL I HAVE GETS KICKED.

>>VILLAGE MANAGER: OKAY.

THANK YOU.

>>PRESIDENT SCAMAN: WONDERFUL.

THANK YOU.

JUST PAUSING FOR A SECOND.

IF THERE IS NO FURTHER, SEEMS LIKE THE AGENDA THAT NIGHT WILL BE TIED TO WHAT WE HAVE THIS EVENING, BUT I LOOK FORWARD TO YOUR FEEDBACK. ANYTHING ELSE FOR VILLAGE MANAGER REPORTS?

>> ONE TO ACKNOWLEDGE THAT WE HAVE A NEW EMPLOYEE THAT STARTED THIS WEEK AND I WANT HIM TO RAISE HIS HAND.

HIS NAME IS JACK MALIK.

JACK MALIK IS ASSISTANT TO THE VILLAGE MANAGER.

THIS IS HIS SECOND DAY ON THE JOB SO I WILL MAKE SURE THAT YOU PUT A NAME WITH A FACE AND WHEN I COPY HIM ON THE EMAILS, WHO IT IS.

JUST ACKNOWLEDGING HIM PUBLICLY AND CONGRATULATIONS FOR THE ASSIGNMENT.

>>PRESIDENT SCAMAN: WELCOME ABOARD!

>>VILLAGE MANAGER: THAT CONCLUDES THE REPORT FOR TONIGHT.

>>PRESIDENT SCAMAN: VERY BRIEFLY, I WANT TO THINK CLERK WATERS FOR ORGANIZING WITH THE YOUNG PEOPLE WHO PRESENTED TONIGHT CAMPING. WE APPRECIATE THAT YOU ARE HERE.

GREAT JOB.

MOVING FORWARD WE HAVE VILLAGE BOARD COMMITTEES AND TRUSTEE LIAISON COMMISSION REPORTS.

THIS IS AN OPPORTUNITY FOR THE TRUSTEES TO PROVIDE ANY UPDATES ON COMMITTEES AND BOARD COMMISSIONS THAT THEY SERVE AS LIAISONS TO THE VILLAGE BOARD FOR.

ANY COMMENTS?

OKAY.

VERY GOOD.

SO WE DO HAVE ON THE AGENDA THIS EVENING, AND UPDATED BOARD AND COMMISSION VACANCY REPORT.

IF ANYBODY IS INTERESTED IN SERVING ON A COMMISSION, A BOARD OR COMMISSION, PLEASE REACH OUT TO THE CLERK'S OFFICE AT CLERK@OAK-PARK.US.

MOVING FORWARD, WE DO HAVE - ENTERTAIN A MOTION TO CONSENT TO VILLAGE PRESIDENTS APPOINTMENTS OF - CLERK WATERS, DO YOU WANT TO READ THOSE OFF FOR US?

>>CLERK: SURE.

THE REAPPOINTMENT OF SHEILA WESONGA TO THE CITIZEN INVOLVEMENT COMMISSION.

ALSO THE REAPPOINTMENT OF GABRIELA SIERRA MARQUEZ TO THE DISABILITY ACCESS COMMISSION.

THE APPOINTMENT OF DANIEL P. BECKER TO THE ENERGY AND ENVIRONMENT COMMISSION AND THE APPOINTMENT OF DANIEL GILLEN TO THE PLAN COMMISSION AND DANIEL GILLEN IS WITH US TONIGHT.

>> THANK YOU.

I REMEMBER YOU MENTIONING AT THE BEGINNING.  
IN JUST A MOMENT WE WILL ASK IF HE WILL INTRODUCE HIMSELF.  
ENTERTAIN THAT MOTION, PLEASE.

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: MOTIONED BY TRUSTEE STRAW AND SECONDED BY TRUSTEE ROBINSON.

ALL IN FAVOR?

>> AYE.

>> HEARING NO NAY'S, THOSE PAYMENTS ARE MADE.  
CONGRATULATIONS, DANIEL.

WOULD YOU LIKE TO INTRODUCE HERSELF TO THE ROOM?

>> SURE.

THANKS.

I APPRECIATE IT.

LOOK FORWARD TO SERVING.

THANK YOU VERY MUCH.

>> THANK YOU AND CONGRATULATIONS.

GRATITUDE TO ALL OF OUR COMMUNITY MEMBERS WHO CHOOSE TO SERVE ON COMMISSIONS.

MUCH OF WHAT COMES TO US ON OUR BOARD AGENDA WORKS ITS WAY THROUGH COMMISSIONS FIRST.

VISION ZERO, NOTWITHSTANDING.

THANK YOU, AGAIN.

ENTERTAIN A MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED?

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: ROLL CALL ON - THE COMMISSION APPOINTMENTS?  
OH, VERY GOOD.

NO PROBLEM.

GOOD REMINDER FOR ME.

WE HAVE A MOTION BY TRUSTEE ROBINSON AND A SECOND BY TRUSTEE WESLEY,  
CORRECT?

GREAT.

CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE ROBINSON.

>> YES.

>> TRUSTEE WESLEY.

>> YES.

>> TRUSTEE BUCHANAN.

>> YES.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE PARAKKAT.

TRUSTEE STRAW.

>> YES.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

THANK YOU.

NEXT ON THE AGENDA THIS EVENING WE HAVE THE LIQUOR LICENSES.

SO FIRST I WOULD ENTERTAIN A MOTION TO CONCUR WITH THE LIQUOR CONTROL REVIEW BOARD AND ADOPT AN ORDINANCE AMENDING CHAPTER 3, ARTICLE 8, SECTION 3 - EIGHT - ONE AND SECTION 3-8-2 OF THE VILLAGE CODE FOR THE ISSUANCE OF A RESTAURANT CLASS B LICENSE TO 3Hearts Group Inc. dba Mira Social. MOTION, PLEASE.

>> MOTIONED.

>> SECOND.

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

>> RASHIDA JACKSON, VILLAGE ATTORNEY WILL TAKE THIS.

>> GOOD EVENING TRUSTEES AND VILLAGE PRESIDENT.

TODAY WE HAVE Mira Social. SEEKING A RESTAURANT CLASS B-ONE LIQUOR LICENSE.

IT WOULD PERMIT Mira Social. TO SELL ALCOHOLIC LIQUOR FOR CONSUMPTION AT THE RESTAURANT.

Mira Social IS A UPSCALE CAFÉ CONCEPT THAT IS DERIVED FROM THREE MAIN PILLARS.

FOOD, DRINK, AND COMMUNITY.

IT WILL BE WARM AND INVITING AND A PLACE FOR NEIGHBORS TOGETHER AND LAUGH WHILE LISTENING TO GREAT MUSIC.

SO AT ITS NOVEMBER 19, 2024 SPECIAL MEETING, THE LIQUOR CONTROL REVIEW BOARD VOTED THAT Mira Social BE GRANTED THE CLASS B-ONE LIQUOR LICENSE AND TODAY WE HAVE THE OWNERS HERE, GABRIEL NUNEZ AND (NAME?) VASQUEZ IF THE BOARD WOULD LIKE TO HEAR FROM THEM AND OUR DEVELOPMENT SERVICES DIRECTOR, EMILY EGAN IS ALSO HERE TO TAKE ANY QUESTIONS.

>> THANK YOU.

I WOULD INVITE YOU UP IF YOU WOULD LIKE TO SHARE A LITTLE BIT ABOUT YOUR BUSINESS PLAN?

YOU ARE IN THE BEAUTIFUL BRAND-NEW PORTER BUILDING, RIGHT?

>> YES.

GOOD EVENING.

YES, WE ARE IN THE BRAND-NEW PORTER BUILDING AT THE CORNER OF MARION AND PLEASANT.

OUR CONCEPT FOR MIRA SOCIAL WAS TO CREATE A PLACE THAT IS WARM AND INVITING, UPSCALE, ALTERNATIVE TO A RESTAURANT THAT WE HAVE CURRENTLY IN THE VILLAGE.



IT IS MORE OF A RESTAURANT WHERE YOU CAN COME AND RELAX, ALL ARE INVITED.

THERE WILL BE NICE - IT WILL BE A LITTLE BIT OF A COASTAL FUSION TYPE OF MENU.

SOME UNIQUE KIND OF PLATES THAT WILL BE SERVED THERE.

FROM KOS ALL AROUND THE WORLD.

NOT COASTAL AS WE THINK ABOUT IT, BUT SOME PERUVIAN, SOME MEDITERRANEAN, SOME MEXICAN AND AROUND LIKE THAT.

THAT IS WHAT WE ARE GOING TO DO HERE AND WE LOOK FORWARD TO IT.

>>PRESIDENT SCAMAN: THANK YOU FOR YOUR INVESTMENT IN OAK PARK. ANY QUESTIONS?

REMINDE US OF YOUR OPEN DATE?

>> LATE SPRING.

WE DO NOT HAVE A SET DATE YET, BUT LATE SPRING.

>>PRESIDENT SCAMAN: IT IS A BEAUTIFUL CORNER WITH THE LIGHTS OUTSIDE OF THOSE BUILDINGS.

OF COURSE BRICKSTONE.

THANK YOU FOR JOINING OUR FAMILY HERE IN OAK PARK AND WE WILL DO A ROLL CALL ON THIS AS WELL.

>> TRUSTEE WESLEY.

>> YES.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE BUCHANAN.

>> YES.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE ROBINSON.

>> YES.

>> PRESIDENT SCAMAN?

>>PRESIDENT SCAMAN: YES.

CONGRATULATIONS.

LOOK FORWARD TO THE GRAND OPENING.

OKAY.

AND NEXT I WOULD CONCUR WITH ENTERTAINING A MOTION TO CONCUR WITH THE LIQUOR CONTROL REVIEW BOARD TO ADOPT AN ORDINANCE AMENDING CHAPTER 3, ARTICLE 8, SECTION 3-8-1 AND 3-8-2 OF THE OAK PARK VILLAGE CODE FOR THE ISSUANCE OF A RESTAURANT CLASS B-ONE LIQUOR LICENSE TO BREAKFAST HOUSE MARION INCORPORATE A DOING BUSINESS AS BREAKFAST HOUSE.

MOTION, PLEASE?

>> SO MOVED.

>> SECOND.

>>SPEAKER: YES.

A BREAKFAST HOUSE SEEKS A RESTAURANT CLASS OR B-ONE LIQUOR LICENSE.

IT WOULD PERMIT BREAKFAST HOUSE TO SELL ALCOHOLIC LIQUOR FOR CONSUMPTION AT THE RESTAURANT.

AT THE FIRST-EVER BREAKFAST HOUSE WAS ESTABLISHED IN THE WESTTOWN NEIGHBORHOOD IN 2012.

SINCE THAT TIME, BREAKFAST HOUSE NOW HAS SEVEN LOCATIONS THROUGHOUT CHICAGOLAND AND BREAKFAST HOUSE TAKES PRIDE IN THE FRESHNESS OF ITS INGREDIENTS AND UNIQUE RECIPES AND THE TAGLINE FOR THE BUSINESS IS "LOVE IS OUR SECRET SEASONING".

AT ITS DECEMBER 17, 2024 SPECIAL MEETING, THE LIQUOR CONTROL REVIEW BOARD UNANIMOUSLY VOTED THAT BREAKFAST HOUSE BE GRANTED A B-1 LIQUOR LICENSE RATE UNFORTUNATELY THE OWNER JAMIE HERRERA IS ILL SO HE IS NOT HERE WITH US TODAY.

>>PRESIDENT SCAMAN: I HOPE THEY FEEL BETTER.  
EMILY, ANYTHING YOU WOULD LIKE TO SHARE?

>> VERY EXCITED.

>>PRESIDENT SCAMAN: THANK YOU FOR YOUR WORK ON THIS AND THEN IT CLERK WATERS, PLEASE TAKE THE ROLL IF THERE ARE NO QUESTIONS FROM THE BOARD.

THANK YOU, CLERK WATERS.

>> TRUSTEE WESLEY.

>> YES.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE BUCHANAN.

>> YES.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE ROBINSON.

>> YES.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

THANK YOU AND CONGRATULATIONS TO THE BREAKFAST HOUSE.

NOW TO OUR REGULAR AGENDA I WOULD ENTERTAIN A MOTION TO CONCUR WITH THE HOUSING PROGRAMS ADVISORY COMMITTEES RECOMMENDATIONS AND ADOPT A RESOLUTION AUTHORIZING THE PROVISION OF CONDITIONAL COMMITMENT LETTERS.

MOTION, PLEASE?

>> SO MOVED.

>> SECOND.

>> MOTIONED BY TRUSTEE BUCHANAN AND SECONDED BY TRUSTEE ROBINSON.  
MANAGER JACKSON?

>>VILLAGE MANAGER: THIS ITEM INVOLVES THE TWO COMMITMENT LETTERS THAT ARE CONTEMPLATED FOR YOUR CONSIDERATION AND AUTHORIZATION. COULD IN FACT RESULT IN TWO OF ARTICLE HOUSING DEVELOP ENDS IN OUR COMMUNITY.

THERE ARE SEVERAL HISTORICAL BOARD ACTIONS THAT HAVE BEEN UNDERTAKEN IN RECENT HISTORY TO GET US TO THIS POINT WHERE WE ARE CONSIDERING THIS ACTION TONIGHT.

I WOULD LIKE TO INTRODUCE ASSISTANT VILLAGE MANAGER, NEIGHBORHOOD SERVICES DIRECTOR, JONATHAN BIRCH TO PRESENT THE ADAM.

>> GOOD EVENING.

AS MANAGER JACKSON INDICATED BEFORE YOU, THERE ARE TWO HOUSING TRUST FUND APPLICATIONS THAT THE VILLAGE RECEIVED.

ONE FOR INTERFAITH HOUSING CORPORATION AND ONE FROM THE COMMUNITY BUILDERS.

COMBINED THEY WOULD ADD 64 UNITS OF AFFORDABLE HOUSING OR RENTAL HOUSING HERE IN OAK PARK AND WOULD BE FOR FOLKS THAT ARE MAKING LESS THAN 80% OF THE AREA MEDIAN INCOME.

WE WILL SPEND SOME TIME TONIGHT TALKING ABOUT THE PROCESS OF HOW WE GOT HERE AND THE ORIGIN OF THE RECOMMENDATION FROM THE HOUSING PROGRAMS ADVISORY COMMITTEE AS WELL AS STAFF AND PUTTING THAT INTO CONTEXT WITHIN THE HOUSING TRUST FUND ITSELF.

AS A REMINDER, THE HOUSING TRUST FUND APPLICATION WAS OPENED ON A ROLLING BASIS BACK IN AUGUST AND SINCE THAT TIME STAFF HAS RECEIVED TWO COMPLETE APPLICATIONS THAT WERE THEN FORWARDED TO THE HOUSING AUTHORITY FOR THEIR APPROVAL.

THEY TOOK THOSE UP AT THEIR NOVEMBER AND DECEMBER MEETINGS AND ULTIMATELY MAKING THE RECOMMENDATION THAT IS BEFORE YOU TONIGHT. STAFF AND HPAC ARE BOTH RECOMMENDED THAT THE BOARD APPROVE, ISSUE CONDITIONAL COMMITMENT LETTERS IN SUPPORT OF BOTH APPLICATIONS.

WE WILL TALK ABOUT THAT LATER.

IT IS PROBABLY COUPLE TO TALK ABOUT THE TWO APPLICATIONS THEMSELVES. WHEN YOU SHOULD BE FAMILIAR WITH, YOU ALL GRANTED IMPORTANT LAND-USE APPROVALS FOR THIS PROJECT BACK IN THE SUMMER AND IT IS FROM INTERFAITH HOUSING 436 UNITS OF RENTAL HOUSING, ALL FOR FOLKS MAKING LESS THAN 60% OF AMI AND IT WOULD BE ON MADISON STREET AND IT WOULD HAVE 50 YEARS OF AFFORDABILITY.

WHAT WE PROBABLY DID NOT SPEND A LOT OF TIME TALKING IN THE SUMMER, BUT WE'RE TALKING ON NOW IS HOW THE PROJECT ITSELF IS BEING FUNDED. AS YOU CAN SEE WHAT THEY MADE A REQUEST BETWEEN \$1.2 MILLION AND \$3.2 MILLION FROM THE VILLAGES HOUSING TRUST FUND AND THAT IS PART OF A LARGER CAPITAL STACK AND THE PRIMARY SOURCE OF WHICH YOU SEE THERE IS A FROM THE ILLINOIS HOUSING DEVELOP AN AUTHORITY THROUGH THE PERMANENT SUPPORTIVE HOUSING FUNDS.

AS PART OF A PROCESS WHERE THEY SUBMITTED PRE-APPLICATION AND THEN I INVITED THEM TO SUMMIT A FULL APPLICATION SOMETIME IN DECEMBER.

THEY ARE SCHEDULED TO SUBMIT THAT BY THE DEADLINE, WHICH IS FEBRUARY - FEBRUARY 13 OF 2025.

JUST A FEW WEEKS IN ORDER TO BE ABLE TO GET THAT IN.

THEY HAVE OTHER FUNDING SOURCES THAT YOU CAN SEE HERE WITH VARIOUS DEGREES OF COMMITMENTS THAT HAVE BEEN PROVIDED AND THAT IS COOK COUNTY HOME FUNDS THAT RECEIVED A CONDITIONAL COMMITMENT LETTER FROM AND AS WELL AS A LETTER OF INTEREST FROM CCLF AND A LETTER OF ELIGIBILITY FOR SOME COMED ENERGY EFFICIENCY GRANTS AS WELL.

THE SECOND PROJECT IS ON ROOSEVELT ROAD.

MAYBE YOU HAVE NOT HEARD OF THIS ONE YET.

THIS IS FROM THE COMMUNITY BUILDERS.

IT WOULD BE AND YOU ARE PROBABLY FAMILIAR WITH COMMUNITY BUILDERS, THEY BUILT 801 PROJECT THAT - - 20 UNITS, ALL AFFORDABLE TO FOLKS MAKING LESS THAN 80% OF THE AREA MEDIAN INCOME.

AT 22 OF WHICH WOULD BE AFFORDABLE AT 60% OR LESS.

A 60% IS THE THRESHOLD USED IN THE HOUSING TRUST FUND UNITS.

WHAT IS INTERESTING ABOUT THIS PROJECT AS WELL IT IS NOT JUST 40 YEARS OF A FOREBODING, BUT IT'S PROVIDING SOME LARGER UNITS HERE.

82 BEDROOM UNITS AS WELL AS LIVE/WORK UNITS, WHICH IS WHAT IS IN EXISTENCE FOR THE 801 PROJECT.

THIS ONE, IN SOME WAYS HAS SIMILAR, NATION OF FUNDING.

THEY ARE ALSO SEEKING MONEY FROM THE ILLINOIS HOUSING AUTHORITY - - AS YOU CAN SEE THAT IS THE VAST MAJORITY OF THEIR FUNDING.

IN THE FUNDING STACK HERE THEY ARE ALSO SEEKING FUNDS FROM (NAME?), WHO WOULD BE CONSIDERED AT THE SAME TIME THAT THEY ARE SEEKING OTHER CREDITS FROM (NAME?) WHERE THEY HAVE RECEIVED ADDITIONAL COMMITMENT LETTERS FROM THEM AS WELL AND A DEFERRED DEVELOPMENT FEE AND THE COMED EXCEPTIONS WE TALKED ABOUT BEFORE.

THERE ALSO SEEKING \$700,000 OF FUNDING FROM THE VILLAGES HOUSING TRUST FUND.

TWO APPLICATIONS IN CONTEXT, THE NEXT FEW SLIDES WILL TALK THROUGH THE HOUSING TRUST FUND ITSELF ABOUT WHERE WE ARE, STATE THE BALANCE AND THINGS OF THAT NATURE.

WE ENDED 2024 WITH A BALANCE IN THE TRUST FUND OF APPROXIMATELY \$3.3 MILLION.

WITH AN ADDITIONAL \$1.3 MILLION THAT HAS BEEN COMMITTED TO EXISTING PROJECTS AND PROGRAMS.

THOSE ARE THE ONES THAT ARE SHOWN IN THE TABLE UNDERNEATH ON THE SLIDE THAT GIVES YOU AN IDEA OF THE AMOUNT LEFT IN THE CONTRACT TERM, MEANING WHAT IS THE END DATE OF THE CURRENT AGREEMENT THAT WE HAVE WITH THAT FUNDING ENTITY?

OBVIOUSLY WE HAVE NEW REVENUE SOURCES.

INCLUDING THE SHORT-TERM RENTAL SURCHARGE AS WELL AS THE DEMOLITION FEE AND INTEREST THAT IS NOT BEING EARNED ON THE FUND SINCE IT WAS PUT INTO THE HOUSING TRUST FUND ITSELF.

THE NET RESULT IF YOU DO THE MATH, YOU CAN SORT OF SEE IS A BALANCE OF ABOUT \$2 MILLION OF UNOBLIGATED, UNENCUMBERED FUNDS IN THE HOUSING TRUST FUND.

KNOWING HOUSING TRUST FUND RESOURCES ARE SCARCE, WE ALSO DID WORK WITH THE GOVERNMENT SERVICES DEPARTMENT TO CREATE ESTIMATES OF THE PERMIT FEES, BUILDING PERMIT FEES THAT EACH OF THESE APPLICATIONS MIGHT INCUR.

YOU CAN SEE THE AMOUNTS LISTED HERE COMBINED ACROSS THE TWO PROJECTS IS APPROXIMATELY \$185,000.

ONE OF THE IMPORTANT THINGS HERE IS TO THINK ABOUT NOT JUST PROVIDING HOUSING TRUST FUND RESOURCES, BUT THE ABILITY TO PROVIDE FEE WAIVERS UP TO THESE AMOUNTS THAT ARE SHOWN, RATHER THAN ALSO PROVIDING HOUSING TRUST FUND AMOUNTS IN ORDER TO PRESERVE THE RESOURCES THAT ARE AVAILABLE IN THE HOUSING TRUST FUND TO SUPPORT OTHER POTENTIAL APPLICATIONS THAT WOULD COME IN AND USE THOSE RESOURCES.

YOU WILL SEE ON THE NEXT FLIGHT HERE AND RELATED TO THAT WE ALSO DID TALK WITH EACH OF THE APPLICANTS THAT THEY WOULD BE - FIND IT ACCEPTABLE TO ALSO RECEIVE THOSE RESOURCES IN LIEU OF SOME PORTION OF THEIR INITIAL REQUEST FOR HOUSING TRUST FUND RESOURCES.

YOU CAN ACTUALLY SEE THAT ON THIS NEXT SLIDE, WHICH HAS A WHOLE LOT OF NUMBERS, BUT HOPEFULLY YOU CAN GET THE GIST OF WHERE WE ENDED EVERY YEAR WITH AN ENDING BALANCE AND THE UNENCUMBERED BALANCE AND THE IMPACT OF FUNDING THESE TWO PROJECTS, NOT JUST IN 2025, BUT OUT TO 2036.

IT TAKES A MINUTE TO GET ALL THE FUNDING IN ORDER.

WE BUILT THE PROJECT TO BE ABLE TO DRAW DOWN ON THE FUNDS FROM THE VILLAGE SO EVEN IF YOU ISSUE SUPPORT ISSUE ADDITIONAL COMMITMENT TONIGHT THEY GO THROUGH THEY ARE SUCCESSFUL WITH THE STRAW IN PROCESS AND ARE HERE BACK IN MAY OR JUNE IF THEY ARE SUCCESSFUL AND STILL YOU WOULD NOT BE DRUNK ON THE MONEY FROM THE HOUSING TRUST FUND UNTIL SOMETIME IN 2026 THAT IS ONE OF THE THINGS TALKING TO BOTH DEVELOPERS THAT WE WOULD NEGOTIATE BEFORE COMING TO YOU WITH THE ACTUAL FUNDING AGREEMENT FOR THAT ORDER TO BE ABLE TO THINK ABOUT HOW THE MONEY CAN STAY IN THE ACCOUNT IN ORDER TO BE ABLE TO EARN ADDITIONAL INTEREST TO SUPPORT ADDITIONAL TRUST FUND ACTIVITIES.

YOU CAN SEE HER BECAUSE OF THE ADDITIONAL RESOURCES, MOSTLY THE SURCHARGE, AS WELL AS POTENTIAL INTEREST THAT WOULD BE EARNED ON THE ACCOUNT IN FUTURE YEARS AND THAT HELPS PROVIDE ADDITIONAL RESOURCES, EVEN IF THESE RESOURCES WERE APPROVED TONIGHT TO ISSUE ADDITIONAL COMMITMENT LETTERS.

THE OTHER THING THAT THEY SHOULD SAY AT THE OUTSET.

>>TRUSTEE WESLEY: BEFORE YOU CONTINUE FROM THE SITE I WANTED TO KNOW IF YOU HAVE THE NUMBER OF UNITS THAT WERE CREATED BY EACH OF THESE PROJECTS?

>> NOT OFF THE TOP OF MY HEAD.

I AM HAPPY TO GET THAT FOR YOU.

THE OTHER THING I WOULD SAY AS PART OF THIS AND WE WILL TALK ABOUT IT IN A MINUTE AS PART OF THE REASON WE HAD THE RECOMMENDATION.

IDA MAY OR MAY NOT CHOOSE TO FUND TWO APPLICATIONS HERE IN OAK PARK IN THE UPCOMING FUNDING ROUND AND PART OF THIS IS ALSO A QUESTION OF HAVING MORE LOTTERY TICKETS IN ORDER TO BE SUCCESSFUL WITH IT AND WE CAN GET AN APPLICATION AND BUILD MORE UNITS HERE IN TOWN. IF YOU LOOK AT A LIST OF PROJECTS HERE AND WE PUT IN SOME OTHER ONES THERE.

THE VILLAGE DOES HAVE A TRACK RECORD THAT SOMETIMES IT TAKES A MINUTE FOR SOME OF THESE PROJECTS TO GO THROUGH.

801 PROJECT WHEN IT WAS FOUNDED IN 2018, THE BOARD AT THAT TIME PROVIDED SUPPORT TO ANOTHER PROJECT THAT WAS ON MADISON AVENUE THAT WAS ALSO SEEKING MONEY FROM IDA AND ULTIMATELY ONLY ONE OF THOSE WAS ABLE TO MOVE FORWARD SUCCESSFULLY, EVEN THOUGH THE BOARD SUPPORTED THROUGH ITS ACTIONS, FUNDING FOR BOTH OF THE PROJECTS AND THAT IS A SIMILAR THING THAT CAN HAPPEN AND IS PRETTY COMMON.

PART OF FUNDING BOTH OF THEM, PART OF THE LOGIC, WHETHER WE HAD A RECOMMENDATION FROM THE STAFF AND HPAC IS TO BE READY FOR THE POSSIBILITY.

MAYBE WE WILL GET BOTH, BUT MAYBE WE ARE INCREASING THE ODDS OF GETTING AT LEAST ONE PROJECT.

SO THAT LEADS INTO OUR RECOMMENDATION.

BOTH STAFF AND HPAC ARE COMMENDING WE ISSUE CONDITIONAL COMMITMENT LETTERS FOR BOTH THE INTERFAITH AND THE COMMUNITY BUILDERS.

YOU CAN SEE THEY WOULD RESULT IN A COMBINED AMOUNT THAT IS EQUAL TO THE SUBSIDY REQUESTED THAT THEY WERE MAKING.

\$1.26 MILLION FROM THE HOUSING TRUST FUND FOR INTERFAITH AND IT WOULD BE COMBINED AS I INDICATED BEFORE BETWEEN THE HOUSING TRUST FUND AND THE BUILDING FEE WAIVERS.

A SIMILAR FOR THE COMMUNITY BUILDERS PAID A \$700,000, BUT IT WOULD BE THE COMBINED AMOUNT.

SO SOME COMING FROM EACH OF THE RESOURCES IN ORDER TO MAKE IT WHOLE.

IN EACH CASE IT WOULD BE CONDITIONED ON RECEIVING THE APPROPRIATE ILLINOIS HOUSING AUTHORITY FUNDING SOURCE THAT THEY ARE SEEKING AT THE TIME AND THOSE CONDITIONAL COMMITMENT LETTERS EXPIRE AT THE END OF SEPTEMBER.

THAT WOULD GIVE TIME FOR THE APPLICANT TO COME FORWARD WITH AN ADDITIONAL PLAN OF HOW THEY WOULD FUND THE PROJECT IF THEY WERE UNSUCCESSFUL AND THEN OR HPAC AND THE BOARD TO DECIDE IF THEY WANTED TO CONTINUE SUPPORTING THE PROJECT THROUGH ADDITIONAL RUNS OR WHETHER OR NOT OTHER OPPORTUNITIES HAD COME FORWARD FOR THE VILLAGE THAT THEY WOULD BE ADJUSTED AND SUPPORTING AT THE TIME.

GIVES THE BOARD FLEXABILITY AS IT RELATES TO THOSE SORTS OF THINGS.

WITH THAT, I WILL PAUSE AND SAY THAT WE HAVE KEITH SPENCER, CHAIR OF THE HOUSING PROGRAMS ADVISORY COMMITTEE HERE TONIGHT IN CASE THERE ARE QUESTIONS AROUND THEIR DELIBERATIONS RELATED TO THIS.

SIMILARLY WE HAVE PERRY VIEDDIE AND ALSO FROM THE HOUSING PROGRAMS ADVISORY COMMITTEE AND IF THERE ARE QUESTIONS TO THAT.

WE HAVE PERRY (NAME?) FROM INTERFAITH HOUSING IN CASE THERE ARE QUESTIONS ABOUT THE PROJECT AND CHARLIE JOHNSON FROM COMMUNITY BUILDERS IN CASE THERE ARE QUESTIONS SPECIFICALLY ABOUT THAT.

>>PRESIDENT SCAMAN: THANK YOU.

ANY QUESTIONS?

TRUSTEE ROBINSON?

>>TRUSTEE ROBINSON: OKAY.

REALLY WELL DONE TO HPAC.

YOUR ANALYSIS OF THESE APPLICATIONS IS ALWAYS SO COMPREHENSIVE AND DETAILED.

I APPRECIATE THAT AND I APPRECIATE THE SCORING.

I HAVE THREE ITEMS THAT MORE TALK ABOUT THE POLICY AROUND THE APPLICATIONS.

GIVEN THAT THIS IS PRETTY MUCH A FINITE FUND.

WE DON'T HAVE CAPITAL INJECTIONS COMING FROM LARGE DEVELOPMENTS.

WE ARE GOING TO HAVE SORT OF THESE SMALLER REVENUE STREAMS THAT WE TALKED ABOUT, RIGHT?

I WANT TO TALK ABOUT AND CONSIDER DOING A CAP ON GRANTS BECAUSE THE FUND ITSELF IS SO LIMITED.

I WOULD NOT SUGGEST THAT IT APPLY RETROACTIVELY BECAUSE THESE HAVE BEEN CEMENTED WITHOUT THAT, BUT ONCE THESE APPLICATIONS - FIRST OF ALL, ONCE THE DEADLINE FOR THE EXISTING FUNDING THAT HAS BEEN EXTENDED, ONCE THAT COMES IN MARCH AND ONCE THE DEADLINE FOR THESE TWO APPLICATIONS COME IN SEPTEMBER I WOULD LIKE US TO INSTITUTE A CAP ON FUNDING THAT IS PROPORTIONATE TO THE OVERALL AMOUNT OF THE FUND SO WE ARE NOT HAVING TWO PROJECTS TAKING UP MORE THAN HALF OF THE FUND ITSELF.

MORE PROJECTS WE CAN SPREAD AROUND, THE BETTER.

SECONDLY, I THINK WE SHOULD EARMARK SOME FUNDS FOR HOMEOWNERSHIP PROGRAMS.

THIS IS A BIG PART OF MMC RECOMMENDATION FOR US.

WE HAVE NOT REALLY HAD THAT COME BACK.

WE WILL HAVE HOUSING CONVERSATIONS COMING UP.

I WANT TO MAKE SURE THAT WE ARE - AND AS YOU KNOW JONATHAN, THE APPLICATION WAS REVAMPED SPECIFICALLY TO INCLUDE HOMEOWNERSHIP PROGRAMS.

YET, WE HAVE NOT MADE ANY DISBURSEMENTS TO THEM AND SO I WANT TO DO TWO THINGS.

I WANT TO HOLD SOME FUNDING UNTIL WE CAN HAVE SOME OF OUR HOUSING RELATED CONVERSATIONS COMING UP THROUGHOUT THE QUARTER.

AND THEN I WANT TO LOOK AT, WHY ARE WE NOT GETTING RESPONSES RELATED TO HOMEOWNERSHIP WHEN WE HAVE ALREADY KIND OF MADE ADJUSTMENTS TO THE APPLICATION, MADE ADJUSTMENTS TO THE APPLICATION PROCESS.

I WAS HOPEFUL THAT THOSE WOULD THEN SPUR SOME RESPONSES FROM OUTSIDE ORGANIZATIONS, AGENCIES THAT WERE FOCUSED ON HOMEOWNERSHIP PROGRAMS BECAUSE WHAT MMC NOTED IN THE STUDY, WE HAVE A SIGNIFICANT RACIAL DISPARITY IN HOMEOWNERSHIP.

TRAILING BEHIND, WHICH IS INTERESTING BECAUSE NORMALLY WE TREND AHEAD, BUT IN THIS PARTICULAR AREA WE ARE TRAILING BEHIND THE REST OF THE CHICAGO, GREATER CHICAGOLAND REGION.

I WANTED TO STOP THERE FOR A SECOND.

I'M CURIOUS WHETHER YOU HAVE ANY INSIGHT AS TO WHY DESPITE THE CHANGES WE HAVE MADE TO THE APPLICATION PROCESS, WE ARE STILL NOT SEEING ANY HOMEOWNERSHIP PROGRAMS AND APPLICATIONS, CROSS.

>> IN THIS CASE, AS THE BOARD DEFINES WHAT IT IS LOOKING FOR IN THE AREA, WE WILL BE ABLE TO GENERATE MORE OF THOSE APPLICATIONS. RIGHT NOW WE CAN GET A WIDE ARRAY OF THOSE THINGS, BUT IF THE BOARD CHOSE A MORE SPECIFIC AND FINITE DIRECTION, WE WANT TO DO A DOWN PAYMENT PROGRAM THAT HAS ROUGHLY THESE PARAMETERS IT WILL BE EASIER TO TALK WITH ORGANIZATIONS THAT DO THAT WORK AND IT WILL BE REFLECTIVE OF THAT PROCESS.

SIMILARLY, IF WE WENT TO A SHARED EQUITY MODEL, SOME CONVERSATION OR HOMEBUYER COUNSELING OR OTHER PROGRAMS.

>>TRUSTEE ROBINSON: OKAY.

I THINK THAT IS FAIR.

I WOULD REALLY LOVE SUPPORT FROM YOU GUYS ABOUT EARMARKING AND I WOULD LEAVE IT TO STAFF TO DESIGNATE THE AMOUNT.

EARMARKING SUM BECAUSE WE HAVE ALREADY I THINK CONSENSUS AND A SHARED PERSPECTIVE FROM WHAT I HAVE HEARD AS WE HAVE DISCUSSED THESE THINGS WITH MY COLLEAGUES ON REALLY TAKING THOSE STRATEGIES AND RECOMMENDATIONS FROM METROPOLITAN MAYORS CAUCUS AND SORT OF ROLLING THEM INTO OUR HOUSING EFFORTS AND THAT WAS ONE THAT REALLY STOOD OUT TO ME BECAUSE LIKE I SAID, FOR OUR NUMBERS, WE TRAIL BEHIND AND WE DO NOT NORMALLY DO THAT.

WE ARE NORMALLY AHEAD OF THE CURVE AND I THINK IT DESERVES SOME REAL FOCUS FROM US, INCLUDING FINANCIAL FOCUS.

LASTLY, I SEE OAK PARK HOUSING AUTHORITY IS STILL IN HERE.

I FEEL LIKE WE KEEP TALKING ABOUT IT AND I SEE THE HOUSING TRUST FUND BUDGET AND IT IS STILL THERE.

HOW DO WE MAKE IT GO AWAY?

>> HAPPY TO SWING.

WE ARE REFLECTING THE IS THAT IT IS AT THE ACTUAL EXPENDITURES THAT OCCURRED IN 22, 23, AND 24.

THERE'S A REASON YOU DO NOT SEE THEM FOR 25 AND 26.

>>TRUSTEE ROBINSON: OKAY.

JUST TO CONFIRM, WE ARE NOT PULLING OUR YEAR-OVER-YEAR OAK PARK HOUSING AUTHORITY GRANT AMOUNT FROM THE HOUSING TRUST FUND ANYMORE?

>> CORRECT.



AND WHEN THE BOARD APPROVED THE 2025 BUDGET ON DECEMBER 3, THE AMOUNT FOR THAT WAS INCLUDED COMING OUT OF THE GENERAL FUND FOR 2025.

>>TRUSTEE ROBINSON: GOT IT.

THANK YOU.

>>PRESIDENT SCAMAN: ANY COMMENTS ADDITIONAL TO WHAT YOU HAVE HEARD FROM YOUR COLLEAGUE?

>>TRUSTEE STRAW: YES.

I AM USUALLY SUPPORTIVE OF THESE PROJECTS, THE 801 PROJECT IS ONE OF MY FAVORITE DEVELOPMENTS THAT HAS HAPPENED IN RECENT YEARS IN OAK PARK.

I AM EXCITED TO SEE THAT THE PROJECT ON ROOSEVELT INCLUDES STOREFRONT - IT INCLUDES COMMERCIAL SPACE ON THE FIRST FLOOR.

I DO HOPE THAT WITH FUTURE PROJECTS WE REALLY PRIORITIZE AND URGE FOLKS TO DO MIXED-USE DEVELOPING BECAUSE AS WE ARE WORKING TO CREATE, YOU KNOW, LIKABLE AND WALKABLE COMMUNITIES, HAVING THAT STOREFRONT SPACE CREATES A MORE WALKABLE COMMUNITY, RATHER THAN HAVING LARGE STRETCHES THAT YOU HAVE TO WALK BY TO GET TO THE NEXT COMMERCIAL SPACE.

I'M A BIG FAN OF MIXED-USE, ESPECIALLY ON THESE BUSINESS CORRIDORS. JUST TO THE POINT OF CAPPING GRANTS GOING FORWARD, I HOPE THAT IS SOMETHING THAT WILL HAVE FURTHER DISCUSSION BEFORE SOMETHING WOULD BE IMPLEMENT IT BECAUSE I AM OPEN TO THE IDEA, BUT I WANT IT TO BE TIED TO A LIKE PER UNIT BECAUSE IF A GREAT PROJECT CAN BUY THAT WAS CREATING A VERY LARGE NUMBER OF AFFORDABLE UNITS, I WOULD BE HAPPY TO GO BEYOND CAPS.

FOR ME IT IS MAKING SURE THAT WE ARE MAXIMIZING THE IMPACT OF THE DOLLARS, WHICH IN MY MIND IS ON A PER UNIT BASIS AS OPPOSED TO BEING A FLAT CAP.

IF WE HAVE TO PUT THE WHOLE FUND INTO A REALLY GREAT PROJECT THAT IS GOING TO SOLVE AFFORDABLE HOUSING IN OAK PARK, LET'S DO IT.

SUCH UNICORN DOES NOT EXIST, BUT I JUST WANT TO - I WANT THERE TO BE FLEXIBILITY AND AN UNDERSTANDING THAT IT IS ABOUT IMPACT AND MAXIMIZING THE IMPACT OF THE DOLLARS IF WE ARE GOING TO GO DOWN THAT ROAD.

>>PRESIDENT SCAMAN: NEXT?

TRUSTEE BUCHANAN AND THEN TRUSTEE WESLEY.

>> I'M HAPPY TO SUPPORT BOTH OF THESE AND FOR THIS PUSH TO PUT HOMEOWNERSHIP INTO AND SPEND SOME EFFORT AND TIME AND FUNDING ON THE HOMEOWNERSHIP ASPECT OF THE HOUSING TRUST FUND.

>> WE SAW THAT THAT IS COMING UP ON OUR CALENDAR IN MARCH.

>> I'M SO SORRY, BUT THE APPLICATIONS ARE NOW ROLLING?

>> WE WILL JUST BE LEARNING MORE.

>>TRUSTEE WESLEY: I WANT TO GET CLARIFICATION.

TRUSTEE STRAW, YOU SAID THERE WAS GROUND-FLOOR DEVELOPMENTS?

>> IT APPEARS THAT THERE IS GROUND-FLOOR IN THE ROOSEVELT ROAD DEVELOPMENT.

IT DOES NOT APPEAR THAT THERE IS GROUND-FLOOR RETAIL IN THE MADISON STREET DEVELOPMENT.

CORRECT.

>> I WANT TO ECHO EVERYTHING THAT MY COLLEAGUES HAVE SAID. COMPLETELY SUPPORTIVE OF ALL OF THAT.

IF THERE IS A WAY AND I KNOW THERE'S NOT A LOT OF FLEX IN AFFORDABLE HOUSING PROJECTS.

IF THERE IS A WAY TO GET GROUND-FLOOR RETAIL IN THIS, IN THE MADISON STREET PROJECT IF IT GOES FORWARD I WOULD LOVE TO SEE THAT AND I WOULD EVEN LOVE TO SEE THAT IF IT REQUIRED COMING BACK TO THIS BOARD TO TALK ABOUT FURTHER INCENTIVES.

HERE IS MY PERSPECTIVE ON THAT.

WE WANT DIVERSITY IN THE BUSINESSES THAT WE OFFER AND IF THIS IS AN AFFORDABLE UNIT I ASSUME THEY WOULD BE OFFERING RETAIL SPACE AT AFFORDABLE RATES, WHICH WOULD ENCOURAGE BUSINESSES THAT WOULD OTHERWISE NOT BE PRICED INTO OAK PARK TO MAYBE HAVE AN OPPORTUNITY. I WOULD LIKE TO SEE THAT COME FORWARD IF THAT IS SOMETHING WE COULD DO.

>> IT IS PROBABLY EASIER FOR US TO KEEP THAT IN MIND FOR FUTURE PROJECTS.

THEY WILL SUBMIT THEIR FUNDING APPLICATION IN LIKE TWO WEEKS.

THAT IS PROBABLY A LITTLE TIGHT FOR THAT.

>> I FIGURED, BUT FOR FUTURE PROJECTS, ABSOLUTELY.

>>PRESIDENT SCAMAN: AGREED ON THE FUTURE PROJECTS, BUT I WONDER IF EVEN THOUGH WE WERE ABLE TO HEAR ABOUT THE PROJECT A COUPLE MONTHS BACK, IF TERRY WANTS TO TALK ABOUT HOW HE IS UTILIZING THE FIRST FLOOR BECAUSE I THINK IT IS AN AMAZING PARTNERSHIP. WHICH DOES MEAN THAT THIS MODEL IS LESS - - PHILOSOPHICALLY WITH WHAT TRUSTEE WESLEY IS SAYING FOR FUTURE PROJECTS.

>> HI, HOW ARE YOU?

NICE TO SEE YOU ALL AGAIN.

YOU KNOW, I FIRST WANT TO SAY THAT THIS FUNDING IS VERY CRITICAL IN THAT IT LEVERAGES OTHER MONEY, RIGHT?

IF I CAN GO TO IDA, CHARLIE CAN GO TO IDA AND ASSAYED THE LOCAL GOVERNMENT THAT THIS IS LOCATED IN IS GIVING MONEY TO IT.

THAT IS HUGE.

TODAY WE GOT A LETTER FROM COOK COUNTY, COMMITTING \$2 MILLION.

SCORING WISE WE ARE ALREADY IN A BETTER PLACE.

I WANTED TO SAY THANK YOU FOR CONSIDERATION OF THE PROJECT.

IN TERMS OF RETAIL ON THE GROUND FLOOR, I THINK YOU ALL KNOW THAT RETAIL IS REALLY TOUGH.

WE DID RETAIL ON GROVE APARTMENTS AND WE HAVE HAD A SUCCESSFUL PARTNERSHIP WITH SUGAR BEET.

THE REASON THAT WORKS SO WELL IS BASICALLY WE DO NOT CHARGE THEM RENT. WE CHARGE THEM THE COST OF THE TAXES SO THAT THAT WORKS.

WE CONSIDERED THAT HERE, BUT WE WOULD HAVE TO GO ABOUT TWO STORIES HIGHER IF WE WERE TO MAKE THAT WORK.

WE DID CONSIDER RETAIL AND WE THOUGHT GOING A FEW STORIES HIGHER WOULD PROBABLY NOT BE VERY MUCH SUPPORTED BY THE COMMUNITY AND PARKING BECOMES ALWAYS AN ISSUE, RIGHT?

BECAUSE WE DO NOT HAVE A PARKING LOT HERE.

WE DID GO THROUGH THE PROCESS OF CONSIDERING IT, BUT THERE IS ALWAYS THAT, YOU KNOW, THE DAM PARKING.

EXCUSE MY EXPRESSION.

IT IS ALWAYS THAT CONSIDERATION.

I APPRECIATE THAT WHAT I HAVE HEARD FROM YOU AND I REALLY DO LIKE THAT MIX.

IT HAS BEEN REALLY GREAT AT GROVE APARTMENTS.

IT IS REALLY HARD, I HAVE TO SAY.

IT TOOK US A LONG TIME TO MAKE THAT WORK.

THREE YEARS THAT SPACE WAS VACANT, BUT WE DID MAKE IT WORK.

I AM HESITANT TO DO IT, BUT IT IS SOMETHING THAT IS A GREAT ASPIRATIONAL THING IF WE COULD MAKE IT WORK.

>>PRESIDENT SCAMAN: I THINK IT IS IMPORTANT TO UNDERSTAND WHAT BARRIERS THAT WE NEED TO KNOCK DOWN OR DIMINISH TO MAKE THAT WORK.

I'M WONDERING THE PARTNERSHIP YOU HAVE WITH HOUSING FORWARD.

ON THE FIRST FLOOR YOU WILL HAVE A CASE MANAGEMENT PERSON WHO IS GOING TO BE WORKING WITH THE RESIDENTS TO MAKE SURE THAT THEY STAY THERE AND THEY ARE SUCCESSFUL AND ARE ABLE TO CONTINUE ON A PATH TO A SUSTAINABLE FUTURE.

>> THANK YOU FOR BRINGING THAT UP.

OUR PARTNERSHIP IS WITH HOUSING FORWARD AND THEY ARE A SOCIAL SERVICE PROVIDER AND YOU ALL KNOW HOUSING FORWARD.

AND THEIR GREAT WORK.

SO THE FIRST FLOOR IS COMMON AREA SPACE SO WE CAN DO THE SERVICES.

OF COURSE LIKE IN EVERY BUILDING YOU NEED A PLACE FOR LAUNDRY AND MEETINGS AND THINGS LIKE THAT, BUT ALSO ROOM FOR THE CASE MANAGERS SO THEY CAN MEET.

WE ALSO HAVE A FRONT DESK.

YES, WE ARE USING THE FRONT.

WE COULD PUT THAT ON THE SECOND FLOOR IF WE HAD RETAIL ON THE GROUND FLOOR.

IT WOULD BE TRICKY, BUT THERE IS PROBABLY A WAY TO DO THAT.

OUR FIRST FLOOR IS DESIGNED FOR THE RESIDENCE, FOR THE COMMON AREA NEEDS OF THE RESIDENTS.

>> DID YOU HAVE A COMMENT BACK?

>>TRUSTEE WESLEY: WE HAVE ALREADY VOTED ON THIS, RIGHT? YOU HAVE PLAN DEVELOPMENT APPROVAL?

COOL, SO I CAN SPEAK FREELY.

I WAS JUST MAKING SURE I COULD SPEAK FREELY.

YOU KNOW, SO WHAT I WOULD SAY TO YOU AND ALSO TO ANY OTHER DEVELOPERS OUT THERE LISTENING, RIGHT?

I WOULD WANT THAT IF YOU FEEL LIKE THERE IS A POTENTIAL TO DO SOMETHING AND YOU DO NOT THINK THAT YOU COULD GET COMMUNITY APPROVAL TO REACH OUT TO OUR STAFF AND WORK WITH THEM ON HOW WE CAN SHAPE THAT BECAUSE YOU KNOW, THIS BOARD IS FLEXIBLE.

THE PREVIOUS BOARDS HAVE BEEN FLEXIBLE AND IF THERE IS A CONCEPT THAT YOU HAVE IN MIND, I WOULD REALLY LOVE BEFORE YOU TORPEDO IT WITHOUT TALKING TO US, TALK TO STAFF AND SEE IF THERE IS SOMETHING THAT COULD WORK.

>> SURE.

STAFF HAS BEEN GREAT.

CRAIG WAS VERY HELPFUL DURING THE PLANNING PROCESS AND JONATHAN THROUGH THIS PROCESS.

YOUR STAFF HAS BEEN SUPPORTIVE AND MADE IT REALLY EASY FOR US.

I HEAR WHAT YOU'RE SAYING.

>>TRUSTEE WESLEY: ABSOLUTELY.

I KNOW YOU HAVE GONE THROUGH THIS PROCESS ALREADY, BUT HOPEFULLY THERE ARE OTHER FOLKS OUT THERE THAT ARE LISTENING AND THINKING ABOUT THE SAME THING AND THEY KNOW THAT THEY DO NOT HAVE TO MAKE THAT DECISION ALONE.

THANK YOU FOR YOUR INVESTMENT IN OUR COMMUNITY.

>> THANK YOU.

>>PRESIDENT SCAMAN: I ALSO AGREE WITH MUCH - YOU ARE GOOD.

WITH THE COMMENTS FROM MY COLLEAGUES AND HAPPY TO APPROVE BOTH OF THESE PROJECTS.

I APPRECIATE THE WORK THAT GOES INTO THEM, COLLECTING THE INVESTORS. IT IS NOT AN OVERNIGHT PROCESS AND WITH THAT IN MIND, THE IDEA OF A FUNDING CAP FOR THE PURPOSE OF PRESERVING FUNDS FOR LEVELS OF PROJECTS LIKE THE HOMEOWNERSHIP FUND, I DO ALSO IN CONCEPT AGREE WITH, BUT AS TRUSTEE STRAW MENTIONED, TOO, PLEASE BRING EVERYTHING TO US BECAUSE WHAT WE DO NOT WANT IS TO THEN BE PASSING UP ON A PROJECT.

ENCOURAGING PEOPLE WHO MIGHT COME TO US TO SEEK FUNDING PROJECTS TO MAKE IT WORK, SURE, GREAT, YES SO WE SEE AS MUCH COME TO OAK PARK AS POSSIBLE, BUT NOT AT THE EXPENSE OF POTENTIALLY NOT HAVING SOMETHING. ULTIMATELY WE ARE THE DECISION-MAKERS AT THE END OF THE DAY.

IF WE WERE EVER TO MAKE ADJUSTMENTS TO THE CAP, WE WOULD BE BASING IT ON THE INFORMATION THAT WE HAVE AT THAT MOMENT IN TIME.

OKAY?

IF THERE ARE NO CLOSING COMMENTS I WOULD ASK CLERK WATERS TO PLEASE TAKE THE ROLL.

>>PRESIDENT SCAMAN: I BELIEVE TRUSTEE ENYIA HAD COMMENTS AS WELL.

>>TRUSTEE ENYIA: YEAH, I THINK - SOME OF MY COMMENTS WERE ALREADY TAKEN BY MY COLLEAGUES.

I THINK IT IS A GREAT IDEA ABOUT UTILIZING THE GROUND FLOOR. THAT WAS MY FIRST QUESTION ABOUT THE RETAIL SPACE AND ARE THEY ALSO POSSIBLY THINKING ABOUT A LIVE IN ARTIST, SIMILAR TO THE 801 PROJECT OR IS THAT NOT BUILT INTO THE CONCEPT?

>> I MIGHT LET CHARLIE ANSWER THE QUESTION.

DO YOU WANT TO TALK ABOUT THE RETAIL SPACE THAT WAS ENVISIONED?

>> ROOSEVELT ROAD IS BEING BUILT IN, BUT NOT ON MADISON STREET?

>> HELLO.

MY NAME IS CHARLIE JOHNSON AND I'M WITH THE COMMUNITY BUILDERS.

YES.

OUR TWO RETAIL SPACES ARE LIVE/WORK SPACES SIMILAR TO WHAT WE HAVE AT THE 801.

THE RESIDENT WILL LIVE IN THE BACK OF THE UNIT AND RUN A SMALL BUSINESS OUT OF THE STOREFRONT AND THE FRONT OF THE BUSINESS AND THE STOREFRONT WILL FACE ROOSEVELT.

>>TRUSTEE ENYIA: THANK YOU SO MUCH.

APPRECIATE THAT.

THAT WAS THE ONLY QUESTION I HAD FOR THAT ASPECT AND THEN AS FAR AS THE REST OF IT GOES, I THINK IT IS A GREAT OPPORTUNITY.

I THINK UTILIZING THAT SPACE TO HAVE A LIVE-IN LIKE WE HAVE AT THE 801 WOULD BE GREAT AND I THINK IT IS ALSO HELPING TO ADD TO THE DIVERSITY OF THE BLOCK AND JUST BREAKING IT UP A LITTLE BIT.

I LIVE RIGHT OFF OF ROOSEVELT SO DEFINITELY KNOW HOW THESE STOREFRONTS ARE BUILT ON THAT BLOCK AND WE DON'T REALLY HAVE ANYTHING LIKE THAT SO IT WOULD BE NICE TO HAVE SOMETHING THAT REVITALIZES THE AREA A LITTLE BIT.

I APPRECIATE ALL THE THOUGHT AND CONSIDERATION THAT WENT INTO THIS.

MY OTHER QUESTION WOULD BE AROUND THE RENTAL ASSISTANCE FUND.

SO SOMETHING THAT IS COMPLETELY DRAWN DOWN ON IF WE PAY FOR THESE PROJECTS OR IS THERE STILL GOING TO BE SOME ASSISTANCE LEFT IN THE FUND BALANCE.

>> I WANT TO BE CLEAR, ARE YOU TALKING ABOUT THE BALANCE OF THE HOUSING TRUST FUND?

>> YEAH.

>> WE WOULD PROJECT WITH NEW REVENUE THAT WOULD FLOW IN THIS YEAR AND THE UNENCUMBERED BALANCE THAT WE WOULD END 2025 WITH WOULD BE IN THE 540, \$550,000 RANGE, BUT THAT IS DEPENDENT ON WHAT HAPPENS WITH SOME PROJECTS THAT ARE SLATED TO HAVE AGREEMENTS EXPIRE AT THE END OF MARCH AND SOME ARE FURTHER ALONG AND SPENDING DOWN THE FUNDS THAT HAVE BEEN PREVIOUSLY ALLOCATED OR NOT, AS WELL AS FUTURE APPLICATIONS THAT WE WERE TO RECEIVE AND IF THE BOARD WERE TO CHOOSE TO MAKE A DECISION ON HOMEOWNERSHIP OR ANYTHING ELSE.

>>TRUSTEE ENYIA: THAT MAKE SENSE.

THANK YOU.

I DEFINITELY LIKE TRUSTEE ROBINSON LIBYA, FIGURING OUT IF THERE IS ANY SET ASIDE THAT WE CAN DO.

DEFINITELY HERE IF THERE ARE BIGGER PROJECTS THAT DO SERVE A LARGER DEMOGRAPHIC AND HELP THOSE WHO KNEW THAT ASSISTANCE TO GETTING CLOSER TO HOUSING, I AGREE, BUT I WOULD LOVE TO MAKE SURE THAT WE DON'T ALWAYS SPEND IT DOWN AND THERE IS OPPORTUNITY JUST IN CASE FOR THOSE LOOKING TO DO HOUSING PROJECTS OR NEED RENTAL ASSISTANCE.

I APPRECIATE IT.

THANK YOU.

>>PRESIDENT SCAMAN: I WOULD LIKE TO ALSO THANK THE HOUSING PROGRAMS ADVISORY COMMISSION FOR THE WORK THAT THEY DO IN REVIEWING THE PROJECTS IN GREAT DETAIL.

JONATHAN AND THE WAY THAT YOU HAVE CREATED THIS FLOW FOR RECEIVING PROJECTS IS GREATLY APPRECIATED AND I KNOW THAT YOU ARE LISTENING TO HOW ELSE WE WANT TO SEE THESE FUNDS DELIVERED IN OUR COMMUNITY AND WORKING FOR THAT MEANS.

CONGRATULATIONS ON ALL FRONTS.

CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE BUCHANAN.

>> YES.

>> TRUSTEE ROBINSON.

>> YES.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE WESLEY.

>> YES.

>> PRESIDENT SCAMAN?

>>PRESIDENT SCAMAN: YES.

SO MOVING RIGHT ALONG I WOULD ENTERTAIN A MOTION TO APPROVE A RESOLUTION AUTHORIZING THE SUBMISSION OF A SPECIAL PROJECT GRANT APPLICATION WITH THE ILLINOIS DEPARTMENT OF HUMAN SEVICE OFFICE OF COMMUNITY AND POSITIVE YOUTH DEVELOPMENT FOR SUPPORTING THE CROSS COMMUNITY CLIMATE COLLABORATIVES YOUTH LEADERSHIP PROGRAM.

MOTION, PLEASE?

>> SO MOVED.

>> SECOND.

>> MOTION BY TRUSTEE ENYIA AND SECONDED BY TRUSTEE ROBINSON.

VILLAGE MANAGER JACKSON?

>>VILLAGE MANAGER: THANK YOU PRESIDENT SCAMAN AND TRUSTEE MEMBERS.

IT IS AN OPPORTUNITY FOR US TO RECEIVE A GRANT AWARD FROM STATE APPROPRIATIONS TO SUPPORT SUSTAINABILITY AND YOUTH DEVELOP MEN AND WE

ARE EXCITED ABOUT THE OPPORTUNITY TO FACILITATE AND SUPPORT THE PARTNERSHIP FOR LOCAL BENEFIT AS WELL AS THE BENEFIT TO THE REGIONAL COMMUNITY AROUND C4.

LINDSAY ROLAND NIERATKA HAS BEEN WORKING ON THE ITEM SO SHE WILL INTRODUCE IT.

>> GOOD EVENING, LISA NIERATKA, CHIEF SUSTAINABILITY OFFICER. AS WAS SAID, IT WAS APPLIED FOR ON BEHALF OF THE CROSS COMMUNITY COLLABORATIVE OR C4 TO SUPPORT SOME YOUTH CLEMENT PROGRAMMING. IT WILL BE SUB GRANTED TO SEVEN GENERATIONS AHEAD AND THEY WILL BE CONTRACTING WITH THE URBAN EFFICIENCY GROUP AND WITH THAT I HAVE DARNELL JOHNSON FROM THE URBAN EFFICIENCY GROUP WHO'S GOING TO TELL YOU A LITTLE BIT MORE ABOUT THE PROGRAMS THEY HAVE PLANNED.

>> THANK YOU.

WELCOME DARNELL, IT IS WONDERFUL TO HAVE YOU WITH US.

>> THANK YOU SO MUCH IT IS MY PLEASURE TO BE HERE PRESIDENT SCAMAN AND TO THE ENTIRE TRUSTEES.

IT IS AN HONOR TO BE HERE.

MY NAME IS DARNELL JOHNSON AND I'M THE PRESIDENT OF URBAN EFFICIENCY GROUP.

WE ARE AN URBAN SUSTAINABILITY DESIGN FIRM THAT FOCUSES ON FUTURE PROOFING COMMUNITIES, DESIGNING STRATEGIES THAT ALLOW FOR THERE TO BE COLLECTIVE DISCUSSIONS AND IMPACT AROUND REIMAGINING THE FUTURES OF WHAT OUR COMMUNITIES SHOULD LOOK LIKE.

TONIGHT I AM HERE AND I HAVE THE PLEASURE OF REPRESENTING MY COLLEAGUE AS WELL, GARY QUEEN FROM SEVEN GENERATIONS AHEAD WHO IS NOT ABLE TO BE HERE BECAUSE OF COMPETING PRIORITIES, HOWEVER, HE AND I HAVE BEEN WORKING VERY DILIGENTLY ALONGSIDE PRESIDENT SCAMAN, MAYOR THOMPSON AS WELL AS WITH PRESIDENT (NAME?) FROM RIVER FOREST AND WORKING IN BUILDING STRATEGIES TO ENSURE WE CAN ACHIEVE SOMETHING CALLED SUSTAINABILITY SOLIDARITY.

AS WE LOOK ACROSS THE LANDSCAPE OF COMMUNITIES, THERE IS A VAST ARRAY OF NEEDS IN TERMS OF WHAT ONE COMMUNITY NEEDS IN COMPARISON TO ANOTHER.

ONE OF THE THINGS WE ARE LEARNING MORE AND MORE IS THAT OUR CHALLENGES AROUND SUSTAINABILITY - WE HAVE TO BEGIN TO EMBRACE THEM COLLECTIVELY AND INTERDEPENDENTLY.

THE THINGS THAT MAY NOT NECESSARILY AFFECT ONE COMMUNITY TODAY, BUT BECAUSE IT IS A PROBLEM FOR BORDERING COMMUNITIES IT WILL BE OUR PROBLEM TOMORROW AND SO AS WE BEGIN TO LOOK AT HOW WE SOLVE THE PROBLEMS, ONE OF THE KEY ISSUES OR ONE OF THE KEY POINTS IS HOW DO WE MAKE SURE THAT WE ARE INCLUDING OUR NEXT GENERATION LEADERS OR OUR EMERGING LEADERS INTO THE DISCUSSIONS?

WE UNDERSTAND THERE IS A LOT OF MEANINGFUL WORK THAT IS ALREADY ON THE HORIZON WITHIN ALL OF THESE COMMUNITIES, BUT ONE OF THE THINGS WE HAVE SEEN AS WE BEGIN TO SEE A STEP BACK IS THERE IS STILL A LOT OF SILO

TYPES OF CONVERSATIONS HAPPENING AND WE ARE LOOKING AT WAYS TO BRIDGE THOSE GAPS TO ENSURE THAT STUDENTS AND PEOPLE IN OAK PARK ARE COMMUNICATING WITH STUDENTS AND PEOPLE IN - - MAYWOOD AND BROADVIEW BECAUSE THESE ARE BORDERING COMMUNITIES AND THAT INTERDEPENDENT RELATIONSHIP IS REPRESENTATIVE OF WHAT IS BEING DEMONSTRATED AMONG THE LEADERS OF THESE COMMUNITIES NOW.

PRESIDENT (NAME?), PRESIDENT SCAMAN, MAYOR THOMPSON AND ALONG WITH A HOST OF ABOUT 13 OTHER MAYORS ARE ALREADY WORKING TO SHOW HOW COALESCING TOGETHER THROUGH STORYTELLING, THROUGH RESOURCE SHARING, THROUGH EXPERIENCES WERE ABLE TO SHORTEN THE LEARNING CURVE OF HOW WE GET OUR COMMUNITIES TO A MORE SUSTAINABLE PLACE.

THAT IS WHAT WE WANT TO REPLICATE AMONG OUR NEXT GENERATION THOUGHT LEADERS.

THROUGH A KALEIDOSCOPE WE ARE WORKING NOW TO BRING THAT OPPORTUNITY FORWARD, WHERE THE STUDENTS WILL BE ABLE TO WORK LOCALLY AND BE ABLE TO CONTINUE TALKING ABOUT WHAT THEY SEE AND WHAT THEY FEEL IS IMPORTANT FOR THE FUTURE OF THEIR COMMUNITIES.

HOW DOES THIS BENEFIT OUR COMMUNITIES?

IF FUTURE PROOFS ARE COMMUNITIES, NOT ONLY THROUGH THE PROGRAMMING THAT IS BEING CREATED, BUT THROUGH THE RELATIONSHIPS THAT ARE BEING DEVELOPED.

THROUGH THE LEARNED EXPERIENCES AND THE LIVED EXPERIENCES SO IT BETTER EQUIPS THEM AS THEY BECOME THE NEXT GENERATION PRESIDENTS AND TRUSTEES AND TEACHERS, AND COMMUNITY LEADERS.

ONE OF THE THINGS WE HOPE TO INSTILL IN THEM IS THAT THEY WILL ALREADY HAVE A VERY IMPORTANT SKILL SET AND THAT IS THE SKILL SET OF INTERDEPENDENT COLLABORATION.

UNDERSTANDING HOW WE CAN LOOK BEYOND WHAT MAY NOT NECESSARILY BE THE PROBLEMS FOR US TODAY AND HAVE EMPATHY FOR WHAT MIGHT BE GOING ON IN OUR BORDERING COMMUNITIES AND FIGURE OUT HOW WE COLLECTIVELY COME TO SOLUTIONS AND BE SOLUTION DRIVEN TO SOLVE THOSE PROBLEMS.

REALLY QUICKLY AND I WILL DIGRESS, THIS PROGRAM OR INITIATIVE WILL FOCUS ON FOUR PRIORITY FOCUS AREAS.

ONE IS PROSPERITY, OUR NEXT GENERATION THOUGHT LEADERS WILL TALK ABOUT REIMAGINING WHAT OUR SCHOOLS EDUCATION EXPERIENCES LOOK LIKE.

WHAT DO INNOVATIVE AND EMERGING ENTREPRENEURSHIP OPPORTUNITIES LOOK LIKE IN SMALL BUSINESS DEVELOPMENT?

THEY WILL BE LOOKING AT HOLISTIC WELLNESS, HOW DO WE ADDRESS HOLISTIC WELLNESS IN OUR COMMUNITIES RANGING FROM ADDRESSING IN SOME COMMUNITIES THAT HAVE FOOD DESERTS AND HAPPILY BEGIN TO REMOVE THE STIGMA AROUND MENTAL HEALTH AND THE DIFFERENT ISSUES THAT ARE ASSOCIATED WITH THAT?

THE THIRD THING IS AROUND COMMUNITY.

HOW WE BEGIN TO NOT ONLY PROTECT, BUT BEGIN TO EXPAND THE CULTURAL IDENTITIES OF OUR COMMUNITIES.



HOW DO WE MAKE SURE THERE ARE MIXED-USE HOUSING, FORMAL HOUSING OPPORTUNITIES.

WHAT DOES IT LOOK LIKE, NOT FROM OUR CURRENT LEADERSHIP PERSPECTIVE, HOW DOES IT LOOK THROUGH THE LENSES OF THE NEXT GENERATION THOUGHT LEADERS?

THEIR VOICES ARE SO IMPORTANT CONSIDERING THEY WILL BE THE ONES INHERITING THESE COMMUNITIES IN THE FUTURE AND I THINK WE WOULD BE SEVERELY ROMANCED IF WE ARE NOT INCLUDING THEM NOW AS WE BEGIN TO REIMAGINE THE FUTURE.

SO THAT IS WHAT KALEIDOSCOPE IN A NUTSHELL AND THE LAST PART OF THAT, THE LAST LEG OF THAT THAT OUR FOUR FOCUS AREAS IS THE EMERGENCE OF NEW LEADERSHIP.

HOW DO THEY THEN BEGIN TO MENTOR THE MIDDLE SCHOOL STUDENTS AS THEY BEGIN TO ARISE IN HIGH SCHOOL.

THIS IS A PROGRAM FOCUSED ON HIGH SCHOOL STUDENTS.

HOW DO THEY BEGIN TO MENTOR THOSE MIDDLE SCHOOL STUDENTS AND MAKING SURE THAT THEY ARE PREPARING THEM TO EVEN STEP INTO THEIR ROLES AS HIGH SCHOOL STUDENTS AND BEGIN TO CONTINUE TO BUILD THAT LEADERSHIP RANK AMONGST THEIR PEER GROUPS?

THAT IN A NUTSHELL IS WHAT KALEIDOSCOPE IS FOCUSED ON.

IT IS NOT DESIGNED TO OVERSHADOW, REMOVE, OR REPLACE ANYTHING THAT IS ALREADY IN PLACE.

WE UNDERSTAND YOU HAVE "IT IS OUR FUTURE".

IT WILL ONLY EMBRACE THOSE EXISTING INITIATIVES AND ALLOW US TO LEVERAGE WHAT WE HAVE ALREADY LEARNED THROUGH THE INITIATIVES WITH THE HOPES OF BEING OF THE MAKE THE PROGRAM THAT MUCH MORE IMPACTFUL.

>>PRESIDENT SCAMAN: OKAY, OBVIOUSLY I AM SUPER, SUPER PROUD OF THIS.

I WILL JUST LET YOU BECAUSE ASK YOUR QUESTIONS.

YOU KILLED IT.

I DON'T REALLY HAVE QUESTIONS.

WHAT I WANT TO SAY IS WHAT I LOVE ABOUT THIS IS IT GIVES US THE ABILITY TO EMBRACE FROM A - IN OAK PARK WE HAVE SIX GOVERNMENTS HERE, BUT ONLY ONE VILLAGE AND THIS IS A PROGRAM THAT ALLOWS US TO OPERATE AS ONE VILLAGE.

FROM THE VILLAGE BOARD WE ARE EMBRACING THE KIDS AND THE SCHOOLS.

ONE VILLAGE, BUT ALSO WITH THE PROGRAM WE ARE TEACHING THEM TO EMBRACE THE REGION.

ONE REGION.

IN ORDER TO MAKE IT THE SUSTAINABILITY GOALS, GAINS AND CHANGES WE WANT TO SEE IN THE FUTURE WE HAVE TO EMPOWER THE YOUTH.

WE HAVE TO EMPOWER THEM TO LEAD, COLLABORATE AND SEE AS YOU SAID, ALL OF OUR NEIGHBORS TOGETHER, MOVING FORWARD AND ORDER FOR THE GREATER COLLECTIVE IMPACT.

SO I'M A HUGE FAN OF THIS.

I ABSOLUTELY LOVE IT.

I AM VOTING YES.

>> THANK YOU SO MUCH, TRUSTEE WESLEY, I APPRECIATE THAT.  
ONE OF THE THINGS YOU SAID THAT I WILL TOUCH ON QUICKLY IS THE FACT  
THAT IT IS IMPORTANT THAT WHEN WE TALK ABOUT SUSTAINABILITY THAT WE  
UNDERSTAND THAT SUSTAINABILITY IS A SYSTEM, RIGHT?

IT IS MORE THAN JUST ENVIRONMENT.

IT IS EVERYTHING THAT TOUCHES OUR EVERYDAY LIFE AND I THINK THAT IS  
ONE OF THE THINGS THAT WE REALLY WANT TO SHARE WITH OUR NEXT  
GENERATION THOUGHT LEADERS.

YES, ENVIRONMENT IS HUGEY IMPORTANT, BUT ALSO AFFORDABLE HOUSING IS  
IMPORTANT AND PUBLIC SAFETY IS IMPORTANT AND ALL OF THOSE THINGS ARE  
PART OF A SUSTAINABLE FUTURE.

>>TRUSTEE WESLEY: ABSOLUTELY.

I SEE ALL THE TIME.

IT IS A SYSTEM, NOT A SILO, RIGHT?

>> THAT IS RIGHT.

>>TRUSTEE WESLEY: I CAN ONLY VOTE YES ONCE.

>> THANK YOU SO MUCH.

I APPRECIATE IT.

>>PRESIDENT SCAMAN: ANYBODY ELSE?

>>TRUSTEE ROBINSON: I WILL JUST ADD, EVERY TIME WE TALK ABOUT C4  
AND WE HAVE THE OPPORTUNITY TO TAKE A STEP FORWARD AND SUPPORT ANOTHER  
ASPECT OF IT, I LOVE C4 EVEN MORE THAN I DID WITH THE PREVIOUS  
DISCUSSION AND I'M SUPER GRATEFUL FOR PRESIDENT SCAMAN REALLY LEADING  
US IN THIS VERY COLLABORATIVE REGIONAL PERSPECTIVE ON SUSTAINABILITY  
BECAUSE I THINK IF WE DO NOT HAVE THAT PARTICULARLY WITH  
SUSTAINABILITY, WE ARE GETTING IT WRONG.

YOU KNOW, WHAT STRUCK ME WAS YOUR COMMENT ABOUT HAVING A PROGRAM  
STRUCTURED SO OUR YOUTH CAN BE SPEAKING WITH YOUTH OF DIFFERENT  
COMMUNITIES.

I THINK THE TRUTH IS THAT TODAY OUR YOUTH, YOU KNOW, WITH THE ADVENT  
OF SOCIAL MEDIA AND THE INTERNET, THEY ARE SPEAKING WITH PEOPLE FROM  
ALL OVER THE WORLD.

MY NEPHEW DID AN ENVIRONMENTAL PROGRAM OVERSEAS A COUPLE SUMMERS AGO.  
SO THAT IS HAPPENING ALREADY.

I LOVE THAT THIS LENDS SOME STRUCTURE TO THOSE CONVERSATIONS AND THOSE  
CONNECTIONS THEY ARE PROBABLY ALREADY MAKING BECAUSE THEY HAVE A  
BROADER NETWORK AT THEIR FINGERTIPS, BUT I LOVE THE FRAMEWORK AND THE  
STRUCTURE IT GIVES THEM TO HAVE CONVERSATIONS WITH THEIR COUNTERPARTS  
IN SURROUNDING NEIGHBORHOODS AND SPECIFICALLY FOCUSED ON  
SUSTAINABILITY.

I THINK THEY ARE ALREADY FOCUSED ON IT.

THEY ARE AHEAD OF US TO SOME EXTENT AND SO IT IS AN AMAZING AGENDA.  
HAPPY TO SUPPORT IT.

>> THANK YOU SO MUCH, TRUSTEE ROBINSON.

ONE OF THE THINGS THAT I WANT TO ECHO THE STATEMENT IS AS WE LOOK AT THE BROAD REACH THAT OUR NEXT GENERATION HAS AT THEIR FEET YOUR TIPS THROUGH THE PHONES.

I THINK WHERE WE ARE LOOKING AT A GREATER OPPORTUNITY IS BEING ABLE TO COALESCE THE GROUPS TOGETHER ACROSS COMMUNITY BORDERS AND CREATING ONE VOICE AROUND HOW THEY SEE SUSTAINABILITY AND ALLOWING THAT TO REVERBERATE BACK DOWN TO OUR LOCAL CITIES AND THEY ARE SPEAKING WITH THEIR LOCAL TRUSTEES AND EVERYONE IS TALKING ABOUT THEIR RIGHT. THE OVERALL GOAL IS TO CREATE A REGIONAL COUNCIL THAT IS LED BY THE EMERGING LEADERS AND HAVE THIS REGIONAL CONFERENCE WHERE WE ARE BRINGING PEOPLE INTO TALK ABOUT ISSUES LOOKED AT THROUGH THEIR LANDS AND I AM REALLY EXCITED ABOUT THAT TO GIVE OUR STUDENTS THAT KIND OF PLATFORM BECAUSE I SEE THAT HAPPENING INTERNATIONALLY. WHERE THERE ARE YOUNG EMERGING LEADERS THAT ARE GIVEN A PLATFORM AND THAT IS SOMETHING I WOULD LIKE TO SEE US DO MORE LOCALLY IS TO MAKE SURE THAT OUR EMERGING LEADERS ARE LEADING THE CONVERSATIONS AND LEADING DISCUSSION TABLES ABOUT THE THINGS THAT ARE IMPORTANT TO THEM. SO THANK YOU.

>>PRESIDENT SCAMAN: TRUSTEE ENYIA?

>>TRUSTEE ENYIA: THANK YOU SO MUCH, DARNELL.

IT HAS BEEN A PLEASURE THE LAST COUPLE OF YEARS WATCHING THE WORK THAT YOU HAVE BEEN ABLE TO DO WITH GARY AND C4 AND BEING ABLE TO REALLY BRING THIS TO LIFE.

I WAS ABLE TO WATCH YOU ALL AT TRITON COLLEGE AND WATCH HER PRESENTATION THE LAST FEW YEARS.

IT HAS BEEN AMAZING TO SEE THE GROWTH, BUT REALLY BRINGING IN THE YOUTH I THINK BRINGS IT FULL-CIRCLE BECAUSE IT STARTS WITH THEM AND BEING ABLE TO TEACH THE FUTURE TO OUR FUTURE IS AN AMAZING THING AND ONCE THOUGHT GAINS TRACTION AND GETS TO OTHER COMMUNITIES, THEN YOU REALLY START TO LAY THE GROUNDWORK BECAUSE IT IS EMBEDDED IN THE CULTURE.

I THINK YOU ALL ARE DOING A FANTASTIC JOB.

IT HAS BEEN AMAZING WATCHING ALL OF YOU WORK TOGETHER TO BRING OTHER COMMUNITIES ALONG.

A BELL WOULD, ALL THE COMMUNITIES THROUGHOUT THE AREA AND I JUST HOPE IT CONTINUES TO SPREAD WITH THE PASSION THAT YOU HAVE NOT THE MAYOR'S, LED BY PRESIDENT SCAMAN HAS DONE.

I THINK IT IS A GREAT OPPORTUNITY TO CONTINUE TO SEE THIS THRIVE AND I THINK KNOWING JUST WHERE OUR COMMUNITIES FROM HERE TO THE WEST SIDE AND THROUGHOUT THE CITY OF CHICAGO.

WE DO NOT HAVE ALL THE SAME RESOURCES AS YOU SAID SO BEING ABLE TO SAY, HEY, YOU HAVE THIS, WE HAVE THIS, LET'S WORK TOGETHER AND CREATE THE PARTNERSHIP.

IT IS SOMETHING THAT I'M SUPER PASSIONATE ABOUT, ESPECIALLY WITH YOUTH GETTING INVOLVED.

THAT IS MY JAM.

I'M SO EXCITED THAT YOU'RE DOING THIS AND YOU HAVE THIS ENERGY.

I AM ENERGIZED OVER HERE AT MY HOUSE.

LIKE THIS IS WHAT I WANT TO HEAR.

THANK YOU SO MUCH.

I ECHO ALL OF WHAT MY FELLOW TRUSTEES AND VILLAGE PRESIDENT HAVE SAID.

THIS IS A FANTASTIC OPPORTUNITY.

>> THANK YOU TRUSTEE ENYIA.

I APPRECIATE THE SUPPORT.

IT IS A JOURNEY THAT IS WELL WORTH ALL THE UPS AND DOWNS AND ALL THE CHALLENGES BECAUSE WITHOUT THE STRUGGLES WE DON'T SEE THE SUCCESSES WE DON'T SEE MUCH TO GAIN AND WE ARE REALLY EXCITED ABOUT WORKING WITH OAK PARK AND THERE IS WORK MOVING FORWARD.

>> ANY OTHER?

OKAY.

>>PRESIDENT SCAMAN: THANK YOU AGAIN, DARNELL.

WORKING WITH YOU AND KATHY, AND MAYOR CATRINA THOMPSON FROM BROADVIEW AND GARY (NAME?) HAS BEEN THE HIGHLIGHT OF MY FIRST TERM.

AND I HAVE MY CUP HEAR FROM COP 29, WHICH IS COINCIDENTAL BECAUSE I CAN GRAB A DIFFERENT ONE EACH DAY SOMETIMES, BUT IN SOLIDARITY FOR A GREEN WORLD.

WE GOT TO GO TO AZERBAIJAN WITH KIDS FROM THE HIGH SCHOOL.

REALLY, THEY HAVE THE PASSION AND THE IDEAS, AND THE INGENUITY - AND THEY NEED TO BECAUSE WE ARE LEAVING THEM GOALS THAT WE HAVE NOT ATTAINED.

GOALS THAT WE ARE NOT GOING TO BE ABLE TO ATTAIN BEFORE IT IS ALREADY IN THERE FOR THEM TO LEAD.

SO THIS IS EXACTLY, EXACTLY WHAT WE NEED AND I COULD NOT BE MORE PROUD AND GRATEFUL FOR YOUR PARTNERSHIP.

I DO FEEL LIKE - I FEEL OBLIGATED IN A GRATEFUL WAY TO THINK REPRESENTATIVE CAMILLE LILY WHO IS BEING PRESENTED TO TONIGHT AS A GRANT WE HAVE APPLIED FOR BECAUSE THAT IS WHAT THE PROCESS IS, BUT REPRESENTATIVE LILY REACHED OUT TO C4 AND OFFERED THESE DOLLARS TO US AND SO WE ARE USUALLY GRATEFUL FOR THE RELATIONSHIPS AND THE PARTNERSHIPS THAT WE HAVE BUILT ACROSS THE 14 COMMUNITIES WITH C4. WE WOULD NOT HAVE ANY OF THE SUCCESS WE ARE HAVING WITHOUT EVERY SINGLE ONE OF THE PARTNERS THAT ARE AT THE TABLE.

WORKING WITH D97, C4 HAS ALREADY BEEN WORKING WITH D97 AND IT D-200 AND THE PARK DISTRICT AND OUR LIBRARIES ACROSS THE COMMUNITIES FOR SOME TIME NOW.

THIS IS - WHAT WE WILL SEE COME FROM THIS ARE WONDERFUL, WONDERFUL IDEAS THAT THE ENERGY AND POSITIVITY THAT WE FEEL TODAY I KNOW WILL ONLY BE INCREASED.

>> THANK YOU, PRESIDENT SCAMAN.  
WE LOOK FORWARD TO WORKING WITH YOU ALL.

>>PRESIDENT SCAMAN: CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE ROBINSON.

>> YES.

>> TRUSTEE BUCHANAN.

>> YES.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE WESLEY.

>> YES.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

THANK YOU TO LINDSAY AND VILLAGE MANAGER JACKSON, AND OUR FINANCE DEPARTMENT FOR WORKING WITH US ON THIS GRANT APPLICATION. SO WE HAVE A PRESENTATION AND DISCUSSION ON THE DRAFT OAK PARK VISION ZERO ACTION PLAN AS RECOMMENDED BY THE TRANSPORTATION COMMISSION PAID VILLAGE MANAGER JACKSON?

>>VILLAGE MANAGER: YES.

PRESIDENT SCAMAN AND TRUSTEE MEMBERS, I WILL INTRODUCE BILL McKENNA, ASSISTANT PUBLIC WORKS DIRECTOR, VILLAGE ENGINEER TO INTRODUCE THE ITEM AND WE HAVE GUESTS FROM THE TRANSPORTATION COMMISSION AND CONSULTANTS.

I AM EXCITED ABOUT VISION ZERO AND ALL THE WORK THAT WE'RE DOING, BUT REALLY APPRECIATE THE BOARD'S COMMITMENT TO THIS EFFORT.

I THINK WE HAVE AN INCREDIBLE OUTCOME THAT COMES WITH A HEAD START OF \$1 MILLION GRANT TO SUPPORT THE EFFORTS AND YOU WILL HEAR THAT AND THE PRESENTATION, BUT THIS IS AN EXCITING OPPORTUNITY FOR OUR COMMUNITY AND CERTAINLY YOU HAVE PLANS AND IT IS A SOLID PLAN, BUT WE ARE EXCITED ABOUT GETTING STARTED WITH IMPLEMENT TISSUE, SOME OF WHICH HAS ALREADY STARTED AND IT IS CONSISTENT WITH WHAT YOU SEE IN THE PLAN, BUT WE ARE EXCITED ABOUT THE FUTURE OUTLOOK.

I WILL TURN IT OVER TO BILL TO GET US GOING.

THANKS.

>>BILL McKENNA: GOOD EVENING, BILL McKENNA, VILLAGE ENGINEER, ASSISTANT PUBLIC WORKS DIRECTOR.

TONIGHT IS A DISCUSSION AROUND THE VISION ZERO PLAN.

IN 2023 THE VILLAGE GOT A GRANT TO DO THE VISION ZERO PLAN.

WE - - TO COMPLETE THAT PLAN, ALEX HANSEN IS HERE FROM WHICH SAM SCHWARTZ TO GIVE A PRESENTATION ON THE VISION ZERO PLAN, WHAT THE RECOMMENDATIONS IN THE PLAN ARE AND HAVE A DISCUSSION AND ANY QUESTIONS FROM THE BOARD ON THAT.

ALSO WITH US TONIGHT AS DEPUTY CHIEF ROGER ROBINSON AND RON BURKE TO ANSWER ANY QUESTIONS REGARDING ENFORCEMENT OR FROM THE TRANSPORTATION COMMISSION'S PERSPECTIVE.

TONIGHT THERE IS A LOT OF MATERIAL THAT ALEX WILL BE PRESENTING ON THE VISION ZERO PLAN.

DURING THE PRESENTATION WE WILL TRY TO HIGHLIGHT SOME OF THE RECOMMENDATIONS THAT MIGHT BE NEW TO THE VILLAGE.

EITHER REVISING SOME OF THE EXISTING POLICIES OR TREATMENTS THAT THE VILLAGE MAY SEE AS A RESULT OF THE VISION ZERO PLAN.

THOSE INCLUDE THINGS FOR REVISING POLICIES AROUND THE VERTICAL DEFLECTION TOOLS LIKE SPEED TABLES AND SIMILAR VERTICAL TREATMENTS THAT WE USE IN THE VILLAGE.

THE USE OF AUTOMATED TRAFFIC ENFORCEMENT.

LIKE RED LIGHT CAMERAS AND TRAFFIC CALMING BY POLICY, WHICH IS ONE OF THE BROADER RECOMMENDATIONS IN THE VISION ZERO PLAN SO THAT IS REALLY HOW STAFF WILL, ONE, MOVE FORWARD WITH INCREMENTING THE REGULATIONS AND A LOT OF THOSE CHANGES REVOLVE AROUND MAYBE THE PUBLIC ENGAGEMENT PROCESS AND BUILDING THINGS AS PART OF THIS PLAN, UNLESS AS A REACTIVE MEASURE FOR TRAFFIC CALMING PETITIONS FOR EXAMPLE.

HOPEFULLY WE WILL GET FEEDBACK FROM THE BOARD PARTICULARLY ON THOSE ITEMS TONIGHT AND REVISE THE VISION ZERO PLAN BASED ON FEEDBACK WE HEAR FROM THE BOARD TONIGHT AND PRESENT A FINAL VERSION OF THE VISION ZERO PLAN AND COME TO A BOARD MEETING FOR APPROVAL.

I WILL HAND OVER TO ALEX HANSEN WITH TY LYNN.

>> WE HAVE ADDITIONAL PUBLIC COMMENTERS ON THE SO MAYBE WE WILL HEAR THEM FIRST IN CASE THERE IS SOMETHING THAT THEN GETS ANSWERED IN THE PRESENTATION.

CLERK WATERS?

>>CLERK: JOSH VANDERBURG?

>>PUBLIC COMMENTER: I DON'T HAVE A BEDTIME SO THEY SAID I COULD GO LATER.

I WANT TO ECHO WHAT EVERYBODY ELSE SAID BEFORE ABOUT VISION ZERO. IT IS A GREAT PLAN AND I DON'T THINK WE COULD HAVE MORE COMPELLING COMMENTARY THAN OUR STUDENTS AND CHILDREN WHO ARE MOST IMPACTED BY THIS PLAN.

I HAVE TWO STUDENTS IN D97 AND THEY BOTH WALK AND BIKE TO SCHOOL AND THEIR SAFETY IS ALWAYS ON MY MIND WHEN THEY LEAVE EVERY DAY.

IT IS GREAT TO KNOW THAT WE HAVE A PLAN FOR DOING THIS.

I DID WANT TO SINGLE OUT A COUPLE UNIQUE COMMENTS THAT I DID NOT THINK I HEAR ECHOED PREVIOUSLY.

ONE IS LIKE THIS WILL BE REALLY DIFFICULT TO DO.

WE SEE A TREMENDOUS AMOUNT OF COMMUNITY PUSHBACK WHENEVER WE DO THINGS LIKE THIS AND TO GIVE YOU AN EXAMPLE, RECENTLY I FOUND OUT ABOUT A PROPOSED BIKE LANE, PROTECTED BY CLAIM BY MY HOUSE THAT MY KID COULD ACTUALLY USED TO TAKE TO SCHOOL AND I FOUND OUT ABOUT IT BECAUSE THERE

WERE A BUNCH OF ANGRY COMMENTS ON FACEBOOK BECAUSE THE TRANSPORTATION COMMISSION SENT A LETTER TO ONLY THE HOUSES THAT WOULD BE IMPACTED BY THIS BIKE LANE ON THE STREET.

ALMOST SOLICITING NEGATIVE FEEDBACK FROM THOSE PEOPLE, IGNORING THE REST OF THE COMMUNITY THAT WOULD GET THE BENEFIT OF THIS AMAZING INFRASTRUCTURE UPGRADE.

THAT IS EXACTLY WHAT HAPPENED.

A BUNCH OF PEOPLE SHOWED UP AT THE TRANSPORTATION COMMISSION VERY, VERY OPPOSED TO THIS NEW PIECE OF INFRASTRUCTURE.

I WOULD REALLY LIKE TO SEE US THINK ABOUT HOW WE ADDRESS COMMUNITY ENGAGEMENT AROUND THESE THINGS.

ENGAGE WITH ADVOCACY GROUPS AND DO NOT TARGET COMMUNICATION JUST AT THE PEOPLE THAT ARE MOST LIKELY TO OPPOSE IT.

BECAUSE I THINK THAT IS GOING TO MAKE IT ALL THE MUCH HARDER AND MY SECOND POINT IS THAT I WOULD LIKE TO SEE A LOT MORE INTEGRATION.

I THINK SOMEBODY ELSE MENTIONED THAT THIS DOES INTEGRATE WELL WITH THE CLIMATE PLAN AND ONE OF THE BEST THINGS THAT WE CAN DO FOR CLAIMANT IS GETTING PEOPLE TO DRIVE LESS.

I THINK THAT TIES IN WELL AND THIS INTEGRATES WITH THE BIKE PLAN, TOO. I WOULD HATE TO SEE US DO STUFF THAT IS TRAFFIC ORIENTED BECAUSE I THINK THIS PLAN IS MORE TRAFFIC ORIENTED AND IT CONFLICTS WITH THE BIKE PLAN OR VICE VERSA.

WE DO NOT WANT TO DO ONE THING AND TEARING IT OUT.

I WOULD LIKE TO SEE MORE AROUND THAT AND I THINK BOTH OF THESE PLANS CAN GET US CLOSER TO OUR CLIMATE GOALS.

THANK YOU.

>>PRESIDENT SCAMAN: A THANK YOU.

WE HAVE ONE MORE PUBLIC COMMENT?

>>CLERK: YES.

CARL LOGGER?

>>PRESIDENT SCAMAN: A THANK YOU.

>>PUBLIC COMMENTER: PRESIDENT SCAMAN AND TRUSTEES GOOD MY NAME IS CARL LOGGER AND I'M A 20 YEAR RESIDENT OF OAK PARK AND I LIVE ON THE 100 BLOCK OF NORTH TAYLOR AND TONIGHT I'M SPEAKING ON BEHALF OF BIKE/WALK OAK PARK.

MORE THAN 100 PEOPLE DIE AROUND THE COUNTRY EVERY YEAR FROM A VEHICLE CRASHES WITH OTHER VEHICLES, WITH PEDESTRIANS AND WITH BIKERS.

IN RESPONSE TO THIS, MANY COMMUNITIES ARE ADOPTING VISION ZERO STRATEGIES IN AN ATTEMPT TO ILLUMINATE DEATHS AND SERIOUS INJURIES CAUSED BY VEHICLE CRASHES.

IT IS TO OAK PARK'S CREDIT THAT IT IS ONE OF THOSE COMMUNITIES. BIKE/WALK OAK PARK SUPPORTS THE GOALS OF OAK PARK'S VISION ZERO PROGRAM.

SO ECHOING WHAT YOU HEAR FROM OTHER PEOPLE DENY, MAINLY I HAVE THREE COMMENTS NOW.

ESPECIALLY WE EMBRACE THEIR SHARED RESPONSIBILITY MODEL AS DESCRIBED IN THE PLAN, TO ALL USERS OF THE ROAD AS WELL AS TRAFFIC ENGINEERS AND DESIGNERS SHARE RESPONSIBILITY FOR ELIMINATING DEATHS AND SERIOUS INJURIES.

WE ALSO BELIEVE ENFORCEMENT IS AN IMPORTANT PART OF THE PLAN TO CURB DANGEROUS DRIVERS.

POLICE REPORTS SOMETIMES AFTER CRASHES, SORRY.

IN POLICE REPORTS AFTER CRASHES, PEDESTRIANS AND CYCLISTS ARE OFTEN BLAMED WHEN THE MOTORIST IS AT FAULT.

BIKE/WALK OAK PARK SUPPORTS LAW ENFORCEMENT TRAINING THAT REFOCUSSES ATTENTION ON THE ACTIONS OF MOTORISTS, RATHER THAN ON CYCLISTS AND PEDESTRIANS WHO ARE HARMED WHILE SHARING THE ROAD IN WAYS THAT ARE FULLY THEIR RIGHT.

THREE, WE ALSO FILE COMPLETE NETWORK OF SAFE COMFORTABLE STREETS FOR PEOPLE WHO BIKE AND WALK IS NECESSARY, ESPECIALLY INCLUDING TRAFFIC CALMING MEASURES, PEDESTRIAN RECALL AND LEAVING PEDESTRIAN INTERVALS AT SIGNALLED INTERSECTIONS.

FINALLY, ALL USERS OF OAK PARK STREETS DESERVE CONSIDERATION WHEN IT COMES TO SAFETY.

NOT JUST DRIVERS.

THAT MEANS BIKERS, WALKERS, PEOPLE WITH DISABILITIES, YOUNG, OLD AND EVERYONE IN BETWEEN.

IF OAK PARK IS SERIOUS ABOUT ELIMINATING TRAFFIC DEATHS AND SERIOUS INJURIES, THIS CANNOT BE JUST ANOTHER STUDY.

THE VILLAGE NEEDS TO CONSIDER THE SAFETY OF EVERYONE ON OUR STREETS AND FULLY COMMIT TO IMPLEMENT IN THE RECOMMENDATIONS OF THE STUDY INSTEAD OF JUST GIVING A PASSING NOD TO SAFETY IMPROVEMENT.

DO WE WANT ZERO DEATHS OR NOT?

IF SO, LET'S APPROVE THIS PLAN AND START MOVING FORWARD IMMEDIATELY. THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

AND I THINK THAT IS GOOD.

>> GREAT.

HI EVERYONE I AM ALEX HANSEN WITH WHAT FOR MOST OF THIS WAS SAM SCHWARTZ AND NOW IT IS TY LYNN, REALLY EXCITED TO BE HERE TO SHARE THE DRAFT PLAN AND TALK THROUGH IT AND HEAR YOUR QUESTIONS AND FEEDBACK AND ALSO JUST REALLY INSPIRED BY THE STORIES AND INPUT THAT WE HEARD EARLIER, WHICH ECHOED SIMILAR SENTIMENT THAT WE HAVE HEARD THROUGHOUT THE PROCESS AS WELL AS JUST REFLEX THE LEVEL OF ENGAGEMENT THAT WE HAVE HAD FROM COMMUNITY MEMBERS THROUGHOUT, WHICH HAS BEEN ESSENTIAL TO BUILDING THE PLAN.

SO QUICKLY, WHAT I WILL PLAN TO COVER TONIGHT AND WILL, ALL OF YOUR QUESTIONS AND FEEDBACK THROUGHOUT IS OBVIOUSLY WHAT IS VISION ZERO? GLAD TO SEE THAT THAT HAS PERMEATED THROUGHOUT THE COMMUNITY ALREADY.



TALK A BIT ABOUT HOW THE PLAN WAS DEVELOPED, THE PROCESS WE HAVE GONE THROUGH OVER THE LAST 16 MONTHS OR SO.

TO GIVE YOU AN OVERVIEW OF THE ACTION PLAN AND REALLY DELVE INTO THE GOALS AND STRATEGIES, AND SOME OF THE SPECIFIC ACTIONS THAT ARE RECOMMENDED IN THE PLAN, INCLUDING THE ONES THAT BILL MENTIONED AND WE WILL TALK ABOUT THE NEXT STEPS, WHERE WE GO FROM HERE IN TERMS OF MOVING FROM ADOPTING THE PLAN TO BEGINNING TO IMPLEMENT IT.

SO AS IT SEEMS LIKE MANY FOLKS NOW, VISION ZERO IS THE COMMITMENT TO ELIMINATING DEATH AND SERIOUS INJURY FROM A TRAFFIC CRASHES AND A SAFE SYSTEM IS THE APPROACH TO HOW WE DO THAT.

THAT IS REALLY THE BASIS OF THE PLAN AND THINKING ABOUT HOW, BY CHANGING THE WAY THAT WE DESIGN AND USE, AND VIEW OUR STREETS WE CAN PROGRESS TOWARDS VISION ZERO AND MAKE STREETS SAFER FOR EVERYONE WHO IS USING THEM.

SO OVER THE COURSE OF ABOUT THE LAST 16 MONTHS WE HAVE BEEN DEVELOPING THIS PLAN AND REALLY ACROSS THREE DIFFERENT PHASES.

SO BEGINNING LAST FALL, FALL OF 23 WE REALLY WERE FOCUSED ON LEARNING ABOUT THE ISSUES HERE IN OAK PARK.

BOTH THROUGH LOOKING AT CRASH DATA AND UNDERSTANDING THE TRENDS AROUND A TRAFFIC CRASHES IN THE TRINITY, WHO IS IMPACTED BY THEM, BUT ALSO HEARING DIRECTLY FROM COMMUNITY MEMBERS ABOUT THEIR EXPERIENCES, THE ISSUES THEY PERCEIVE AND USING THOSE TWO ELEMENTS TO BUILD OUR UNDERSTANDING OF THE ISSUES AND CHALLENGES, BUT ALSO OPPORTUNITIES HERE IN OAK PARK.

AND THEN FOLLOWING THAT PHASE, REALLY IN THE SPRING OF LAST YEAR WE FOCUSED ON DEVELOPING SOLUTIONS TO ADDRESS THE ISSUES THAT WE HAVE HEARD ABOUT.

BOTH THROUGH LOOKING AT WHAT OTHER COMMUNITIES ARE DOING THAT IS PROVING TO BE SUCCESSFUL IN MAKING PROGRESS ON TRAFFIC SAFETY AND ALSO ENGAGING WITH COMMUNITY MEMBERS THROUGH FOCUS GROUPS, THROUGH OUR STEERING COMMITTEE TO FIGURE OUT HOW WE ADAPT THOSE BEST PRACTICES TO THE CONTEXT HERE IN OAK PARK.

REALLY OVER THE COURSE OF THE SUMMER AND FALL WE HAVE BEEN WORKING TO REFINE THIS ACTION PLAN AND REALLY PUT TOGETHER WHO IS GOING TO BE RESPONSIBLE PRIORITIZING THESE ACTIONS AND THINKING ABOUT THE TIMELINES FOR IMPLEMENT IN THEM TO REALLY GET TO A PLAN THAT IS A COLLECTION OF GOOD IDEAS, BUT HAS A RAILROAD MAP FOR STAFF TO BE ABLE TO START IMPLEMENTING ONCE ADOPTED.

SO I MENTIONED COMMUNITY ENGAGEMENT WAS REALLY A FOUNDATIONAL ASPECT OF BUILDING OUR UNDERSTANDING IN THE EARLY PHASES OF THE PROJECT, BUT ALSO THROUGHOUT AS WE DEVELOP AND REFINE STRATEGIES.

WE USED A NUMBER OF DIFFERENT TACTICS TO HEAR FROM COMMUNITY MEMBERS. WE HAD POP-UP ENGAGEMENTS AT VILLAGE EVENTS TO MEET PEOPLE WHERE THEY ARE.

WE HAD A COMMUNITY WALK TO SHOP EARLY ON IN THE PROCESS TO GO OUT ON THE STREET AND BE ABLE TO LOOK AND USE DIFFERENT TYPES OF INFRASTRUCTURE AND HEAR FROM PEOPLE ABOUT ITS IMPACT ON THEM GETTING AROUND THE VILLAGE.

WE HAD FOCUS GROUPS, PARTICULARLY FOCUSED ON SOME OF THE GROUPS THAT ARE MOST IMPACTED BY TRAFFIC SAFETY ISSUES IN THE VILLAGE.

WE HAD WORKSHOPS THAT WERE DESIGNED TO BE FAMILY-FRIENDLY AND OPEN TO ALL COMMUNITY MEMBERS, AS WELL AS ONLINE ENGAGEMENT AND OTHER MEANS TO HEAR FROM PEOPLE AND A LOT OF WHAT WE HEARD FROM THE COMMUNITY REALLY ECHOES WHAT WE SAW IN THE DATA AS WELL.

SO PEOPLE ARE CONCERNED ABOUT SPEEDING, ABOUT DISTRACTED DRIVING AND OTHER UNLAWFUL DRIVING BEHAVIORS.

THERE IS CONCERN ABOUT PARTICULARLY AROUND RUSH-HOUR AND SCHOOL DISMISSAL TIMES WHEN THERE IS A LOT OF THIS ACTIVITY AND AT DIFFERENT USERS ALL SHARING THE SAME SPACE AND CREATING POTENTIAL CONFLICTS.

HEARD A LOT ABOUT THE NEED TO CONTINUE INVESTING AND IMPROVING INFRASTRUCTURE FOR PEOPLE WALKING AND BIKING OF COURSE AND CERTAINLY BEEN COORDINATING WITH THE BIKE PLAN UPDATE AND I CAN TALK MORE ABOUT THAT AND ALSO LIGHTING LEVELS BEING ANOTHER KEY ISSUE IN THESE ARE A FEW OF THE THINGS THAT REALLY STOOD OUT.

ALL THAT HAS BEEN COMMENTED BY OUR DATA AND CRASH ANALYSIS THAT IS UNDER ALL OF THE RECOMMENDATIONS IN THE PLAN.

SO THROUGHOUT THE COURSE THE PROJECT WE LOOKED AT FIVE YEARS OF CRASH DATA FROM 2018-2022 AT THE TIME.

YOU CAN SEE THE STATISTICS HERE.

THERE WERE 132 SERIOUS INJURIES AND FATALITIES IN OAK PARK AND THAT DOES INCLUDE ALL OF THE BORDER STREETS.

SO WE ARE TAKING INTO ACCOUNT THOSE AS PART OF THIS ANALYSIS AND WE HAVE NOTED THAT OVER THE TIME PERIOD THERE HAS BEEN AN INCREASE IN THE RATE OF FATAL CRASHES AS COMPARED TO LOOKING BACK AT THE PREVIOUS DECADE BEFORE HAND, WHICH CERTAINLY IS UNFORTUNATELY NOT UNCOMMON OR NOT AN OUTLIER FROM THE TRENDS THAT HAVE BEEN GOING ON AROUND THE COUNTRY AND IN SIMILAR COMMUNITIES, PARTICULARLY SINCE THE PANDEMIC. WE LOOKED AT WHO IS IMPACTED BY TRAFFIC CRASHES OR WHO IS AT GREATER RISK FOR EXPERIENCING SERIOUS INJURIES OR FATALITIES WHEN THEY ARE INVOLVED IN A CRASH.

CERTAINLY PEOPLE WALKING AND BIKING STANDOUT WE FOUND OUT THAT HERE IN OAK PARK, SOMEONE WHO IS BIKING IS 12 TIMES AS LIKELY TO BE INJURED OR KILLED IN A TRAFFIC CRASH AS OPPOSED TO SOMEONE IN A VEHICLE.

SOMEONE WALKING IS 15 TIMES MORE LIKELY TO BE SERIOUSLY INJURED OR KILLED.

SO THROUGHOUT THE REALLY KIND OF KEY USER GROUP WE ARE THINKING ABOUT IS PEOPLE WHO ARE NOT PROJECTED - PROTECTED BY A STEEL FRAME IN THE STREET, BUT PEOPLE WHO ARE WALKING AND BIKING AND BY CENTERING THOSE

USERS WE WILL MAKE THE STREET SAFER FOR EVERYONE INCLUDING PEOPLE DRIVING, TRANSIT USERS, ALL FOLKS.

AND REALLY ALSO THROUGH THE DATA ANALYSIS, SEVERAL DANGEROUS DRIVING BEHAVIORS REALLY STAND OUT.

SO ABOUT TWO OUT OF EVERY THREE SEVERE CRASHES IN THE VILLAGE, ONE OF THESE THREE BEHAVIORS, FAILURE TO YIELD, DISOBEYING A TRAFFIC SIGN OR SIGNAL OR FAILING TO REDUCE SPEED OR ONE OF THE PRIMARY CAUSES OF THE CRASH.

ALL OF OUR SOLUTIONS, PARTICULARLY THOSE FOCUSED ON DESIGN, BUT ALSO AROUND BEHAVIOR AND EDUCATION ARE TARGETED AT ADDRESSING THESE ISSUES. WE ALSO CONDUCTED ANALYSIS THAT IS KIND OF PART OF THE REQUIREMENTS OF THE SAFE STREETS AND ROADS FOR ALL PROGRAM AT THE FEDERAL LEVEL IN ORDER TO BE ELIGIBLE FOR FUTURE FUNDING THROUGH THAT THAT LOOKS AT WHAT STREETS AND INTERSECTIONS IN THE COMMUNITY ARE SEEING A DISPROPORTIONATE SHARE OF THESE SEVERE CRASHES AND THE MAP HERE REALLY ILLUSTRATES THAT WE SEE THE PERIMETER STREETS BEING THE LOCATIONS WHERE THE MAJORITY OF THESE SEVERE CRASHES ARE OCCURRING, BUT AS WELL AS SOME LOCATIONS WITHIN THE VILLAGE.

SO AT THE RED INTERSECTIONS AND STREETS THAT ARE HIGHLIGHTED HERE, THOSE ARE JUST 14% OF THE STREETS IN THE VILLAGE, BUT NEARLY HALF OF ALL THE SEVERE INJURIES AND FATALITIES OCCUR AT THOSE LOCATIONS. CERTAINLY THOSE ARE A KEY FOCUS AREA IN IMPLEMENTING THE PLAN AND ITS RECOMMENDATIONS.

SO GIVING AN OVERVIEW WE WILL GET INTO SOME OF THIS IN A LITTLE MORE DEPTH OF WHAT IS IN THE PLAN.

WE TALK ABOUT OAK PARK'S VISION FOR SAFE AND EQUITABLE STREETS IS THE FOUNDATION OF VISION ZERO.

GO THROUGH HOW THE PLAN WAS DEVELOPED.

IT GIVES SOME INFORMATION ABOUT THESE SAFE SYSTEMS APPROACH TO TRAFFIC SAFETY THAT REALLY IS INFORMING A LOT OF THE RECOMMENDATIONS AND STRATEGIES THAT ARE IN THE PLAN.

THE PLAN THEN GOES THROUGH THE CRASH TRENDS IN OAK PARK, WHICH SOME I HAVE ALLUDED TO AND SYNTHESIZES THE INPUT WE HEARD FROM COMMUNITY MEMBERS AND REALLY THE ME OF IT IF YOU WILL IS THE STRATEGIES TO ACHIEVE VISION ZERO AND A VISION ZERO TOOLBOX OF DIFFERENT STREET DESIGN ELEMENTS AND THE TRAFFIC CALMING FEATURES THAT ARE RECOMMENDED FOR THE ISSUES THAT WE SEE HERE IN OAK PARK AND SOME EXAMPLE CONCEPTUAL DESIGNS FOR HIGH CRASH LOCATIONS FOR HOW THE TOOLBOX CAN BE APPLIED AS WELL AS LASTLY, PERFORMANCE MEASURES AND RECORDING PROCEDURES TO TRACK THE PROGRESS OF THE PLAN AND MAKE THAT TRANSPARENT TO YOU ALL IN THE COMMUNITY.

A COUPLE OF THINGS JUST TO BE CLEAR ABOUT THAT ARE NOT IN THE PLAN.

IT DID NOT HAVE A COMPREHENSIVE LIST OF EVERY SINGLE LOCATION THAT WE MAY HAVE HEARD ABOUT THROUGHOUT THE PROCESS THAT IS DESIRED FOR SAFETY IMPROVEMENTS.

CERTAINLY WE HAVE ALL THE INFORMATION THAT WE HAVE GATHERED FROM THE COMMUNITY AND THAT WILL LIVE WITH STAFF AFTERWARDS, BUT THERE IS NOT A MAP WITH EVERY SINGLE INTERSECTION OR LOCATION THAT WE HEARD ABOUT THAT IS RECOMMENDED.

WE ALSO IDENTIFY A LOT OF OPPORTUNITIES AND RECOMMENDATIONS FOR NEW POLICIES OR UPDATED OR REFINED POLICIES.

THERE IS NOT THE DETAILED LANGUAGE WITHIN THE PLAN TO GO IN AND AMEND THOSE IMMEDIATELY.

WHAT IS IN THE PLAN, FIRST WITH THE GOAL THAT OAK PARK CONSISTENTLY HAS ZERO DEATHS OR SERIOUS INJURIES FROM TRAFFIC CRASHES BY 2035 AND THERE ARE 10 STRATEGIES THAT REALLY ARE DESIGNED TO TAKE A COMPREHENSIVE AND HOLISTIC APPROACH FOR HOW THE VILLAGE CAN PROGRESS TOWARDS THE GOAL.

THESE COVER - A LOT OF THEM ARE FOCUSED ON DESIGN AND INFRASTRUCTURE OF PHYSICAL CHANGES TO THE STREETS, BUT ALSO LOOK AT POLICIES ACROSS THE VILLAGE.

LOOK AT ENFORCEMENT, WHICH WE HAVE HEARD A LOT ABOUT AS WELL AS EDUCATION AND COMMUNICATION, AND HOW TO INFORM COMMUNITY MEMBERS ABOUT THE CHANGES THAT MIGHT BE HAPPENING ON THE STREET AND TO REALLY TO CONTINUE TO INVOLVE THEM IN THE PROCESS OF IMPLEMENTING THE PLAN. SO WITH EACH OF THE STRATEGIES, THIS IS A SNIP OF WHAT THEY LOOK LIKE IN THE PLAN.

THERE IS A TABLE THAT INCLUDES MORE SPECIFIC RECOMMENDED ACTIONS AS WELL AS LEADING ACTORS OR OTHER VILLAGE DEPARTMENTS THAT ARE SUPPORTING OR INVOLVED WITH EACH OF THOSE ACTIONS, AS WELL AS A TIMELINE FOR IMPLEMENTATION.

SO WE WANTED TO GO A LITTLE BIT DEEPER INTO SOME OF THOSE ACTIONS FOR A HANDFUL OF THE STRATEGIES AND WHERE THERE - MAYBE IT HAS BEEN THE MOST FOCUSED DURING THE PROCESS IN TERMS OF ENGAGEMENT WITH THE COMMUNITY AND WITH TRANSPORTATION COMMISSION.

SO WE WILL TALK A LITTLE BIT ABOUT THOSE FIVE, BUT AGAIN, HAPPY TO ANSWER QUESTIONS ON ANYTHING.

SO FIRST, AROUND THE FIRST STRATEGY IS AROUND ESTABLISHING AN ONGOING SAFETY IMPROVEMENT PROGRAM FOR THE HIGH INJURY NETWORK.

SO AS I MENTIONED, THIS REALLY HIGHLIGHTS THE PERIMETER STREETS.

ONE OF THE KEY ACTIONS WITH THIS IS COORDINATING WITH ACTORS TO DEVELOP SAFETY IMPROVEMENTS, ALLOCATE FUNDING TO IMPLEMENT IMPROVEMENTS ON SOME OF THE PERIMETER STREETS - - DEPARTMENT OF TRANSPORTATION WITH COOK COUNTY TO MAKE REGULATIONS ON THOSE SEGMENTS THAT ARE NOT DIRECTLY UNDER OAK PARK'S CONTROL.

WE ARE ALSO IMPLEMENTING AT LEAST ONE SAFETY PROJECT ON THE HIGH INJURY NETWORK EACH YEAR USING EITHER A COMBINATION OF QUICK BUILDING TECHNIQUES.

AT LOWER COST, RAPIDLY DEPLOYED MATERIALS, AS WELL AS PERMANENT CAPITAL IMPROVEMENTS.

THE PLAN ALSO RECOMMENDS INCORPORATING THE HIGH INJURY NETWORK AS A FACTOR IN DEVELOPING THE VILLAGE'S ANNUAL RESURFACING PROGRAM AND CAPITAL IMPROVEMENT PROGRAM.

WE ARE THINKING ABOUT SAFETY AS WE ARE MAKING THESE OTHER DECISIONS THAT INVEST A LOT OF THE COMMUNITIES RESOURCES.

I MENTIONED LIGHTING IS A KEY ISSUE THAT WE SAW BOTH IN THE DATA AND HEARD ABOUT FROM COMMUNITY MEMBERS.

LOOKING AT EVALUATING LIGHTING LEVELS ON ALL MAJOR STREETS AND LOCATIONS WITH CIVIC AND PEDESTRIAN ACTIVITY LIKE SCHOOLS AND PARKS AND IMPLEMENTING THOSE NECESSARY LIGHTING UPGRADES.

LASTLY, THIS NETWORK IS BASED ON THE FIVE YEARS OF DATA THAT WE LOOKED AT IN THE COURSE OF A PLAN.

SO WE ARE RECOMMENDING REVIEWING THE HIGH INJURY NETWORK EVERY OTHER YEAR.

INCORPORATING THE LATEST DATA AVAILABLE TO SEE HOW THESE LOCATIONS MAY NEED TO CHANGE OR ARE EVOLVING OR THE IMPACT OF THE IMPROVEMENTS BEING MADE.

NEXT STRATEGY FOCUSES ON EXPANDING THE RESIDENTIAL TRAFFIC CALMING PROGRAM TO REALLY CREATE A PROACTIVE APPROACH TO IMPLEMENT THING SAFETY IMPROVEMENTS ON LOCAL STREETS.

SOME OF THE ACTIONS UNDER THE STRATEGY FIRST ARE PRIORITIZING INTERVENTIONS IN KEY LOCATIONS WHILE REMAINING RESPONSIVE TO REQUESTS. WE ALSO SEE OPPORTUNITY TO REDUCE DATA COLLECTION REQUIREMENTS FOR PROVEN TRAFFIC CALMING AND MAKE THE INSTALLATION OF SOME OF THAT IS A LITTLE MORE STREAMLINED.

I ALSO RECOMMEND REFINING THE EXISTING TRAFFIC CALMING TOOLBOX TO REALLY EMPHASIZE HIGH-PRIORITY SAFETY TOOLS, THE TOOLS THAT ARE IN THE VISION ZERO TOOLBOX THAT ADDRESS THE KEY ISSUES ON THE LOCAL STREET NETWORK THAT WE HAVE IDENTIFIED.

AND THEN AS BILL MENTIONED, AT THE BEGINNING, ONE OF THE RECOMMENDATIONS UNDER THE STRATEGY IS TO ENABLE THE USE OF VERTICAL DEFLECTION TOOLS.

SO SPEED TABLES, SPEED CUSHIONS, THOSE TYPES OF TREATMENTS THAT SLOW DOWN VEHICLES ON LOCAL STREETS.

SPECIFICALLY ON BLOCKS ADJACENT TO SCHOOLS.

THE PARKS, TRANSIT STATIONS, SENIOR LIVING FACILITIES AND ON BLOCKS ADJACENT TO THE HIGH INJURY NETWORK.

OR WHEN MORE THAN 15% OF THE PEOPLE DRIVING ON THE BLOCK ARE DOING SO AT A SPEED OF 5 MPH OR MORE ABOVE THE SPEED LIMIT.

SOME OF THIS IS LOCATION BASED IN TERMS OF WHERE WE KNOW THERE IS MORE PEOPLE WALKING AND BIKING, BUT SOME OF IT IS ALSO BASED ON THE BEHAVIOR WE SEE ON SPECIFIC STREETS AND WITH VERTICAL DEFLECTION TOOLS WE HAD A LOT OF CONVERSATION WITH OTHER DEPARTMENTS AROUND THE VILLAGE ON THE IMPLEMENTATION OF THESE.

WE ARE RECOMMENDING THAT THESE TOOLS NOT BE USED ON STREETS IDENTIFIED BY THE OAK PARK FIRE DEPARTMENT AS PART OF THEIR HIGH-PRIORITY OR HIGH USE NETWORK AND ALSO THAT THE TOOLS ARE ADMINISTERED BY VILLAGE STAFF TO TAKE INTO CONSIDERATION OPERATIONAL AND MAINTENANCE NEEDS THAT WE HAVE HEARD A LOT ABOUT MY STUFF AS WELL.

BILL ALSO MENTIONED MOVING TO A TRAFFIC CALMING BY POLICY MODEL. WHICH IS REALLY INTENDED TO DEPLOY THAT TOOLBOX OF TRAFFIC CALMING MEASURES ON LOCAL STREETS WHEN THEY ARE BEING RESURFACED.

REALLY JUST TAKING ADVANTAGE OF, YOU KNOW, IF WE ARE ALREADY DOING WORK ON THE STREET, HOW CAN WE INCORPORATE SAFETY IMPROVEMENTS INTO THAT PROCESS SYSTEMATICALLY AND REALLY LEVERAGE THAT INVESTMENT? SO THE RECOMMENDATIONS HERE ARE LOOKING AT FOR ALL LOCAL RESURFACING PROJECTS, MARKING CROSSWALKS AND DAYLIGHT INTERSECTIONS.

IF THERE IS A LOCAL RESURFACING PROJECT THAT IS NEXT TO A SCHOOL OR PARK, OR THE HIGH INJURY NETWORK.

ASIDE OR IN ADDITION TO MARKING CROSSWALKS AND DAYLIGHTING INTERSECTIONS WOULD ALSO BE CREATING PARK OR SCHOOL SAFETY ZONES AND IMPLEMENTING CURVE EXTENSIONS IS PRACTICAL TO SHORTEN CROSSING DISTANCES AND IMPROVE VISIBILITY FOR PEOPLE WALKING.

STAFF WILL ALSO BE CONDUCTING SAFETY REVIEWS OF ALL THE PROGRAMS, LOCAL STREET RESURFACING PROJECTS TO IDENTIFY ADDITIONAL SAFETY ENHANCEMENTS AS WELL.

AS PART OF THAT.

THIRD STRATEGY AMONG THE 10 IS GRADING SAFE COMFORTABLE COMPLETE NETWORKS FOR PEOPLE WALKING AND BIKING.

SO ONE OF THE RECOMMENDATIONS THAT IS ALREADY WELL UNDERWAY IS UPDATING THE VILLAGES BIKE PLAN AND DEDICATING FUNDING FOR IMPLEMENTATION OF THAT.

SIMILARLY COMPLETING THE NETWORK OF NEIGHBORHOOD GREENWAYS.

SO TO THE COMMENT EARLIER ABOUT INTEGRATING THE PLAN WITH THE BIKE PLAN, WE HAVE HAD A LOT OF DISCUSSION AND CONVERSATION TO MAKE SURE THAT ALL OF THE TRAFFIC CALMING ELEMENTS, THE TOOLBOX INCLUDES THINGS THAT THE BIKE PLAN IS ENVISIONING AND RECOMMENDING AS WELL.

SO THERE'S A LOT OF CONNECTION BETWEEN THEM AND CERTAINLY SOME OF THE POTENTIAL EARLY IMPLEMENTATION EFFORTS THAT WE HAVE IDENTIFIED.

ALSO THEY ARE IN LINE WITH THE BIKE PLANS RECOMMENDATIONS AND THE FUTURE BIKE NETWORK.

ANOTHER KEY STRATEGY OR POLICY THAT WE RECOMMEND IS CREATING A FORMAL CROSS MARKING POLICY THAT COVERS LOCATIONS AND WHERE TO INSTALL CROSSWALKS.

WHAT TYPES OF MARKINGS TO USE.

IT TO SOME OF THE COMMENTS EARLIER ABOUT HIGH VISIBILITY CROSSWALKS VERSUS TRADITIONAL PARALLEL LINES.

WHERE SUPPLEMENTAL IMPROVEMENTS LIKE CURVE EXTENSIONS OR REFUGE ISLANDS, OTHER TOOLS WOULD BE INSTALLED WITH ANY CROSSWALK.

AND THEN WE ALSO DO IDENTIFY SPECIFIC LOCATIONS FOR HIGH-PRIORITY CROSSING IMPROVEMENTS LIGHT TRAFFIC CALMING ELEMENTS THAT ARE REALLY BASED ON THE COMMUNITY ENGAGEMENT AND CRASH ANALYSIS THAT WE HAVE DONE THAT IS SHOWN HERE ON THE MAP ON THE RIGHT.

I ALSO HEARD SOME COMMENTS EARLIER ABOUT TRAFFIC SIGNALS AND LEADING PEDESTRIAN INTERVALS.

THAT IS DEFINITELY SOMETHING THAT IS COVERED HERE.

ONE OF THE RECOMMENDED ACTIONS IS LOOKING AT HOW TO ENHANCE TRAFFIC SIGNAL POLICIES TO PRIORITIZE PEOPLE WALKING, INCLUDING ESTABLISHING FIXED TIME SIGNALS OR PEDESTRIAN RECALL AS THE DEFAULT PEDESTRIAN SIGNAL STANDARD IN THE VILLAGE.

HAVING THE WALK SIGN APPEAR AUTOMATICALLY AND YOU ARE AT A SIGNAL. LOOKING AT ADJUSTING THE CROSSING PACE THAT IS USED AS WELL TO GIVE PEOPLE A LITTLE MORE TIME TO CROSS WHEN THERE IS ANTICIPATED TO BE MORE PEOPLE THAT HAVE TIME.

CHILDREN GOING TO SCHOOL OR WITH DISABILITIES OR OLDER ADULTS AND ALSO ADOPTING A LEADING PEDESTRIAN INTERVAL POLICY THAT ESTABLISHES LPI IS THE DEFAULT TIMING CONFIGURATION.

LASTLY, HERE, WE ENGAGED A LOT WITH THE DEPARTMENT OF PUBLIC WORKS STAFF AND CERTAINLY WANTED TO INCLUDE A RECOMMENDATION AROUND MAINTENANCE AND THE MAINTENANCE BUDGET AS WELL.

I THINK THAT IS AN IMPORTANT PIECE.

THAT IS WHERE WE ARE IMPLEMENT A MORE TOOLS AND NEW TOOLS ON OUR STREETS.

HAVE TO MAKE SURE THAT PEOPLE WHO ARE MAINTAINING THEM HAVE THE EQUIPMENT AND RESOURCES THAT THEY NEEDED TO DO THAT.

ALSO A VERY IMPORTANT COMPONENT OF THIS.

NOT JUST GETTING THESE THINGS INSTALLED, WHICH IS NOT EASY, BUT ALSO MAINTAINING THEM IN A STATE OF GOOD REPAIR FOR PEOPLE.

WE ALSO DID A THOROUGH POLICY ANALYSIS LOOKING AT EXISTING POLICIES AND OPPORTUNITIES TO ENHANCE THOSE OR INTRODUCE NEW ONES.

KIND OF KEY TO THAT WE THINK IS UPDATING THE COMPLETE STREETS POLICY, WHICH IS ABOUT 13 YEARS OLD NOW, TO REALLY THE GREAT BEST PRACTICES AND A LOT OF THE EVOLUTION AND NEW INNOVATIONS THAT HAVE BEEN PROVEN OVER THE LAST DECADE AND TO TIE COMPLETE STREETS WITH VISION ZERO.

AS PART OF THAT OR RELATED, FORMALIZING ENGINEERING POLICIES THAT REALLY PRIORITIZE THE SAFETY OF PEOPLE WALKING.

SOME OF THE WAYS THAT THAT CAN BE DONE ARE ADOPTING A MODAL HIERARCHY SYSTEM THAT PRIORITIZES PEOPLE WALKING AND ROLLING.

LOOKING AT OR CREATING A POLICY THAT PRIORITIZES SAFETY AND ACCOMMODATION OF ALL USERS AT INTERSECTIONS WHEN THERE ARE ALTERATIONS TO THE CROSS-SECTION OR INTERSECTION GEOMETRY OR SIGNAL TIMING.

GETTING INTO THE WEEDS A LITTLE BIT, BUT LOOKING AT CREATING A DESIGN AND CONTROL VEHICLE POLICY THAT RESULTS IN BEING ABLE TO CREATE MORE IMPACT - - PEOPLE WALKING WHILE STILL MAINTAINING ACCESS FOR THE TYPES

OF VEHICLES WE EXPECT ON DIFFERENT TYPES OF STREETS AND LASTLY, ADOPTING A TARGET SPEED POLICY TO FOCUS AND CENTER PEOPLE WALKING AS THE PRIMARY USER AND ALIGNING THE POSTED SPEED LIMIT ON STREETS WITH THE ACTUAL STREET - SPEED THAT THE STREETS ARE DESIGNED FOR.

I MENTIONED ENFORCEMENT WAS CERTAINLY A TOPIC WE HEARD A LOT ABOUT FROM COMMUNITY MEMBERS THROUGHOUT THE PROCESS.

SO WHEN WE HAD A LOT OF CONVERSATIONS WITH - AS WE GOT INTO THE PHASES OF DEVELOPING POTENTIAL IDEAS FOR RECOMMENDATIONS AND REFINING THOSE. THE RECOMMENDED ACTIONS IN TERMS OF INCREASING TARGETED TRAFFIC SAFETY ENFORCEMENT EFFORTS, THAT IS ONE OF THE KEY PIECES HERE IS REALLY IMPLEMENTING TARGETED TRAFFIC SAFETY ENFORCEMENT EFFORTS THAT ARE FOCUSED ON THE DANGEROUS DRIVING BEHAVIORS THAT I MENTIONED IN TERMS OF LOCATIONS ARE FOCUSED ON THE HIGH INJURY NETWORK AND ALSO AROUND SCHOOLS AND PARKS.

CERTAINLY FOCUSING THOSE EFFORTS ON THE BEHAVIORS THAT MATTER AND THE LOCATIONS THAT MATTER TO PEOPLE FROM THE DATA AND WHAT WE HAVE HEARD FROM COMMUNITY MEMBERS.

WE THINK TO GO ALONG WITH THAT, THERE IS A NEED TO CONTINUE PROVIDING TRAINING TO OFFICERS TO REALLY EQUIP THEM WITH THE SKILLS TO BE ABLE TO EXECUTE THOSE TARGETED TRAFFIC SAFETY EFFORTS TO ENFORCE CONFLICTS AND USE THOSE AS A WAY TO CREATE MORE POSITIVE EXPERIENCES AND AWARENESS AMONG EVERYONE AND HOW TO CREATE SAFER BEHAVIORS ON OUR STREETS AND REALLY PART OF THAT WE THINK WOULD BE MORE INFORMING THOSE TARGETED TRAFFIC SAFETY ENFORCEMENT EFFORTS WOULD BE ESTABLISHING QUARTERLY MEETINGS WITH DEPARTMENT OF ALL THE QUIRKS STAFF WITH STAFF FROM THE POLICE DEPARTMENT AND PUBLIC HEALTH TO BE ASSESSING CRASH TRENDS AND ISSUES AND EMERGING LOCATIONS WHERE THOSE ENFORCEMENT EFFORTS MIGHT BE FOCUSED IN THE FUTURE.

THE LAST COUPLE OF ACTIONS AROUND ENFORCEMENT.

WE ARE RECOMMENDING INSTALLING RED LIGHT CAMERAS AT INTERSECTIONS ON THE HIGH INJURY NETWORK.

WE HAD A LOT OF DISCUSSION WITH TRANSPORTATION COMMISSION AND WITH STAFF AROUND THIS.

SOME OF THE CAVEATS OR IMPORTANT CONSIDERATIONS IN DOING THAT THAT WE ARE EMPHASIZING IS MAKING SURE THE VILLAGE MAINTAINS CONTROL OF THE TIMING - THE SIGNAL TIMING AT THE INTERSECTIONS AS RED LIGHT CAMERAS ARE INSTALLED AND STIPULATING THAT REVENUE FROM THOSE VIOLATIONS WOULD BE DEDICATED TO A FUND FOCUSED ON TRANSPORTATION SAFETY AND STREET IMPROVEMENTS TO CREATE THAT NEXUS THAT PEOPLE CAN UNDERSTAND AND SEE THE IMPACT OF.

ALSO AS PART OF THIS PROCESS WE SPOKE WITH DOCTOR WALKER, THE VILLAGES CHIEF DEI OFFICER AND TO SEE CONTINUED ROLE FOR HER AND HER TEAM TO ASSESS TRAFFIC STOP DATA AS WELL AS RED LIGHT CAMERA VIOLATIONS AND TO CONTINUE TO GATHER COMMUNITY INPUT ON THE IMPLEMENTATION OF THOSE TOOLS.



IN ORDER TO INFORM ANY ADJUSTMENTS THAT HAPPEN.  
WE KNOW CERTAINLY THERE IS DIFFERENT PERCEPTIONS OF THE TOOLS FROM DIFFERENT COMMUNITY MEMBERS FOR GOOD REASON AND WANT TO MAKE SURE THAT AS THEY ARE IMPLEMENTED IN OAK PARK, THEY ARE DONE IN A WAY THAT PRIORITIZES SAFETY, BUT DOES NOT DISCRIMINATE OR IMPACT DIFFERENT COMMUNITY MEMBERS DISPROPORTIONATELY.

LASTLY, A REALLY IMPORTANT ONE IS, UNFORTUNATELY CURRENTLY, THE VILLAGE DOES NOT HAVE THE AUTHORITY TO IMPLEMENT SPEED CAMERAS WITHIN ITS BOUNDARIES.

WORKING WITH COOK COUNTY AND OTHER MUNICIPALITIES TO LOBBY AND PRESS FOR CHANGES TO LEGISLATION THAT WOULD ENABLE AUTOMATED ENFORCEMENT WITHIN THE VILLAGE WE THINK IS REALLY IMPORTANT AND AN EFFECTIVE TOOL TO REDUCING TRAFFIC CRASHES AND SEVERE TRAFFIC CRASHES.

SO I FOCUSED ON JUST A HANDFUL OF THE STRATEGIES.

IT JUST PICKING OUT A FEW KEY ACTIONS FROM THE OTHER STRATEGIES THAT I WANTED TO AT LEAST MENTION.

EDUCATION AND COMMUNICATION WE THINK ARE REALLY IMPORTANT TO GO ALONG WITH INFRASTRUCTURE IMPROVEMENT SO PEOPLE UNDERSTAND HOW TO USE NEW STREET DESIGNS AND WHAT THEY ARE INTENDED TO DO.

MULTILINGUAL TRAFFIC SAFETY CAMPAIGN, EDUCATIONAL MATERIALS TO TEACH RESIDENTS ABOUT THESE NEW TRAFFIC SAFETY TOOLS AND ABOUT SAFE BEHAVIORS.

WE ALSO - ONE OF THE BEST PRACTICES USED IN A LOTTA VISION ZERO COMMUNITIES IS CREATING A FATAL CRASH RESPONSE TEAM TO INVESTIGATE WHEN THERE ARE SEVERE CRASHES, WHAT THE CONTRIBUTING FACTORS WERE AND WHAT TYPES OF INTERVENTIONS AND CHANGES COULD BE MADE BASED ON THAT. WE ALSO THINK THAT YOUR TRANSPARENCY AND ACCOUNTABILITY IS AN IMPORTANT PART OF VISION ZERO.

WE ARE RECOMMENDING CREATING A ANNUAL VISION ZERO REPORT THAT LOOKS AT THE MOST RECENT DATA AVAILABLE AROUND IT SEVERE CRASHES IN OAK PARK AND LOOKS AT PROGRESS, PROJECTS, PROGRAMS THAT ARE BEING IMPLEMENTED TO MAKE THAT CONNECTION FOR FOLKS AND TO CREATE PROJECT EVALUATION PLANS FOR ALL MAJOR SAFETY PROJECTS AND SHARE THOSE FINDINGS, WHICH MAY BE THERE IS AN ITEM LATER TALKING ABOUT MADISON STREET, WHICH IS A GOOD EXAMPLE OF THAT.

I WILL PAUSE THERE.

I KNOW I COVERED A LOT, BUT I AM HAPPY TO DELVE INTO ANYTHING IN MORE DETAIL OR ANSWER YOUR QUESTIONS AND TAKE YOUR FEEDBACK.

>>PRESIDENT SCAMAN: QUESTIONS?

OKAY, TRUSTEE ROBINSON, THANK YOU.

>>TRUSTEE ROBINSON: OKAY.

YOU ARE RIGHT, THAT WAS VERY THOROUGH.

YOU COVERED A LOT.

WHEN YOU TALKED ABOUT VERTICAL DEFLECTION TOOLS, I DID NOT HEAR YOU MENTION - I DON'T KNOW WHAT THEY ARE CALLED.

THE PEDESTRIAN ACTIVATED AMBER COLORED LIGHTS.  
IS THERE A REASON WHY THAT WAS NOT MENTIONED AND DO YOU CONSIDER THAT  
- WHAT DID YOU CALL IT?  
A VERTICAL DEFLECTION TOOL?  
IT SEEMS LIKE IT IS TO ME.

>> I THINK YOU ARE PROBABLY TALKING ABOUT RECTANGULAR RAPID  
FLASHING BEACONS, WHICH I WAS REALLY EXCITED TO HEAR A STUDENT  
MENTIONED EARLIER.  
BEFORE YOU ARE CROSSING YOU CAN PUSH A BUTTON AND IT LIGHTS UP THE  
PEDESTRIAN SIGN.  
THAT IS DEFINITELY A TOOL THAT IS IN THE VISION ZERO TOOLBOX AND  
INCLUDED IN THAT.  
VERTICAL DEFLECTION REALLY - A TERRIBLE TERM OR MAYBE NOT A INTUITIVE  
ONE, BUT IT REFERS TO SPEED TABLES OR SPEED HUMPS.  
THOSE THINGS YOU INSTALL ON THE STREET THAT SOMEBODY HAS TO DRIVE UP  
AND OVER TO PUT IT SIMPLY.

>> THE VERTICAL DEFLECTION TOOLS - SO I AM UNDERSTANDING THE  
PHRASEOLOGY IS FOCUSED ON VEHICLES?

>> YES.  
ON SLOWING DOWN VEHICLES.

>> OKAY.  
MY SECOND QUESTION ACTUALLY IS RELATED TO SPEED.  
IT LOOKS LIKE YOU LOOKED AT CRASH DATA.  
DID YOU LOOK AT ANY SPEED ANALYTICS, TOO?

>> WE DID NOT LOOK AT IT IN DETAIL.  
CERTAINLY WE LOOKED AT ALL THE CRASH DATA WHERE SPEEDING WAS ONE OF  
THE CONTRIBUTORY CAUSES OF THAT OR ONE OF THE PRIMARY CAUSES BEHIND  
THE CRASH AND THE VILLAGE DOES HAVE ACCESS NOW TO MORE COMPREHENSIVE  
SPEED DATA THROUGH A VENDOR PROVIDER.  
THAT IS SOMETHING AVAILABLE TO STAFF AND DEFINITELY A GREAT TOOL  
MOVING FORWARD.

>>TRUSTEE ROBINSON: I THINK WHAT WE HEARD AND WHAT WE HEARD IN  
THE PAST AND THIS EVENING IS JUST OF THE CONCERN AROUND A LOT OF NEAR  
MISSES AND THOSE ARE JUST LIKE FATE PREVENTED THOSE FROM BEING CRASHES  
REALLY AND THE CONNECTION BETWEEN THOSE AND A SPEEDING.  
IS IT STAFF'S INTENTION, BILL, TO FOLD THOSE INTO VISION ZERO LATER OR  
HAVE THE BOARD LOOK AT THAT AS A SEPARATE ITEM?

>>BILL McKENNA: FOR THE VERTICAL TOOLS?  
>> THE SPEED ANALYTICS.  
>> SPEED ANALYTICS IS SOMETHING WE USE AS A TOOL RIGHT NOW.  
WE DO HAVE A SOFTWARE SUBSCRIPTION WITH THE VENDOR, OR BEEN SPK AND  
THEY PULL SPEED DATA FROM A CONNECTED VEHICLES AND WE STARTED USING  
THAT SOFTWARE LAST YEAR STILL.  
WE DID A RENEWAL OF IT THIS YEAR AND WE ARE LOOKING AT VALUABLE THAT  
DATA IS.

THERE ARE SOME LIMITATIONS TO IT.

WE HAVE A LOT OF STOP SIGNS HERE SO LIKE OUR ROAD SEGMENTS ARE ABOUT A BLOCK LONG.

IT AVERAGES THE SPEED OF A VEHICLE, BUT IN THE ONE BLOCK SEGMENT.

SO THE SPEEDS ARE NOT AN INSTANTANEOUS, THAT CAR WAS GOING 32 MILES AN HOUR IN THE MIDDLE OF THE BLOCK.

WE DO NOT HAVE THAT LEVEL OF GRANULARITY OF IT.

SO WE ARE SEEING HOW VALUABLE THE DATA IS, BUT IT IS A TOOL THAT WE USE RIGHT NOW WHEN WE ARE LOOKING AT COMPARING SPEEDS ON DIFFERENT BLOCKS AND STUFF LIKE THAT.

IT IS PART OF THE TOOLKIT WE ARE ALREADY USING.

>> CAN IT TELL US WHAT ROADWAYS OR WHETHER IT IS MAY BE LIMITED TO CERTAIN TIMES, WHERE THERE IS A GREATER PROPENSITY FOR SPEEDING THREAT THE VILLAGE.

>> YES.

YOU CAN DRILL DOWN INTO THE AND PULL REPORTS BY TIME OF DAY, DAY OF THE WEEK, MONTH, WHATEVER TO LOOK AT SPEEDS.

THAT IS ONE OF THE THINGS THAT WE ARE HOPEFUL THAT WE CAN GET OUT OF THE TOOL IS TO HELP TARGET ENFORCEMENT TO A TIME, DATE, AND LOCATION WHERE WE SEE SPEEDING AS A HIGH-PROFILE ITEM.

>> WHAT PIECE OF THE DATA IS ON THAT?

IS IT ACTUALLY SPEEDING OR CAN YOU LOOK AT - WHAT I'M INTERESTED IN - AND WE TALKED ABOUT THIS BEFORE.

ALSO THE PATHS THAT OUR KIDS TAKE TO THEIR SCHOOLS.

COULD YOU LOOK AT THAT DATA, CENTERING THAT AS THE PRIMARY DATA POINT LOCATION VERSUS CARS ARE GOING X SPEED OR X NUMBER OF MILES OVER THE LIMIT HERE OR THERE?

>> WE COULD SEE IT VILLAGE WIDE.

HOWEVER WE WANT TO USE THE TOOL.

IF WE ARE LOOKING AT A RADIUS AROUND THE SCHOOL FOR EXAMPLE, WE CAN DO THAT.

IF WE WANT TO LOOK AT A CORRIDOR, WE CAN DO THAT.

ONE BLOCK VERSUS ANOTHER, WE CAN DO THAT.

SO ONE OF THE RECOMMENDATIONS AND VISION ZERO IS LOOKING AT TECHNOLOGY LIKE THAT.

ALWAYS IT HAS AN OPPORTUNITY TO HELP SOLVE PROBLEMS.

SO THAT IS SOMETHING IS STUFF THAT WE ARE ALWAYS EVALUATING WHAT IS OUT THERE FROM THE TECHNOLOGY SIDE AND DATA SIDE THAT WE CAN USE AS A TOOL TO HELP US ACHIEVE THIS GOAL.

>>TRUSTEE ROBINSON: OKAY.

I THINK THE SPEEDING AND I'M INTERESTED HOW - WHAT STAFFS FINAL ASSESSMENT IS AS TO WHETHER THE CURRENT PLATFORM IS HELPFUL, NOT HELPFUL.

IS THERE ANOTHER ONE OUT THERE THAT IS BETTER?

>> THERE ARE OTHER VENDORS AND WE ALWAYS HAVE TO LOOK AT THE COST FOR THEM AND STUFF LIKE THAT. THAT IS PART OF OUR NORMAL DAY-TO-DAY OPERATIONS IS LOOKING AT THOSE TOOLS.

>>TRUSTEE ROBINSON: BUT HAVING THAT DATA COME BACK TO THE BOARD IN CONNECTION WITH THE VISION ZERO PLAN, I WANT - THERE SEEMS TO BE A REALLY OBVIOUS CONNECTION BETWEEN THE TWO AND SO I WANT TO PULL IN BOTH TOGETHER AND I MEAN, IS THAT PART OF THE PLAN AS VISION ZERO COMES BACK AND WE START TO LOOK AT THE DETAILS OF WHAT WE'RE GOING TO DO?

>> PART OF VISION ZERO IS DOING AN ANNUAL UPDATE. WE COULD RUN THAT THROUGH THE COMMISSION. WE HAVE TO FIND OUT, WHAT IS THE FORMAT OF THE UPDATE AND WHAT IS GOING TO BE INCLUDED IN THAT? CERTAINLY IT IS SOMETHING WE CAN LOOK AT. THE DATA WE GET - WE CAN LOOK AT PRE-AND POST DATA SO WE CAN LOOK AT A SNAPSHOT BEFORE WE DO IMPROVEMENTS AND AFTER WE DO IMPROVEMENTS SO THAT IS ONE OF THE WORK PLAN ITEMS FOR THE COMMISSION IS HOW WE INTEGRATE VISION ZERO THEY LOT OF THE POLICIES OR THE TRAFFIC CALMING PETITIONS AND WHAT IS THE FORMAT OF THE ANNUAL UPDATE AND STUFF LIKE THAT?

THAT IS SOMETHING WE WILL WORK ON IN 2025.

>>TRUSTEE ROBINSON: GREAT, THANK YOU.

>>PRESIDENT SCAMAN: ON THAT NOTE, I WAS NOTICING ON SEVERAL OCCASIONS AS MORE INTERNAL MEETINGS THAT ARE HAPPENING BEFORE - SO WHAT APPEARS - SO COMING TO THE VILLAGE BOARD AND THE WAY YOU ARE OPERATING IS EITHER PROACTIVE OR RESPONDING AT A LOWER THRESHOLD THAN WHAT WE HAVE SEEN IN THE PAST. YOU HAVE GOT RIGHT HERE ESTABLISH QUARTERLY MEETINGS WITH THE DEPARTMENT, VILLAGE OF OAK PARK POLICE DEPARTMENT AND PUBLIC HEALTH TO ASSESS CRASH ISSUES.

THAT IS WHAT I'M READING INTO THAT.

>> PART OF THAT IS WITH VISION ZERO WE WILL BE FORMING INTERNAL TEAMS FOR EVALUATING SERIOUS AND FATAL CRASHES. THAT IS PUBLIC WORKS, PLEASE, STUFF LIKE THAT. THAT WILL BE ON A MORE REACTIONARY BASIS SO WE CAN HOPEFULLY IDENTIFY AND MITIGATE ANY FUTURE BIDDING FACTORS THAT LED UP TO THE CRASH. QUARTERLY MEETINGS, LOOKING AT THOSE TRENDS AND DATA TO SEE WHERE WE SHOULD BE TARGETING ENFORCEMENT AND KIND OF ANNUAL MEETINGS FOR HOW ARE WE TRENDING WITH VISION ZERO AND UPDATING THE COMMISSION AND ULTIMATELY UPDATE THE BOARD WITH THAT.

>>PRESIDENT SCAMAN: RIGHT. RIGHT. ON AN ANNUAL BASIS.

>> UPDATES TO THE BOARD, WE'RE LOOKING AT ANNUALLY AND WE WOULD BE RUNNING BACK THROUGH THE CONDITION AND THAT THAT MIGHT JUST BE INFORMATION THAT WE PROVIDE TO THE BOARD.  
WE WILL HAVE TO SEE WHAT THAT FORMAT EVOLVES INTO.

>>PRESIDENT SCAMAN: OKAY.  
ANY OTHER QUESTIONS OR COMMENTS?  
TRUSTEE STRAW AND THEN TRUSTEE BUCHANAN.

>> I AM A BIG FAN OF THIS VISION ZERO PLAN AND I CERTAINLY ENCOURAGE EVERYONE TO READ ALL 127 PAGES OF IT.  
IT IS INCREDIBLY DETAILED AND I WOULD URGE YOU NOT TO STOP BEFORE YOU GET TO APPENDIX 3 BECAUSE APPENDIX 3 DISCUSSING POLICY AND PROCESS IMPLEMENTATION IS I THINK VERY VITAL AND I THINK IT IS ONE OF THE AREAS THAT YOU WENT INTO IN-DEPTH IN YOUR PRESENTATION AND I THINK THAT UNDERSTANDING WHAT VISION ZERO MEANS FOR OUR COMMUNITY AND HOW IT DIFFERS FROM OUR HISTORIC APPROACH REALLY COMES FROM THIS POLICY ORIENTATION WHERE WE ARE SHIFTING FROM A SOMEWHAT REACTIVE MODEL, WHERE OFTEN TIMES IT IS ON RESIDENTS TO PUT TOGETHER A PETITION TO COME BEFORE THE TRANSPORTATION COMMISSION.

HAVE ALL THAT DATA COLLECTED.

IN RECENT TIMES IT HAS BEEN A YEARS LONG PROCESS FOR FOLKS WHO HAVE CONCERNS AND WE CAN GET INTO ALL THE REASONS WHY THAT HAS BEEN A YEARS LONG PROCESS AND THE IMPACT OF COVID ON THAT.

WE DO NOT NEED TO DO IT HERE, BUT THIS IS ABOUT TAKING A PROACTIVE APPROACH WHERE STAFF WILL HAVE ACCESS TO AN EXPANDED TOOLKIT.

PRIOR BOARDS HAD TIED THE HANDS OF STAFF AND THE TRANSPORTATION COMMISSION WITH REGARDS TO VERTICAL DEFLECTION AND OTHER KEY PROVEN SAFETY TOOLS AND AS A RESULT, WE ONLY WERE ALLOWED TO HAVE STAFF AND THE COMMISSION IMPLEMENTING SPEED BUMPS AND SPEED HUMPS AT EXTERIOR BLOCKS AT THE VERY NORTH AND SOUTH END OF OAK PARK.

ALLOWING THOSE THINGS TO BE USED INTERNALLY IS A HUGE STEP FORWARD. ALLOWING STAFF TO MOVE QUICKLY AS IT SITUATIONS DEVELOP, WHERE WE SEE THAT THERE ARE UNSAFE CONDITIONS AT PARTICULAR INTERSECTIONS OR PARTICULAR PARTS OF THE NETWORK WITHOUT IT NECESSARILY HAVING TO COME BEFORE THE BOARD FOR EVERY PARTICULAR PROPOSAL I THINK IS VITAL. THESE ARE THINGS THAT SHOULD BE DONE ON A SAFE STREETS AS A POLICY PERSPECTIVE AND PREVIOUSLY WHEN WE HAVE TALKED ABOUT PETITIONS AND INTERSECTIONS, WE ALWAYS TALK ABOUT WHAT THE EXPECTED NUMBER OF CRASHES IS.

WHAT THE APPROPRIATE NUMBER OF CRASHES AT AN INTERSECTION IS AND CRASHES ARE GOING TO HAPPEN, BUT ACTUALLY HAVING THIS AS A POLICY THAT WE WANT ZERO FATAL OR SEVERE INJURY CRASHES AND HAVING THAT DRIVE OUR DESIGN APPROACH TO INTERSECTIONS CHANGES OUR THINKING AND IT CHANGES HOW WE APPROACH SAFE DESIGN AND I ALSO WANT TO SAY, I APPRECIATE YOU GETTING REALLY DOWN IN THE WEEDS ABOUT THINGS LIKE USING DIFFERENT CONTROL VEHICLES FOR THE DESIGN OF INTERSECTIONS.

WHAT THIS IS ABOUT IS INSTEAD OF DESIGNING INTERSECTIONS FOR REALLY, REALLY LARGE COMMERCIAL VEHICLES, YOU CAN - FOR CERTAIN STREETS, DESIGN FOR SMALLER COMMERCIAL VEHICLES AND AS A RESULT YOU CAN HAVE INTERSECTIONS THAT HAVE A SMALLER FOOTPRINT, WHICH CLOSES CROSSING DISTANCES, WHICH MAKE THOSE INTERSECTIONS ARE FAR SAFER FOR PEDESTRIANS.

SO I WANTED TO CALL OUT SOME OF THOSE FEATURES IN PARTICULAR BECAUSE I THINK THAT IT IS EASY TO TALK ABOUT THE BIG BROAD IDEAS, BUT THEY LOT OF WHAT IS GOING TO MAKE THIS PLAN WORK COMES IN THESE NITTY-GRITTY DETAILS AND I GET EXCITED ABOUT THOSE DETAILS.

CAN YOU TALK ABOUT AUTOMATED ENFORCEMENT AND SPEED CAMERAS? BECAUSE ONE OF THE RECOMMENDATIONS WAS AROUND ADVOCACY EFFORTS AND I THINK THAT IS SOMETHING THAT COULD HAVE A BIG IMPACT GOING FORWARD.

>> YEAH.

VERY OPPORTUNE, BUT I SAW IT JUST THE OTHER DAY.

NEW YORK CITY IS ONE OF THE FIRST CITIES IN THE COUNTRY TO ADOPT VISION ZERO AND HAS A ROBUST SPEED CAMERA PROGRAM THAT THEY JUST PUBLISHED NEW DATA ON THAT SHOWS THE LOCATIONS WHERE THEY HAVE SPEED CAMERAS AND SAW A 94% DROP IN SPEEDING.

ALMOST ELIMINATING SPEEDING.

IT IS CERTAINLY ONE OF THE MOST EFFECTIVE TOOLS THAT WE CAN IMPLEMENT TO ADDRESS THE MOST IMPORTANT ISSUE IN TERMS OF CREATING SAFER STREETS.

IT IS CERTAINLY VITAL AND I THINK THERE IS A LOT OF OPPORTUNITY RIGHT NOW.

THE CHICAGO METROPOLITAN AGENCY FOR PLANNING, CMAP, IS WORKING ON SAFETY ACTION PLANS FOR ALL THE COUNTIES IN THE REGION, INCLUDING COOK COUNTY.

SO I ANTICIPATE THIS WILL BE A MAJOR EFFORT THAT COMES OUT OF THAT PROGRAM AND SOMETHING THAT OAK PARK CAN LEND ITS VOICE AND SUPPORT TO, TO TRY TO GET THE NECESSARY CHANGES TO MAKE THAT THE TOOL THAT IS IN THE TOOLBOX.

>> I THINK PARTICULARLY BECAUSE WE HAVE A BUNCH OF EAST/WEST STREETS THAT ARE USED AS COMMUTER STREETS THAT SEE HIGHER SPEEDS, PARTICULARLY DURING RUSH HOUR AND WHERE THOSE RUSH HOURS OFTEN TIMES OVERLAP WITH SCHOOL PICKUP AND DROP-OFF TIMES.

HAVING SPEED CAMERAS, WHICH BOTH CAN GENERATE REVENUE TO FUND INFRASTRUCTURE IMPROVEMENTS AND CAN HAVE VERY SIGNIFICANT IMPACTS IN REDUCING SPEEDING IS SOMETHING THAT I WOULD BE VERY INTERESTED IN LOOKING AT, SHOULD WE BE ABLE TO PERSUADE THE STATE TO ALLOW MUNICIPALITIES LIKE OURS TO USE THOSE.

ONE THING THAT I DID NOT SEE - ONE BEHAVIOR THAT I DID NOT SEE DISCUSSED AND I DON'T KNOW WHETHER IT FOLDS INTO ONE OF THE THREE UMBRELLA BEHAVIORS IS PASSING ON THE RIGHT IN THE PARKING LANES OR OTHER NONDRIVING PAVED LANES.

IT SEEMS TO ME - IT WAS ONE OF THE ISSUES IDENTIFIED BY A COUPLE OF OUR YOUNGER COMMENTERS TONIGHT AND IT IS SOMETHING I HAVE SEEN SEVERAL TIMES AND NEAR MISSES I HAVE WITNESSED AND WHETHER THERE ARE ANY SPECIFIC TOOLS IN THE TOOLKIT TO ADDRESS THAT AND ELIMINATE OPPORTUNITIES FOR PASSING ON THE RIGHT, PARTICULARLY AT INTERSECTIONS.

>> YEAH.

THAT IS DEFINITELY SOMETHING WE HEARD FROM COMMUNITY MEMBERS. IT IS HARD TO PARSE IT OUT IN THE DATA BECAUSE OF THE SPECIFICITY THAT THE CRASH REPORTS TEND TO GIVE AND WE READ THROUGH ALL OF THESE SEVERE AND FATAL CRASH REPORTS, BUT IN TERMS OF BEING ABLE TO CALL THAT FROM ALL THE AVAILABLE DATA, IT IS NOT THAT SPECIFIC, BUT DEFINITELY THROUGH COMMUNITY ENGAGEMENT, A BEHAVIOR CAME UP. SOME OF THE TOOLS THAT ARE IN HERE THAT ADDRESS THAT, I THINK THERE IS A LOT OF TRAFFIC CALMING.

WE TALK ABOUT VERTICAL DEFLECTION, BUT ALSO THERE IS HORIZONTAL DEFLECTION, WHICH ARE THINGS THAT HAVE TO DRIVE AROUND. CURB EXTENSIONS, (WORD?), OTHER THINGS THAT BLOCK WHAT MIGHT BE THE PARKING LANE COULD REALLY BE EFFECTIVE AT DETERRING SOME OF THE PASSING ON THE RIGHT AND UNDERUTILIZED PARKING LANES MAY BE.

>>TRUSTEE STRAW: DEFINITELY INTERESTED IN RAPID DEPLOYMENT OF SOME OF THOSE WITH POSTS AS WE HAVE DISCUSSED PREVIOUSLY.

>> THAT WOULD BE THE INTENT.

USUALLY FOR ANY CROSSING OF A MAJOR ROADWAY ESPECIALLY IS TRYING TO LIMIT THE OPPORTUNITY FOR CARS TO GO BEYOND THAT WITH EITHER PAINT AND POST-OR PERMANENT DEPENDING ON HOW FAST WE WANT TO IMPLEMENT IT OR IF WE WANT TO DO SOME CAPITAL IMPROVEMENTS.

>>TRUSTEE STRAW: LAST QUESTION AND I APPRECIATE MY COLLEAGUES TOLERANCES.

OBVIOUSLY THIS IS AN AREA OF GREAT INTEREST FOR ME. IN THIS YEAR'S CAPITAL IMPROVEMENT PLAN WE SET ASIDE SIGNIFICANT FUNDS FOR THE IMPLEMENTATION OF VISION ZERO IN THAT YEAR ONE.

HOW DOES STAFF EXPECT TO ROLL THIS OUT?

WHAT SHOULD WE EXPECTING TO SEE IN THAT YEAR ONE, YEAR ZERO VERSUS IN OUT YEARS?

>> YOU ARE JUMPING INTO NEXT STEPS, BUT.

>> I AM READY FOR NEXT STEPS.

>> WE HAVE FUNDING SET ASIDE FOR A NUMBER OF LIQUIDATIONS IN THE VISION ZERO PLAN.

ONE BEING \$1.4 MILLION IN EXPENDITURES FOR IMPLEMENTATION OF THE VISION ZERO PLAN, MOSTLY FUNDED THROUGH A SAFE STREETS FOR ALL GRANT FOR HIGHWAYS.

IT WAS JUST UNDER \$1.2 MILLION.

80% OF \$1.4 MILLION.

THE RECENT EXECUTIVE ORDER DOES AFFECT THE GRANT POTENTIAL.

SO WE HAVE TO SEE HOW THAT PROCESS IS GOING TO PLAY OUT FOR THE FEDS  
RELEASING THOSE GRANT FUNDS.

PREVIOUSLY WE WERE ALREADY IN NEGOTIATIONS WITH FEDERAL HIGHWAYS FOR  
AN AGREEMENT FOR THAT GRANT AND WE WERE ORIGINALLY HOPEFUL TO PRESENT  
A GRANT AGREEMENT TO THE BOARD THIS WINTER AND START TRYING TO MOVE  
FORWARD WITH IMPLEMENTATION OF THE VISION ZERO RECOMMENDATIONS.  
WE ALSO HAVE TO SEE HOW THAT POT OF MONEY PLAYS OUT WITH THIS  
EXECUTIVE ORDER IF THE FUNDS ARE FROZEN OR IF WE CAN MOVE FORWARD WITH  
THAT.

THERE ARE OTHER THINGS IN THE CAPITAL IMPROVEMENT PLAN THAT WE ARE  
LOOKING TO IMPLEMENT.

LIGHTING IS RECOGNITION THAT ALEX MENTIONED.

A LOT OF THE ACCIDENTS, WHICH IS NOT UNCOMMON TO HAPPEN DURING DARKER  
HOURS.

2025 AND BEYOND YEARS INCLUDE RECOMMENDATIONS AND PROJECTS FOR  
UPGRADING THE STREET LIGHTING IN OAK PARK.

NOT JUST FOR ENVIRONMENTAL REASONS FOR LEDS, BUT FOR SAFETY REASONS.  
SO WE HAVE BEEN DOING A PHOTO ANALYSIS, LOOKING AT LIGHTING LEVELS TO  
ACHIEVE THE SAFETY END OF IT AS THE ENERGY EFFICIENCY.

SO WE HAVE PLANS TO START IN PREVENTING THAT IN 2025.

THERE ARE FUNDS IN THAT THE CAPITAL IMPROVEMENT FUND FOR TRAFFIC  
CALMING LETTER FOR RECOMMENDATIONS FROM THE COMMISSION AND STAFF FOR  
IMPLEMENTING ESSENTIALLY TRAFFIC CALMING BY POLICY.

WHAT YOU WILL BE SEEING ON THE UPCOMING ROADWAY RESURFACING JOBS AND  
WATER AND SEWER IMPROVEMENT JOBS IS JUST THAT.

WE WOULD BE DOING BUMP OUTSIDE INTERSECTIONS.

THE TRAFFIC CALMING, CROSSWALK ENHANCEMENTS AND THROUGHOUT THE VILLAGE  
IT IS PART OF THE CAPITAL IMPROVEMENT PROJECTS.

WE HAVE TO SEE HOW THAT GRANT WILL BE PLAYED OUT FOR THAT BIG BOTTOM  
LINE.

>>TRUSTEE STRAW: I WOULD BE REMISS IF I DID NOT THINK CHAIR BURKE  
FOR ALL OF HIS EXCEPTIONAL EFFORTS ON THIS.

IT HAS BEEN A LONG TIME COMING AND A LOT OF WORK, BOTH FOR STAFF AND  
FOR THE TRANSPORTATION COMMISSION.

YOU KNOW, IT IS JUST REALLY EXCITING TO SEE IT HERE BEFORE US.

>>PRESIDENT SCAMAN: AGREED.

SUSAN?

>>TRUSTEE BUCHANAN: I WANT TO JOIN THAT CHORUS.

GRATITUDE ON ALL OF THIS MASSIVE REPORT.

IT IS FANTASTIC AND VERY EXCITING.

I HAD A FEW QUESTIONS FOR CLARIFICATION.

WE HAD TALKED ABOUT BEG BUTTONS PREVIOUSLY AND HOW THE BIKE/WALK FOLKS  
WANTED TO HAVE BEG BUTTONS AND IT TURNS OUT TO BE THE OTHER WAY AROUND  
AND YOU GAVE US BEG BUTTONS AND NOW IT LOOKS LIKE WE'RE TALKING MY  
GOING THE OPPOSITE DIRECTION.



>> THE RECOMMENDATIONS IN THE VISION ZERO PLAN ARE CONSISTENT WITH WHAT WE COMMUNICATED TO THE BOARD. WE HAVE AN UPCOMING BOARD ITEM, HOPEFULLY IN MID FEBRUARY FOR AN AGREEMENT WITH CIVIL TECH TO LOOK AT ALL OF OUR SIGNALS FROM A TIMING PERSPECTIVE SO WE CAN IMPLEMENT PEDESTRIAN INTERVALS AND PEDESTRIAN RECALL WHERE PEDESTRIANS GET THE AUTOMATIC WALK SIGNAL. ALSO BOUNCING THAT WITH ANY TRAFFIC NEEDS. CERTAIN TIMES A DAY WE CAN OPERATE AND MAYBE IT IS 24/7. WE WANTED TO LOOK AT THAT SO WE CAN BE EFFICIENT FROM A TRAFFIC PERSPECTIVE AND ADDRESS THE SAFETY NEEDS AS WELL. WE HAVE A AN ITEM IN THE BUDGET AND HOPEFULLY WE WILL HAVE AN ENGINEERING AGREEMENT IN MID FEBRUARY OR THAT TIMEFRAME AND THOSE ARE REALLY CONSISTENT WITH WHAT YOU SEE IN THE VISION ZERO PLAN. IF YOU GO TO THE RECORDATION PAGES FOR THAT, THEY WILL GIVE MORE DETAIL ON THAT. I UNDERGO PRACTICAL AND THINGS LIKE THAT.

>> OKAY, THANKS.

THE NEXT ONE IS ABOUT RED LIGHT CAMERAS, WHICH CAME UP SEVERAL TIMES IN THE REPORT. IS THAT JUST FOR RIGHT TURN ON RED? CAN YOU REMIND ME?

>> THESE WOULD BE, DEPENDING ON THE LAYOUT OF THE SIGNAL FOR ANY CAR VIOLATING THE RED LIGHT MOVEMENT.

SO THAT IS ONE OF THE ITEMS THAT YOU WANT TO LOOK AT.

IF THERE ARE INTERSECTIONS WHERE WE WOULD ENFORCE THE RIGHT TURN ON RED VIA A RED LIGHT CAMERA OR THROUGH MOVEMENT THAT WE WOULD WANT TO HAVE A SENSOR OUT THERE, THAT RED LIGHT ENFORCEMENT OF SIGNALS IS ONE OF THE THINGS WE REALLY WANTED TO HIGHLIGHT TO THE BOARD AS A RECOMMENDATION TO THIS BECAUSE THERE COULD BE A LOT OF COMMUNITY FEEDBACK ON THAT.

THE CURRENT RECOMMENDATION AND VISION ZERO IS TO IMPLEMENT THOSE AT THE SIGNALIZED INTERSECTIONS THAT ARE ON THE HIGH INJURY NETWORK. SO THAT IS REALLY ADDRESSING THOSE INTERSECTIONS FROM A DATA PERSPECTIVE WE HAVE THE MOST SEVERE ACCIDENTS FOR CARS AND PEDESTRIANS AND BIKES.

YOU KNOW, THE BOARD CAN ALSO LOOK AT, IS THAT SOMETHING THAT WE SHOULD BE DOING SYSTEMWIDE?

IS THAT SOMETHING WE SHOULD BE DOING ON THE PERIMETER STREETS?

IT IS REALLY SOMETHING WE WANTED TO GET FEEDBACK ON.

SHOULD WE INCLUDE A RECOMMENDATION FOR RED LIGHT CAMERAS IN THE VISION ZERO PLAN?

A WORK PLAN ITEM FOR THE COMMISSION.

SO WE WOULD START LOOKING AT, WHAT DOES A RED LIGHT CAMERA SYSTEM LOOK LIKE FOR THE VILLAGE?

WE WOULD USE THAT COMMISSION AS THE SOUNDING BOARD FOR THAT AND ULTIMATELY COME BACK WITH RECOMMENDATION TO THE BOARD FOR HERE IS A VENDOR FOR A RED LIGHT CAMERA SYSTEM.

HERE IS THE RULES ASSOCIATED WITH IT.

WE WOULD HAVE BUDGETARY NUMBERS ASSOCIATED WITH IT AT THE TIME, BUT IT IS A SAFETY IMPROVEMENT.

IF THE BOARD WANTS TO KEEP THE RECOMMENDATION IN THEIR WE WOULD START WORKING ON THAT WITH THE COMMISSION IN 2025 TO DEFINE THE RECOMMENDATION AND PRESENTED TO THE BOARD FOR FORMAL ADOPTION.

>> OKAY.

JUST THE LAST ITEM ON MY MIND, THERE IS A LOT ABOUT COMMUNITY ENGAGEMENT IN THIS REPORT, THIS EFFORT, WHICH WAS FANTASTIC. CLEARLY THERE WAS A LOT OF ENERGY PUT TOWARD HEARING FROM THE COMMUNITY, HOWEVER, I AM CONCERNED THAT - NOT SOMETIMES, WE HAVE A LOT OF RESIDENTS THAT IT IS NOT CONVENIENT TO COME OUT AND PARTICIPATE IN ENGAGEMENT AND I WANT TO MAKE SURE THAT - I GUESS I WANT REASSURANCE FROM YOU THAT IT IS NOT JUST THOSE VOICES THAT WERE ABLE TO ENGAGE THAT WERE ABLE TO GET THE TRAFFIC CALMING ON THEIR STREETS.

>> I CAN TALK ABOUT ENGAGEMENT AS PART OF THE PROCESS AND IN TERMS OF MAYBE THE SECOND PART OF YOUR QUESTION I CAN ALSO ADDRESS BOTH AND WE CAN DO THAT TOGETHER, BUT IN TERMS OF ENGAGEMENT FOR THE PLAN, CERTAINLY WE WANTED TO USE A DIVERSE ARRAY OF TACTICS TO TRY TO HEAR FROM DIFFERENT PEOPLE.

SO WE HAD OPEN HOUSE MEETINGS, WHICH ARE MORE LIKE YOU WOULD SPECIFICALLY COME TO THIS MEETING.

WE MADE A LOT OF EFFORT TO PUBLICIZE THOSE AND GOT GREAT TURNOUT OF THOSE, BUT WE ALSO WANTED TO DO LIKE WHAT WE CALL POP-UP ENGAGEMENTS WHERE WE WERE AT THE FARMERS MARKET OR AT A DAY IN OUR VILLAGE AND ABLE TO INTERACT WITH PEOPLE WHO MAYBE WERE NOT SEEKING OUT THE OPPORTUNITY TO COME AND TALK ABOUT SAFE STREETS, BUT COULD GET THEIR INPUT THAT WAY.

IT DIRECTED THEM TO SURVEYS OR ONLINE ACTIVITIES THAT WE HAD, WHICH WE GOT GREAT FEEDBACK THROUGH.

WE ALSO SPECIFICALLY DID FOCUS GROUPS WITH STUDENTS, WITH OLDER ADULTS.

WITH SPANISH-SPEAKING RESIDENTS AND AFRICAN-AMERICAN RESIDENTS TO MAKE SURE WE WERE ABLE TO DIVE DEEPER INTO ISSUES THAT AFFECT THOSE COMMUNITIES THAT ARE MOST AFFECTED BY TRAFFIC CRASHES.

WE TOOK WHAT WE FEEL IS A COMPREHENSIVE APPROACH TO HEARING DIVERSITY THROUGHOUT THE PROCESS AND SOME OF THE RECOMMENDATIONS AROUND THE TRAFFIC CALMING ARE REALLY ABOUT HOW TO BALANCE RESPONDING TO THE FEEDBACK THAT YOU DO HEAR FROM RESIDENTS, BUT ALSO TO A LOT OF THE COMMENTS TAKING PROACTIVE APPROACH WHERE WE KNOW PEOPLE ARE WALKING AND BIKING AND WHERE WE KNOW THERE IS A HISTORY OF ISSUES OR

CONDITIONS OR SIMILARITIES TO NOT JUST BE RESPONDING, BUT THINKING ABOUT HOW WE CAN BE MORE PROACTIVE.

>> TO ALEX'S POINT, I DON'T THINK I HAVE BEEN INVOLVED IN A PLANNING EFFORT THAT HAS DONE SO MUCH OUTREACH AND GOTTEN SO MUCH INPUT FROM THE COMMITTEE, HOWEVER, YOU ARE NEVER GOING TO BE ABLE TO GET ENGAGEMENT FROM EVERYONE, RIGHT?

THOSE ARE THINGS WE WANTED TO HIGHLIGHT TO THE BOARD IS THAT THE RECOMMENDATION IN THE POLICIES, A LOT OF THEM ARE GOING TO AFFECT EVERYBODY WITHIN THE VILLAGE.

THINGS LIKE INSTALLING SPEED BUMPS OR SPEED TABLES AND INTERIOR STREETS FOR THE VILLAGE GREETED THEY WILL IMPACT EVERYONE THAT DRIVES ON THE STREETS.

THEY ARE NOT NECESSARILY A TOOL THAT EVERYBODY LOVES.

PROBABLY IF YOU ARE A MORE CONSCIENTIOUS DRIVER YOU HAVE TO NAVIGATE THOSE ON A DAILY BASIS, YOU MAY NOT BE A FAN OF THOSE AND WE ARE CERTAINLY GOING TO HEAR SOME COMMUNITY PUSHBACK FROM THAT AND THOSE ARE PROBABLY GOING TO BE FROM PEOPLE THAT MAY BE WERE NOT ENGAGED IN THE PROCESS.

EVEN THINGS LIKE BUMP OUTS.

WE TEND TO GET LESS COMMENTS FROM RESIDENTS WHEN WE ARE ABLE TO CONSTRUCT THOSE AS PART OF A CAPITAL IMPROVEMENT THEY ARE BUILT WITH CONCRETE CURB AND GUTTER AND THEY HAVE GRASS AND AND THEY BLEND INTO THE SURROUNDINGS, BUT A LOT OF VISION ZERO IS TRYING TO DO QUICK BUILDING SOLUTIONS WITH PAIN AND POST TREATMENTS.

THOSE ARE TREATMENTS THAT AS A COMMUNITY WE GET NEXT FEEDBACK ON. IT RESIDENTS, TRAFFIC SAFETY AND TRAFFIC VIOLENCE AND CARS SPEEDING IS PERSONAL TO THEM AND SUMMIT IS NOT.

AS IMPLEMENT IN TRAFFIC CALMING BY POLICY AND STAFF, WE WILL BE RUNNING OUT THERE AND BUILDING A LOT OF THESE AS PART OF PROJECTS. NOT NECESSARILY ENGAGING THOSE RESIDENTS ON THE BLOCKS, MORE INFORMING THEM AND WE WILL BE DOING A ROADWAY RESURFACING PROJECT AND IT WILL INCLUDE SAFETY IMPROVEMENTS AT THIS INTERSECTION SUCH AS XYZ AND WE ARE LIKELY TO GET PUSHBACK FROM THE COMMUNITY MEMBERS ON THAT AND WE NEED TO UNDERSTAND THAT THAT IS GOING TO BE PART OF THAT AND JUST EXPLAIN WHAT THE GOAL IS, BUT IT WILL BE A LIKELY OUTCOME OF THIS.

>>TRUSTEE BUCHANAN: OKAY, THANK YOU.

>>PRESIDENT SCAMAN: TRUSTEE WESLEY?

>>TRUSTEE WESLEY: LOVE IT.

NO, I WILL NOT RE-SAY ALL THE THINGS MY COLLEAGUES HAVE SAID.

I LOVE THIS PLAN AND I THINK IT IS AMAZING.

I'M A BIG FAN AND HAVE BEEN WAITING FOR THIS FOR A LONG TIME.

BEEN TALKING IT UP IN THE COMMUNITY AND TRY TO GET FOLKS TO COME OUT FOR ENGAGEMENT.

LETTING FOLKS KNOW, HEY, I KNOW YOU ARE TALKING THAT ROADS ARE UNSAFE. WE ARE WORKING ON IT.

VISION ZERO IS COMING.

IT WILL BE THE THING THAT ALLOWS US TO DO THIS BY POLICY AND THIS IS EVERYTHING THAT I THOUGHT IT WAS GOING TO BE.

I APPRECIATE THAT AND I'M GLAD THAT I CAN GO BACK TO SOME OF THOSE FACEBOOK POSTS AND GROUPS IN SAY, TOLD YOU.

AND BECAUSE THERE WAS A LOT OF SKEPTICISM.

A LOT OF PEOPLE DO NOT HAVE FAITH IN GOVERNMENT, BUT WE KILLED IT. THANK YOU.

THAT IS NUMBER ONE.

SO THERE IS A MENTION IN HERE AND I THINK IT IS NUMBER THREE ON THE STRATEGIES ABOUT COMPLETE STREETS OR COMPLETE NETWORKS AND I KNOW WE HAVE A PLAN THAT WAS LAST UPDATED IN 2012.

WHAT IS THE ROADMAP TO UPDATING THAT PLAN TO INCLUDE ALL OF THE THINGS THAT WE HAVE BEEN TALKING ABOUT, TRAFFIC SAFETY, BIKE SAFETY, PROTECTED BIKE LANES, THE WHOLE 9 YARDS SO WHEN WE LOOK AT AN INTERSECTION, HISTORY OR WHAT HAVE YOU, YOU KNOW WHAT IT IS SUPPOSED TO LOOK LIKE, WHAT IT IS GOING TO LOOK LIKE, WHAT IS THE PLAN AND STRATEGY AND EVERYTHING GOING FORWARD ON THE STREET BY STREET?

>> YES.

ONE OF THE PIECES THAT WE INCLUDED IN THE GRANT APPLICATION WAS AROUND UPDATING THE COMPLETE STREETS POLICY AND SPECIFICALLY CREATING A COMPLETE STREETS DESIGN GUIDE AND HANDBOOK, WHICH WOULD REALLY BE FOR STAFF GIVING THOSE STANDARD DETAILS OF WHAT A RAISED CROSSWALK LOOKS LIKE AND MAKING IT EASIER TO IMPLEMENT THOSE.

THAT IS ONE OF THE ITEMS IN THOSE FUNDS AND WHAT IT WOULD GO TO.

>> THAT IS PART OF THE SAFE STREETS FOR ALL GRANT PROGRAM.

HOPEFULLY WE GET TO MOVE FORWARD WITH THAT.

IT IS A PLANNING AND DEMONSTRATION GRANT SO THERE ARE PLANNING ASPECTS OR THINGS THAT MAYBE THE VISION ZERO PLAN DID NOT FULLY DEVELOP. THOSE ARE USUALLY PART OF THAT GRANT PROGRAM FOR IMPLEMENTATION AND THERE ARE QUICK BUILDS AS PART OF THAT AS WELL.

>>TRUSTEE WESLEY: GOT IT.

THANK YOU.

I DON'T KNOW WHAT WILL HAPPEN WITH THE GRANT.

I KNOW WE ARE FIGURING THAT OUT.

IF IT FALLS THROUGH I STILL WANT TO SEE THAT HAPPEN.

I WOULD LOVE TO HAVE THAT COME BACK SEPARATELY TO THE BOARD IF WE GET TO THAT POINT.

>> ON THE PLEA STREETS POLICY PERIOD THIS IS NATURALLY UNDERSTOOD AS WE ARE TALKING ABOUT IT, BUT WHAT I GET EXCITED ABOUT IS THE PLAN, ONCE IT IS ADOPTED, WE HAVE DIRECTION, THERE ARE RECOMMENDATIONS WHERE IT WILL REQUIRE BOARD ACTION AND THIS IS A SIGNIFICANT ONE WITH COMPLETING THE STREETS POLICY AND IT WOULD BECOME PART OF THE WORK PROGRAM.

OUR WORK PROGRAM IN YOUR WORK PROGRAM WILL COME BACK ON THE AGENDA AFTER THE PLAN IS ADOPTED.

SO WE WILL SCHEDULE IT ACCORDINGLY OF COURSE, BUT IT WILL COME BACK TO YOU FOR DISCUSSION AND CONSIDERATION.

THAT IS ANOTHER POLICY DECISION POST ADOPTION OF THE PLAN.

>> SHOULD THOSE GRANT FUNDS NOT BE REALIZED BECAUSE OF THE CURRENT EXECUTIVE ORDER, I'M SURE WE WOULD BE ENGAGING THE BOARD WITH REGULATIONS ON NEXT STEPS FORWARD BECAUSE THAT WAS A PRIMARY FUNDING MECHANISM THAT WE INCLUDED IN THE 2025 CAPITAL PLAN FOR IMPLEMENTATION OF VISION ZERO.

WE WOULD HAVE TO REENGAGE THE BOARD ON OPTIONS ON HOW TO MOVE FORWARD IF THOSE GRANT FUNDS DID NOT GET REALIZED.

>>TRUSTEE WESLEY: PERFECT, THANK YOU.

I JUST WANT TO TOUCH ON REALLY QUICK, YOU KNOW, THE IMMENSE AMOUNT OF PUBLIC COMMENT THAT WE GOT TODAY AND SOME OF THE THINGS THAT I SAW. JUST TOUCH A LITTLE BIT ON WHY THIS IS REALLY IMPORTANT TO ME AND WHY IT SHOULD BE IMPORTANT TO THE WHOLE VILLAGE AND I WILL NOT SPEND A BUNCH OF TIME GIVING A SPEECH, BUT WHAT I SAW IT EARLIER IN THIS MEETING WAS A LOT OF OUR KIDS COME UP AND HOW OUR STREETS ARE NOT SAFE FOR THEM TO GET TO SCHOOL FOR THEM TO GO OUT AND PLAY AND FOR THEM TO LIVE IN THIS VILLAGE AND I HEARD BEFORE THAT A PUBLIC COMMENT OR WHO READ OFF A LIST OF NAMES OF FOLKS WHO HAD BEEN KILLED ON OUR STREETS OVER THE PREVIOUS FEW YEARS AND ALL OF THOSE FOLKS WERE 55 YEARS OR OLDER AND SO WHAT I'M HEARING IS THAT OUR STREETS ARE NOT SAFE FOR OUR MOST VULNERABLE POPULATIONS IN OUR VILLAGE AND SO I WANT TO JUST HIGHLIGHT HOW THIS PLAN IS SUPER IMPORTANT TO HELPING MAKE THOSE VULNERABLE POPULATION SAFE BECAUSE THEY DO NOT FEEL SAFE RIGHT NOW AND WE HAVE DATA SHOWING THAT THOSE FEARS ARE NOT UNFOUNDED.

I WANT TO TIE THAT TOGETHER AND SAY THAT I REALLY APPRECIATE HOW MUCH DETAIL AND IMPACT AND WORK THAT YOU PUT INTO THIS SO THAT WE CAN START THE WORK OF MAKING THOSE POPULATIONS SAFE ON OUR STREETS AGAIN.

JUST WANTED TO CALL IT OUT AND SAY THANK YOU FOR THAT.

THE TARGETED ENFORCEMENT ASPECT OF THIS, LOVE IT.

LOVE IT, LOVE IT.

IS THAT SOMETHING THAT YOU COULD DO REAL-TIME OR REAL ISSUE TIME?

>> THEY ARE MONTHLY.

WE GET DATA IN MONTHLY BATCHES THAT GET UPDATED ON THE SOFTWARE.

>> WHAT ABOUT THE RADAR SPEED SIGNS?

CAN YOU GET THAT DATA SEMI-REAL-TIME?

>> THAT, THAT IS AN ONLINE SOFTWARE SYSTEM THAT YOU HAVE A SUBSCRIPTION TO ALONG WITH THE SIGN.

WE CAN PULL UP THAT DATA ALMOST REAL-TIME FOR THOSE.

>>TRUSTEE WESLEY: DO YOU KNOW IF THERE'S ANYBODY THAT IS DOING TARGETED ENFORCEMENT WITH THOSE IN REAL-TIME?

DO YOU WANT TO BE THE FIRST?

>> WE CANNOT RIGHT NOW.  
PER STATE LAW ONLY MUNICIPALITIES OVER A MILLION CAN DO SPEED ENFORCEMENT USING AUTOMATED METHODS.  
THAT IS ONE OF THE RECOMMENDATIONS IS TO TRY TO ADVOCATE FOR CHANGING STATE LAW TO ALLOW US TO USE THAT TOOL.  
SHOULD THAT TOOL BECOME AVAILABLE TO US WE WOULD CERTAINLY REENGAGE THE BOARD ON HOW WOULD WE USE THAT TOOL IN THE VILLAGE?  
WHETHER OR NOT IT IS ONLY LIMITED TO SCHOOLS AND PART ZONES, WE DON'T KNOW WHAT THOSE LIMITATIONS MAY OR MAY NOT BE AROUND IT.

>>TRUSTEE WESLEY: I THOUGHT THE SPEED LAW WAS SPEED CAMERAS AND AUTOMATED ENFORCEMENT OF THE CAMERA.  
LIKE THE RED LIGHT CAMERAS WHERE YOU ARE AUTOMATICALLY ISSUED A TICKET VERSUS DASHBOARD, SEEING THE SPEED AND SAYING, HEY, WE ARE SEEING SPEEDS ABOVE 10 MILES AN HOUR ABOVE THE SPEED LIMIT, WE SHOULD ROLL CARS OVER THERE.

>> THAT WE CAN CERTAINLY DO.  
THAT WE CAN USE AS ANOTHER TOOL TO HELP INFORM POLICE OF WHERE TO DO TARGETED ENFORCEMENT.  
YES.

JUST THE ISSUING OF A TICKET WOULD HAVE TO BE BY A PERSON.

>>TRUSTEE WESLEY: ABSOLUTELY.  
THIS SOUNDS INCREDIBLY EFFICIENT TO ME IF WE KNOW IF WE ARE DOING ENFORCEMENT AND WE WANT TO - BECAUSE WE CANNOT DO AUTOMATED ENFORCEMENT FROM THE SPEED CAMERA ASPECT, BUT IF WE KNOW THERE IS SPEEDING GOING ON IN THE CORRIDOR BASED ON THE DATA WE ARE PULLING BACK, WE CAN THEN DIRECT THE POLICE MORE EFFECTIVELY SO THEY ARE IN THE AREAS THEY NEED TO BE.

>> IN GENERAL I THINK THE PLEASE HAVE A GOOD IDEA OF WHERE SPEEDING EXISTS IN THE VILLAGE.  
IT IS ALSO A RESOURCE ISSUE AS WELL.

>> ACTUALLY, WE HAVE USED THE SOFTWARE FROM URBAN SPK AND WE HAVE PUT OFFICERS IN THE AREA.  
WE HAD TRAINED FIVE SUPERVISORS TO GET THE REST OF THE SYSTEM.  
THEY LOVED IT AND WE HAVE BEEN USING IT TO PUT OFFICERS IN CERTAIN PLACES TO ENFORCE.

>> LOVE IT.  
THANK YOU FOR THAT.

>>TRUSTEE WESLEY: THE RED LIGHT CAMERAS PRETTY SORRY, MARK?

>> RON BURKE, CHAIR OF THE TRANSPORTATION COMMISSION.  
I WANT TO MENTION THAT THE COMMISSION SPENT A GOOD DEAL OF TIME TALKING ABOUT THE ENFORCEMENT COMPONENTS OF THIS PLAN AND REALLY APPRECIATE THE EFFORT THAT WENT INTO IT AND THE COLLABORATION WITH THE POLICE DEPARTMENT.

WHERE WE LANDED WAS THIS IS PROBABLY THE SECTION OF THE PLAN THAT WILL REQUIRE SOME OF THE MOST ADDITIONAL KIND OF ENGAGEMENT FOR IMPLEMENTATION.

NOT THAT THE OTHER COMPONENTS WANT, BUT ONE OF THE THINGS I LOVE ABOUT THE PLAN IS IT CREATES THE TRAFFIC CALMING BY POLICY WHERE WE ARE NOT OVERLY DEPENDENT ON PEOPLE -- AGENCY TO IMPLEMENT IMPROVEMENTS WHERE THEY ARE NEEDED MOST.

IT ESTABLISHES PRIORITIES THROUGH THE HIGH INJURY NETWORK. TO TRUST THE ROBINSONS QUESTION, THERE'S A SITTING RECOMMENDATION TO PRIORITIZE STREETS WHERE SPEEDING IS ESPECIALLY EXCESSIVE.

WE TALKED ABOUT THE AVAILABILITY OF THAT DATA.

WE WILL BE IN A POSITION WHERE WE HAVE THE POLICY AND RESOURCES TO IMPLEMENT THESE INFRASTRUCTURE IMPROVEMENTS AS A MATTER OF COURSE AND NOT JUST SOME NEW ADD-ON THAT WE JUST THREW OUT THERE.

IT WILL BE PART AND PARCEL HOW WE DESIGN AND REDO OUR STREETS.

A FANTASTIC READ OF THE IMPORTANT PIECE THE OTHER HAND IS A LITTLE TRICKY.

WE TALKED QUITE A BIT ABOUT AUTOMATED ENFORCEMENT.

I SPENT A GOOD DEAL OF MY CAREER WORKING ON THIS.

A GOOD FIVE OR SIX YEARS AND I WAS INVOLVED IN THE PASSAGE OF THE LAW THAT WE WERE REFERENCING AND SO WHETHER IT IS AUTOMATED ENFORCEMENT, WHICH CAN BE, WHEN DONE RIGHT, REALLY EFFECTIVE AND WHEN DONE WRONG CAN BE A REALLY BAD THING.

THEY'RE ALL PROBABLY FAMILIAR WITH RED LIGHT CAMERAS IN COMMUNITIES THAT HAVE BEEN PUT IN JUST TO GENERATE REVENUE AND NOT IMPROVE SAFETY AND HAVE GIVEN RED LIGHT CAMERAS A BAD NAME IN SOME RESPECTS, BUT WHEN THEY ARE IMPLANTED PROPERLY THE SAFETY IN MIND THEY CAN BE VERY EFFECTIVE.

THERE IS OTHER TARGETED ENFORCEMENT...CAN BE A SENSITIVE TOPIC.

I'M HOPING THAT BETWEEN STAFF, BOTH THE TRANSPORTATION STAFF AS WELL AS THE POLICE DEPARTMENT AND THE VILLAGE BOARD CAN GIVE THIS ADDITIONAL THOUGHT BECAUSE IT IS SUPER IMPORTANT.

I THINK IT IS A NICE JOB IN OUTLINING THE KEY GOALS AND STRATEGIES, BUT IT WILL TAKE A LITTLE MORE THOUGHT AND COORDINATION TO GET IT RIGHT.

>>TRUSTEE WESLEY: GOT IT.

THANK YOU.

SPEAKING OF RED LIGHT CAMERAS, NOT A BIG FAN.

I KNOW WE TARGET THE HIGH INJURY NETWORK.

ARE WE SEEING DATA THAT GIVES US THE THOUGHT THAT WE SHOULD BE IMPLEMENTING RED LIGHT CAMERAS?

I WILL JUST SAY AND THIS IS ANECDOTALLY, I SEE A LOT OF THE UNSAFE TRAFFIC BEHAVIORS IN MY OWN PERSONAL EXPERIENCE.

I HAVE NOT SEEN MUCH OF PEOPLE RUNNING RED LIGHTS IN OAK PARK.

>> ONE OF THE IMPORTANT THINGS WE HAVE SEEN AND THE EVIDENCE AROUND RED LIGHT CAMERAS AS THEY ARE EFFECTIVE AT REDUCING SEVERE CRASHES AT THE INTERSECTIONS THEY ARE INSTALLED, NOT JUST IN TERMS OF LIKE CRASHES DIRECTLY RELATED TO RED LIGHT RUNNING, BY IMPROVING SAFETY AND REDUCING CRASHES AT THOSE INTERSECTIONS OVERALL. WHILE I WOULDN'T SAY RED LIGHT RUNNING WAS THE PREEMINENT ISSUE THAT WE SAW IN SEVERE CRASHES, WE STILL THINK THERE IS A MAJOR BENEFIT TO THEM FOMENTING THOSE TOOLS THAT CAN MAKE THOSE INTERSECTIONS ON THE HIGH INJURY NETWORK MORE SAFE AND ENFORCE THAT BEHAVIOR HOPEFULLY.

>> GOT IT.

THANK YOU.

GREAT ANSWER ACTUALLY.

>> THERE IS DIFFERENT METHODOLOGIES ABOUT IMPLEMENTING RED LIGHT CAMERAS.

PER STATE GUIDANCE AND REQUIREMENTS AROUND RED LIGHT CAMERAS YOU CAN EITHER DO A TRAFFIC STUDY TO VALIDATE THE NEED BASED ON THE DATA AND ANALYZING THE CRASHES OR THE MUNICIPALITY CAN ESSENTIALLY REQUEST A RED LIGHT CAMERA AT A GIVEN INTERSECTION.

THERE ARE TWO APPROACHES AND THAT WOULD BE STUFF THAT WE WOULD HAVE TO WORK THROUGH WITH THE COMMISSION, WHETHER OR NOT THAT IS A MORE DATA DRIVEN APPROACH OR AN APPROACH JUST LOOKING AT THE POTENTIAL FOR CRASHES AT THESE INTERSECTIONS ON THE HIGH INJURY NETWORK.

VENDORS CAN DO SOME OF THE SAFETY STUDIES FOR YOU OR THEY CAN BE DONE BY THE VILLAGE THEMSELVES OR THEY CAN BE FOREGONE.

>> I WILL KEEP AN OPEN MIND THEN.

>>TRUSTEE WESLEY: TALKED ABOUT THOSE OTHER THINGS.

JUST TOUCHING ON THE COMMUNITY ENGAGEMENT PIECE.

I THINK IT WAS WONDERFUL.

IT WAS MASTERFUL.

I JUST HEARD FROM SO MANY PEOPLE WHO ENGAGED.

APPRECIATE THE WAY THAT YOU DID IT AND APPRECIATE HOW MUCH EFFORT YOU PUT INTO IT AND THIS IS NOW WITH THE WORD THAT WILL NOT BE MENTIONED, WE HAD THE GREAT OUTREACH WITH DIRECT MAIL AND THE MARKETING AWARENESS AROUND THAT PROGRAM AND THAT WE HAVE HAD THIS GREAT COMMUNITY ENGAGEMENT WITH THIS PROGRAM.

THINK WHAT WE ARE DOING IS BUILDING THIS GREAT RUN BOOK OF HOW TO REACH OUT TO OUR COMMUNITY AND GET THEM ENGAGED AND INVOLVED IN GOVERNMENT THAT IS MORE COMPREHENSIVE AND THAT - THAT IS SOMETHING THAT I LIKE TO SEE.

THANK YOU FOR THE EFFORT THAT YOU PUT INTO THAT.

>> ALEX AND HIS TEAM USED A CONSULTANT MUSE FOR A LOT OF ENGAGEMENT AND MY STAFF, LAUREN (NAME?) WHO WAS RUNNING THE PROGRAM DID A TON OF COMMUNITY ENGAGEMENT.

>> THANK YOU.

ALL OF YOU.



YOU DID A GREAT JOB.  
REALLY APPRECIATED.  
THAT IS ALL I GOT.  
THANK YOU.

>>PRESIDENT SCAMAN: TRUSTEE ENYIA?

>>TRUSTEE ENYIA: NO.

I JUST WANT TO ECHO WHAT MY COLLEAGUES ALREADY SAID.  
I THINK YOU DID A FANTASTIC JOB OF REALLY GOING ABOUT GETTING ALL THE  
PROPER DATA TO PUT SOMETHING FORTH THAT I KNOW IS GOING TO COMPLETELY  
CHANGE HOW THE SAFETY OF THIS COMMUNITY IS VIEWED.  
I THINK WE TALKED TO SO MANY DIFFERENT RESIDENTS THAT HAVE DEALT WITH  
SO MANY DIFFERENT ISSUES.  
MY BROTHER WAS RAN OVER BY A CAR AT ONE POINT.  
WE HAVE HAD NEIGHBORS IN THE IRVING AREA THAT HAVE BEEN HIT BY CARS.  
PARENTS WALKING KIDS TO SCHOOL.  
KIDS WALKING BACK FROM SCHOOL.  
SO MANY DIFFERENT THINGS.  
STOPPING ON RIDGELAND TO LIKE KIDS CROSS ON THE BIKE PATH TO JULIAN.  
I THINK THERE IS A NUMBER OF DIFFERENT FACTORS THAT HAVE CAUSED A LOT  
OF FEAR IN OUR COMMUNITIES FOR THE EARLY MORNING COMMUTE FOR KIDS  
GETTING THE SCHOOL AND AT ONE POINT I WAS LIKE, I'M GOING TO DRIVE MY  
KID TO SCHOOL BECAUSE I AM AFRAID HE WILL GET HIT BY A CAR.  
JUST KNOWING THAT ALL OF THIS EFFORT THAT HAS GONE INTO THIS AND THE  
PROPER THOUGHT PROCESS BEHIND IT AND THE DATA TO BACK IT UP, I FEEL SO  
MUCH MORE CONFIDENT ABOUT HOW SAFETY IS BEING VIEWED BY ALL PUBLIC  
WORKS AND ALL THE ENGINEERS AND ALL OF THIS DATA THAT WENT THROUGH AND  
THANK YOU SO MUCH TO OUR TRAFFIC COMMISSION FOR PUTTING THIS TOGETHER.  
I THINK THERE IS A WEALTH OF KNOWLEDGE THAT WE GET FROM THIS, BUT  
SOMETHING WE CAN ACTUALLY ACT ON THAT WILL CONTINUE TO HELP OUR KIDS  
AND HELP OUR COMMUNITY BE A SAFER PLACE.  
I AM THRILLED ABOUT IT AND STARTING TO FEEL A LOT BETTER ABOUT SEEING  
MY KIDS GO OUT THERE ON THEIR BIKES AND HIT THE STREETS, WITH THEIR  
HELMETS ON, REGARDLESS OF HOW SAFE IT IS, BUT I AM DEFINITELY EXCITED  
ABOUT WHAT YOU PUT TOGETHER.  
I THINK THIS IS A GREAT STEP.  
THANK YOU SO MUCH FOR THE WORK THAT WENT BEHIND THIS.  
I WILL NOT BELABOR IT ANY LONGER.  
THANK YOU SO MUCH FOR EVERYTHING THAT WENT INTO THIS.

>>PRESIDENT SCAMAN: ANY OTHER COMMENTS?

ALL RIGHT.  
I WILL CLOSE WITH A COUPLE OF QUICK ONES.  
AGAIN, REALLY HAPPY TO SEE THIS COME BACK TO US AND IT WAS EXTREMELY  
WELL DONE, THAT COMMUNITY ENGAGEMENT.  
WE HEARD THAT PRAISE AND IT IS RARE THAT COMMUNITY HERE'S PRAISE FROM  
COMMUNITY ENGAGEMENT.

AND WE HEARD FROM THE PUBLIC COMMENT EARLIER THAT IT IS NOT JUST PASSING THIS, BUT HAVING THAT COMMITMENT TO IMPLEMENTATION AND SO I AM HEARING THAT COMMITMENT FROM MY COLLEAGUES AND I AM PROUD AND WE HAVE - WE OFTEN ME AND HEAR FROM RESIDENTS WITH COMPLAINTS ABOUT TRAFFIC SAFETY AND WE HAVE BEEN SAYING AS TRUSTEE WESLEY WAS SAYING, WE ARE TRYING TO LOOK AT THIS MORE HOLISTIC WAY INSTEAD OF HAVING A PETITION PROCESS FOR ONE STREET THAT THEN PUSHES THE PROBLEM DOWN TO THE NEXT STREET AND WE HAVE BEEN SAYING THIS IS COMING.

I AM THRILLED, THRILLED THAT IT IS HERE AND WELL DONE.

ACTUALLY SING THAT OUT LOUD IS REMINDING ME THAT I WOULD LIKE TO GIVE CREDIT WHERE CREDIT IS DUE AND THERE WAS A RESIDENT FROM SOUTHWEST OAK PARK, MICHAEL BALDWIN AND A NEIGHBOR OF HIS, MELISSA WHO CAME TO ME YEARS AGO AND SAID, WE WOULD LIKE TO SEE YOU ALL LOOKING AT TRAFFIC, NEIGHBORHOOD BY NEIGHBORHOOD, BY NEIGHBORHOOD INSTEAD OF ONE-OFF AND THIS IS EXACTLY WHAT THIS IS.

SO IT IS MENTIONED IN HERE, TRAFFIC SAFETY CAMPAIGNS AND EDUCATIONAL MATERIALS.

I KNOW I HAVE MENTIONED TO VILLAGE MANAGER JACKSON AND CHATTED WITH RON BURKE ABOUT THIS HEIGHTENED ANXIETY AND TENSION WE HAVE AS DRIVERS AND THEN ALONG WITH THAT I WOULD LOVE TO SEE A CAMPAIGN, LIKE AN ACTUAL CAMPAIGN, LIKE WEAR YOUR SEATBELT CAMPAIGN TO TAKE A DEEP BREATH AND SLOW DOWN.

TO JUST LET GO OF SOME OF THE ANXIETY IN DRIVING AND TALK ABOUT IT. NAME IT AND HAVE A CAMPAIGN THAT ENCOURAGES PEOPLE TO SLOW DOWN. THAT GOES LOCK IN STEP WITH EVERYTHING IN HERE.

SO YOU HAVE TWO WHOLE PAGES ON ENFORCEMENT AS WELL AS A LOT MORE IN THE 100+ PAGES THAT TRUSTEE STRAW IS ENCOURAGING EVERY COMMUNITY MEMBER TO READ.

>> IT IS A PAGE TURNER.

>>PRESIDENT SCAMAN: ALL RIGHT.

I DO APPRECIATE THAT BECAUSE THIS IS NOT GOING TO BE A PLAN THAT GOES ON THE SHELF AND COLLECTS DUST THE WAY THAT WE SOMETIMES CAN SEE IN GOVERNMENT, RIGHT?

SO I ENDORSE THAT AS WELL.

NOW I AM LOSING MY SPOT.

I AM JUST HAPPY TO HEAR MY COLLEAGUES TALK ABOUT ENFORCEMENT AS PART OF THE PLAN.

IF DONE RIGHT WITH THE VALUE SYSTEM CENTER AND WHERE WE HAVE GOT ACTUAL INTENTION AND GOALS FOR ITS PURPOSE, THEN IT IS A PIECE THAT IS NECESSARY.

TO REALLY SEE VISION ZERO ACCOMPLISH WHAT IT IS.

ANOTHER ONE OF THOSE NAMES IS LIKE - DO WE LOVE THE NAME "VISION ZERO".

IN HERE, ZERO IS ZERO CRASHES, ZERO FATALITIES.

I WAS IN A FAIRLY BRUTAL CAR ACCIDENT I CAME OFF OF HARLEM AVENUE, WHICH CHIEF REMEMBERS.

IT HAUNTS ME BECAUSE - I KNOW IF I WAS 1/8 OF A SECOND MORE INTO THE INTERSECTION, CORY WESLEY AND I WERE SUPPOSED TO HAVE LUNCH THAT DAY. THEN MY DAUGHTER WOULD NO LONGER BE WITH US OR SHE WOULD BE SERIOUSLY HURT.

AND SO THOSE SPEED CAMERAS ALONG HARLEM AVENUE MIGHT HAVE REALLY MADE A DIFFERENCE ON THE DAY AND IN THAT CIRCUMSTANCE.

EVEN THOUGH THE ACCIDENT WAS NOT ON HARLEM.

IT WAS ONE BLOCK OFF AND THE PERSON WAS VERY OBVIOUSLY SPEEDING EXCESSIVELY ON HARLEM AVENUE.

AND YOU KNOW, THREE PEOPLE HAVE DIED.

SO WE HAVE A RESPONSIBILITY TO DO WHAT WE CAN AND I HAVE BEEN LISTENING TO BOARD DISCUSSIONS FOR A NUMBER OF YEARS, LONGER THAN I HAVE BEEN SITTING IN THE SEAT AND THIS IS A NEW APPROACH THAT I ALSO - IF IT IS OKAY TO SAY, BUT I CAN SEE THE ENTHUSIASM OF THE STUFF THAT THEY WANT SOMETHING MORE EFFICIENT, TOO.

IT HAS ENOUGH A LOT OF BORED TIME TO SOMETIMES SAY PASS.

WE ARE CHANGING THE ENTIRE MENTALITY.

I AM VERY GRATEFUL.

THANK YOU.

WITH THAT I WOULD ENTERTAIN - DO WE NEED TO VOTE ON THIS?

THIS IS A PRESENTATION AND DISCUSSION.

TO NAME A FEW THINGS THAT WE DO WANT TO KNOW WHAT THE IMPLEMENTATION LOOKS LIKE.

WE WANT TO SEE WHAT THE COMMITMENT IS.

WE WANT ALL ASPECTS OF THE VISION ZERO TO BE RESPONDED TO.

AND I AM KIND OF ADDING A TINY BIT ON THE EDUCATION PIECE AND ANY POTENTIAL FOR COMMUNICATION CAMPAIGN ON HOW WE THINK ABOUT DRIVING. OKAY?

I'M SORRY?

JUST HIGHLIGHTING THAT WE HAVE TALENTED COMMUNICATION STAFF, I BELIEVE.

>>VILLAGE MANAGER: PRESIDENT SCAMAN AND THE TRUSTEES, THIS IS ABSOLUTELY GREAT FEEDBACK.

WHAT I WANT TO CONFRONT AND I THINK I HAVE THROUGH THE COMMENTS, BUT I WANT TO MAKE SURE THAT THERE IS SUPPORT FOR MAINTAINING A CONSIDERATION FOR AUTOMATED ENFORCEMENT TOOLS IN THE VISION ZERO PLAN FOR FURTHER CONSIDERATION AND ADOPTION, BUT THE TOOLS WOULD BE SUBJECT TO FURTHER DISCUSSION WITH THE BOARD IN TERMS OF HOW THEY MIGHT BE AND COULD BE IMPLEMENTED TO BE RESPONSIVE TO THE BOARDS INTEREST AND COMMUNITY INTEREST.

ARE WE OKAY WITH THAT?

>> MAINTAINING AN OPEN MIND.

AT THE INTENTIONALITY OF WHAT ITS PURPOSE IS WOULD BE PART OF WHAT YOU WOULD COME BACK WITH, RIGHT?

AND IT IS A TOOL FOR ALSO WHERE WE CAN UNDERSTAND WHERE WE NEED GREATER ENFORCEMENT.

EVEN JUST THE STOP SIGNS THAT I HAVE BEEN COMPLEMENTING EVERY CHANCE I GET.

NOT STOP SIGNS, BUT THE SPEED SIGNS THAT FLASH YOUR SPEED IS, BUT IT GIVES YOU DATA AND THAT MAKES ME HIT THE BRAKES.

WHATEVER WORKS, MAN.

THERE WE GO.

>> BASED ON THE FEEDBACK WE HEARD TONIGHT, IT SOUNDS LIKE THE BOARD IS COMFORTABLE ADOPTING THE VISION ZERO PLAN AS PRESENTED. SO WE CAN KIND OF PUT THAT TOGETHER IN A FUTURE BOARD ITEM FOR FORMAL ADOPTION.

>> THAT IS RIGHT.

WE WANT TO BE A WALKABLE AND BANKABLE COMMUNITY.

>>PRESIDENT SCAMAN: OKAY.

THANK YOU.

AND THANK YOU FOR YOUR WORK AND FOR YOUR STAFF AND THE PROCESS IS A MODEL TO BE REPEATED.

OKAY.

9:30 P.M.. A MOTION TO CONCUR WITH THE TRANSPORTATION COMMISSION'S RECOMMENDATION AND APPROVE THE MADISON STREET CORRIDOR TRAFFIC STUDY. MOTION, PLEASE?

>> SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: OKAY.

VILLAGE MANAGER JACKSON.

>> BILL McKENNA, ASSISTANT PUBLIC WORKS DIRECTOR, VILLAGE ENGINEER.

>>PRESIDENT SCAMAN: HOW MANY PAGES IS THIS PRESENTATION?

>> THIS WILL BE MUCH SHORTER.

SO THIS IS REALLY A STUDY THAT WE COMMITTED TO DOING AS PART OF THE MADISON ST., ROAD DIET PROJECT.

IN 2019 THE VILLAGE COMPLETED CONSTRUCTION OF A ROAD DIET PROJECT ON MEDICINE THAT MEANS THAT MADISON USED TO HAVE TWO LANES IN EACH DIRECTION AND WE REDUCED THAT TO ONE LANE IN EACH DIRECTION AND A SHARED TURN LANE AND THAT WAS DONE FOR ECONOMIC DEVELOPMENT ALONG MADISON.

IT WAS DONE FOR SAFETY IMPROVEMENTS PAID MEDICINE WAS VIEWED AS A BARRIER FOR PEOPLE TRYING TO CROSS MADISON.

WE HAD HIGH SPEEDS ON MEDICINE AND WE HAD HIGH CRASH RATES ON MEDICINE SO IT WAS A SAFETY IMPROVEMENT TO DO THE ROAD DIET PROJECT AND AS A RESULT OF THAT WE WERE ABLE TO ADD BIKE LANES ON MEDICINE AS WELL WITH THE EXTRA SPACE.

AT THE TIME IN 2018 WHEN WE LOOKED AT DOING A ROAD DIET PROJECT ON MEDICINE, THE TRAFFIC VOLUMES ON MEDICINE WERE AT OR ABOVE RECOMMEND A TRAFFIC VOLUMES FOR IMPLEMENTING A ROAD DIET PROJECT SO WE DID A DEEPER DIVE AT THE TIME TO LOOK AT WHAT THE TRAFFIC IMPACTS MAY BE WITH BUILDING A ROAD DIET PROJECT AND WE ENGAGED THE BOARD IN 2018 TO PRESENT WHAT THOSE FINDINGS OF THE 2018 STUDY PREDICTED.

IN 2018 WE DID A LOT OF DATA COLLECTION.

IT DID A LOT OF ANALYSIS AND WE WORKED WITH CMAP TO SEE WHERE THE TRAFFIC MAY DIVERT TO ON OTHER PARALLEL STREETS AND AT THE TIME WE COMMITTED TO THE VILLAGE BOARD ON DOING A FOLLOW-UP STUDY POST INPUT MENTATION OF THE ROAD DIET TO LOOK AT WHERE ARE THERE ACTUAL PROBLEMS AS A RESULT OF THE DIET?

WHAT DOES THE DATA SHOW?

THIS IS A DATA DRIVEN STUDY FOR LOOKING AT THE MADISON CORRIDOR. THE CORRIDOR ITSELF IS HARLEM TO AUSTIN.

A FULL WIDTH OF THE VILLAGE AND THAT JACKSON TO WASHINGTON.

SO WE LOOKED AT THOSE TRADES BECAUSE THOSE WERE THE POTENTIAL DIVERSION STREETS FOR ANYONE WHO CHOOSES TO NOT USE MEDICINE.

THOSE OF THE CLOSEST EAST/WEST STREETS TO MADISON.

WE LOOKED AT TRAFFIC DATA ON JACKSON IN WASHINGTON AND WE LOOKED AT TRAFFIC DATA THAT T INTO MEDICINE.

IF YOU ARE STUCK IN TRAFFIC ON MEDICINE, YOU ARE WAITING AT A LONG LIGHT AND YOU MIGHT WANT TO PEEL OFF OF MADISON AND USE THE SIDE STREETS TO CUT THROUGH TOWN TO GET WHERE YOU'RE GOING.

WE STARTED LOOKING AT TRAFFIC DATA ON THE SIDE STREETS, PARTICULARLY NEAR SIGNALIZED INTERSECTIONS WHERE PEOPLE MIGHT HAVE THE DESIRE TO CUT THROUGH THE NEIGHBORHOOD IF THEY GET FRUSTRATED WITH WAITING IN TRAFFIC.

IN 2018 WE DID A LOT OF DATA COLLECTION AND THE INTENT WAS TO DO A FOLLOW-UP STUDY IN 2020 AFTER COMPLETION OF THE ROAD DIET.

COVID CHANGED EVERYTHING.

SO WE BUILT THE ROAD DIET AND THAT WAS NOVEMBER 2019 AND EVERYTHING CHANGED.

IN 2022 WE WENT OUT THERE IN THE FALL OF 2022 AND COLLECTED A LOT OF POST ROAD DIET TRAFFIC DATA AND SO WE USED THAT AS THE PRE-AND POST STUFF AND WE ALSO LOOKED AT CRASH DATA.

WE HAD THREE YEARS OF CRASHES IN THE CORRIDOR PREVIOUS TO THE ROAD DAY.

16, 17, AND 18 WERE USED FOR THAT STUDY AND 3 YEARS POST RD. DIET OF 21 AND 22.

WE HAD REALLY GOOD BEFORE AND AFTER NUMBERS TO COMPARE THE CONDITIONS AND THE IMPACT FROM THE ROAD DIET.

SO WITHOUT GOING INTO SEVERAL HUNDRED PAGES OF DATA THAT ARE PART OF THE STUDY, I WILL GIVE A HIGH-LEVEL OVERVIEW OF KIND OF WHAT WE SAW.

IN GENERAL THE ROAD DIET PROJECT DID A GOOD JOB OF SLOWING TRAFFIC DOWN ON MEDICINE.

A PRE-AND POST DATA FROM THE SPEED PERSPECTIVE.

THE ROAD DIET DID WORK FOR THAT ON MEDICINE WE SAW A REDUCTION IN SPEEDS.

IT GENERALLY ON MADISON, A MINOR CHANGE ON WASHINGTON AND BASICALLY NO CHANGE ON JACKSON.

THERE ARE SECTIONS THAT I WILL HIGHLIGHT WHERE WE SAW HOTSPOTS, BUT IN GENERAL WE SAW A POSITIVE EFFECT FROM THE PROJECT FROM A SPEED PERSPECTIVE, ESPECIALLY ON MADISON, WHICH WAS THE INTENT OF THE PROJECT CREATED FROM A CRASH PERSPECTIVE, IT WAS ALSO A SUCCESS. WE DID SEE REDUCTION IN CRASH RATES ON MADISON AS A RESULT OF THE PROJECT.

AND WE STARTED LOOKING AT TRAFFIC DIVERSION.

WHAT ARE THE IMPACTS TO THE PARALLEL STREETS WITH THE ROAD DIET OR POTENTIAL DIVERSIONS TO SIDESTREETS?

TRAFFIC DIVERSION IS WHERE WE STARTED TO KIND OF RUN INTO PROBLEMS WITH NUMBERS.

WE STILL REALLY HAVEN'T RETURNED BACK TO A PRE-PANDEMIC STATE FOR TRAFFIC.

THERE HAS JUST BEEN CHANGES WITH WORK FROM HOME AND THE NUMBER OF CARS ON THE ROAD.

OVERALL WE SAW A DECREASE IN THE TRAFFIC IN THE 2022 COUNTS AS COMPARED TO THE 2018 COUNTS SO WE REALLY STARTED LOOKING AT THOSE NUMBERS FROM A PERCENTAGE BASIS OF HOW MANY PEOPLE ARE FLOWING THROUGH THE EAST/WEST CORRIDOR.

THE PERCENTAGE OF PEOPLE USING MADISON THE SAME OR LOWER THAN PRE-ROAD DIET, SAME THING WITH WASHINGTON AND JACKSON.

WHEN WE LOOKED AT IT FROM A PERCENTAGE.

AT THE TRAFFIC DIVERSION ON MADISON DID NOT PAN OUT TO BE AS BAD AS WE PREDICTED.

THE PREDICTIONS AT THE TIME WERE BASICALLY SOMEWHERE BETWEEN 5-15% DIVERSION OF PEOPLE CHOOSING NOT TO USE MADISON.

A POST ROAD DIET WE ARE AT THE 5% DIVERSION LEVEL.

ABOUT 5% OF TRAFFIC WHEN YOU LOOK AT IT PERCENTAGEWISE IS CHOOSING NOT TO USE MADISON LIKE THEY WERE IN THE PAST.

IT JACKSON REALLY HAS NOT SEEN ANY KIND OF INCREASE FROM THAT DIVERSION.

WASHINGTON HAS SEEN A SMALL INCREASE IN TRAFFIC FROM A PERCENTAGE BASE AS A RESULT OF THAT.

SO THEN WE KIND OF LOOKED AT ALL OF THE DATA.

IT LOOKED AT CRASHES, SPEEDS ON ALL OF THESE CORRIDOR'S AND THE SIDESTREETS TO IDENTIFY WHERE THERE ARE POTENTIAL CONCERNS BASED ON THE DATA.

WE DID IDENTIFY SOME LOCATIONS THAT YOU SEE HERE ON THE EXHIBIT.

YOU KNOW, ON WASHINGTON WE SAW SPEED AND CRASH INCREASES ON THE WESTERN THIRD, PARTICULARLY BY THE SCHOOL NEAR THE KENILWORTH AREA AND WE SAW SOME HIGHER SPEEDS NEAR FENWICK AS WELL.

AND THEN ON MADISON AT THE FAR WESTERN SCRATCH WE HAD A SLIGHT INCREASE IN THE CRASHES, SPEEDS AND ALSO SOME INCREASED CRASHES WHEN YOU GET NEAR THE LOMBARD AREA INTERSECTION AND THE RIDGELAND INTERSECTION.

IT JACKSON WAS SLIGHTLY UNCHANGED.

WE HAD HIGHER SPEEDS IN THE INTERSECTION AS COMPARED TO PRE-ROAD DIET AND SOME HIGHER CRASH RATES AT THE LOMBARD INTERSECTION AND WE DID LOOK AT THE AUSTIN CORRIDOR A LITTLE BIT, ALTHOUGH THAT IS NOT AS IMPACTED BY THE ROAD DIET AND THERE WERE SOME INCREASED CRASHES - - WE WILL FOCUS MOSTLY ON THE INTERIOR THINGS GRADE AS A RESULT OF THE STUDY, WHERE WE SEE THE HOTSPOTS ON THE MAJOR STREETS WE HAVE A NUMBER OF RECOMMENDATIONS AND WE LOOKED AT THE SIDESTREETS TREE TO SIDESTREETS, ALTHOUGH YOU SEE SOME INCREASING SPEEDS AND INCREASING CRASHES, MOST OF THOSE ARE STATISTICALLY RELATIVELY MINOR SO THE SPEEDS ON THESE SIDESTREETS GENERALLY WE ARE SEEING THE AVERAGE SPEED OF PEOPLE AT OR BELOW THE SPEED LIMIT IN THE 85TH PERCENTILE SPEED IS USUALLY AT OR BELOW 28.

SO THOSE NUMBERS GENERALLY ARE NOT ALARMING NUMBERS FROM A SPEED PERSPECTIVE AND CRASH INCREASES ARE GENERALLY REALLY LOW WHERE YOU MAY HAVE AN INCREASE OF ONE CRASH IN THE THREE YEAR PERIOD AS COMPARED TO THE PREVIOUS PERIOD.

WE DID NOT SEE A UNIFORM PROBLEM ON SIDESTREETS WITH PEOPLE DIVERTING AND CHANGING BEHAVIORS ON THESE SIDESTREETS AS COMPARED TO PRE-ROAD DIET, BUT AS A RESULT WE HAVE A NUMBER OF RECOMMENDATIONS IN THE PLAN SO WE ARE RECOMMENDING A LOT OF THINGS IN HERE AND TOOLS THAT WE ARE ALREADY USING.

STUFF ON WASHINGTON IS REALLY ABOUT PEDESTRIAN SAFETY ENHANCEMENTS ONCE YOU GET TO THE SCHOOL.

THESE ARE THINGS WE HAVE ALREADY BEEN TRYING TO WORK WITH I-DOT ON FOR BIKE BOULEVARDS AND BUMP OUTS.

AND ESPECIALLY AT THE KENILWORTH INTERSECTION RIGHT BY THE MIDDLE SCHOOL.

SPEED RADAR SIGNS AND HIGH VISIBILITY CROSSWALKS WEST OF THEIR.

WHEN YOU GET CLOSER TO FENWICK, AGAIN, WE HAVE BEEN TRYING TO WORK WITH THE STATE FOR IMPROVEMENTS AT SCOVILLE AND FENWICK FOR BUMP OUTS AND CROSSING IMPROVEMENTS BECAUSE THAT IS PART OF THE BIKE BOULEVARD NETWORK AND THEN WE WOULD BE PROPOSING SOME SPEED RADAR SIGNS THERE AS WELL AND AS YOU GET FURTHER EAST ON THE CORRIDOR, WE ARE LOOKING AT CHANGING THE GEOMETRY ON LOMBARD.

THAT IS A LONGER-TERM PROJECT CREDIT LOMBARD IN WASHINGTON THERE IS A SEA OF PAVEMENT OUT THERE AND WE WOULD LIKE TO SHRINK THAT DOWN A LITTLE BIT.

THESE IMPROVEMENTS ON WASHINGTON, WASHINGTON IS THE STATE UNMARKED HIGHWAY.

WE WILL HAVE TO ENGAGE WITH I-DOT ON SOME OF THESE.

SOME OF THEM ARE LONGER-TERM FOR CHANGING GEOMETRY AND SIGNALIZED INTERSECTIONS.

YOU WILL SEE THE IMPROVEMENTS REFLECTED IN A LONG-TERM CAPITAL PLAN FOR SOMETHING LIKE THAT BECAUSE THERE IS LONG-TERM IMPLICATIONS FROM A DESIGN OR CONSTRUCTION PERSPECTIVE.

>>TRUSTEE STRAW: SORRY.

WHILE YOU ARE TALKING ABOUT WASHINGTON SO I'M NOT JUMPING BACK WITH A QUESTION.

I SAW IN THE DATA THAT THERE WASN'T SPEED DATA COLLECTED BY JULIAN. THERE IS LIKE A SIX BLOCK STRETCH BETWEEN DATA COLLECTED BY ELMWOOD AND IT DATA COLLECTED AFTER THAT WEIRD INTERSECTION WITH LOMBARD. IS THERE A REASON WHY THERE WAS NOT DATA COLLECTED BY JULIAN AND IS THERE A REASON WHY WE ARE NOT LOOKING AT SOME OF THOSE SAME INTERVENTIONS WE'VE GOT GOING BY THE OTHER TWO SCHOOLS THAT ARE ON WASHINGTON AND JULIAN?

>>BILL McKENNA: AS TO WHY DATA WAS NOT COLLECTED AT THAT POINT, I WOULD HAVE TO LOOK AT WHY WE DID NOT COLLECT DATA AT THAT POINT TIME. THERE WAS A PROJECT HAPPENING AT KYLER THAT WAS IMPACTING THE ROADWAY, AT LEAST FOR THE POST ROAD DIET CONDITIONS.

THE RECOMMENDATIONS THAT YOU WOULD SEE IN HERE - THEY ARE NOT THE COMPREHENSIVE RECOMMENDATIONS FOR ALL THE STREETS ON ALL OF THESE CORRIDOR'S.

WHAT WE WOULD BE DOING WITH WASHINGTON FOR EXAMPLE IS WE ARE LOOKING AT MIRRORING THESE SAME IMPROVEMENTS NEAR JULIAN.

AT THE KYLER INTERSECTION, PROBABLY LOOKING AT CURVE EXTENSIONS AS WELL AND CROSSWALK IMPROVEMENTS AND THE SPEED RADAR SIGNS IN THE EASTERN THIRD QUADRANT AND ALSO WHEN WE GET TO JACKSON THERE ARE OTHER IMPROVEMENTS THAT ARE CONSISTENT WITH THE VISION ZERO PLAN AND THE BIKE PLAN I CAN TALK ABOUT.

HE IMPROVEMENTS YOU SEE HERE ARE JUST DATA DRIVEN SPECIFIC FOR THIS CORRIDOR STUDY AND AS STAFF WE ARE ROLLING IN ALL THE OTHER PLANNING STUDIES THAT WE ARE DOING REGARDING TRANSPORTATION SAFETY, BIKING AND STUFF INTO WHAT THE CORRIDOR WILL LOOK LIKE.

THIS WORK REALLY STARTED IN 2023 IN ADVANCE OF SOME OF THE PROGRAMS AND THAT THEY ARE MORE SPECIFIC TO THE ACTUAL DATA HOTSPOTS WE SAW. WE WOULD BE LOOKING TO IMPLEMENT IMPROVEMENTS THERE.

THAT IS ALSO CONSISTENT TO THE CONVERSATIONS WE HAVE HAD WITH THE SCHOOL AND THE PTO AROUND CONCERNS ON WASHINGTON AT THE KYLER INTERSECTION AS WELL.

ON MADISON WE SAW A LOT LESS PROBLEMS AND WE HAD SPEEDING IN THE WESTERN THIRD SO YOU HAVE SIGNAGE AND SPEED RADAR SIGNS GOING ON THERE.



WE REALLY JUST HAS SOME INTERSECTIONS WE WANTED TO LOOK AT ON MADISON. MADISON AND LOMBARD, WE WILL LOOK AT CRASH DATA THERE TO SEE THE RECOMMENDATION IS TO CHANGE HOW THE SIGNAL IS.

RIGHT NOW YOU CAN MAKE A LEFT TURN AND YOU GET A GREEN AREA AND YOU GET ALL GREEN SO YOU CAN MAKE A LEFT TURN.

WE SAW SOME CRASHES THERE SO WE WILL EVALUATE TO SEE IF IT SHOULD ONLY BE A PROTECTED LEFT TURN PHASE, WHICH IS THE THREE BULBS, READ, YELLOW, GREEN ARROW FOR A LEFT TURN AND OTHERWISE YOU CANNOT MAKE A TURN OUTSIDE OF THAT.

WE WILL EVALUATE THAT FOR THE LOMBARD AND MADISON INTERSECTION, AS WELL AS THE RIDGELAND INTERSECTION AT MADISON.

WE WILL DO THE ANALYSIS AND IF THE ANALYSIS WARRANTS THAT, THERE WILL BE RECOMMENDATIONS FOR THAT TO BE INCORPORATED IN FUTURE CAPITAL PLAN BECAUSE THAT IS MODIFYING SIGNAL EQUIPMENT BEYOND HOW THE SIGNAL OPERATES.

ON JACKSON, WE REALLY SAW PRIMARILY PROBLEM WAS SPEEDS IN THE MIDDLE SECTION.

SO THE RECOMMENDATIONS HERE ARE MORE OF THE SIGNAGE DRIVEN WORK FOR SPEED LIMIT SIGNS AND SPEED RADAR SIGNAGE.

WE ALREADY HAVE IMPROVEMENTS UNDER CONTRACT AT THE SCOVILLE INTERSECTION THAT YOU SEE HERE, BUT THEN WITH THE BIKE PLAN, WHAT IS PROPOSED ON JACKSON AND IS ALSO CONSISTENT WITH VISION ZERO IS IN THE MIDDLE STRETCH OF JACKSON WE HAVE AVAILABLE SPACE TO UPGRADE THE BIKE LANES TO A PROTECTED BIKE LANE AND THAT WILL ALSO AFFORD SOME TRAFFIC COMING WITH THAT BY SHRINKING THAT PERCEIVED SPACE AS A DRIVER AND ALSO GIVE AN ADDITIONAL PROTECTION FOR CYCLISTS AND A BUFFERED AREA FOR PEDESTRIANS AS WELL.

YOU DO NOT SEE THAT ON A RECOMMENDATION HERE, BUT WE USED INFORMATION FROM THE STUDY TO INFORM THE VISION ZERO AND BIKE PLAN FOR LOOKING AT WHERE WE SHOULD BE DOING SAFETY IMPROVEMENTS.

THE BIG THING THAT WE DID WANT TO HIGHLIGHT IS ON THE SIDESTREETS. IN GENERAL ON THE SIDESTREETS WE DID NOT SEE A LOT OF ISSUE FROM THE DATA TO WARRANT A LOT OF SPOT SAFETY IMPROVEMENTS.

HOWEVER, WE HAVE BEEN DOING PINCH POINTS SOUTH OF THE ALLEYS ON MADISON AS PART OF RECOMMENDATIONS FOR A LOT OF THE TRANSPORTATION COMMISSIONS TRAFFIC CALMING PETITIONS THAT WE GET ON THESE BLOCKS AND THE RECOMMENDATION HERE IS TO USE THAT AS A UNIFORM TREATMENT ON THE BLOCKS SOUTH OF MADISON.

INSTALLING THE PINCH POINTS AT THE SOUTH SIDE OF THE ALLEY, SOUTH OF MADISON.

THOSE WILL SLOW DRIVERS DOWN AND WE HAVE BEEN TWEAKING THE DESIGNS OF OUR PINCH POINTS AND LOOKING AT HOW EFFECTIVE THEY ARE AND ARE NOT. THE CURRENT DESIGN IS TO SHRINK THOSE DOWN TO A 12 FOOT WIDTH SO IT IS REALLY ONLY ONE DIRECTION THAT CAN GO THROUGH AT A TIME SO WE THINK THAT WILL HELP SLOW CARS DOWN AND GIVE THAT STRONG VISUAL INDICATION

TO DRIVERS THAT THEY ARE ENTERING A MORE RESIDENTIAL NEIGHBORHOOD AND THEY SHOULD BE SLOWING DOWN.

THE RECOMMENDATION IS TO INSTALL AS UNIFORMLY ON THE SOUTH SIDE OF MADISON.

WE DID NOT SEE MUCH OF ANY CUT THROUGH GOING NORTH OF MADISON. THERE IS MUCH LESS DESIRE FOR DRIVERS TO PEEL OFF OF MADISON AND GO TO WASHINGTON.

WE WERE SEEING IT MOSTLY FOR PEOPLE GOING EAST ON MADISON AND USING THE SIDESTREETS GOING SOUTH TO GET TO AUSTIN AND THE EISENHOWER.

>>PRESIDENT SCAMAN: EARLIER BRIAN MENTIONED SOMETHING ABOUT TRUCK SIZES AND I KNOW WHEN I HEARD RESIDENTS ON THE GUNDERSON BLOCK, JUST SOUTH OF MADISON STREET, SOME OF THOSE BUSINESSES HAVE BOX TRUCKS THAT HAVE TO GET IN AND OUT AND THEY FIND THEMSELVES NEEDING TO TURN RIGHT BECAUSE THE PARKED CARS FOR THE COFFEE SHOP DO NOT ALLOW THEM TO TURN LEFT.

SO IF WE PUT THE BUMP OUTS RIGHT THERE TURNING RIGHT, WE WILL DO THE MEASUREMENT TO KNOW THEY WILL BE ABLE TO GET OUT.

>>BILL McKENNA: THESE WILL BE SOUTH OF THE CROSSWALK. WE DO LOOK AT TURNING RADII.

>>PRESIDENT SCAMAN: IT IS THE CEMENT GUIDE BEHIND ROMAN.

>> WE DO LOOK AT THAT.

TYPICALLY WE WANT THE COMMERCIAL TRUCKS THAT ARE USING THE ALLEYS SOUTH OF MADISON.

IF WE PUT THE BUMP OUTS THERE, IT WOULD NOT REALLY IMPACT MANEUVERING IN AND OUT OF THE ALLEY AND THAT IS ALSO ONE OF THE REASONS WE STARTED USING THESE.

WE HAD SOME CONCERNS INITIALLY BY THE DUNKIN' DONUTS.

THAT WAS ONE OF THE INITIAL IMPLEMENTATIONS.

LIKE HOW DO WE LIMIT SOME OF THAT COMMERCIAL ASSOCIATED TRAFFIC IN THE RESIDENTIAL AREA?

WE THINK WE COULD IMPLEMENT THOSE AND IF WE KEEP THEM SOUTH OF THE ALLEY THEY ARE NOT DIRECTLY IMPACTING THOSE COMMERCIAL DELIVERIES.

>>PRESIDENT SCAMAN: JUST COMMUNICATE AND WHAT I HEARD.

BECAUSE THERE IS OFTEN CARS PARKED ON BOTH SIDES NORTH OF THE ALLEY FOR THE COFFEE SHOP, THAT PREVENTS THE CEMENT GUY FROM GETTING OUT AND GOING NORTH?

SO HE IS GOING SOUTH AND I GUESS THERE IS SOMEONE WHO LIVES AND WORKS IN THEIR FRONT WINDOW AND WILL SOMETIMES GET OUT AND MOVE HER CAR SO THE CEMENT GUY CAN GO THROUGH.

>> GUNDERSON IS ONE OF THE NARROW STREETS AS WELL.

THAT IS SOMETHING WE SHOULD BE LOOKING AT FROM A PARKING PERSPECTIVE TO SEE IF WE SHOULD FREE UP PARKING NORTH OF THE ALLEY TO ALLOW FOR TURNING MOVEMENT.

LET'S HAVE A IMPACT ASSOCIATED WITH THE BUMP OUT.

WHAT WE WANTED TO HIGHLIGHT TO THE BOARD IS THAT THE RECOMMENDATIONS IN HERE, AGAIN, THAT IS THE TRAFFIC CALMING BY POLICY SITUATION. IF THE BOARD IS COMFORTABLE WITH THE RECOMMENDATIONS AS STAFF, WE WOULD BE LOOKING TO IMPLEMENT THE BUMP OUTS AS PART OF THE UPCOMING 2025 RESURFACING PROJECT OR PAINT AND POST TREATMENTS OR IF WE WERE ON THE ROAD WE WOULD DO IT WITH CONCRETE AND ASAD. WE WOULD LET THE RESIDENTS KNOW IT IS COMING, BUT WE WOULD NOT SEEK SPECIFIC ENGAGEMENT FROM THEM ON THOUGHTS REGARDING IMPACTS.

>> WE WOULD BE IMPLEMENTING INTO THE DESIGN, PHYSICAL CONSTRUCTION WOULD BE IN WARMER MONTHS. LIKE MAY THROUGH AUGUST TIMELINE FOR CONSTRUCTION OF IT. BUT IT IS ONE OF THOSE THINGS THAT WE WANTED TO HIGHLIGHT TO THE BOARD, THERE ARE PARKING LOSSES ASSOCIATED WITH THESE FOR THE HOUSES SOUTH OF THE ALLEY.

YOU'RE GOING TO LOSE 2-4 PARKING SPACES FOR THE BUMP OUTS AND THEN SOME RESIDENTS HAVE THESE CONCERNS AND SOME DO NOT THEY ARE NOT REMOVABLE, WE JUST WANT TO MAKE SURE EVERYBODY'S COMFORTABLE WITH THE RECOMMENDATIONS IN THIS DOCUMENT IS SO WE CAN MOVE FORWARD AS STAFF.

>> HOW QUICKLY CAN WE GET THE STOP SIGN AT JACKSON AND GUNDERSON?

>> FOLLOWING THIS WE DID A STUDY AT THE INTERSECTION AND THAT WAS THE ACCIDENT THAT TRIGGERED THEM SHOWING THE STOP SIGN HERE WAS ALL THE WAY DOWN IN JACKSON.

IT WAS NOT RELATED TO THE ADAMS INTERSECTION.

THERE IS REALLY NO ACCIDENT HISTORY AT THE INTERSECTION TO SUPPORT A STOP SIGN.

WE LOOKED AT THE ALSO AS PART OF A TRAFFIC CALMING PETITION AND THERE WAS NO RECOMMENDATION FOR ANY STOP SIGN THERE.

THAT WAS JUST BECAUSE OF THE VOLUME OF DATA THEY WERE LOOKING AT. WAS HE DRILL DOWN INTO THE DETAILS AND SEE WHERE THE ACCIDENTS WERE. NO STOP SIGN AT GUNDERSON AND ADAMS.

>> IS THIS WHERE THE SCHOOL IS?

THE INTERSECTION?

I THINK THERE IS A SCHOOL.

I REMEMBER SEEING AN EMAIL FROM A RESIDENT AROUND GUNDERSON AND I THOUGHT IT WAS JACKSON, BUT MAYBE NOT JACKSON.

UNLESS THERE IS A DAYCARE.

>> THERE IS NO ACTUAL SCHOOL.

>> THERE MIGHT BE THE CHURCH THAT IS A DAYCARE.

>> I WILL LOOK IT UP AND COME BACK TO YOU.

>>PRESIDENT SCAMAN: ALRIGHT.

>>PRESIDENT SCAMAN: PLEASE.

>> WANTED TO SAY REALLY QUICKLY THAT THE COMMISSION LOOKED AT THIS AND ONE OF THE THINGS THAT WE STRUGGLED WITH AND BILL MENTIONED THIS EARLY ON IS IT IS SOMEWHAT DIFFICULT TO COMPARE APPLES TO APPLES BECAUSE OF THE CHANGES IN TRAFFIC PATTERNS AND I THINK YOU SAW IN THE

VISION ZERO PRESENTATION THAT IN OAK PARK AND ALL OVER AMERICA, POOR DRIVING BEHAVIOR AND CRASHES HAVE GONE UP POST PANDEMIC AND SO FOR EXAMPLE IN THIS CASE WITH THE MADISON STREET RECONFIGURATION, AS BILL MENTIONED FOR THE MOST PART, SPEEDING IS DONE, CRASHES ARE DONE. THAT IS NOT THE CASE EVERYWHERE, BUT GIVEN THAT CRASHES ARE UP GENERALLY SPEAKING, WHEN BILL TALKS ABOUT THESE HOTSPOTS, POST RECONFIGURATION, THEY MIGHT BE EVEN HOTTER, BUT FOR THE RECONFIGURATION - WE DO NOT KNOW THAT FOR SURE, BUT THAT IS IMPORTANT TO KEEP IN MIND AND AS FAR AS THE MITIGATION STRATEGIES GO, FOR THE MOST PART THE PINCH POINTS SOUTH OF THE ALLEY, WHEN THESE IDEAS COME UP THROUGH THE PETITION PROCESS ANYWAY, THE NEIGHBORS HAVE BEEN MOSTLY SUPPORTIVE.

I WILL JUST MENTION THAT.

IS THAT A FAIR STATEMENT?

MAYBE NOT EVERYONE, BUT FOR THE MOST PART THEY HAVE BEEN SUPPORTIVE AND WE WERE SUPPORTIVE AS WELL AS PART OF THIS STUDY AND THE MITIGATION STRATEGIES THAT BILL IS DESCRIBING.

>>PRESIDENT SCAMAN: I THINK GENERALLY SPEAKING PINCH POINTS ARE A GOOD THING AND WE HEARD FROM THAT ONE PARTICULAR BLOCK THAT THEY DID NOT WANT TO LOSE MORE PARKING BECAUSE THEY WERE ALREADY HAVING PARKING CHALLENGES BECAUSE THERE IS A POPULAR COFFEE SHOP AROUND THE CORNER. BUT THAT IS OKAY.

MAY WORKS.

I'M TEASING.

ARE YOU DONE?

>> AGAIN IN THIS ITEM, THIS IS JUST A MOTION TO CONCUR WITH THE RECOMMENDATIONS.

THERE ARE SOME RECOMMENDATIONS IN HERE THAT ONCE WE LOOK AT IT WE MIGHT LOOK FOR FORMAL PRODUCTION, BUT THOSE ARE LONGER-TERM RECOMMENDATIONS.

>>PRESIDENT SCAMAN: AT THANK YOU.  
QUESTIONS, COMMENTS?

>>TRUSTEE STRAW: I AGREE, I WILL BE VOTING TO CONCUR.  
I DO WANT TO ADDRESS SOME OF THE DISCUSSION AROUND PARKING LOSS THAT COMES FROM PINCH POINTS, FROM DAYLIGHTING AND SOME OF THESE OTHER MITIGATION STRATEGIES BECAUSE THERE WAS A RECENT TRANSPORTATION COMMISSION MEETING WHERE THERE WAS A GREAT DEAL OF DISCUSSION AROUND PARKING LOSS WITH THE BIKE PLAN AND I THINK IT IS IMPORTANT TO SAY HERE AND WHEN WE ARE DISCUSSING ALL THESE KINDS OF PLANS - THE REAL ESTATE ON THE STREET SIDE OF THE CURB IS A PUBLIC GOOD AND NO RESIDENT HAS A RIGHT TO PARKING IN FRONT OF THEIR STREET.

IN FACT, I LIVE ON A STREET WHERE THERE IS NO PARKING ANY OF THE TIME AND I THINK THAT WE NEED TO KEEP THAT IN MIND.

ONE OF OUR PUBLIC COMMENTERS EARLIER TALKED ABOUT WHEN WE ARE DOING COMMUNITY ENGAGEMENT, MAKING SURE THAT IT IS BROADER THAN JUST THE

FOLKS WHOSE - WHERE THE IMPACTS ARE IN THEIR FRONT YARD BECAUSE WHEN WE ARE TALKING ABOUT SOME OF THESE MITIGATIONS, THAT ARE COMING OUT OF THE MADISON ST., ROAD DIET FOLLOW-UP STUDY WERE SOME OF THE OTHER PLANS THAT WE ARE TALKING ABOUT, YOU KNOW, THERE IS A LOT OF EVIDENCE THAT SOME OF THESE KINDS OF MITIGATIONS OR BIKE LANES ACTUALLY CONTRIBUTE TO INCREASED PROPERTY VALUES, BUT WE DO NOT EVEN HAVE TO GET INTO THAT.

WE ARE TALKING ABOUT HOW TO USE PUBLIC SPACE AND SOMETIMES YOU HAVE TO LOSE PARKING IN FRONT OF YOUR HOUSE SO WE MAKE THE STREETS SAFER FOR EVERYONE AND I THINK IT IS JUST SOMETHING THAT IS WE ARE LOOKING AT SAFETY AS PUBLIC POLICY, WE NEED TO MAKE SURE THAT WE ARE INCORPORATING THAT INTO OUR MINDSET AND WE ARE UNDERSTANDING THAT COMMUNITY ENGAGEMENT DOES NEED TO GO FURTHER THAN THOSE WHO ARE DIRECTLY IMPACTED BECAUSE THE IMPACT OF THESE KINDS OF MITIGATIONS STRETCH FOR BLOCKS AROUND AS I THINK YOU HEARD THE STUDY SORT OF ILLUSTRATES.

SO I WOULD LIKE US TO REALLY BE MINDFUL THAT WHEN WE ARE DOING COMMUNITY ENGAGEMENT IN THE FUTURE AROUND ALL OF THESE MITIGATIONS BECAUSE WE SHOULD NOT JUST BE INVITING THE PEOPLE WHO MAY BELIEVE THEY HAVE CAUSED TO BE UPSET TO COME AND GET FEEDBACK.

>>PRESIDENT SCAMAN: AT THANK YOU.

ANYBODY ELSE?

TRUSTEE WESLEY?

>>TRUSTEE WESLEY: I WAS WAY OFF.

IT IS CLARENCE AND VAN BUREN.

YEAH.

JUST WANTED TO POINT THAT OUT.

OTHERWISE I'M SUPPORTIVE OF THIS.

I LIKE THE FACT THAT THE TRAFFIC THAT WE HAVE SEEN - I LIKE THE FACT THAT WE DID NOT SEE THAT FIERCE PULLOVER THAT A LOT OF FOLKS EXPECTED WHEN WE DID THIS ROAD DIET.

I THINK I WAS ONE OF THE FOLKS THAT SPILLOVER MIGHT HAVE BEEN MORE.

I THINK THE WORK FROM HOME TREND IMPACTED THAT.

IF THIS IS WHAT WE'RE SEEING, THEN I AM HAPPY.

I THINK MITIGATION AND SUCH THAT I SEE HERE ARE GREAT.

I BET THAT'S TAX ON TOP OF EVERYTHING ELSE WE TALKED ABOUT AND I WILL TAKE ANOTHER FIVE SECONDS TO SAY THAT THIS IS WHY I WANT TO SEE COMPLETE STREETS SO I CAN SEE THE LAYERS OF ALL THE DIFFERENT PLANS AT ONE TIME BECAUSE I THINK THAT BECOMES VERY IMPACTFUL WHEN COMMUNICATING TO RESIDENTS ABOUT WHAT IS GOING TO BE WHERE FOR THEM AND THE IMPACT TO THEM MIGHT BE.

I ALSO WANT TO I TRUSTEE STRAW'S POINT ABOUT - I THINK THIS IS PROBABLY A BORED THING.

WE MIGHT HAVE TO BRING IT FORWARD.

I DON'T KNOW WHAT KIND OF POLICY THIS IS, BUT I KNOW THE LAW REQUIRES NOTIFICATION OF FOLKS WITHIN A CERTAIN 150 FEET OF WHEN YOU ARE GOING TO DO SOMETHING, BUT I DON'T THINK IT REQUIRES NOTIFYING THE ENTIRE VILLAGE OR A LARGER NEIGHBORHOOD GROUP OF WHEN WE ARE GOING TO DO SOME THINGS, BUT IT MIGHT BE A CONVERSATION FOR THIS BOARD AND IT MIGHT BE A WORTHWHILE CONVERSATION HAVE.

ESPECIALLY WHEN IT IS SOMETHING THAT CAN BE QUALIFIED AS A PUBLIC GOOD LIKE PROTECTED BIKE LANES WHERE THE ENTIRE VILLAGE WOULD GET THE BENEFIT FROM IT.

SO WHEN WE ARE MOVING ONE OR TWO PARKING SPACES FROM A BLOCK, MAYBE NEED TO NOTIFY AN EXPANDED VERSION OF THE NEIGHBORHOOD.

I AM RAMBLING GRADE MY POINT BEING THIS IS GOOD, I AM IN SUPPORT.

>>PRESIDENT SCAMAN: I WOULD TAKE THIS OPPORTUNITY TO HIGHLIGHT THE WORK BEING DONE TO LIFT UP THE NEIGHBORHOOD SERVICES DIVISION, WHICH WILL BE CREATING NETWORKS OF - WITHIN EACH NEIGHBORHOOD IN OUR COMMUNITY FOR ONGOING COMMUNICATION.

I THINK THAT IS WHAT WE ARE WITNESSING IS A SHIFT IN HOW THESE THINGS ARE DONE THAT WE DO NOT HAVE TO DO THE BARE MINIMUM AND HAVE THOSE NETWORKS THROUGH THE NEIGHBORHOOD SERVICES COMMISSION.

OKAY.

WE HAVE THREE MINUTES.

CLERK WATERS, PLEASE TAKE THE ROLL UNLESS THERE IS - CHIBUIKE, DO YOU HAVE A HAND RAISED?

I CANNOT TELL.

>>TRUSTEE ENYIA: NO HAND RAISED.

>>PRESIDENT SCAMAN: CLERK WATERS, PLEASE TAKE THE ROLL.

>> TRUSTEE STRAW.

>> YES.

>> TRUSTEE WESLEY.

>> YES.

>> TRUSTEE BUCHANAN.

>> YES.

>> TRUSTEE ENYIA.

>> YES.

>> TRUSTEE ROBINSON.

>> YES.

>> PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

CLERK WATERS, ANYTHING FOR CALL TO THE BOARD AND CLERK?

>>CLERK: PASS.

>>PRESIDENT SCAMAN: I KNOW YOU RECENTLY PUT OUT A LOT OF INFORMATION ABOUT EARLY VOTING SO I THINK - THANK YOU FOR WORKING WITH YOUNG PEOPLE THIS MORNING.

>>TRUSTEE STRAW: I THINK THE FIRST THING IS TO REITERATE HOW EXCITED I AM SEEING SOME OF THE THINGS I AM SEEING, FOR THE BOARD

RIGHT NOW AND I THINK A LOT OF IT ILLUSTRATES SOME OF THE STUFF THAT WE HAVE BEEN TALKING ABOUT MOVING TOWARDS FOR THE LAST COUPLE OF YEARS.

I REALLY ENJOYED THE PRESENTATION ABOUT THE KALEIDOSCOPE PROGRAM AND GETTING TO WORK ON THAT BECAUSE IT ILLUSTRATES ONE OF THE THINGS THAT IS SPECIAL ABOUT OUR COMMUNITY AND HOW SO MANY OF THESE POLICY INITIATIVES, WHETHER IT IS OUR REAL EFFORTS ON DEI AND ON THE CLAIMANT, ON MENTORSHIP AND EDUCATION.

HOW ALL OF THESE THINGS TIED TOGETHER AND I THOUGHT THAT WAS PARTICULARLY POIGNANT RIGHT NOW WHEN WE ARE ALSO TALKING ABOUT - AS WE ARE SEEING OUR GREAT VISION ZERO PLAN, WE ARE TALKING ABOUT CONCERNS AROUND FEDERAL GRANT FUNDING AND HOW FEDERAL GRANT FUNDING FOR THIS AND SO MANY OF THE OTHER TRULY VITAL PROGRAMS GO TO CORE IDEALS AND VALUES OF OUR COMMUNITY.

HOW THEY ARE BEING THREATENED.

I AM WEARING A TRANS RIGHTS ARE HUMAN RIGHTS T-SHIRT TONIGHT BECAUSE WE ARE SEEING ACTION RIGHT NOW AT THE FEDERAL LEVEL THAT IS THREATENING TREATMENT FOR TRANSIT YOUTH.

THAT IS THREATENING LGBTQ FEDERAL EMPLOYEES.

LIKE WE ARE SEEING VERY SCARY THINGS HAPPENING AT THE FEDERAL LEVEL AND AT THE SAME TIME WE ARE DOING SUCH WONDERFUL THINGS AT THE LOCAL LEVEL AND I THINK THAT THAT JUXTAPOSITION WAS REALLY STRIKING TO ME TONIGHT AND THIS IS THE BIGGEST THING THAT WE CAN BE DOING RIGHT NOW IS FOCUSING ON HOW AT THE LOCAL LEVEL WE CAN CONTINUE TO REINFORCE THESE VALUES WHEN WE DO NOT ALWAYS HAVE THE SUPPORT THAT WE WOULD LIKE TO AT A NATIONAL LEVEL.

>>PRESIDENT SCAMAN: AT THANK YOU AND FOR TECHNICAL REASONS, DOES ANYBODY OBJECT GOING A COUPLE MINUTES SO EVERYBODY CAN FINISH?

DO YOU HAVE ANYTHING?

OKAY.

OKAY.

ALL IN FAVOR TO GO A COUPLE MORE MINUTES?

>> AYE.

>>PRESIDENT SCAMAN: A THANK YOU.  
GO AHEAD.

>>TRUSTEE WESLEY: I WAS GOING TO SAY THANK YOU TO PRESIDENT SCAMAN FOR YOUR LEADERSHIP ON C4.

THE GRANT ITEM THAT CAME BEFORE US TODAY WAS AMAZING AND I THINK IT IS GOING TO BE REALLY GREAT.

I LOVE THE WAY IT BRINGS THE COMMUNITY TOGETHER AND BRINGS SEVERAL COMMUNITIES TOGETHER.

I THINK THAT IS REALLY IMPORTANT AND A BIG PRIORITY FOR ME, COMMUNITY INVOLVEMENT, ENGAGEMENT AND UNITY.

WANT TO SAY THANK YOU FOR THAT.

I ALSO WANT TO SAY THAT THE KIDS IN OUR COMMUNITY ARE A GREAT, GREAT AMAZING EXAMPLE THAT A LOT OF FOLKS IN OUR COMMUNITY COULD LEARN FROM AND WE HAD LIKE SEVERAL, SIX, SEVEN, EIGHT-YEAR-OLDS MAKE PUBLIC COMMENT TODAY ABOUT SOMETHING THAT CONCERNED THEM MOST OF THE TIME WE CANNOT GET ANYBODY HERE TO MAKE A PUBLIC COMMENT ABOUT SOMETHING THAT CONCERNS THEM.

THESE KIDS HAVE BEEN TIMES AND THEY WERE HERE IN VILLAGE HALL MAKING PUBLIC COMMENT AND I THINK THAT IS AMAZING AND AN EXAMPLE WE CAN ALL LEARN FROM.

>>PRESIDENT SCAMAN: AT THANK YOU.  
TRUSTEE ENYIA?

>>TRUSTEE ENYIA: NO.  
CONTINUE TO ECHO WHAT MY COLLEAGUES HAVE SAID.  
I THINK YOU HAVE DONE A FANTASTIC JOB BRINGING C4 TO OUR COMMUNITY AND GIVING US MORE RESOURCES, BUT ALSO SHARING RESOURCES AS OUR NEIGHBORS. IT IS HIGHLY IMPACTFUL SO I'M HAPPY THAT DARNELL CAME IN TODAY TO GIVE US A BREAKDOWN AND LET OUR COMMUNITY KNOW SOME OF THE GREAT WORK THAT HAS BEEN GOING ON, BUT ALSO JUST REALLY REALLY HAPPY WITH THE WORK OF THE TRAFFIC COMMISSION.  
REALLY HAPPY THAT WE ARE ABLE TO SEE THIS THROUGH WITH VISION ZERO AND EXCITED TO SEE WHAT THOSE NEXT STEPS LOOK LIKE AND REALLY HAPPY ABOUT THE DIFFERENT PROPERTIES THAT WE ARE PUTTING IN THOSE BIDS ON AND HOPEFULLY WE GET CHOSEN FOR THE GRANT OPPORTUNITIES AND WOULD LOVE TO SEE THE PROJECTS LIKE THE 801 PROJECT, BUT BEING ABLE TO HAVE SOME AFFORDABLE UNITS FOR SOME OF THOSE IN OUR COMMUNITY WITH DISABILITIES. I THINK IT IS A AWESOME OPPORTUNITY AND I THINK THIS WAS A REALLY IMPACTFUL MEETING AND I WAS HAPPY TO BE A PART OF IT AND THANK YOU SO MUCH TO VILLAGE STAFF FOR ALL THE TIME I WENT INTO THIS.  
THAT IS A LOT OF REALLY GOOD EFFORT AND HARD WORK AND I AM VERY PROUD OF OUR COMMUNITY RIGHT NOW.  
SO THANK YOU.

>> THE WAY YOU ENDED THAT I THINK IS WHERE I WOULD LIKE TO START. THAT TONIGHT WAS A GREAT MEETING FROM EVERYBODY TOGETHER. FROM STAFF TO THE CONSULTANT WORK, TO THE TALENT OF DIFFERENT PEOPLE AT THE BOARD TABLE ALL CULMINATING TO ACTUAL PLANS THAT ARE GOING TO IMPACT IN A POSITIVE WAY, PEOPLE'S LIVES AND EMBRACING THAT RIGHT NOW DURING A VERY DIFFICULT TIME OTHERWISE IS SOMETHING THAT IS IMPORTANT. THANK YOU FOR YOUR COMPLIMENTS OF C4.  
IT MEANS A LOT TO ME.  
I CAN TELL YOU THAT WHAT I SAID IS TRUE.  
I COULD NOT BE DOING ANY OF IT WITHOUT EACH AND EVERY PARTNER THAT IS INVOLVED WITH C4 AND IT HAS BEEN EXTREMELY REWARDING FOR ME AND I WOULD LOVE TO SPREAD THAT MESSAGE THAT ACTUALLY DOING THINGS TOGETHER FEELS GREAT.



AND IT IS PRODUCTIVE AND IT IS BRINGING DOLLARS TO OUR COMMUNITY AND IT IS MAKING EVERY DOLLAR THAT WE SPEND, AS YOU ARE SAYING, TRUSTEE WESLEY, GO THAT MUCH FURTHER, BUT TONIGHT WE TALKED ABOUT SUSTAINABILITY, TRAFFIC, VISION ZERO, DONNA CALLENDER HAS BEEN DOING BLACK HISTORY IN OUR COMMUNITY - THIS WILL BE HER 20TH ANNIVERSARY. THERE ARE A LOT OF OTHER GREAT HEROES OF OUR COMMUNITY THAT WE ARE BUILDING UPON WITH THE WORK THAT WE ARE DOING AND JUST TO - WITH ANXIETY THAT DOES EXIST AROUND A LOT OF THE WORK THAT WE ARE DOING BEING TIED TO POTENTIAL FEDERAL CUTS, THE GOVERNOR IS REACHING OUT TO THE MAYOR'S OF ALL COMMUNITIES AND TO THE VILLAGE MANAGERS AND HE IS CREATING COALITIONS.

HE IS SHARING INFORMATION WITH US.

HE IS PREPARING FOR STRONG ADVOCACY.

HE IS GOING TO FIGHT FOR WHAT OUR CONSTITUTION SAYS ABOUT - THAT IT IS OUR CONGRESS THAT HOLDS THE PURSE STRINGS.

SO THIS IS NOT POLITICAL, THIS IS THE CONSTITUTION AND THAT - VERY, VERY, VERY QUICKLY AT 11:00 O'CLOCK THIS MORNING THERE WAS A CALL WITH MAYORS THROUGHOUT THE STATE OF ILLINOIS THAT I WAS ON AND BY 4:00 O'CLOCK, THE GOVERNOR WAS PUTTING OUT A PRESS CONFERENCE TO FOLLOW-UP. AND I HAVE MET WITH SOME OF MY NEIGHBORING COMMUNITY MAYORS, TOO, WHERE WE WILL CREATE A COALITION OURSELVES TO PROTECT OUR MOST VULNERABLE.

THANK YOU AND WITH THAT, I WOULD ENTERTAIN A MOTION TO ADJOURN.

SO MOVED.

>> SECOND.

>>PRESIDENT SCAMAN: APPRECIATE YOU ALL.