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

>>PRESIDENT SCAMAN: WELCOME.  
I WOULD LIKE TO CALL THIS - IT IS 7:04 PM AND I CALLED THIS MEETING OF THE VILLAGE BOARD TO ORDER.

CLERK WATERS, PLEASE TAKE THE ROLL.

>>CLERK WATERS: TRUSTEE EDER, TRUSTEE ENYIA, TRUSTEE LEVING-JACOBSON, TRUSTEE STRAW, TRUSTEE TAGLIA, TRUSTEE WESLEY, PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: HERE.

WE DO HAVE QUORUM.

AND TRUSTEE LEVING-JACOBSON IS PARTICIPATING ACCORDING TO OUR PROTOCOLS.

I ENTERED IN A MOTION TO APPROVE THE AGENDA.

ARE WE LOOKING TO TABLE ITEMS K AND L?

OKAY, I AM SORRY I DID NOT SEE THE LAST.

OKAY, I ENTERTAINED TO APPROVE THE AGENDA AS HAS BEEN PRESENTED.

>>TRUSTEE EDER: MOVED.

>>TRUSTEE WESLEY: SECOND.

>>PRESIDENT SCAMAN: ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.

>>PRESIDENT SCAMAN: OKAY, AGENDA HAS BEEN APPROVED.  
ENTERTAIN A MOTION TO APPROVE THE MINUTES FROM THE MARCH 24, 2026 REGULAR MEETING OF THE VILLAGE BOARD.  
MOTION BY TRUSTEE WESLEY AND SECOND BY TRUSTEE EDER.  
ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.

>>PRESIDENT SCAMAN: WE HAVE ONE NON-AGENDA PUBLIC COMMENT.  
MICHAEL GIVES?

HELLO, MICHAEL, WELCOME.  
YOU HAVE THREE MINUTES.

>>MICHAEL: MY NAME IS MICHAEL GIBBS, 522 MUNRO, RIVER FOREST.  
TO THE VILLAGE BOARD, THANK YOU FOR THE OPPORTUNITY TO SPEAK WITH YOU  
AGAIN TONIGHT AND FOR YOUR SERVICE TO THE RESIDENTS OF OAK PARK.  
TWO MONTHS AGO I SPOKE TO ABOUT A HIT-AND-RUN ACCIDENT THAT INVOLVED MY  
22-YEAR-OLD DAUGHTER ON DECEMBER 20.  
THE ONLY COMMENT FROM THE BOARD MEETING AT THE TIME WAS THE VILLAGE  
PRESIDENT ASKING THE VILLAGE MANAGER TO FOLLOW-UP ON THIS ISSUE.  
HE DID NOT.  
FOUR MONTHS HAVE PASSED AND I'VE HEARD NOTHING.  
THE OAK PARK POLICE HAVE LIVED UP TO THE WARNINGS THAT I HAVE RECEIVED  
AND THEN NOTHING THAT I KNOW OF.  
NO CITATIONS HAVE BEEN ISSUED TO THE REPEAT NO INSURANCE OFFENDER THAT  
LIVES ALL THE WAY IN MELROSE PARK.  
FUNNY SIDE NOTE, I GOT A PARKING TICKET RECENTLY THAT WARNED A WARRANT  
FOR MY ARREST WOULD BE ISSUED IF I DID NOT PAY THE PARKING TICKET.  
WHAT HAS HAPPENED WITH ME OVER THE LAST FOUR MONTHS?  
STATE FARM PAID A \$4500 CLAIM FOR THE DAMAGE TO MY CAR AND WILL NOT RENEW  
MY DAUGHTER'S COVERAGE ON ACCOUNT OF THE CLAIM.  
I AM OUT OF POCKET \$500 FOR THE DEDUCTIBLE.  
DUE TO THE LACK OF CONCERN BY THE OAK PARK POLICE I TOOK IT UPON MYSELF  
TO NOTIFY THE SECRETARY OF STATE POLICE THAT OAK PARK 'S LACK OF FILING  
REQUIRED STATE NOTIFICATION REQUIRED NONINSURED MOTORISTS AT THE  
RECOMMENDATION OF THE STATE POLICE THEY SUGGESTED I ALSO CONTACT THE  
ILLINOIS DEPARTMENT OF TRANSPORTATION WITH THE FAILURE TO NOTIFY THE  
STATE OF THE NONINSURED MOTORISTS HIT AND RUN.  
THAT IS WHAT I DID.  
AS I SAID TWO MONTHS AGO, MULTIPLE CRIMES HAVE BEEN COMMITTED.  
\$5000 IN PROPERTY DAMAGE WITH THE HIT-AND-RUN, DRIVING WITHOUT INSURANCE  
FOR A SECOND OCCASION.  
I WANT JUSTICE.  
I WANT TO DECIDE A COMPLAINT AGAINST THE OWNER OF THE VEHICLE.  
I WANT MY DAY IN COURT.  
I WANT THE VILLAGE OF OAK PARK TO DO THEIR JOB.  
WHICH OF YOU HERE TONIGHT IS GOING TO DO THEIR JOBS?  
WHEN I SERVED AS TRUSTEE IN RIVER FOREST FOR EIGHT YEARS, EVERY MEETING  
HAD THE POLICE CHIEF AND THE FIRE CHIEF AND THE DIRECTOR OF PUBLIC WORKS.

I WOULD RATHER DIRECT THESE COMMENTS TO SOMEONE IN A POLICE UNIFORM THEN TO THE ELECTED OFFICIALS.

SO, FOR THAT I APOLOGIZE THAT YOU'RE GETTING MY WRATH.

I PAID MY PARKING TICKET.

I AM A RESPONSIBLE MEMBER OF SOCIETY THAT EXPECT LAWS TO BE ENFORCED. ALL OF THEM.

I EXPECT A RESPONSE.

HERE IS THE PARKING LIGHT AND THE LICENSE PLATE OF THE CAR THAT HIT ME.

>>PRESIDENT SCAMAN: THANK YOU, SIR.

OKAY, I TRUST WE WILL FOLLOW-UP.

>>MANAGER JACKSON: ABSOLUTELY WE WILL PREPARE A COMPANY ANSWER RESPONSE AND WE ARE ALREADY IN TOUCH WITH THE POLICE CHIEF TO GET YOU A RESPONSE ON WHAT IS HAPPENING HERE.

YOU CAN HAVE THE FULL PERSPECTIVE OF THE VILLAGE STAFF.

>>PRESIDENT SCAMAN: THANK YOU.

THANK YOU FOR JOINING US.

ALL RIGHT, ANY OTHER NON-AGENDA PUBLIC COMING?

LYNN?

YES, YOU ARE WELCOME TO JOIN US AT THE MICROPHONE.

SO THAT THOSE ON ZOOM CAN HEAR.

I APPRECIATE IT.

>>SPEAKER: HELLO, MY NAME IS KRISTIN MATTHEWS AND I LIVE AT 1141 S. SCOVILLE IN OAK PARK PAIRED MY HUSBAND AND I HAVE LIVED HERE SINCE 2014. I AM HERE BECAUSE IN FEBRUARY MOST HOMES ON OUR BLOCK RECEIVED A NOTICE THAT OUR WATER SERVICE LINES WHICH MOST OF THEM ARE LED WILL BE REPLACED THIS SUMMER.

AND THE VILLAGE WILL BE CHARGING US \$7500 TO DO SO.

THIS IS A VERY HIGH COST THAT IS BEING HANDED TO HOMEOWNERS THAT ARE REALLY SHORT NOTICE.

OUR BLOCK LEARNED ABOUT THIS IN FEBRUARY AND THIS WORK HAS TO BE DONE AS SOON AS JUNE.

AND WE HAVE TO EITHER DECIDE IF WE WANT TO PAY THE VILLAGES \$7500 OR IF WE ARE GOING TO PAY CONTRACTOR.

I BELIEVE THE VILLAGE SHOULD PRIORITIZE USING OUR ALREADY PLENTIFUL TAX DOLLARS AND OTHER GRANTS TO ENSURE THAT OUR WATER IS SAFE.

THIS CURRENT APPROACH IS JUST NOT AFFORDABLE FOR RESIDENTS.

OAK PARK HAS THE BEST THAT OAK PARK HAS OFFERED IS POTENTIALLY AND IT HAS NOT EVEN BEEN APPROVED BY THIS GROUP ALTHOUGH IT IS A LOW INTEREST LOAN THAT WILL BE A BURDEN AND IT WILL BE MORE THAN \$100 A MONTH, ADDITIONAL ON OUR WATER BILL FOR SIX OR SEVEN YEARS.

WE ARE ALL FACING RISING COSTS.

WHILE MY FAMILY WOULD BE ABLE TO SHOULDER THIS BURDEN I THINK OTHERS IN OAK PARK WOULD FIND IT MUCH MORE DIFFICULT.

OTHER TOWNS - WE HAVE RIVER FOREST AND EVEN CHICAGO ARE COVERING ALL OR AT LEAST A PORTION FOR THE COST OF THE RESIDENCE.

ACROSS THE COUNTRY CITIES LIKE DENVER HAVE FULLY COVER THE COST WITH PUBLIC HEALTH.

THIS IS AN IMPORTANT HEALTH ISSUE, NONE OF US WANT LEAD IN OUR WATER. HOWEVER, THIS CAME AS A SURPRISE WHILE PUBLIC WORKS HAS BEEN RESPONSIVE AND KIND IN ANSWERING OUR QUESTIONS, AWARENESS ABOUT THIS IS LOW.

NOT JUST ON MY BLOCK BUT ALL THROUGHOUT OAK PARK.

I UNDERSTAND THAT THE OFFICIAL PLAN IS DUE A YEAR FROM NOW IN APRIL 2027, BUT NOW WE ARE BEING CAUGHT IN LIMBO AND IT FEELS KIND OF ON THE DOWNLOAD THAT WE ARE JUST ASKING PEOPLE FOR \$7500.

SO, WHAT I'M ASKING IS FOR FIRST IF THIS IS BEING DONE ON AN EMERGENCY BASIS ON MY BLOCK AND OTHER BLOCKS, THERE ARE OTHERS HERE ON THE OTHER SIDE THAT ARE BEING AFFECTED THIS SUMMER THAT THE VILLAGE HELP US COVER THE COST.

SECONDLY I THINK IT IS TIME FOR TRANSPARENCY.

THE VILLAGE IS CLEARLY ABLE TO MOUNT AN EFFECTIVE AWARENESS CAMPAIGN AS IT DID FOR THE POOL REFERENDUM.

LET'S BE TRANSPARENT WITH RESIDENTS ABOUT WHAT THE PLANS ARE FOR THE NEXT SIX MONTHS, TWO YEARS, FIVE YEARS, 10 YEARS AND HOW IT WILL AFFECT OUR STREETS AND HOMES.

EVERYONE NEEDS TO UNDERSTAND HOW THEY ARE AFFECTED AND I HAVE ANSWERED AT LEAST 25 QUESTIONS ON FACEBOOK.

DOES THIS AFFECT MY HOME?

LOOK HERE AT THIS MAP.

THE VILLAGE REALLY NEED TO DO MORE TO LET PEOPLE KNOW THAT WE HAVE MOVED FROM WHAT REALLY FELT LIKE A EDUCATIONAL PHASE WHERE WE ARE GETTING FLYERS ABOUT YOU MAY HAVE LED IN YOUR WATER TO WHAT IS ESSENTIALLY AN INVOICE FOR THIS SUMMER.

SO, I AM REALLY URGING THE CITY TO RECONSIDER HANDING THAT COST TO US AS YOU HAVE OTHER BLOCKS IN THE VILLAGE AND TO BE MORE TRANSPARENT ABOUT WHAT WILL HAPPEN FOR ALL OF US MOVING FORWARD.

THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

PLEASE.

>>SPEAKER: GOOD EVENING MY NAME IS LYNN - PRESIDENT SCAMAN, HONORABLE TRUSTEES, THANK YOU FOR WHAT YOU DO.

I AM HERE AS A NEIGHBOR OF TRACY AND I ALSO LIVE ON THE 1100 BLOCK OF SCOVEL AVENUE AND ALSO A SMALL BUSINESS OWNER IN OAK PARK.

AND I WOULD LIKE TO TALK TO YOU ABOUT THE LEAD WATER PIPES BEING REPLACED IN OAK PARK.

AS CHRISSEY TALKED ABOUT IN FEBRUARY WE RECEIVED THIS LETTER FROM THE VILLAGE THAT SAID WE HAVE LEADPIPE AND WE ARE GOING TO BE REPLACING THEM THIS SUMMER.

IN THIS LETTER IT OUTLINED THE COST OF IT WOULD BE 7500 UP TO \$12,000 PER HOUSEHOLD AND THAT THIS BILL WOULD BE PAID BY THE RESIDENCE.

TO COVER THE RESIDENTIAL PORTION OF THOSE LEADPIPE'S.

I'M SURE YOU CAN IMAGINE MY STICKER SHOCK OF GETTING A UNEXPECTED BILL OF THOUSANDS OF DOLLARS TO BE OWED IN SUCH A SHORT AMOUNT OF TIME WITH ABSOLUTELY NO PREVIOUS NOTICE.

TO GIVE YOU AN IDEA OF WHAT THE SURROUNDING SUBURBS ARE DOING, THE FOLLOWING TOWNS ARE PAYING 100% OF THE COST TO REPLACE LEADPIPE'S. INCLUDING RIVERSIDE, FOREST PARK, CICERO, PEARL WENT AND ELLWOOD PARK. THAT MEANS ZERO COST TO THE RESIDENCE.

AND OUR NEIGHBORS IN RIVER FOREST ARE PAYING 50% OF THE COST.

IN THE CITY OF CHICAGO IF YOU MEET INCOME REQUIREMENTS THEY ARE PAYING 100%.

THIS IS AN EMBARRASSMENT.

HOW DID WE GET SHOWN UP BY OTHER SUBURBS?

IF THEY FOUND A WAY TO PAY FOR THE LEADPIPE REPLACEMENT, WHY CAN'T WE?

OH PARK HAS SPENT SO MUCH MONEY ON MAKING BIKES - MAKING A BIKE FRIENDLY COMMUNITY AND BIKE PLANS ARE VERY IMPORTANT, DO NOT COMMUTE WRONG.

BUT, I CAN CHOOSE TO NOT RIDE A BIKE.

BUT, I CANNOT CHOOSE TO NOT DRINK WATER.

REQUIRING THE RESIDENCE TO PAY THIS BILL PLACES A VERY HEAVY FINANCIAL BURDEN ON US, ESPECIALLY IN THIS ECONOMY.

BUT, THE GOOD NEWS IS THAT IT IS NOT TOO LATE, POSTPONING THIS PROJECT AND FINDING OUTSIDE SOURCES EITHER FROM THE FEDERAL GOVERNMENT OR THE STATE GOVERNMENT OR EVEN MOVING MONEY AROUND IS STILL AN OPTION.

I ASK YOU TO FIND A WAY TO COVER THIS EXPENSE INTO COVER THE RESIDENT PIPE REPLACEMENT EITHER IN WHOLE OR IN PART.

THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

>>SPEAKER: HELLO, MY NAME IS MONIQUE MATTHEWS.

GOOD EVENING EVERYONE.

I AGREE WITH BOTH OF THE RESIDENT OWNERS, THE YOUNG LADY THAT SAID SHE WOULD LIKE YOU TO PAY IT IN WHOLE OR A PORTION THAT BELIEVES YOU SHOULD PAY IT IN WHOLE.

AND IF YOU GUYS DON'T MIND, MAY I OPEN A PRAYER?

>>PRESIDENT SCAMAN: I WILL NOT FORBID YOU BUT I WILL NOT PARTICIPATE.

>>SPEAKER: HEAVENLY FATHER WE THANK YOU FOR TODAY AND WE PRAY THAT YOU WOULD OPEN OUR HEARTS AND MINDS THAT YOU MAY GET THE GLORY OF THIS DAY IN JESUS NAME WE PRAY.

AMEN.

I HAVE TWO SCRIPTURES AND CONFIRMED I WANT TO LOOK AT THE NIV ABOUT THE GENTLEMAN WHOSE DAUGHTER WAS HIT IN A CAR.

I WAS RUSHING HERE - BUT, WE ARE GOING TO GET THROUGH THIS.

WE ARE GOING TO GET THROUGH THIS.

I ONLY WANT TO TALK TO VICKI -

>>PRESIDENT SCAMAN: PRESIDENT SCAMAN.

>>SPEAKER: IS IT SCAN OR SCAM?

>>PRESIDENT SCAMAN: IT IS PRESIDENT SCAMAN.

>>SPEAKER: I'M SORRY, I KEEP THINKING IT IS SCAM.

I'M COMING FROM PSALMS CHAPTER 28, HE SEATS IN THE LURKING PLACES AND HE MURDERED THE INNOCENT.

THAT IS IN THE NEW TESTAMENT.

I'M GOING SOMEWHERE WITH THIS.

IF YOU LOOK AT THE NIV IT SAYS HE LIES AND WAITS NEAR THE VILLAGE FROM AMBUSH AND HE MURDERED THE INNOCENCE, HIS EYES WATCHED IN SECRET FOR HIS VICTIMS AND HE LIES IN WAIT.

HELLO KEVIN JACKSON.

I KNOW THAT WE ALL WORK TOGETHER AS A TEAM, WE SHOWED, RIGHT?

AS MEMBERS.

SO, I THINK THAT WE SHOULD DO A REELECTION.

I REMEMBER BACK IN 2004 WHERE YOU CAN KEEP YOUR CAR DOORS OPEN.

YOU COULD EVEN FALL ASLEEP IN YOUR CAR OR LEAVE YOUR PHONE OUT ON THE BLOG.

I REMEMBER THIS.

WE ARE IN 2026.

2021 EVERYTHING BEGAN TO SHRINK.

EVERYTHING.

AND I WANT TO KNOW WHERE THE FUNDS ARE GOING.

AND I THINK WE NEED TO GO BACK TO FIND OUT WHERE IS THE MONEY GOING.

THAT IS WHAT I THINK WE NEED TO DO.

I THINK WE ALL NEED TO FIND OUT WHERE IS THE MONEY BEING PUT AND WE PROBABLY ALSO NEED TO CHECK PHONE RECORDS AND SEE CONVERSATIONS THAT ARE GOING ON, NOT JUST IN THE VILLAGE, BUT ON THE PERSONAL LINES.

TO FIND OUT WHERE OUR MONEY IS GOING.

WHAT IS HAPPENING IS THAT WE ARE GETTING MORE CRIMES, OAK PARK WAS A PLACE WHERE IT WAS BUILT WITH ARCHITECT AND SCHOOLS AND IT WAS SAFE AND EVERYTHING JUST TURNED INTO A MESS.

AND IT LOOKED LIKE WITHIN I'LL NOT EVEN SAY FIVE YEARS IS LIKE IT IS GOING TO BE A WAR IF WE DON'T GET AN REELECT, THAT IS WHAT WE NEED TO DO.

WE NEED TO DO A REELECTION, CAN YOU GUYS ACKNOWLEDGE THAT?

>>PRESIDENT SCAMAN: YOUR TIME IS UP.

ANY OTHER NON-AGENDA PUBLIC COMMENT THIS EVENING?

VILLAGE MANAGER JACKSON, YOU ARE MENTIONING THAT WE ARE GOING TO BE TALKING MORE ABOUT THE LEAD LINE DISCUSSION IN THE MAY MEETING?

>>MANAGER JACKSON: YES, THANK YOU, PRESIDENT SCAMAN TO ALLOW ME TO PREVIEW WHAT WE WILL BE TALKING ABOUT ON MAY 5. WE WILL BE SEEKING ADDITIONAL BOARD DIRECTION ON THE LEAD LINE REPLACEMENT PLAN.

IT IS AN OPPORTUNITY TO CLARIFY STATE AND FEDERAL REQUIREMENTS AND THE REQUIREMENTS FOR THE VILLAGE AND THE REQUIREMENTS FOR RESIDENCE AND WE THINK THOSE CLARIFICATIONS WILL BE HELPFUL TO THE RESIDENCE AND ALSO TO THE VILLAGE BOARD IN TERMS OF PROVIDING DIRECTION WHILE ALSO LOOKING AT THE MAKEUP OF OUR COMMUNITY AND THE MORE THAN 9000 BLOODLINES THAT WE HAVE IN THIS COMMUNITY WHICH MAKES US A LITTLE BIT DIFFERENT THAN A LOT OF COMMUNITIES IN TERMS OF THE BURDEN AND THE COST THAT COMES WITH THE LEAD LINE REPLACEMENT PROGRAM.

WE ARE GOING TO BE TALKING ABOUT POTENTIAL OPPORTUNITIES FOR RESOURCES TO SUPPORT RESIDENCE IN THE PROCESS, AS WELL AND REALLY TRYING TO PAINT A REALISTIC PICTURE ABOUT WHAT THEY CAN AND CANNOT DO TO HELP THE BOARD. WE ENVISION THAT FROM THAT DISCUSSION THERE WILL BE A SERIES OF FINANCE COMMITTEE MEETINGS WHERE THE FINANCE COMMITTEE HAVE AN OPPORTUNITY TO PROVIDE ADDITIONAL SUPPORT TO THE VILLAGE STAFF AND HOW WE SHOULD PROCEED.

AND DULY NOTED WE THINK IT IS IMPORTANT TO BE DOING PUBLIC EDUCATION AND ADDITIONAL PUBLIC EDUCATION UPON GETTING SOME DIRECTION FROM THE VILLAGE BOARD BASED ON WHAT WE KNOW ABOUT THE REQUIREMENTS NOW. THERE ARE SOME NEW REQUIREMENTS THAT HAVE COME AT THE FEDERAL LEVELS AND DIFFERENT THINGS THAT ARE HAPPENING AT THE STATE THAT WILL HELP KIND OF SHAPE THE PERSPECTIVE OF THE VILLAGE BOARD AND GIVE A CLEAR DIRECTION MOVING FORWARD.

>>PRESIDENT SCAMAN: OKAY, THE CONSTRUCTION HERE STARTING THIS SUMMER, RIGHT?

AND THAT IS THE VERY NEXT MEETING.

SO, WE WILL DISCUSS THIS MORE THOROUGHLY AT OUR NEXT MEETING.

BECAUSE I CAN DEFINITELY UNDERSTAND GETTING OUT THAT LETTER.

WITH THE QUICK TURNAROUND IT MAY BE CHALLENGING FOR ALL OF US.

>>MANAGER JACKSON: AND UNFORTUNATELY THERE ARE THINGS THAT RESIDENTS ARE NOT REQUIRED TO DO THAT WE CANNOT SPEAK ON BECAUSE OF STATE LAW AND WE HOPE THAT WE CAN SPEAK ON SOME OF THAT.

>>PRESIDENT SCAMAN: OKAY, THANK YOU FOR COMING IN AND FOR HIGHLIGHTING THIS.

WE LOOK FORWARD TO FURTHER CONVERSATION.

THANK YOU.

AND SO IF THERE IS NO OTHER NON-AGENDA PUBLIC COMMENT, THEN WE HAVE A PROCLAMATION AND I ENTERTAIN A MOTION TO APPROVE A PROCLAMATION CELEBRATING 70 YEARS OF OAK-LEYDEN.

DO I HAVE EMOTION, PLEASE?

>>SPEAKER: MOVED.

>>SPEAKER: SECOND.

>>PRESIDENT SCAMAN: THANK YOU.

MOTION BY TRUSTEE STRAW AND SECOND BY TRUSTEE WESLEY.

AND DO WE HAVE OAK-LEYDEN IN TONIGHT?

OKAY, AND LORI.

THANK YOU FOR ALL OF YOUR COORDINATING AND THANK YOU TRUSTEE WESLEY.

>>TRUSTEE WESLEY: RECOGNIZING THE 70 TH ANNIVERSARY OF OAK LEYDEN

WHEREAS, OAK LEYDEN HAS PROVIDED COMPREHENSIVE, QUALITY PROGRAMS AND SERVICES TO PEOPLE WITH INTELLECTUAL AND DEVELOPMENTAL DISABILITIES SINCE 1956; AND WHEREAS, OAK LEYDEN OFFERS AN EXTENSIVE RANGE OF SERVICES AND PROGRAMS FOR CHILDREN WHO DEMONSTRATE A DELAY IN ONE OR MORE AREAS OF DEVELOPMENT; AND WHEREAS, OAK LEYDEN'S ADULT SERVICES PROGRAMS EMPOWER PARTICIPANTS TO BUILD CONFIDENCE, DEVELOP NEW SKILLS, AND INTEGRATE WITH THE BROADER COMMUNITY; AND WHEREAS, OAK LEYDEN'S COMMUNITY LIVING SERVICES PROGRAM OPERATES 12 RESIDENTIAL COMMUNITY HOMES FOR RESIDENTS WITH INTELLECTUAL AND DEVELOPMENTAL DISABILITIES; AND WHEREAS, OAK LEYDEN'S LIFELONG LEARNING PROGRAM PROVIDES ADULTS WITH DEVELOPMENTAL DISABILITIES A CURRICULUM OF VITAL SKILLS TAILORED TO THEIR NEEDS AND ABILITY LEVELS; AND WHEREAS, OAK LEYDEN PROVIDES RESOURCES AND RELEVANT INFORMATION ABOUT DEVELOPMENTAL DISABILITIES TO PARENTS, GUARDIANS, AND MEMBERS OF THE COMMUNITY; AND WHEREAS, OAK LEYDEN IS COMMITTED TO COLLABORATING WITH ALL PROVIDERS OF SERVICES TO INDIVIDUALS WITH INTELLECTUAL AND DEVELOPMENTAL DISABILITIES TO FIND THE MOST VIABLE SOLUTIONS TO THESE ISSUES; AND NOW, THEREFORE, I, CORY WESLEY ON BEHALF OF VICKI SCAMAN, PRESIDENT OF THE VILLAGE OF OAK PARK AND THE BOARD OF TRUSTEES, DO HEREBY RECOGNIZE THIS 70 TH ANNIVERSARY OF OAK LEYDEN AND ITS VITAL CONTRIBUTIONS TO OUR COMMUNITY. DATED THIS 21ST DAY OF APRIL, 2026.

>>PRESIDENT SCAMAN: THANK YOU.

WOULD YOU LIKE TO COME UP AND SHARE A LITTLE BIT ABOUT YOUR UPCOMING EVENT AND ANNIVERSARY?

THANK YOU SO MUCH FOR JOINING US AND ALL YOU DO IN OUR COMMUNITY.

>>SPEAKER: THANK YOU FOR THAT PROCLAMATION.

I WOULD LIKE TO RECOGNIZE OUR CEO, LORI, WHO IS ON OUR COMMITTEE AND REALLY APPRECIATE THE SUPPORT OF THE COMMUNITY AND THE SUPPORT OF OAK PARK AND THE TEAM AND STAFF OF OAK-LEYDEN ARE VERY PASSIONATE ABOUT WHAT THEY DO IN HELPING THE IDD COMMUNITY AND WE REALLY JUST APPRECIATE WHAT YOU ARE DOING.

THIS THURSDAY EVENING AT RIVERSIDE COUNTRY CLUB WE ARE HOSTING 1/70 ANNIVERSARY EVENT AND IT IS CALLED THE MIGHTY OAK AND IT WILL BE A GREAT EVENT AND A GREAT NIGHT TO RAISE FUNDS FOR OAK-LEYDEN THAT IS GOING TO SUPPORT THIS MISSION THAT THEY HAVE TO HELP PEOPLE IN THE COMMUNITY THAT

HAVE INTELLECTUAL AND DEVELOP MENTAL DISABILITIES AND SO THANK YOU VERY MUCH FOR YOUR TIME AND FOR THE PROCLAMATION.  
I REALLY APPRECIATE IT.

>>PRESIDENT SCAMAN: THANK YOU.

AND I THINK WE WILL TAKE A QUICK PHOTO IF THAT IS ALL GOOD.  
WOULD YOU LIKE TO JOIN US?

AND GO AHEAD - AND SO PEOPLE CAN THEY POSSIBLY STILL PURCHASE TICKETS OR IS IT TOO LATE?

>>SPEAKER: THEY CAN PURCHASE TICKETS AND I HAVE GOT SOME IN MY CAR - AND THERE IS A WEBSITE FOR OAK-LEYDEN.

>>PRESIDENT SCAMAN: I ENCOURAGE ANYONE WHO IS ABLE TO GO TO PLEASE GO AND SUPPORT.

TYPICALLY I AM THERE, BUT I WILL BE ON AN AIRPLANE TO BERKELEY WHERE I AM BEING APPOINTED TO THE USA BOARD AND I'M LOOKING FORWARD TO THAT AS WELL.

AND THANK YOU FOR YOUR SERVICE ON THE AYE SICK BOARD.

>>TRUSTEE WESLEY: ONE OF THE AMAZING JOBS I HAVE ON THIS VILLAGE.

>>PRESIDENT SCAMAN: YOU HAVE BEEN ON THE BOARD FOR A COUPLE YEARS NOW, RIGHT?

>>TRUSTEE WESLEY: SINCE 2020, I THINK.

>>PRESIDENT SCAMAN: ALL RIGHT, EXCELLENT!

THANK YOU.

ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.

>>PRESIDENT SCAMAN: EXCELLENT.

AND SO WE DO HAVE TWO OTHER PROCLAMATIONS AND I ENTERTAIN A MOTION TO APPROVE A PROCLAMATION FOR EARTH MONTH 2026 AND ARBOR DAY APRIL 24 OF 2026, MOTION, PLEASE.

>>SPEAKER: MOVED.

>>SPEAKER: SECOND.

>>PRESIDENT SCAMAN: ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.

>>PRESIDENT SCAMAN: AND I WOULD LIKE TO NOTE THAT IN WAS THAT THE ARBOR DAY WE ALSO HAVE OR IS IT THE EARTH DAY - EARTH MONTH - THERE IS A PARTICIPATION IN THE NATIONAL WILDLIFE MONARCH PLEDGE AND SO WE ARE THRILLED TO BE CONTINUING THAT SUPPORT AND PARTNERSHIP AND LEARNING FROM MONARCH BUTTERFLY PLEDGE.

AND SO THANK YOU VERY MUCH FOR BRINGING FORWARD BOTH OF THOSE PROCLAMATIONS FOR US.

ARE THERE EARTH MONTH ACTIVITIES TO SHARE?

>>SPEAKER: THERE ARE EARTH MONTH ACTIVITIES TO SHARE.

>>SPEAKER: SO, HAPPY EARTH MONTH EVE.

WE WILL BE HAVING THE OAK PARK EARTH FAST AND THIS WILL BE IN PARTNERSHIP WITH THE PARK DISTRICT AND ON THURSDAY EVENING I WILL BE MODERATING A PANEL AT THE OAK PARK RIVER FOREST MUSEUM ON THE HISTORIC PRESERVATION AND SUSTAINABILITY AND THEN ON FRIDAY WE ARE PARTNERING WITH THE LIBRARY AND THE OAK PARK RIVER FOREST HIGH SCHOOL TO BE A HOST SITE FOR THE ONE EARTH FILM FESTIVAL AND WILL BE SHOWING THE FILM HOW TO POWER A CITY, DOORS OPEN AT 545 IN THE PROGRAM STARTS AT 6:30 PM.

>>PRESIDENT SCAMAN: WILL THURSDAY NIGHT BE RECORDED?  
CAN WE STILL MAKE THAT HAPPEN?

OKAY.

THANK YOU VERY MUCH.

APPRECIATE IT.

I DID DO ALL IN FAVOR, RIGHT?

OKAY, VILLAGE MANAGER REPORT.

VILLAGE MANAGER JACKSON?

>>MANAGER JACKSON: YES, THANK YOU PRESIDENT SCAMAN FOR THE REPORT TONIGHT WE HAVE SOME CALENDARS FOR MAY, JUNE AND JULY. AND IF THERE ARE ANY QUESTIONS ABOUT ANY OF THE ITEMS ON THE CALENDAR I WOULD BE HAPPY TO ANSWER ANY QUESTIONS.

>>PRESIDENT SCAMAN: I DO HAVE ONE OR TWO COMMENTS. I KNOW THAT WE ARE STILL WORKING TO MOVE JUNE 2 IF THAT IS AT ALL POSSIBLE. AND THEN - A NOTE TO MY COLLEAGUES THAT WE ARE WORKING TO FIND DATES FOR REIMAGINING GOVERNMENT COMMITTEE, AS WELL AND SO PLEASE STAY TUNED ON THAT.

>>MANAGER JACKSON: YES, AND IF WE CAN GET A CONFIRMATION TONIGHT ON THE INTEREST IN VACATING THE JUNE 2 MEETING, THAT WOULD BE HELPFUL. I THINK THAT WE HAVE SOME ALTERNATIVES FOR THE ITEMS IN OUR SCHEDULE FOR JUNE 2.

>>PRESIDENT SCAMAN: THAT WILL BE PREFERRED.

>>TRUSTEE STRAW: I WILL BE IN THE MIDDLE OF A TWO WEEK TRIAL AND SO IT WOULD BE PREFERABLE TO NOT HAVE THE MEETING THAT NIGHT.

>>PRESIDENT SCAMAN: THANK YOU.  
VERY GOOD.

ANY OTHER COMMENTS FROM MY COLLEAGUES ON THE CALENDAR?

ALL RIGHT.

I GUESS AS LONG AS WE ARE GETTING INTO IT, TRUSTEE ENYIA, YOU ARE UP ON JULY 21.

AS PRESIDENT PRO TEM.

SO, IF YOU HAVE ANY TRAVEL ENGAGEMENTS, PLEASE LET ME KNOW!

>>TRUSTEE ENYIA: I WILL BE OUT ON 12 MAY.

>>PRESIDENT SCAMAN: 12TH OF MAY?  
OKAY.

WE WILL MAKE SURE THAT WE THEN CONNECT BEFORE THAT MEETING.

ALL RIGHT.

OKAY, WELL, THIS IS PRODUCTIVE!

ANYONE ELSE?

ALL RIGHT.

MUCH APPRECIATED.

THANK YOU VERY MUCH.

NOW, VILLAGE BOARD COMMITTEES.

DOES ANYBODY HAVE ANY UPDATES ON VILLAGE BOARD COMMITTEES?

>>TRUSTEE EDER: I WAS AT THE BUILDING CODES ADVISORY COMMISSION ON THURSDAY, MY OLD COMMISSION AND YES, WE WELCOMED A NEW MEMBER TO THE COMMISSION AND WE ALSO TALKED ABOUT POTENTIALLY APPLYING FOR THE GRANT FROM THE ILLINOIS CLIMATE BANK FOR THE ENERGY CODE ADOPTION GRANT FUNDING.

SO, WE WILL BE CONTINUING TO PURSUE THAT.

>>PRESIDENT SCAMAN: VERY GOOD.

I WOULD LIKE TO FOLLOW-UP ON WHERE WE MAY STAND DOWN THAT THOUGHT VILLAGE MANAGER JACKSON.

SO, ANY OTHER COMMITTEE REPORTS?

>>TRUSTEE TAGLIA: WE HAD A MEETING ON SATURDAY AND THE DISCUSSION IS ABOUT WHAT THE FORM WOULD LOOK LIKE COMING UP PERHAPS LATER THIS YEAR AND THE DISCUSSION WAS AROUND WHAT IT MEANS TO HAVE EACH TAXING BODY WITH A REFERENDUM AND HOW THEY DIFFER AND WHAT THEY MEAN AND WHAT IS EFFECTIVE AND WHAT IS BINDING AND WHAT IS NOT BINDING BECAUSE THERE IS A LOT OF MISINFORMATION ABOUT WHAT THAT IS ABOUT AND I THINK THAT COULD BE USEFUL TO THE COMMUNITY.

SO, THAT IS COMING UP LATER THIS YEAR, THE FALL, I THINK.

>>PRESIDENT SCAMAN: OKAY, I DID HEAR THE SUGGESTION OF MAYBE A OP-ED IN THE JOURNAL IF I-GOV WAS INTERESTED IN THAT.

ANY OTHER COMMENTS?

>>TRUSTEE WESLEY: -- BRAINSTORMING A DAY IN OUR DATA WHICH IS A OAK PARK CIVIC HACKATHON AND THE IDEA IS TO GET TOGETHER A BUNCH OF OPEN DATA SOURCES TO A BUNCH OF LOCAL AND STATE GOVERNMENTS AND BRING THEM TOGETHER TO FIGURE OUT HOW THEY CAN PUT THAT DATA TO USE AND BUILD CRITICAL PROJECTS OUT OF IT.

THEY ARE LOOKING FOR FEEDBACK AND THEY'RE LOOKING FOR IDEAS AND THEY ARE LOOKING FOR PEOPLE TO SHOW UP AND BE SUPPORTIVE AND MAYBE PARTICIPATE.

AI MAKES THAT LITTLE BIT EASIER THAN IT WOULD HAVE ABOUT A YEAR AGO.

SO, IF YOU DO HAVE ANYTHING, FEEL FREE TO REACH OUT TO ME OR THE BOARD OR, YES.

THOSE TWO ARE PROBABLY THE BEST.

>>PRESIDENT SCAMAN: WHICH IS TRUSTEE WESLEY AT OAK PARK - US. THAT DOES SOUND LIKE FUN!

I WOULD BE LOST, BUT THAT IS ALL RIGHT, THAT IS WHY WE HAVE YOU AND DEREK!  
AND THE COMMISSION!

>>TRUSTEE EDER: I PROBABLY WOULD NOT BE HERE IF IT WERE NOT FOR A  
HACKATHON LIKE THAT IS DOING OPEN DATA APPLICATIONS AND THAT STARTED ME  
ON THIS PATH.

SO, LET'S GET THE HIGH SCHOOL INVOLVED!

>>PRESIDENT SCAMAN: FANTASTIC.

OKAY, ANYONE ELSE?

WELL, I DO KNOW THAT A COUPLE OF US ARE INVOLVED IN A CIVICS FAIR IN THE  
NEXT COUPLE OF DAYS, RIGHT?

MYSELF AND OUR ATTORNEY, GREG SMITH AND CHIEF TRUSTEE ENYIA.

OKAY, I JUST HOPE THAT WE ARE NOT ALL DOING THE SAME THING!

I THINK WE ARE GOOD.

I THINK WE ARE GOOD.

SO, AND OUR FIRE CHIEF IS ALSO PARTICIPATING.

AND SHE FOR JOHNSON AND BROOKS AND SO WE ALL GET A SESSION TO TALK  
ABOUT OUR ROLES AND YOUNG PEOPLE AND OPPORTUNITIES FOR DIFFERENT  
CAREERS.

SO, ALL LOOKING FORWARD TO THAT.

THANK YOU.

AND I THINK ALSO THE COLLABORATION FOR EARLY CHILDHOOD WE DO EXPECT TO  
HEAR FROM THEM IN THE NEXT COMING MONTHS AND REVIEWING A LONG-STANDING  
AGREEMENT JUST WITH SOME UPDATES TO MATCH TODAY'S REALITY AND HOW WE  
OPERATE FOR OUR COLLEAGUES TO CONSIDER APPROVAL OF AND WE MAY ALSO -  
WE ARE VERY LIKELY TO SEE AN INCREASE, A NEED FOR INCREASED OR DISCUSSING  
INCREASE FOR FUNDING AS WE HAVE NOT INCREASED OUR FUNDING TO THE  
COLLABORATION SINCE 2012.

BUT, THAT WOULD BE UPON FURTHER ANALYSIS.

OKAY?

ALL RIGHT.

SO, WE WILL LOOK FORWARD TO SOME MORE INFORMATION ON THAT.

AND DEREK AND VILLAGE MANAGER JACKSON SERVED WITH ME ON THAT  
WORKGROUP.

>>>

OKAY, SO WE DO HAVE OUR BOARD AND COMMISSION VACANCY REPORT.  
AND SO ANYONE INTERESTED IN SERVING ON ONE OF OUR BOARDS OR  
COMMISSIONS YOU CAN EMAIL THE CLERK AT CLERK@OAK-PARK.US AND SO I  
WOULD ENTERTAIN A MOTION TO CONSENT TO MY APPOINTMENTS OF AND CLERK  
WATERS, WOULD YOU LIKE TO SHARE THE NAMES OF OUR VOLUNTEERS?

>>CLERK WATERS: YES, THIS IS JOHN MICHELOTTI, REAPPOINT AS  
COMMISSIONER -

ENVIRONMENT AND ENERGY COMMISSION - DARRYL BAKER, APPOINT AS CHAIR  
FARMERS' MARKET COMMISSION - MACAIRE AMENT, REAPPOINT AS

COMMISSIONER  
HISTORIC PRESERVATION COMMISSION - AMY PETERSON, REAPPOINT AS  
COMMISSIONER  
HOUSING PROGRAMS ADVISORY COMMITTEE - MICHAEL B. DENTON, REAPPOINT  
AS MEMBER  
TRANSPORTATION COMMISSION - JASON R. JENKINS, REAPPOINT AS  
COMMISSIONER.

>>PRESIDENT SCAMAN: OKAY, ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.

>>PRESIDENT SCAMAN: AND WE SHOW OUR APPRECIATION TO OUR MANY  
VOLUNTEERS ON THE COMMISSIONS.

>>SPEAKER: WAS THERE A MOTION?

>>PRESIDENT SCAMAN: WHO DID THE MOTION AND SECOND?

OH, MAY I HAVE A MOTION?

>>SPEAKER: MOVED.

>>SPEAKER: SECOND.

>>PRESIDENT SCAMAN: ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.

>>PRESIDENT SCAMAN: THAT WAS TRUSTEE EDER AND TRUSTEE WESLEY.

THANK YOU.

AND MOVING TO CONSENT AGENDA I ENTERTAIN A MOTION TO APPROVE AS HAS  
BEEN PRESENTED.

>>SPEAKER: MOVED TO.

>>SPEAKER: SECOND.

>>PRESIDENT SCAMAN: MOTION BY TRUSTEE EDER AND SECOND BY TRUSTEE  
WESLEY.

CLERK WATERS?

>>CLERK WATERS: TRUSTEE EDER, TRUSTEE WESLEY, TRUSTEE ENYIA, TRUSTEE  
LEVING-JACOBSON, TRUSTEE STRAW, TRUSTEE TAGLIA, PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

THANK YOU.

OKAY, SO FOR THE REGULAR AGENDA AND SO THE CONSENT AGENDA HAS BEEN  
APPROVED.

NOW, WE HAVE A PRESENTATION AND DISCUSSION OF THE VILLAGE OF OAK PARK'S  
ELECTRIC SHUTTLE FEASIBILITY ASSESSMENT.

VILLAGE MANAGER JACKSON?

>>MANAGER JACKSON: YES, THANK YOU.

SHE FOR SUSTAINABILITY OFFICER, LINDSAY, SHE IS GOING TO EXPLAIN HOW WE  
GOT HERE AND INTRODUCE THIS ITEM AND THEN WE HAVE A GUEST WHO IS GOING  
TO PRESENT THE REPORT PURELY LINDSAY?

>>LINDSAY: THANK YOU, MANAGER JACKSON PAIRED GOOD EVENING AGAIN.  
IT LINDSAY, CHIEF SUSTAINABILITY OFFICER.  
THE CLIMATE READY OAK PARK PLAN INCLUDES A ACTION WHICH SAYS TO CONDUCT  
A FEASIBILITY ASSESSMENT OF REINTRODUCING THE OAK PARK SHUTTLE WITH A  
ALL ELECTRIC FLEET.  
SO, THE REPORT IN FRONT OF YOU TONIGHT IS THE RESULT OF THAT ANALYSIS.  
STAFF AND CONSULTANTS EVALUATED HOW AN ELECTRIC SHUTTLE CAN MEET  
MULTIPLE VILLAGE GOALS AND GOALS INCLUDED REDUCING GREENHOUSE GAS  
EMISSIONS BY REDUCING VEHICLE MILES TRAVELED AND INCREASING ECONOMIC  
VITALITY TO OUR BUSINESS DISTRICTS AND INCREASING EQUITY BY IMPROVING  
MOBILITY AND TRANSIT ACCESS.  
THESE GOALS WERE EVALUATED THROUGH CURRENT TRAVEL PATTERNS AND  
TRANSIT SYSTEMS AND ENGAGING WITH STAKEHOLDERS AND ENGAGING WITH  
POTENTIAL USERS THROUGH SURVEYS, FOCUS GROUPS AND OTHER INTERACTIONS.  
SO, THE REPORT IN FRONT OF YOU AND THAT YOU WILL HEAR MORE ABOUT THAT I IS  
A HIGH LEVEL EVALUATION FOR THE BOARD TO CONSIDER.  
STAFF ARE REQUESTING THE BOARD PROVIDE US WITH GUIDANCE ON THE TYPE OF  
SERVICE THAT YOU WOULD LIKE US TO POSSIBLY PURSUE IN MORE DETAIL.  
TONIGHT WE ARE RECOMMENDING THAT THE BOARD PROVIDE US THAT INPUT ON  
YOUR PREFERRED SERVICE AND DIRECT US TO SEEK OUT GRANT OPPORTUNITIES  
AND PARTNERSHIPS WITH TRANSIT AGENCIES BEFORE WE BRING BACK TO YOU  
SOMETIME IN THE FUTURE MORE SPECIFIC COST DETAILS AND OPERATING IMPACTS.  
THE AGENDA SUMMARY THAT YOU HAVE INCLUDED SOME OTHER ALTERNATIVES, AS  
WELL.  
SO, FOR THE STUDY WE HAD THE PLEASURE OF WORKING WITH TY LYNN WHO WILL  
PRESENT THE RESULTS IN A MOMENT AND WE ARE HERE TO PROVIDE THE BOARD  
WITH MORE TRAVEL BEHAVIORS AND TRANSIT GAPS AND SEVERAL POTENTIAL  
SERVICE OPTION MODELS ACE ON THE DATA AND THE INPUT OF STAKEHOLDERS IN  
THE COMMUNITY AND WITH THAT I WILL TURN IT OVER TO MICHAEL GROVE.

>>PRESIDENT SCAMAN: WELCOME.

>>MICHAEL GROVE: GOOD EVENING.

AND THANK YOU FOR THE OPPORTUNITY TO PRESENT AND THANK YOU TO LINDSAY  
AND THE ENTIRE TEAM AT THE VILLAGE FOR ALL OF THE LEADERSHIP GOING  
THROUGH THIS PROJECT.

AS LINDSAY MENTIONED MY NAME IS MICHAEL GROVE AND I AM WITH TY LYNN  
CONSULTING.

AND WE HAVE A BRIEF PRESENTATION AND I WILL TRY TO KEEP IT BRIEF, BUT OF  
COURSE IF THERE ARE ANY QUESTIONS I AM MORE THAN HAPPY TO GET INTO MORE  
DETAIL.

SO, LET'S START WITH SOME PROJECT BACKGROUND.

AS LINDSAY MENTIONED, THE CLIMATE READY OAK WORK-STUDY INCLUDED A  
RECOMMENDATION TO CONDUCT A FEASIBILITY ANALYSIS OF REINTRODUCING THE  
OLD PARKER SHUTTLE WITH A ALL ELECTRIC FLEET AND THAT IS THE ORIGIN OF THIS  
STUDY.

OF COURSE THERE IS THE HISTORY OF THE PREVIOUS VILLAGE SHUTTLE THAT OPERATED IN THE 2000 AND THERE IS ALSO THE PUBLIC SURVEY THAT THE VILLAGE LAUNCHED IN 2024 TO GATHER INFORMATION FROM RESIDENTS ABOUT POTENTIAL INTEREST IN A SURVEY AND THEN FOLLOWING THAT SURVEY OUR CONSULTANT STUDY STARTED IN 2025.

SO, WE HAVE A OVERVIEW OF THE PREVIOUS OAK PARK SHUTTLE AND YOU CAN SEE IN THE MAP ON THE RIGHT THE ROUTING THAT THE SERVICE FOLLOWED THROUGH THE VILLAGE.

THIS SERVICE USED A 10 PASSENGER BUS AND ALSO TWO SIX PASSENGER VANS AND IT OPERATED EVERY 30 MINUTES AND OPERATED FROM 10 AM UNTIL 5:30 PM ON ALL DAYS AND THERE ARE SOME ADJUSTMENTS IN THE SUMMERTIME, AS WELL.

AND IF YOU LOOK AT THE MAP YOU CAN SEE THE PATH THAT THE SERVICE OPERATED THROUGH THE VILLAGE AND IT KIND OF HAD ONE LARGE LOOP AND THREE SMALLER LOOP AND IT IS CERTAINLY NOT THE MOST DIRECT SERVICE, BUT IT DID COVER A NUMBER OF DESTINATIONS.

IT WAS CANCELED IN 2007 OR I AM SORRY CANCELED IN 2008, BUT WE HAVE A RIDERSHIP STATISTIC FROM 2007 THAT IT HAD 66 DAILY RIDERS AND SOME OF THE FEEDBACK THAT WE GATHERED IN OUR EFFORT ON THE KIND OF CHALLENGES WITH THE PREVIOUS SHUTTLE WERE THE INDIRECT ROUTING DATA FOLLOWED WHICH CREATED RELATIVELY SLOW TRIP FOR SOME CUSTOMERS AND THE VEHICLES THAT WERE CONSIDERED NOT THE MOST COMFORTABLE FOR WRITERS AND IT WAS ALSO WE HEARD THAT THERE WERE UN-HOUSED PERSONS USING THE VEHICLES FOR SHELTER.

SO, NEXT WE WILL LOOK AT THE GOALS AND PURPOSE OF THE STUDY.

SO, THE VILLAGE HAS A NUMBER OF DIFFERENT PRIORITIES AND OBJECTIVES THAT ARE ASPIRED TO ADDRESS THE SHUTTLE AND SO WE WILL RUN THROUGH THESE BRIEFLY.

FIRST THERE IS ADDRESSING GAPS IN THE EXISTING TRANSIT NETWORK AND WE KNOW THAT THE VILLAGE KIND OF HAS A PLACE THAT IS SITUATED AT THE INTERSECTION OF MULTIPLE TRANSIT AGENCIES AND THAT CAN CREATE SOME COORDINATION CHALLENGES.

WE ALSO KNOW THAT THERE IS INTEREST IN EXPANDING ACCESS TO THE BUSINESS DISTRICTS AND KEY COMMERCIAL CORRIDORS USING THE SHUTTLE FOR ECONOMIC DEVELOPMENT AND WE KNOW THAT SENIORS AND PERSONS WITH DISABILITIES ARE AN IMPORTANT PART OF THE CONSTITUENCY FOR POTENTIAL SHUTTLE SERVICE AND PROVIDING IMPROVED ACCESS FOR THOSE GROUPS.

THERE ARE ALSO A NUMBER OF OTHER POPULAR DESTINATIONS THAT AROSE AS POTENTIALLY NEEDING IMPROVED ACCESS INCLUDING DOWNTOWN OAK PARK AND THE HARRISON STREET ART DISTRICT AND A NUMBER OF OTHER LOCAL CULTURAL INSTITUTIONS.

THE HIGH SCHOOLS - AND OTHER TRANSIT HUBS.

IN ADDITION THERE IS CONGESTION ISSUES THAT WE ARE HOPING TO ADDRESS AND PARKING DEMAND ISSUES TO ADDRESS AND THEN FINALLY SUPPORTING

SUSTAINABLE TRANSPORTATION TO REDUCE GREENHOUSE GAS EMISSIONS AND REDUCE VEHICLE MILES TRAVELED ETC..

AND SO IT IS A LOT OF DIFFERENT OBJECTIVES TO COMPLETE AND I THINK ONE OF THE CENTRAL CHALLENGES IN THE STUDY IS TRYING TO UNDERSTAND HOW TO BALANCE THESE OBJECTIVES.

SO, WHAT WE ARE PLANNING A SHUTTLE SERVICE WE CAN OFTEN ACCOMPLISH ONE OR TWO OR MAYBE THREE OF THESE, BUT BEING ABLE TO ACCOMPLISH EVERY SINGLE ONE IS CHALLENGING.

IT IS CERTAINLY AN IMPORTANT QUESTION OF PRIORITIES HERE.

NEXT, THE STUDY EXAMINED THE EXISTING CONDITIONS AND THE TRANSIT MARKETS IN THE VILLAGE.

SO, THIS TASK INVOLVED A REVIEW OF DEMOGRAPHICS, TRANSPORTATION CONDITIONS AND SPECIFICALLY THE PUBLIC TRANSIT NETWORK.

SO, DEMOGRAPHICS, WE STUDIED THE POPULATION DENSITIES AND THE BUSINESS DISTRICT PATTERNS AND POVERTY RATES AND MINORITY POPULATIONS, POPULATIONS AGED OVER 60 AND POPULATIONS WITH DISABILITY ON THE TRANSPORTATION SIDE WE LIKE THE ORIGIN DESTINATION PATTERNS AND EMPLOYMENT LOCATIONS, TRANSIT MODES THAT ARE BEING USED AND WHAT TIME OF DAY PEOPLE TRAVEL AND THEN FINALLY IN PUBLIC TRANSIT WE LOOKED AT THE EXISTING NETWORK STRUCTURE AND THE SERVICE FREQUENCY AND HOURS OF SERVICE ETC. TO UNDERSTAND HOW THINGS ARE WORKING.

SO, THIS SLIDE SUMMARIZES SOME OF THE KEY FINDINGS.

THE POPULATION AND JOBS ARE CERTAINLY CONCENTRATED DOWNTOWN AS WELL AS ALONG THE MADISON AND LAKE STREET CORRIDORS.

THE TRAVEL FLOW DATA INDICATE A LOT OF SHORT DISTANCE TRIPS, ESPECIALLY AROUND A CENTRAL OAK WORK AND THE HIGHEST TRANSIT USAGE IS THE CTA AND METRO RAIL LINES.

ALSO OVERALL THE TRANSIT RIDERSHIP IS HIGHEST DURING PEAK HOURS AND NOTHING TERRIBLY SURPRISING AND ALSO SOME OF THE TRANSFERS CAN BE CHALLENGING.

WE ALSO IDENTIFIED SOME GAPS TO POTENTIALLY ADDRESS AND SO ONE OF THOSE WAS THE OFF-PEAK AND WEEKEND TRANSIT SERVICE AND WHEN DEMAND IS LOWER THE FREQUENCIES ARE ALSO LOWER WHICH CAN CREATE MORE CHALLENGING TRANSIT TRAVEL.

WE FOUND THAT EAST AND WEST TRAVEL ACROSS OAK PARK CAN BE LIMITED AND FOR EXAMPLE THERE ARE FOUR DIFFERENT CTA BUS ROUTES THAT ANDREA AT THE VILLAGE BOUNDARY AT AUSTIN BOULEVARD AND THERE IS SOME VALID REASONS FOR THAT, BUT IT ALSO CREATES A DISCONNECT IN THE NETWORK.

THE NORTH AND SOUTH TRAVEL CAN FORCE TRANSFERS BETWEEN THE CTA AND BUS ROUTES AND FOR CROSS VILLAGE TRIPS THAT CAN BE A CHALLENGE AND THE HIGH LEVEL OF AUTO OWNERSHIP CAN JUST LIMIT THE MARKET SOMETIMES.

SO - WITH THAT AS CONTEXT WE DEVELOPED A NUMBER OF SHUTTLE CONCEPTS AND SO THIS WAS A ITERATIVE PROCESS WORKING WITH VILLAGE STAFF AND ALSO

WITH THE NUMBER OF STAKEHOLDERS AND THERE WAS AN ENGAGEMENT TASK PUBLIC ENGAGEMENT THAT WE WILL GET TO A LITTLE BIT LATER.

BUT, THE SERVICE OPTIONS ARE AS FOLLOWS.

SO, OPTION A IS SHOWN ON THE RIGHT OF THE SLIDE.

AND THIS OPERATES GENERALLY IN A NORTH AND SOUTH PATTERN, BUT IT FUNCTIONS TO CONNECT THE DIAGONALS THAT ARE NOT SERVED BY DIRECT NORTH AND SOUTH ROUTES AND SO IT CONNECT RESIDENTS IN THE NORTHEAST OF THE VILLAGE DOWNTOWN AND KIND OF CENTRAL DESTINATIONS AND THEN IT CONTINUES TO THE SOUTHEAST AND ALSO CONNECTS THOSE RESIDENTIAL AREAS. SO, THE KEY STREETS THAT IT OPERATES ON IS RICHLAND, EAST LAKE AND HARRISON.

AND YOU CAN SEE THE FREQUENCY OF SERVICE AND WE ESTIMATE THAT - WELL, THIS WOULD BE RUNNING A FAIRLY FREQUENT SERVICE EVERY 15 MINUTES DURING THE PEAK TIMES OF DAY AND EVERY 30 MINUTES DURING THE OFF-PEAK TIMES AND THE ESTIMATED COST OF THIS IS ABOUT 3.2 MILLION ANNUALLY.

THE BENEFITS OF THIS CONCEPT INCLUDE THAT IT HAS BIDIRECTIONAL SERVICE ON SOME OF THESE MAIN CORNERS OF THE ROUTE AND IT CONNECTS A NUMBER OF TOP DESTINATIONS ACROSS THE VILLAGE AGAIN IN THAT DIAGONAL PATTERN THAT IS NOT SERVED BY EXISTING PACE AND CTA ROUTES.

AND A DESTINATION SUCH AS THE SCHOOLS AND LIBRARIES AND BUSINESS DISTRICTS AND OTHER TRANSIT CONNECTIONS.

SOME OF THE DRAWBACKS IS THAT - IT IS A MORE DIRECT ROUTE THAN THE PREVIOUS SHUTTLE AND IT IS STILL NOT THE MOST DIRECT.

IT HAS A LOT OF TERMS THAT YOU KNOW MAKE SERVICE SOMEWHAT SLOWER AND IT DOES HAVE LIMITED CONNECTIONS WITH THE BUS ROUTES THAT END AT THE VILLAGE BOUNDARY.

SO, WHEN WE DISCUSSED THIS WITH THE VILLAGE STAFF THERE WAS SOME DISCUSSION THAT IT WOULD BE VALUABLE TO REDUCE THIS COST AND WE DID GENERATE A VERSION OF KIND OF A ALTERNATE VERSION THAT HAS A REDUCED SCHEDULE IN ORDER TO SAVE SOME MONEY.

AND THIS VERSION OF THE SERVICE AND ACTUALLY THERE IS AN ERROR ON THIS SLIDE, BUT THE SPAN IS SLIGHTLY REDUCED AND ALSO THE FREQUENCY IS REDUCED SO THAT IT WOULD RUN EVERY 20 MINUTES DURING THE PEAK AND EVERY 40 MINUTES DURING THE OFF-PEAK AND SO A SOMEWHAT LESS CONVENIENT SERVICE, BUT OF COURSE THERE IS A SIGNIFICANT COST SAVINGS.

AND OF COURSE IT HAS THE SAME BENEFITS AND DRAWBACKS ASSOCIATED WITH THE PREVIOUS SLIDE.

NEXT WE HAVE OPTION B AND THIS IS A NEW ROUTE ALIGNMENT THAT MAKES A+ SHAPE SERVING DIFFERENT PARTS OF THE VILLAGE AND SOME OF THE KEY STREETS INCLUDE AUSTIN, MADISON, LOMBARD, FILLMORE, EAST AUGUSTA AND IT HAS A SIMILAR SPAN IN FREQUENCY AND IT WOULD RUN EVERY 15 MINUTES DURING PEAK AND EVERY 30 MINUTES DURING OFF-PEAK.

AND IT IS A MORE EXPENSIVE SERVICE BECAUSE IT HAS ESSENTIALLY JUST A LONGER AMOUNT OF ROUTING TO OPERATE AND IT NEEDS MORE VEHICLES TO OPERATE THAT.

SO, YOU CAN SEE THE COST IS ESTIMATED AT 4.6 MILLION ANNUALLY AND OF COURSE WE SHOULD NOTE THAT WE WILL TALK ABOUT DIFFERENT FUNDING SOURCES THAT CAN HELP OFFSET THESE COSTS.

AND SOME OF THE BENEFITS OF THE CONCEPT INCLUDE FILLING IN SOME OF THE TRANSIT GAPS AND SO THIS SERVICE DOES GET TO - THIS SERVICE DOES CONNECT WITH THE CTA ROUTES ENDING AT AUSTIN AND IT SERVES THE DOWNTOWN AND SOME KEY DESTINATIONS AND IT PROVIDES BIDIRECTIONAL SERVICE THROUGHOUT THE ROUTING.

SOME OF THE DOWNSIDES OF THIS CONCEPT, IT DOES NOT REACH THE FURTHEST NORTHERN PARTS OF THE VILLAGE AND IT HAS BEEN OPERATING A CIRCULAR PATTERN AND IS NOT THE MOST DIRECT ALTHOUGH IT IS STILL - PROBABLY AN IMPROVEMENT FROM THE PREVIOUS VERSION AND FROM THE 2000'S ROUTE.

AND THEN FINALLY, OUR THIRD SHUTTLE SERVICE CONCEPT IS A DIFFERENT SERVICE MODEL ENTIRELY.

THIS WOULD BE A ON-DEMAND SERVICE ZONE THAT WOULD MATCH THE VILLAGE BOUNDARIES AND SO A ON-DEMAND SERVICE IS KIND OF SIMILAR TO A GOOBER SERVICE BUT A LITTLE BIT DIFFERENT IN THAT IT IS A SHARED RIDE AND IF YOU ARE FAMILIAR WITH PACE ON-DEMAND ZONES OR SOME OF THE MICRO TRANSIT SERVICES THAT ARE OPERATED IN OTHER COMMUNITIES, THIS MAY BE FAMILIAR, BUT ESSENTIALLY USERS WOULD REQUEST A RIDE USING TYPICALLY USING A SMART PHONE APP AND THEN THE VEHICLE WOULD BE ROUTED TO COME AND SERVE THEIR REQUEST.

AND DIFFERENT POLICIES CAN BE PUT IN PLACE IN TERMS OF RESPONSE TIMES AND IN TERMS OF YOU KNOW WHERE THE VEHICLE WILL SERVE THEM, BUT THIS IS ASSUMING A FAIRLY SIMPLE MODEL WHERE THE VEHICLE WILL OPERATE AT ANY LOCATION WITHIN THE VILLAGE.

SO, WE HAVE INFORMATION ABOUT THE SPAN OF SERVICE HERE AND WE ASSUMED A AVERAGE WAIT TIME POLICY OF 15 MINUTES AND THERE IS DIFFERENT POLICIES THAT CAN BE PUT IN PLACE FOR THAT, BUT IT IS KIND OF AN IMPORTANT CHOICE BECAUSE THAT POLICY WILL GUIDE THE DEVELOPMENT OF THE SERVICE AND IF YOU NEED TO ADD VEHICLES OR SO FORTH IN ORDER TO MEET DEMAND.

SO, WE ESTIMATE THAT THIS TYPE OF SERVICE WOULD START WITH ABOUT FOUR VEHICLES, BUT IT IS A MORE UNCERTAIN MODEL THAN A FIXED ROUTE SERVICE IN THAT THE DEMAND IS ESSENTIALLY THESE VEHICLES HAVE LOWER CAPACITY BECAUSE THEY ARE SERVING FEWER RIDERS AT A TIME AND SO IF ADDITIONAL DEMAND COMES ONTO THE SYSTEM YOU WILL NEED TO INCREASE THE FLEET TO KEEP UP WITH IT AND THAT CREATES A BIT OF UNPREDICTABILITY OR ALSO A LITTLE BIT OF CHALLENGE WITH THE SCALE AND SO SOME OF THE BENEFITS OF THIS CONCEPT IS THAT IT DOES ALLOW PEOPLE TO GO ANYWHERE WITHIN THE VILLAGE AND IT DOES FACILITATE TRAVEL FOR INDIVIDUALS WITH MOBILITY ISSUES AND THE DRAWBACKS WOULD INCLUDE THE CAPACITY CONCERNS THAT I WAS MENTIONING

AND THE WAIT TIMES AND I MENTIONED THAT WE WOULD HAVE WAIT TIME POLICIES MOST LIKELY, BUT IN PRACTICE THE WAIT TIME WILL DEPEND ON HOW MANY VEHICLES ARE AVAILABLE.

AND SO THERE IS A CHALLENGE TO BALANCE THAT.

AND IT HAS ALSO BEEN DISCUSSED IN OUR PROCESS THAT THERE IS THE EXISTING TOWNSHIP ON-DEMAND SERVICE AND SOME OF THE STAKEHOLDERS MENTIONED THIS AS A SIMILAR MODEL HOWEVER THERE MAY BE SOME SIMILARITIES AND ALSO A LOT OF DIFFERENCES THAT THE TOWNSHIP SERVICES AND SERVING SPECIFIC POPULATIONS BASED ON DISABILITY OR AGE AND IT ALSO DOES NOT OFFER SAME-DAY RESERVATIONS WHICH THE ON-DEMAND SERVICE WOULD.

SO, THERE IS AN INTERESTING COMPARISON THERE, BUT NOT EXACTLY THE SAME.

OKAY, THAT BRINGS US TO THE OVERALL COMPARISON OF THESE OPTIONS.

THIS MAY BE A LITTLE BIT SMALL ON THE SCREEN AND SO APOLOGIES FOR THAT.

BUT, THIS TABLE SUMMARIZES SOME OF THE KEY PERFORMANCE INDICATORS THAT WE LOOKED AT FOR THE SERVICE CONCEPT.

AND SO WE LOOK AT THE SERVICE MODEL AND YOU KNOW WHAT FREQUENCY OR WAIT TIME IS ASSUMED AND HOW PRODUCTIVE WE EXPECT THE SERVICE TO BE IN TERMS OF RIDERSHIP AND WHAT OPERATING COST IS EXPECTED AND A NUMBER OF OTHER PIECES OF INFORMATION TO HELP YOU COMPARE THESE OPTIONS.

OKAY, SO NEXT I WILL GIVE AN OVERVIEW OF THE COMMUNITY ENGAGEMENT THAT WAS DONE AS A PART OF THIS PROCESS.

SO, WE HAVE A SUBCONSULTANT, MUSE DESIGN WHO LED INTERVIEWS AND FOCUS GROUPS AND IN ADDITION THE VILLAGE THEMSELVES LED A COUPLE OF EFFORTS INCLUDING THE SURVEY OF POTENTIAL SHUTTLE INTEREST AND MEETINGS WITH THE BUSINESS ADVISORY COUNCIL AND THE TRANSPORTATION ADVISORY COMMISSION AND THE ENVIRONMENT AND ENERGY COMMISSION.

SO, I WILL FOCUS MY SUMMARY HERE ON THE WORK THAT WAS COMPLETED AS A PART OF THIS STUDY AND SO THE STAKEHOLDER INTERVIEWS AND THE FOCUS GROUPS.

SO, THE STAKEHOLDER INTERVIEWS INCLUDED PARTICIPANTS FROM THE BUSINESS COMMUNITY AND SOME PARTNER COMMUNITY INSTITUTIONS AND ACCESSIBILITY AND DEI PUBLIC TRANSFORMATION STAFF AND THEN THE FOCUS GROUPS INCLUDED A NUMBER OF RESIDENTS AND LONG-STANDING RESIDENTS AND A RANGE OF AGES AND A NUMBER OF OTHER KIND OF DIFFERENT CATEGORIES THAT WE WANTED TO UNDERSTAND AND REPRESENT IN THE PROCESS.

SO, FIRST WE HAVE A COUPLE OF STATISTICS FROM THE 2024 SURVEY.

SO, THE VILLAGE CONDUCTED THIS SURVEY IN 2024 AND THEY CAPTURED ABOUT 200 RESPONSES FROM DIFFERENT GROUPS AND SOME OF THE KEY TAKEAWAYS ARE SHOWN ON THIS SLIDE.

THERE IS WIDE AGREEMENT THAT THE SHUTTLE COULD BE A VALUABLE ASSET FOR COMMUNITY, BUT THERE WAS ALSO SOME RELATIVELY HIGH EXPECTATIONS FOR WHAT THE SHUTTLE COULD DO AND 81% OF THE RESPONDENTS WERE NOT WILLING TO WAIT MORE THAN 10 MINUTES AND THAT MAY BE A CHALLENGE AND SOME OTHER INDICATORS THAT I HAVE SHOWN ON THIS SLIDE.

IN ADDITION WE HAVE THE STAKEHOLDER INTERVIEWS AND SO SOME OF THE KEY TAKEAWAYS FROM THIS AND THESE ARE FROM MULTIPLE DIFFERENT INTERVIEWS, BUT FROM OUR DISCUSSIONS WITH DPW WE LEARNED THAT THE GARAGE IS CURRENTLY OUR CAPACITY AND IT WOULD LIKELY BE CHALLENGING FOR NEW SHUTTLE VEHICLES TO BE STORED THERE ALTHOUGH CERTAINLY YOU COULD CONCEIVABLY IDENTIFY OTHER ONES AND OTHER PARTNERS IT WAS EMPHASIZED THAT WE OUGHT TO AVOID DUPLICATING ANY EXISTING TRANSIT SERVICES AND LET'S SEE - ALSO IN OUR DISCUSSIONS WITH THE TRANSIT AGENCY PARTNERS IT WAS UNDERSTOOD THAT THE EXISTING ELECTRIC VEHICLES ARE FAIRLY LIMITED AND THEY WOULD NOT REALLY BE AVAILABLE FOR CONTRACT SERVICES. AND LET'S SEE - WE ALSO HAD A NUMBER OF DISCUSSIONS REGARDING EV SHUTTLE USE CASES WHICH ARE SUMMARIZED BELOW I THINK THE MIDDLE AND HIGH SCHOOL USERS WERE A GROUP THAT CAME UP A NUMBER OF TIMES AND THERE IS SOME DISCUSSION ABOUT KIND OF THE DIFFERENT PATTERNS OF THOSE USERS AND YOU KNOW WORKING PART-TIME JOBS DOWNTOWN AND NEEDING TO TRAVEL AT CERTAIN TIMES TO ACCOMMODATE THAT. AND THEN ADDITIONALLY THERE ARE DISCUSSIONS WITH THE BUSINESS DISTRICTS ABOUT OTHER POTENTIAL OPPORTUNITIES SUCH AS CONNECTING WITH THE FARMERS MARKET AND OTHER SPECIAL EVENTS AND FESTIVALS. AND THE FINAL PIECE OF THE ENGAGEMENT THAT WE WANTED TO HIGHLIGHT WAS THE FOCUS GROUPS. AND SO A COUPLE OF KEY TAKEAWAYS FROM THE FOCUS GROUPS OF COURSE WE HEARD THAT TRAFFIC AND PARKING ARE CHALLENGES TO ADDRESS AND THAT FAMILIES WITH CHILDREN HAVE SPECIAL CHALLENGES TO ADDRESS IN TERMS OF TRANSPORTATION TO AND FROM SCHOOL. AND I THINK THE GRAPHIC ON THE BOTTOM RIGHT OF THIS SLIDE IS A INTERESTING ONE. WE KINDA PRESENTED A TRADE-OFF OF WHETHER PEOPLE WOULD BE - IF THEY WOULD RATHER HAVE A DIRECT SERVICE THAT THEY WOULD RATHER WALK A LITTLE BIT ACCESS OR A LESS DIRECT SERVICE THAT THEY DON'T HAVE TO WALK AND THE OVERWHELMING RESULT WAS THAT PEOPLE ACTUALLY PREFER TO HAVE A LESS DIRECT SERVICE WHICH IS A LITTLE BIT COUNTERINTUITIVE, BUT I THINK IN THIS CASE IT MAKES A LOT OF SENSE, BECAUSE YOU ALREADY HAVE A LOT OF DIRECT SERVICE IN THE VILLAGE ALONG KIND OF YOUR MAJOR CORRIDORS AND IT IS THE ROLE OF A NEW SHUTTLE THAT WOULD BE POTENTIALLY TO FILL THE GAPS THAT ARE OUTSIDE OF THOSE MAJOR CORRIDORS. LET'S SEE - AND THERE IS ALSO SOME INTERESTING DISCUSSION FROM THE FOCUS GROUPS ABOUT THE TRADE-OFF BETWEEN A FIXED ROUTE SERVICE AND A ON-DEMAND SERVICE. ON ONE HAND THERE WAS A PREFERENCE FOR THE PERFECT ABILITY THAT COMES WITH A FIXED ROUTE SCHEDULED SERVICE AND I THINK SOME LEVEL OF CONCERN ABOUT HAVING A SERVICE THAT IS NOT SCHEDULED AND INSTEAD OPERATES ON A ON-DEMAND KIND OF A DIFFERENT PATTERN EVERY DAY.

BUT, ON THE OTHER HAND THERE WAS ALSO FEEDBACK THAT YOU KNOW NOT HAVING TO WALK TO A STOP WOULD BE A POSITIVE FOR AN ON-DEMAND SERVICE. OKAY, OTHER FEEDBACK, WE DEALT WITH SOME OF THE SPECIFICS OF ROUTING AND WE HEARD EARLY CONCEPTS INCLUDED ROUTING ALONG BOSTON BOULEVARD AND THERE WAS SOME CONCERN THAT THE TRAFFIC ALONG OFTEN BUT SLOWDOWN SERVICE AND BE A NEGATIVE.

THERE IS ALSO SOME DISCUSSION ALONG HARLEM AVENUE AND THAT THERE ARE DIFFERENT TRANSIT CONNECTIONS TO MAKE.

AND AGAIN THE STUDENT TRANSPORTATION ISSUE CAME UP IN THESE FOCUS GOODS, AS WELL.

AND SO JUST TO KEEP MOVING, OUR LAST SECTION DEALS WITH IMPLEMENTATION CONSIDERATIONS.

SO, OUR TEAM CONDUCTED A REVIEW OF DIFFERENT EV TECHNOLOGY OPTIONS AND IN THE REPORT YOU WILL SEE DETAILS ABOUT VEHICLE SIZES AND BATTERY CAPACITY AND ESTIMATED RANGES AND OTHER CONSIDERATIONS THAT WOULD DETERMINE THE VILLAGE REQUIREMENTS FOR A VEHICLE.

AND WE WANTED TO HIGHLIGHT ONE EXAMPLE THAT WAS DISCUSSED A LOT WHICH WAS OTHER TROLLEY DESIGNS THAT ARE ELECTRIC VEHICLES THAT MAY HELP TO MAKE A MORE APPEALING AND IDENTIFIABLE VEHICLE.

WE ALSO DISCUSSED AS PART OF IMPLEMENTATION CONSIDERATIONS THE OWNERSHIP AND CONTRACTING MODEL AND SO WE KIND OF BREAK THE SUPPORT IN TERMS OF WHO OWNS THE VEHICLES AND WHO HIRES THE DRIVERS AND WHERE THE VEHICLE IS STORED AND WHO IS MAINTAINING THE VEHICLES AND WE THEN COMPARE THESE AGAINST WHETHER IT IS A VILLAGE OPERATING MODEL OR A PARTNERSHIP WITH PACE OR CTA IN A DIFFERENT FORM OR WHETHER IT IS KIND OF A THIRD-PARTY PRIVATE OPERATOR.

SO, I'LL NOT GO INTO ALL OF THESE DETAILS BECAUSE THERE ARE SOME COMPLICATED TRADE-OFFS, BUT YOU HAVE SOME OPTIONS THERE AND ONCE YOU GET TO THE IMPLEMENTATION AND WE ALSO REVIEWED OPTIONS REGARDING FARE POLICY AND REVENUE OPTIONS FOR THEIR SHUTTLE SO IT COULD BE FREE TO ALL USERS AND THAT WOULD HAVE SOME PROS AND CONS AND IN CERTAIN SCENARIOS HE MAY BE ABLE TO ADOPT THE METRO FAIR SYSTEM IF YOU'RE PARTNERING WITH ONE OF THE TRANSIT OPERATORS IN THE REGION AND YOU COULD ALSO HAVE SOME MODELS WHERE CERTAIN USER GROUPS GET FREE FARE AND OTHERS PAY A CASH FARE.

AND THEN FINALLY AT THE BOTTOM OF THE SLIDE WE IDENTIFIED SOME OF THE MORE POPULAR REVENUE OPTIONS AMONG DIFFERENT SHUTTLES, BUT THERE IS CERTAINLY A WIDE VARIETY OF WAYS THAT SHUTTLE OPERATIONS ARE FUNDED. AND I BELIEVE THIS IS OUR FINAL SLIDE AND AS YOU LOOK FORWARD TO IMPLEMENTATION THESE ARE SOME OF THE STAFF THAT WE NEED TO BE TAKEN AND SO CONFIRMING A SERVICE PLAN AND WHAT ROUTE OR ZONE DO YOU WANT TO MOVE FORWARD WITH AND THEN YOU CAN LOOK AT SELECTING A PREFERRED SERVICE OPERATOR AND THEN PREPARING FOR IMPLEMENTATION AND SETTING UP A SYSTEM FOR IMPLEMENTATION AND MONITORING.

SO, THANK YOU FOR YOUR TIME AND I WILL HAND IT BACK TO LINDSAY.

>>LINDSAY: SO, THAT WAS THE FEASIBILITY ASSESSMENT THAT WE DID AND SO WHAT WE ARE LOOKING FOR NOW AGAIN PLEASE YOUR PREFERRED CONCEPTS OF WHAT YOU WOULD LIKE US TO CONSIDER MOVING FORWARD SHOULD WE IDENTIFY SOME OF THOSE REVENUE SOURCES AND GRANTS OR HAVE THE ABILITY TO PARTNER WITH SOME OF THE TRANSIT AGENCIES IN THE FUTURE.

>>PRESIDENT SCAMAN: GREAT.

SO, JUST TO MAKE SURE THAT WE DO NOT HAVE ANY PUBLIC COMMENT IN THE ROOM ON THIS AGENDA ITEM, RIGHT?

OKAY.

SO, I THINK IT IS VERY IMPORTANT THAT AS WE BEGIN THIS CONVERSATION THAT WE ARE VERY CLEAR ON WHAT WE WANT STAFF TO SPEND TIME ON OR QUITE HONESTLY NOT.

AND SO THAT WE DON'T HAVE THEM OBVIOUSLY - I DON'T THINK THIS NEEDS FURTHER EXPLANATION, BUT SPENDING TIME ON THINGS THAT IF WE REALLY DON'T THINK THAT WE WILL BE PURSUING AN OPTION.

AND SO WE WILL LOOK TO FIND WHERE THAT CONSENSUS LIES AND THE DIFFERENT OPTIONS THAT HAVE BEEN PROVIDED TO US.

WHO WOULD LIKE TO START US OFF THIS EVENING?

TRUSTEE EDER.

>>TRUSTEE EDER: I CAN KICK US OFF.

THANK YOU FOR THE PRESENTATION.

SO, I HAVE A NUMBER OF QUESTIONS AS I WAS READING THROUGH THE REPORT.

SO, I THINK THE FIRST ONE IS JUST GOING BACK IN TIME TO THE MID TO THOUSANDS SHUTTLE AND IT WAS CANCELED DUE TO LOW RIDERSHIP.

AND MY FIRST QUESTION KINDA RIGHT OFF THE BAT I SAW IN THE REPORT THERE WAS AN EXPECTATION THAT THIS NEW SHUTTLE SERVICE AND I WOULD BE CURIOUS IF IT WAS THE SAME FOR ALL OF THEM AND I IMAGINE THAT THERE IS SOME VARIABILITY THAT IT WOULD BE 5 TO 18 TIMES THAT THERE WOULD BE AN EXPECTATION THAT IT WOULD BE 5 TO 18 TIMES MORE RIDERSHIP.

BUT, GIVEN THAT THE POPULATION DOES NOT REALLY CHANGE THAT MUCH IT IS LIKE MAYBE PLUS 5% I THINK IN LIKE THE LAST 10 YEARS OR SO OR I GUESS 15 IN THIS CASE - HOW ARE WE DETERMINING LIKE WHY DO WE THINK THAT IT IS GOING TO BE FIVE TIMES AS A MINIMUM MORE POPULAR THAN WHAT THE PREVIOUS COLOR WAS?

>>LINDSAY: I WILL LET YOU ANSWER IF YOU HAVE A DIFFERENT ANSWER, BUT THE IDEA IS THAT WE WANTED TO DESIGN SOMETHING THAT WOULD BE MORE ATTRACTIVE THAN THE PREVIOUS SHUTTLE AND WOULD ENCOURAGE MORE RIDERSHIP THROUGH EITHER HAVING SHORTER WAIT TIMES, BEING A LITTLE BIT MORE INVITING AND HAVING A MORE CONVENIENT ROUTE.

WE HAVE LOST A LITTLE BIT OF INSTITUTIONAL KNOWLEDGE AROUND THE PROGRAM, BUT WILL WE HEARD FROM THE COMMUNITY AND FROM SOME OF THE PEOPLE WHO WERE HERE WHEN THAT WAS HAPPENING IS THAT IT WAS ONE VEHICLE AND SO THE WAIT TIMES WERE LONG AND SOMETIMES THE VEHICLE, AND IT

WOULD BE FULL AND SO YOU WAITED, BUT YOU COULD NOT GET ON AND ISSUES LIKE THAT THAT WE WERE ATTEMPTING TO DESIGN AROUND FOR THIS STUDY.

>>TRUSTEE EDER: OKAY, THANK YOU.

I AM ALSO CURIOUS ABOUT - SO, I THINK WHEN THIS INITIATIVE WAS STARTED, AFTER THAT HAPPENED THE TRANSIT BILL PASSED IN SPRINGFIELD AND THEN ALL OF A SUDDEN I THINK WAS ALMOST LIKE \$2 BILLION OF PUBLIC SPENDING THAT WAS AVAILABLE AND I ACTUALLY JUST READ AND I THINK CORY YOU SHARED THIS WITH ME THAT PACE HAS ALREADY TALKED ABOUT EXPANDING SOME OF THE SERVICES I THINK IT WAS ON ROOSEVELT AND THEN RICHLAND AND THEN MAYBE OTHERS? I THINK THAT IS JUST WHERE THEY ARE STARTING.

SO, DID YOU TAKE THAT INTO ACCOUNT?

AND ALSO THERE ARE OTHER POTENTIAL CHANGES THAT CAN COME DOWN THE LINE THAT WOULD IMPACT LIKE THIS UNDERLYING STUDY THAT WE DID HERE. IS THAT FACTORED IN HERE?

>>MICHAEL GROVE: YES.

IN OUR STAKEHOLDER DISCUSSIONS WITH THE TRANSIT AGENCIES THAT DEFINITELY CAME UP.

YOU KNOW PACE HAS THEIR REVISION STUDY WHERE THEY ARE LOOKING AT WAYS TO IMPROVE THE NETWORK AND THEY ARE LOOKING AT IMPROVED OFF PEAK SERVICE AND I BELIEVE OVERALL THEY ARE LOOKING AT IMPROVED OFF PEAK AND WEEKEND SERVICE.

I KNOW THAT THERE ARE SOME CHANGES THAT THEY ARE CONTEMPLATING IN THIS AREA AND THEIR DRAFT CONCEPTS ARE AVAILABLE ONLINE AND SO WE REVIEWED THAT AND I DON'T REMEMBER EXACTLY OFFHAND WHAT THEY WERE, BUT THEY DID NOT HAVE A SUBSTANTIAL KIND OF CHANGE IN TERMS OF THE NETWORK STRUCTURE.

>>TRUSTEE EDER: IT WAS INCREASING SERVICE ON THE EXISTING - OKAY.

ANOTHER QUESTION I HAD WAS - JUST LOOKING AT THE TRAFFIC PATTERNS I THINK WAS TOP OF THE REPORT THE HIGHEST PEAK TIMES ARE YOU ESSENTIALLY LIKE THE SCHOOL DROP-OFF AND PICKUP AND SO LIKE A BIG FACTOR HERE IS LIKE THE SCHOOL BUSES AND I UNDERSTAND THAT THERE IS NOT A SCHOOL BUS PROGRAM, IS THAT CORRECT?

OKAY, THAT IS WHAT I AVERRED.

SO, HAVE WE TALKED ABOUT THE 97 AND D 200, ARE THEY STAKEHOLDERS IN THIS? WHAT DO THEY WANT?

WILL THEY GET IN IT AND WHAT DOES THAT CONVERSATION LOOK LIKE?

>>LINDSAY: THEY WERE STAKEHOLDERS DURING THE STAKEHOLDER ENGAGEMENT AND HELPED US UNDERSTAND A LOT OF THE NEEDS AND THE GAP THAT THEY CURRENTLY HAVE AND THEY DID NOT VOLUNTEER THIS SERVICE, BUT THEIR NEEDS AND THEIR OBSERVATIONS ABOUT THEIR STUDENTS NEEDS WERE DEFINITELY TAKEN INTO CONSIDERATION.

>>TRUSTEE EDER: AND THOSE WERE FACTORED IN?

>>LINDSAY: YES.

>>TRUSTEE EDER: OKAY, UNDER THE GREENHOUSE GAS EMISSIONS I KNOW THAT YOU DID NOT MENTION IN YOUR PRESENTATION BUT THIS IS A CLIMATE ACTION PLAN WITH A FEASIBILITY STUDY AS A WAY TO REDUCE GREENHOUSE GAS EMISSIONS AND I SAW SOME NUMBERS CITED AS SORT OF A RANGE FOR ALL OF THE DIFFERENT OPTIONS BETWEEN LIKE IT LOOKS LIKE IT WAS BETWEEN LIKE 20 AND 100 LIKE METRIC TONS OF GREENHOUSE GAS REDUCTION.

SO, I DID SOME MATH AND I LOOKED AT THE MOST RECENT GREENHOUSE GAS INVENTORY AND FACTORED OUT SOME OF THE OTHER ASPECTS AND SINCE WE SPENT SO MUCH TIME FOCUSING ON BUILDING ELECTRIFICATION AS IT IS THE LARGEST SOURCE OF EMISSIONS I KIND OF LOOKED AT THAT SECTION AND I DID A ROUGH CALCULATION AND MAY BE OF A BETTER ONE, BUT ON AVERAGE PER YEAR LIKE A BUILDING IN OAK PARK IS PRODUCING ABOUT SIX METRIC TONS OF GREENHOUSE GAS EMISSIONS AND IT MIGHT BE GIVE OR TAKE THERE IS A RANGE, BUT THAT IS THE AVERAGE BASED ON THE MOST RECENT NUMBERS.

AND JUST FROM LIKE A RETURN ON INVESTMENT IF WE ARE TALKING ABOUT GREENHOUSE GAS REDUCTION YOU KNOW WE CAN ELECTRIFY 10 OR 20 HOMES AND GET THE SAME REDUCTION IN EMISSIONS AND THAT IS A ONE-TIME COST VS. EVERY YEAR.

SO, JUST FROM A ROI PERSPECTIVE, EVEN IF WE PAY FOR 100% OF THE UPGRADES WHICH I KNOW THAT WE DO NOT AND WE HAVE GRANTS THAT DO SOME OF IT, IT WAS JUST NOT A GREAT WAY TO REDUCE EMISSIONS.

AND SO I THINK THAT PARTICULAR LIKE I WAS HOPING YOU WOULD BE BETTER, BUT I THINK THE NUMBERS SEEM RIGHT AND IT JUST DOES NOT SEEM LIKE IF THAT IS A MAJOR GOAL HERE THAT IT IS ACTUALLY NOT REALLY MEETING LIKE IT IS NOT TAKING A BIG CHUNK OUT OF THOSE EMISSIONS.

AND WHEN IT COMES TO THAT I WANT TO THINK ABOUT BEING VERY THOUGHTFUL ABOUT THE DOLLARS THAT WAS SPENT AND IF WE ARE THINKING ABOUT HER FROM THAT LENS THIS DOES NOT SEEM LIKE A VERY EFFICIENT WAY TO SPEND MONEY TO REDUCE EMISSIONS.

IS ANYTHING I SAY THEY ARE SPEAKING TO YOU?

>>LINDSAY: I AGREE WITH YOU THAT THE EMISSION REDUCTIONS ARE NOT EXCEPTIONAL.

TO SEE EMISSIONS REDUCTIONS FROM THIS WE WOULD HAVE TO BE DISPLACING A LOT OF GAS VEHICLE TRIPS AND ONE OF THE THINGS THAT CAME UP IN SOME OF THE STAKEHOLDER ENGAGEMENTS WAS I THINK THAT THERE WAS A LOT OF PEDESTRIAN TRIPS THAT MAY BE WOULD BE MOVED ON TO THE SHUTTLE AND SOME DISPLACEMENT, BUT I AGREE WITH YOU THAT IF GREENHOUSE GAS EMISSION REDUCTIONS WERE THE ONLY GOAL THAT THERE ARE LIKELY OTHER WAYS THAT WE COULD ACHIEVE IT.

>>TRUSTEE EDER: OKAY, GOT IT.

I REALIZE THAT IS NOT THE ONLY REASON BUT THE IMPETUS FOR THIS IS THAT IT WAS IN THE PLAN AND OBVIOUSLY THERE IS SOMETHING WE ARE TRYING TO SOLVE AS YOU MENTIONED MANY THINGS ON THAT CHECKLIST AND UNFORTUNATELY IT

DOES NOT SEEM LIKE IT IS A REALLY GREAT ONE ON THE GREENHOUSE GAS EMISSIONS.

THOSE ARE MY QUESTIONS AND WHERE I'LL ADD ON THIS IS THAT IT SEEMS LIKE WE LIVE IN A VILLAGE THAT HAS ACCESS TO THREE TRANSIT AGENCIES.

WE HAVE PACE, CTA AND WE HAVE METRO PLUS THE SCHOOL BUSES AND PLUS THE TOWNSHIP AND THERE ARE SO MANY OPTIONS OUT THERE AND IT JUST SEEMS WASTEFUL FRANKLY TO STAND UP ANOTHER TRANSIT AGENCY.

I WOULD MUCH RATHER US PARTNER WITH AN EXISTING ONE AND I AM OPEN TO SPENDING DOLLARS ON IT, VILLAGE DOLLARS, BUT JUST THE CONCEPT OF US BUYING OUR OWN VEHICLES AND STORING THEM WHEN THAT IS A UNKNOWN LIQUID WE PUT THEM?

THE CAPITAL EXPENDITURE TO DO THAT YOU KNOW LIKE WE DON'T KNOW WHAT THAT PICTURE LOOKS LIKE YET AND THAT IS A LOT I IMAGINE IF A FIRE TRUCK IS \$2 MILLION.

YOU KNOW YOU CAN GET AN IDEA ABOUT HOW MANY FIVE OR SIX DIFFERENT ELECTRIC SHUTTLES WILL COST.

MAYBE SLIGHTLY LESS THAN THAT, BUT STILL THE NUMBERS ADD UP.

AND IT JUST DOES NOT MAKE SENSE FOR ME AND ASKED TO START FROM THAT AND DO IT OURSELVES.

I WOULD BE OPEN TO LOOKING AT THE PARTNERSHIP WITH ONE OF THESE AGENCIES AND WHAT THAT LOOKS LIKE AND IT LOOKS LIKE THAT IS WHAT NILES DID LIKE THAT WAS ONE OF THE EXAMPLES CITED IN THE TOP OF THE REPORT THAT THEY HAD A TROLLEY SYSTEM AND EVENTUALLY THEY BECAME PACE BUS ROUTE AND THEY JUST PAID PACE TO DO THAT.

AND THAT SEEMS LIKE A VIABLE PATH TO GO DOWN AND THAT IS FRANKLY THE ONLY ONE THAT I'M INTERESTED IN BASED OFF OF THIS AND I APPRECIATE ALL THE WORK AND I UNDERSTAND THAT THIS WAS MEANT TO - IT WAS TO DO THE FEASIBILITY STUDY AND IT HAS BEEN DONE.

BUT, I THINK THERE ARE OTHER WAYS TO ACHIEVE THIS THAT ARE NOT RUNNING OUR OWN SERVICE.

>>LINDSAY: I WILL SAY THAT THE PREVIOUS ONE WAS A PARTNERSHIP WITH PACE AND IN OUR CONVERSATIONS THEY INDICATED THAT THEY DID NOT HAVE AND WOULD NOT HAVE IN THE SHORT-TERM FUTURE THE ELECTRIC VEHICLES TO SUPPORT THIS IF IT WAS ELECTRIC.

SO, THAT IS A PART OF WHY OUR STAFF RECOMMENDATION IS MAYBE AT SOME POINT IN THE FUTURE, PACE CAN SUPPORT SOMETHING LIKE THIS.

>>TRUSTEE EDER: OKAY, THANK YOU.

>>PRESIDENT SCAMAN: OKAY, THANK YOU.

WHO WOULD LIKE TO GO NEXT?

NO VOLUNTEERS?

JIM?

>>TRUSTEE TAGLIA: SO, I JUST HAD A FEW QUESTIONS AND ALSO - DEREK MADE SOME EXCELLENT POINTS HERE ABOUT THE RETURN ON INVESTMENT AND LOOKING AT THE NUMBERS.

WE DO NOT KNOW TO WHAT EXTENT YOU KNOW WE WOULD HAVE TO REQUIRE CAPITAL INPUT FROM THE VILLAGE AND ALSO IT SEEMS TO BE LIKE CERTAINTY OF FUNDING TO REALLY LOCK THIS IN A WAY THAT WOULD BE MEANINGFUL IN THE FUTURE SO THAT WAY WE DON'T HAVE TO DO IT FOR MULTIPLE YEARS AND THE COST PER YEAR IS VERY HIGH AND ONE OF THE GOALS IS TO CROP AND YOU HAVE DONE A GOOD ANALYSIS THERE KIND OF A QUICK ANALYSIS AND IT SOUNDS LIKE IT IS NOT THE BEST WITH THAT ONE ASPECT OF IT.

AND MY QUESTION IS ECONOMIC VITALITY I THINK THIS WOULD BE GOOD AND I WOULD LIKE TO KNOW WHERE WE STAND AND WHAT IS THE ANALYSIS ON THAT, BECAUSE IS THIS SOMETHING THAT IF ALL THINGS WERE EQUAL WE WOULD SEEK OUT ON OUR OWN AND TRY TO DO THIS?

AND FOR THE SAKE OF THE BUSINESS DISTRICTS?

OR YOU KNOW IN 2008 IT DID NOT WORK AND I DO REMEMBER THAT VAGUELY AND IT WAS NOT A BIG THING.

AND IF YOU LOOK AT THE COST FOR EVERY WRITER AND IT IS LIKE \$29 FOR A RIDE, WE DID A WHAT DO YOU CALL IT A VALET SERVICE WHEN LAKE STREET WAS UNDER CONSTRUCTION AND THE COST TO PARK A CAR WAS OVER \$50 AND AT THE TIME THEY CANCELED IT QUICKLY AND YOU GET INTO THOSE CALCULATIONS AND YOU ARE LIKE I DON'T KNOW IF THIS IS HOW IT GOES, BUT ECONOMIC VITALITY -

>>MANAGER JACKSON: YES, THE CHALLENGE AND OPPORTUNITY WITH THIS IS THAT THERE IS SO MANY DIFFERENT ANGLES TO IT AND ECONOMIC VITALITY WAS ONE AND WE TRIED TO MAKE SURE THAT WAS A PART OF THE STUDY AND ONE EXAMPLE THAT YOU CAN SEE IN THE STUDY IS JUST SOME WORK THAT IN THE PREVIOUS COMMITTEE THAT I WORKED IN WE ENABLED THE CIRCUIT TO SUPPORT OUR BUSINESS DISTRICTS IN VERY DENSE AREAS WHERE WE ARE PARKING AND THERE ARE CERTAIN PEOPLE DOWNTOWN IN THE VARIOUS BUSINESS DISTRICTS DOWN BY THE SHORELINE AND SO FOUR DAYS A WEEK AND HERE I THINK WE ARE SAYING IT IS OPERATIONAL SEVEN DAYS A WEEK AND THAT IS NOT JUST ON ECONOMIC VITALITY, IT IS ON EVERYTHING TO SUPPORT THE BUSINESS DISTRICT AND THE GAPS FOR KIDS AND STUFF LIKE THAT.

AND IT WAS REALLY NOT LIKE AN ISOLATED ANALYSIS ON JUST ECONOMIC VITALITY ALONE.

I BELIEVE THAT WE ARE TRYING TO COMBINE EVERYTHING TOGETHER.

AND THIS IS HOW WE ARRIVED AT THE OPTIONS.

AND IF WE WERE TO DO SOMETHING EXCLUSIVELY TO DISCUSS OUR BUSINESS DISTRICTS AND THE NUMBERS MAY BE A LITTLE BIT DIFFERENT THAN THEY ARE PRESENTED IN THE REPORT.

BUT, THE COST PER TRIP LIKE YOU SUGGEST WOULD LIKELY BE SIMILAR.

IT IS JUST THE OVERALL AMOUNT WOULD LIKELY BE LOWER IF WE JUST FOCUSED ON A CIRCULATION AROUND THE BUSINESS DISTRICT FOR A FEW DAYS OR A WEEK AS OPPOSED TO SEVEN DAYS A WEEK.

SO, UNFORTUNATELY WE DO NOT HAVE A VERY SPECIFIC SEGREGATED ANALYSIS ON SUPPORTING THE BUSINESS DISTRICTS AS TRYING TO DO EVERYTHING.

AND THAT COST IS REFLECTED IN ALL OF THE OPTIONS.

AND PART OF TONIGHT AS WELL IS TO COMPLETE THE GOAL THAT WAS DEFINE TO DO THE ANALYSIS AND WE REALLY WANT TO HEAR FROM YOU ALL ON YOUR FEEDBACK AND WE RECOGNIZE THAT SOME OF THESE OPTIONS ARE VERY EXPENSIVE AND THE RETURN ON INVESTMENT AND THERE ARE QUESTIONS AROUND THAT FROM A SUSTAINABILITY STANDPOINT, BUT WE WANT TO HAVE COMPLETE INPUT AND IF THERE IS SOMETHING THAT YOU WANT US TO LOOK AT FURTHER THEN WE WOULD CERTAINLY WANT TO DO THAT AND THEN BRING IT BACK AND THAT IS WHY TONIGHT IS THE COMPLETION OF THIS VISIBILITY ANALYSIS AND WE DON'T HAVE LIKE A FINANCIAL PLAN TO SUPPORT ANY OF THESE OPTIONS AND SO IF THERE IS A COALESCENCE AROUND LIKE HEY, LET'S GO BACK AND LOOK AT THIS FROM JUST STRICTLY A ECONOMIC VITALITY LENS AS TO HOW THE ALLIANCE WITH THE BUSINESSES IN THE VILLAGE INTEREST IN THAT AREA IN PARTICULAR THAT WE CAN CERTAINLY DO THAT AND PROVIDE MORE INFORMATION.

WHILE I AM TALKING HOWEVER I DO WANT TO ACKNOWLEDGE THAT DESPITE WHAT THE OUTCOME OF THIS CONVERSATION IS WITH THE PARTNER STAKEHOLDERS AND COMMUNITY STAKEHOLDERS THERE STILL IS I THINK AN INTEREST IN ADDRESSING THE OF SCHOOLCHILDREN AFTER SCHOOL GETTING ACCESS TO SERVICES IN THE VILLAGE FROM A TRANSPORTATION STANDPOINT.

AND SO THERE IS LIKELY TO BE STILL SOME COMMUNICATION WITH US AND PARTNERS AROUND HOW TO RESOLVE THAT ISSUE OF COMMUNITY STAKEHOLDERS DESPITE THE OUTCOME OF THE STUDY BECAUSE I THINK THAT IS SOMETHING THAT HAS JUST BEEN ARTICULATED BY COMMUNITY STAKEHOLDERS AS A NEED TO ADDRESS THE ISSUE AND TO THE POINT ABOUT A FUNDING PLAN.

IF WE WERE TRYING TO ADDRESS THAT ISSUE WE WOULD NOT ADDRESS THAT ISSUE ALONE FROM A FINANCIAL STANDPOINT.

WE WOULD SEEK OUT PARTNERSHIPS WITH SCHOOL DISTRICTS AND SO FORTH.

>>TRUSTEE TAGLIA: SO, JUST AS A THOUGHT THAT OCCURRED TO ME AND PROBABLY TO EVERYONE ELSE ON THE BOARD LIKE WHY DON'T WE JUST PURCHASE HALF A DOZEN SELF DRIVING CARS AND LET THEM - LET PEOPLE PAY - I MEAN IT DID OCCUR TO ME - AND JUST A COUPLE POINTS AND THEN I WILL MOVE ON.

I THOUGHT THE ANALYSIS WAS VERY GOOD AND I APPRECIATED THIS AND IT WAS COMPREHENSIVE AND VERY THOUGHTFUL.

I THOUGHT IT WAS A REALLY GOOD ANALYSIS TO GO THROUGH IT AND IT DID EXPOSE A LOT OF DIFFERENT COMPETING ISSUES HERE THAT MAKE IT DIFFICULT FOR ME TO SUPPORT, EVEN THE RECOMMENDATION BY THE STAFF AND I AM NOT POKING OR SAYING ANYTHING BAD, BUT THE RECOMMENDATION WAS TO GET OUR RECOMMENDATION IS THAT THERE IS NOTHING CONCRETE LIKE OFTEN, NOT ALWAYS, BUT OFTEN YOU WOULD SAY LIKE DO THIS, ADOPT, DO NOT DO - THIS IS LIKE NO, WE WANT YOUR INPUT AND THAT IS GREAT AND I'M TELLING YOU WHAT IT IS - I DON'T THINK THAT I WOULD MOVE AHEAD WITH IT AND I WOULD THINK THAT WE HAVE DONE THE ANALYSIS AS DEREK HAS SAID PER THE REPORT AND I AM GOOD WITH LETTING IT MOVE ON, BUT THE ANALYSIS I THINK WE SPOKE A LITTLE BIT TO THAT UNCERTAINTY PART OF IT PERHAPS - A LITTLE BIT - I'M NOT SAYING ANYTHING BAD.

>>MANAGER JACKSON: WE DID NOT WANT TO PRESUME LIKE THE BOARD 'S CONSENSUS ON A PARTICULAR DIRECTION AND WANTED TO MAKE SURE THAT WE GOT YOUR DIRECT FEEDBACK AND I THINK LINDSAY YOU CAN ADD TO THIS IF YOU NEED TO.

THE RECOMMENDATION WAS REALLY FOR US TO GET INPUT FROM YOU ALL ON EITHER ONE OF THESE OPTIONS OR COMBINATION TO REALLY UNDERSTAND WHAT YOUR INTERESTS ARE OR IS AND THAT WOULD GIVE US SOME PERSPECTIVE ON YOU KNOW WHAT WE NEED TO DO NEXT AND SO THAT IS WAITING FOR PACE TO PROCURE YOU KNOW ELECTRIC VEHICLES AND THEN LOOKING AT CONTINUING TO LOOK AT GRANT FUNDING THAT MAY SUPPORT A MODEL THAT YOU MIGHT BE INTERESTED IN, THEN THAT IS WHAT THE STAFF 'S FOLLOW-UP WORK WOULD REVOLVE AROUND. SO, IT WOULD NOT BE LIKE YOU KNOW WE ARE COMING BACK TO YOU IN SIX MONTHS WITH A SPECIFIC PROPOSAL.

IT WOULD BE WE NEED TO FIND OUT WHETHER OR NOT WHAT IT IS THAT PACE COULD ACTUALLY PARTNER WITH US AND WHETHER OR NOT SOME OF THOSE OPPORTUNITIES THAT WERE AFFORDED TO COMMUNITIES WHO DID THIS BEFORE WE DID OUR BACK AND AVAILABLE FOR US TO PURSUE AND COME BACK WITH SOMETHING THAT IS FEASIBLE THAT WOULD MEET THE GOAL AND THE BOARD'S INTEREST AND REALLY HONESTLY WE'RE JUST TAKING A PAUSE AND LOOKING FOR OPPORTUNITIES TO ADDRESS WHATEVER YOUR INTERESTS ARE IN THE FUTURE WHEN THERE OPPORTUNITIES TO DO THAT EVEN WITH PARTNERSHIPS OR GRANT OPPORTUNITIES.

>>LINDSAY: I AGREE WITH THAT ASSESSMENT.

OUR RECOMMENDATION REALLY IS THAT THE APPROPRIATE THING TO DO IS TO WAIT UNTIL THESE RESOURCES ARE MORE AVAILABLE.

WE HEARD FROM THE COMMUNITY A WIDE RANGE OF PRIORITIES THAT THE COMMUNITY WAS LOOKING FOR A VERY HIGH LEVEL SERVICE AND WE WERE COMING HERE WITH THAT INPUT FROM THE COMMUNITY AND THE MODELING THAT WAS DONE BY TY LIN TO GET A SENSE OF WHAT MADE SENSE TO YOU ALL AND WHAT YOU WOULD LIKE US TO MOVE FORWARD AND SO WHEN THIS OPPORTUNITIES BECOME AVAILABLE WE SORT OF KNOW WHAT TO MOVE FORWARD WITH.

>>MANAGER JACKSON: BECAUSE IF IT IS ALTERNATIVE FORMAT, DO NOTHING, THEN WE WON'T EVEN LOOK FOR THOSE OPPORTUNITIES, THE FUTURE OPPORTUNITIES THAT LINDSAY IS SPEAKING OF ANNA GRANT OPPORTUNITIES AND PARTNERSHIPS WITH PACE AND SO FORTH, WE WERE JUST STOP WORKING WITH THEM ALTOGETHER.

>>PRESIDENT SCAMAN: CORY?

>>TRUSTEE WESLEY: MANAGER JACKSON JUST TOUCHED ON A WHOLE LOT OF STUFF I WAS GOING TO TOUCH ON AND SO I APPRECIATE THAT AND I WILL START BY SAYING I WISH THIS WAS CHEAPER.

BECAUSE IT IS EXPENSIVE, BUT I DO THINK THERE IS A REAL NEED FOR THIS AND SO I WILL SPEAK FOR THE VOICE THAT IS NOT PRESENT HERE AND THAT IS THE STUDENTS.

YOU KNOW WE HAVE A LOT OF KIDS IN OUR VILLAGE.

A LOT OF OUR VILLAGE IS DRIVEN BY THE SCHOOL SYSTEM AND IF YOU HAVE EVER DRIVEN ACROSS THE VILLAGE IN THE MORNING TIME AND DROPPING OFF YOUR KID OR IN THE AFTERNOON PICKING THEM UP AND IF YOU'RE COMING FROM SOUTHEAST OAK PARK AND GOING TO OPRF OR VICE VERSA LED THE PREDOMINANT AMOUNT OF CAR TRAFFIC AND YOU KNOW I'M NOT SURE IF I'M RIGHT ON THIS I AM LOOKING FOR DATA TO VERIFY, BUT MY ANECDOTAL EXPERIENCE IS THAT A PREDOMINANT AMOUNT OF ACTUAL TRAFFIC GENERATED IS AROUND PICKUP AND DROPPING OFF OF KIDS AND THE REASON FOR THAT IS THAT THERE IS NO OTHER WAY TO GET THEM TO SOME OF THESE PLACES OTHER THAN WALKING OR BIKING.

NOW, THAT IS GREAT WHEN IT IS A DAY LIKE TODAY OR ABSENT THE RAIN THIS AFTERNOON WHERE YOU CAN SAY HEY, GO WALK TO SCHOOL AND IT IS FINE. BUT IT IS A LOT HARDER TO GET YOUR KID TO WALK TO SCHOOL FROM SOUTHEAST OAK PARK AND ACTUALLY MAKE IT ON TIME UNLESS THEY LEAVE AT 6 O'CLOCK IN THE MORNING.

IT IS A STRETCH, RIGHT?

AND I DON'T THINK THAT WE HAVE A REALLY GOOD WAY TO GET KIDS AROUND OUR VILLAGE FROM TWO DIFFERENT PERSPECTIVES.

ONE FOR THEM TO BUILD THE INDEPENDENCE OTHER THAN BIKING WHICH WE HAVE DELAYED OUR BIKE PLAN IMPLEMENTATION THIS YEAR AND SO THERE IS THAT - AND THERE IS ALSO YOU KNOW ULTIMATELY WHAT HAPPENS IS THE PARENTS DRIVING THEIR KIDS TO SCHOOL AND I SEE IT EVERY MORNING AND THERE IS A MARKET DIFFERENCE ON A NICE DAY VS. A NOT NICE DAY WITH THE AMOUNT OF CARS ON THE ROAD DROPPING KIDS OFF.

IF IT IS A RAINY DAY OR A COLDER DAY THERE IS A LOT MORE CARS TAKING KIDS TO OPRF VS. A 60° DAY WHEN THERE ARE A LOT MORE KIDS ON BIKES OR WALKING. THIS IS A SIGNIFICANT PROBLEM, BECAUSE A LOT OF PEOPLE MOVE HERE FOR OUR SCHOOLS.

AND SO WE END UP WITH A LOT OF KIDS TRYING TO GET ACROSS TOWN AND WE ONLY HAVE ONE HIGH SCHOOL AND KIDS GOING FROM SOUTHWEST OAK PARK AND SOUTHEAST OAK PARK AND SOME OF THE CORNERS OF NORTHEAST AND NORTHWEST OAK PARK AND THEY'RE ALL TRYING TO GET TO OPRF AND THERE IS NO GOOD WAY.

SO, WE END UP WITH IS A BUNCH OF CARS TRAVELING IN A CARAVAN AND CAUSING A LOT OF NOT SAFE TRAFFIC CONDITIONS.

LITERALLY UNSAFE TRAFFIC CONDITIONS WITHIN VIEW OF THE SCHOOL BUILDING. IT IS REALLY RIDICULOUS.

WITH THAT SAID THOSE FOLKS ARE NOT IN THIS BOARDROOM TODAY BECAUSE KIDS DON'T SHOW UP TO BOARD MEETINGS.

BUT, THEY ARE I THINK THE PRIME CONSTITUENT OF THIS - OH, HELLO!

DID YOU WANT TO MAKE A PUBLIC COMMENT?

(CHUCKLE) BUT, IT IS A BIT I THINK - A BIG OPPORTUNITY AND THIS SERVICE WOULD ADDRESS THAT BIG OPPORTUNITY IF WE WERE ABLE TO CONNECT OUR MIDDLE SCHOOLS AND HIGH SCHOOLS TO MORE REGIONS OF OUR VILLAGE, BECAUSE I THINK IT WOULD JUST GIVE OUR KIDS A BETTER WAY TO MAKE IT TO SCHOOL AND TO

BE INDEPENDENT AND DOING SO AND ALSO TO GO TO THOSE AFTERSCHOOL JOBS THAT THEY HAVE AND SO ON AND SO FORTH.

AND THAT IS IN MY OPINION THE SINGLE BIGGEST DRIVER OF SOMETHING LIKE THIS IF WE WERE TO EXECUTE IT.

AND SECOND TO THAT, ECONOMIC VITALITY TO TRUSTEE TAGLIA 'S POINT AND MANAGER JACKSON YOUR POINT EARLIER.

I SEE THIS IF WE WERE TO DO THIS LIKE AN INVESTMENT AND IT WOULD CREATE A INTERCONNECTED NEIGHBORHOOD THAT IS ONE OF OUR GOALS, RIGHT?

THIS WOULD BRING OUR NEIGHBORHOODS TOGETHER AND GIVE FOLKS WHO ARE IN NORTHEAST OAK PARK MAY BE DOWN TO THE ART DISTRICT A LITTLE BIT MORE OFTEN AND VICE VERSA.

AND THAT CREATES THE ABILITY FOR THOSE BUSINESSES TO THRIVE A LITTLE BIT MORE, BECAUSE NOW THEY HAVE ACCESS TO MORE CUSTOMERS ACROSS THE VILLAGE.

RIGHT NOW YOU HAVE TO DRIVE AND I WOULD JUST GO ALL THE WAY TO CHICAGO LOCAL KNOWS, RIGHT?

IT IS A LITTLE BIT OF A DIFFERENT THING.

AND THERE IS ALSO A WAR GOING ON - I DON'T KNOW IF YOU LOOKED AT THE NEWS THIS MORNING, GAS PRICES ARE SPIKING AND OIL PRICES AND PEOPLE WANT TO DRIVE LESS WHEN GAS PRICES ARE FIVE AND SIX AND MAY BE \$10 A GALLON AND WHO KNOWS WHERE THEY ARE GOING TO END UP AND THERE IS A LOT OF UNPREDICTABILITY GOING ON RIGHT NOW.

MASS TRANSPORTATION TENDS TO DO WELL IN THOSE SITUATIONS.

THIS SEEMS TO BE A CYCLE THAT WE KEEP ENDING UP IN THIS SITUATION.

SO, I DON'T KNOW - I WOULD LIKE TO CONTINUE TO PURSUE THIS AND SEE IF THERE IS A WAY TO MAKE THIS FINANCIALLY FEASIBLE BECAUSE I DO THINK THERE IS AN OPPORTUNITY HERE AND I DO VIEW THIS TWOFOLD, ONE FROM THE OPPORTUNITY WITH OUR STUDENTS AND THEN TWO FROM THE ECONOMIC VITALITY ASPECT AS AN INVESTMENT RATHER THAN EXPENSE.

SO, THAT PART I THINK NEEDS TO BE - WE NEED TO DO A LITTLE BIT MORE RESEARCH TO VALIDATE THAT THAT THESIS ACTUALLY WORKS ALTHOUGH I THINK IT DOES LOGICALLY.

THAT IS WHERE I STAND.

>>PRESIDENT SCAMAN: BRIAN?

>>TRUSTEE STRAW: A LOT HAS ALREADY BEEN SAID AND I'LL TRY TO BE BRIEF.

I SUPPORT THE STAFF RECOMMENDATION OF WAITING FOR FUNDING AND RESOURCES TO BE AVAILABLE FOR IMPLEMENTATION INTO DEREK 'S POINT I DON'T THINK THAT THIS NECESSARILY MAKES MUCH SENSE FOR US TO FORGE BOLDLY ONWARDS ON OUR OWN.

THIS IS DEFINITELY SOMETHING THAT I WOULD WANT TO DO, BUT AT THIS PRICE TAG IT IS ENTIRELY UNFEASIBLE FOR US TO TAKE ON THIS ANNUAL COMMITMENT AND THIS IS WITHOUT PRICING IN THE CAPITAL CONSIDERATIONS AND SO I THINK THAT IT IS JUST NOT FEASIBLE FROM A VILLAGE FUNDED PERSPECTIVE.

I THINK A FIXED ROUTE MODEL MAKES THE MOST SENSE, PARTICULARLY FOR THE HIGHER DEMAND TIMES, BECAUSE A SORT OF RIDESHARE MODEL WOULD GET COMPLETELY SWAMPED IF WE WERE TRYING TO USE IT DURING A MORNING AND EVENING RUSH, PARTICULARLY FOR LIKE STUDENTS TRYING TO GET TO SCHOOL AND LONG WAIT TIMES WERE A KID IS TRYING TO GET TO SCHOOL MEANING THAT THE SERVICE HAS FAILED THAT CHILD.

AND SO I DON'T THINK THE ON-DEMAND KIND OF RIDESHARE SERVICE MAKES ALL LOT OF SENSE.

AT THE SAME TIME I THINK THAT THE OPTION A FIXED ROUTE DOES A LOT OF WHAT WE WANT TO DO, BUT THERE ARE LARGE PORTIONS OF THE VILLAGE THAT ARE UNSERVED BY THE FIXED ROUTE AND SO IT FEELS LIKE YOU KNOW WHAT ABOUT SOUTHEAST OAK PARK WHICH ONLY HAS NORTH AND SOUTH SERVICE AND IF PART OF THE GOAL IS - SORRY, SOUTHWEST OAK PARK.

IF A PART OF THE GOAL IS TO GET PEOPLE TO THE HIGH SCHOOL YOU KNOW WE ARE NOT COVERING THAT PART OF THE VILLAGE.

AND I DON'T HAVE A SOLUTION TO THAT, BUT IT IS SOMETHING THAT I KNOW THAT IF ONE OF OUR PRIMARY USE CASES IS THAT THE HIGH SCHOOL DOES NOT PROVIDE TRANSPORTATION THAT THERE ARE LARGE PORTIONS OF THE VILLAGE THAT ARE RELATIVELY DISTANT FROM THE HIGH SCHOOL THAT ARE SIMPLY UNSERVED BY THE MODEL THAT WE ARE LOOKING AT.

I ALSO - TO THE POINT OF LOW COST NOT BEING FEASIBLE, I AM NOT SURE - I AM NOT SURE WHAT THE CONFIDENCE LEVEL IS INDY 5 - 10 TIMES RIDERSHIP.

I HAVE CONCERNS WHEN A 81% OF PEOPLE SAID THAT THEY WERE NOT WILLING TO WAIT MORE THAN 10 MINUTES FOR A BUS.

I THINK WHAT I'M HEARING THERE IS IF ON ANY KIND OF REGULAR INTERVAL I AM HAVING TO WAIT FOR MORE THAN 10 MINUTES FOR A BUS, I'M JUST GOING TO END UP DRIVING OR GETTING THERE OTHERWISE, BECAUSE IF YOU ARE TRYING TO USE THIS AS A LAST MILE TRANSIT TO GET TO CTA AND TO GET TO METRO - STACKING A 10 MINUTE WAIT ON TOP OF THE 10 MINUTE WAIT THAT YOU'RE GOING TO HAVE FOR THE TRAIN AND THE VARIABILITY OF YOUR COMMUTE GETS MUCH LARGER AND THE TIMES GET MUCH LARGER BASED ON THOSE WAITING.

AND SO IT SEEMS LIKE DEMAND MAY BE THERE IF WE CAN SHOW UP EVERY FIVE MINUTES.

BUT, IT IS ALREADY NOT FEASIBLE SHOWING UP EVERY 15 MINUTES AND SO I WOULD BE INTERESTED IN TRYING THIS IF WE FIND FUNDING SOURCES AND IF WE ARE COVERING A SUBSTANTIAL PORTION OF THIS BILL, THEN IT SEEMS LIKE THE JUICE IS NOT WORTH THE SQUEEZE.

AND SO I WOULD BE A NO UNLESS WE HAVE WALKED INTO A GRANT WHERE WE ARE GOING TO PILOT THIS AT ALMOST NO COST TO THE VILLAGE FOR A PERIOD OF YEARS.

>>PRESIDENT SCAMAN: TRUSTEE ENYIA?

OH, PLEASE.

CORY.

>>TRUSTEE WESLEY: ONE THING I FORGOT IS THAT THERE IS A LOT OF COMMENTS IN HERE FROM OUR TRANSIT PARTNERS WHO ARE CONCERNED ABOUT US DUPLICATING THE ROUTES THAT THEY DON'T SERVICE. ARE THEY PLANNING TO EXPAND THE ROUTES? BECAUSE THIS WOULD NOT BE NECESSARY IF THE PACE BUS WAS ACTUALLY DEPENDABLE, BUT IT IS NOT IN TRYING TO GET ONE YOU KNOW IT COMES LIKE ONCE EVERY THREE HOURS AND I CAN ONLY SPEAK TO THAT ONE BUT FROM WHAT I HAVE HEARD TALKING TO RESIDENTS IS THAT THERE ARE FOLKS THAT I KNOW AND SOUTHEAST OAK PARK ALDWYCH HARLEM TO CATCH A PACE BUS THAT IS VIABLE VS. TRYING TO WAIT ON RICHLAND. AND SO WHEN I SEE THE COMMENTS FROM OUR SO-CALLED PARTNERS IN THIS DECK SAYING THAT THEY WOULD NOT WANT US TO DUPLICATE THEIR ROUTES YOU KNOW DUPLICATING ROUTE THAT THEY ARE NOT ACTUALLY SERVING WHICH IS WHY WE ARE HAVING THIS CONVERSATION AND SO I'M CURIOUS IF THEY DID SPEAK TO ANY SERVICE IMPROVEMENT ON EXISTING ROUTES, BECAUSE I THINK THAT WOULD BE HELPFUL IN THE INTERIM.

>>LINDSAY: WE SPOKE TO THAT LITTLE BIT WITH THE INCREASING CAPACITY ON THE ROUTES, BUT I THINK THAT COMMENT WAS ALSO JUST MAKING SURE THAT WE WERE AWARE OF WHERE THE ROUTES WERE FOR POTENTIALLY MAKING OUR ROUTE MORE OPTIMAL.

BUT, WE DID HEAR THAT FROM STAKEHOLDERS, ESPECIALLY ON WEEKENDS THAT THE FREQUENCY WAS NOT ENOUGH TO MEET THEIR NEEDS.

>>TRUSTEE STRAW: EVEN WEEKDAYS.

>>TRUSTEE WESLEY: EVEN WEEKDAYS.

LIKE I CANNOT PUT MY KIDS ON A BUS TO GET TO OPRF BECAUSE IT IS THAT BAD. ANYWAY - I JUST WANT TO ADD THAT IN THERE AND BRIAN YOU MENTIONED SOMETHING AND WE TALK ABOUT THE CONCEPT OF LIKE RUSH-HOUR TRAFFIC AND FOLKS NEEDING TO BE HAVING THE SHUTTLE SHOW UP AT A CERTAIN TIME. AND THEN YOU KIND OF IMPLIED SOMETHING ELSE ABOUT MAYBE OFF-PEAK NOT NECESSARILY BEING THE CASE AND MAYBE THAT IS WHAT I PICKED UP, BUT MY POINT IS THAT A HYBRID SITUATION WHERE WE HAVE A SHUTTLE THAT IS RUNNING MORE CONSISTENTLY DURING RUSH-HOUR AND MAYBE ON-DEMAND OUTSIDE OF THOSE THINGS COULD BE A CONSIDERATION TO KEEP IT DOWN. AND TO SERVICE THE REST THAT WE ARE TRYING TO.

>>PRESIDENT SCAMAN: THANK YOU, TRUSTEE ENYIA?

>>TRUSTEE ENYIA: I'LL TRY TO BE QUICK.

YES, I THINK THAT FOR A NUMBER OF YEARS BEFORE A LOT OF THE STUFF HAPPEN WE HAD SOME RELIABLE MODES OF TRANSPORTATION THAT SERVICED THE KIDS THAT WE ARE SPEAKING OF BEFORE AND THERE WAS A CAB SERVICE THAT TOOK CARE OF KIDS UNDER A CERTAIN AGE AND WE ALSO HAD THE JUNIOR HIGH THAT HAD THEIR OWN BUS SERVICE THAT WOULD DO PERIODICAL STOPS TO THE NORTH SIDE OF OAK PARK AND SOUTHSIDE OF OAK PARK AND THEN OBVIOUSLY IF YOU WERE AFTER SCHOOL WITH THE HIGH SCHOOL THERE WAS NO TRUE SET UP FOR THE BUS SYSTEMS THAT RAN VERY CLOSE TO THE HIGH SCHOOL AND THEY WERE

FAR MORE RELIABLE AND I REMEMBER THAT I WOULD CALL FROM A PAYPHONE WHEN WE HAD PAYPHONES AND HE IS LIKE YOU KNOW THE BUS NEVER CAME! AND IT WAS VERY RARE LIKE IT LITERALLY HAD A TIME THAT SHOWED YOU AND THAT WAS THE TIME THAT IT ACTUALLY CAME.

AND SO I THINK THAT TIMES HAVE CHANGED, NO PUN INTENDED.

AND RIGHT NOW TO VILLAGE MANAGER JACKSON 'S POINT AND SAME THING WITH TRUSTEE WESLEY, WHAT WE ARE REALLY TRYING TO SEE AND WHAT A LOT OF US HAVE BEEN TALKING ABOUT FOR THE LAST FEW YEARS IN SOME OF THE CONVERSATIONS WITH SOME OF THE OTHER PARTNER AGENCIES WITHIN OAK PARK IS THAT YOUTH ARE TRYING TO GAIN ACCESS TO OTHER OPPORTUNITIES THROUGHOUT THE VILLAGE WHETHER IT IS PROGRAMMING OR THE PARK DISTRICT AND STUFF THAT IS GOING ON AT THE LIBRARY OR STUFF THAT IS GOING ON AT THEIR SCHOOLS SINCE THEY PROVIDE THOSE SERVICES.

IT IS NOW VERY HARD FOR A PARENT WHO MAY BE EITHER WORKING ONE JOB OR MULTIPLE JOBS TO FIGURE OUT A WAY TO GET THEIR KID TO WHEREVER THEY NEED TO GO AND THEN GET BACK TO WORK.

IT IS CREATING LIKE THIS ISSUE WITH TRANSPORTATION ON ANOTHER LEVEL AND I THINK YOU KNOW I WOULD LOVE TO SEE THIS DONE IF WE HAD THE FUNDS TO DO THIS.

SO THAT WE CAN PROVIDE THIS AS AN OPPORTUNITY FOR OUR RESIDENTS, BUT I DO THINK THAT THERE NEEDS TO BE SOME MUTUALLY SHARED COSTS HERE SO THAT THE OTHER AGENCIES UNDERSTAND THAT IT IS NOT JUST FOR ECONOMIC VITALITY. IT IS FOR OUR YOUTH AND IT IS NOT JUST FOR PEOPLE WHO ARE UNDER A CERTAIN AGE YOU KNOW I THINK YOU KNOW YES WE DO HAVE OUR TOWNSHIP, BUT LIKE WE SAID THEY ARE HAVING OTHER OPTIONS THAT MAKES IT A LOT EASIER WITH CONGESTION ON THE SYSTEM AS A WHOLE, BUT IF YOU HAVE EVERYTHING RUNNING THROUGH ONE SERVICE YOU KNOW NO WAY ARE YOU GOING TO GET THE KIDS TO HIGH SCHOOL OR ALL OF THESE OTHER PLACES THAT THEY NEED TO GET TO AND I DO THINK THAT IT WOULD HELP TO EASE SOME OF THAT CONGESTION AND MAKE IT A LOT MORE TRANSIT ORIENTED.

SO, I DO THINK THAT WE WOULD NEED TO SEE WHERE THOSE GRANTS WILL END UP AND IF THERE IS AN OPPORTUNITY FOR US TO SHOW THEM THAT WE HAVE A PLAN AND THAT WE DO WANT TO BE MORE - YOU KNOW IN THE GAME WITH PEOPLE LIKE PACE, BUT I UNDERSTAND AND THIS IS THE REASON THAT I WORK AT OAK PARK NOW YOU KNOW HAVING TO TAKE MULTIPLE DIFFERENT TYPES OF TRANSPORTATION TO COME FROM DOWNTOWN CHICAGO TO GET TO WHERE I WAS AND THEN SOMETIMES THE TRAIN IS FULL OR SOMETHING CRAZY HAPPENS ON THE TRAIN AND IT IS LIKE WEIGHT, HOW AM I GETTING HOME AND YOU TAKE A BUS AND YOU GET ALL THE WAY TO AUSTIN AND MADISON AND YOU ARE LIKE THE BUS DOES NOT MAKE IT THROUGH OAK PARK AND SO I HAVE TO WALK THE REST OF THIS WAY!

AND YOU QUICKLY LEARN THESE ROUTES, BUT IF YOU ARE TRYING TO FIGURE OUT A WAY TO NAVIGATE WITHOUT THAT CAR AND YOU HAVE KIDS HERE IT MAKES IT DIFFICULT TO DO ALL OF THE THINGS AND STILL TRY TO KEEP YOUR CAR AND GET EVERYONE WHERE THEY NEED TO GO AND SO IF THERE IS AN OPPORTUNITY YOU

KNOW PLEASE SEARCH FOR IT AND YOU KNOW I HOPE THAT WE CAN COUNT ON OUR PARTNERS TO ACTUALLY LOOK AT THIS YOU KNOW WE DON'T WANT TO SHOULDER ALL OF THIS.

IT SHOULD BE SOMETHING THAT WE ALL DO TOGETHER.

TO MAKE THIS MOVE FORWARD AND THESE NUMBERS WILL LOOK A LITTLE BIT SMALLER WHEN THERE IS OTHER PEOPLE CONTRIBUTING.

>>PRESIDENT SCAMAN: JENNA?

>>TRUSTEE LEVING-JACOBSON: HELLO!

MY MAIN QUESTIONS SEEM TO HAVE BEEN ANSWERED.

SO, I WILL NOT DOUBLE UP ON WHAT MY COLLEAGUES HAVE SAID ALREADY.

I WILL JUST SAY THAT FROM MY READING OF THE REPORT I WAS COMING FROM A SUSTAINABILITY PERSPECTIVE.

I KNOW THAT THERE IS A LOT OF COMPETING OBJECTIVES THAT WERE ADDRESSED AND THOROUGHLY YOU KNOW SPOKEN TO THROUGHOUT THE REPORT AND IT WAS VERY INTERESTING AND I THINK THE IDEA IS REALLY COOL.

LIKE I REALLY LIKE THE IDEA.

BUT, FROM PRIORITIZING SUSTAINABILITY, IF IT IS NOT YOU KNOW MOST LIKELY GOING TO REDUCE CAR TRIPS AND THE POTENTIAL, ALL OF THIS POTENTIAL BECAUSE WE DON'T ACTUALLY KNOW, BUT THE POTENTIAL REDUCTION IN GREENHOUSE GAS EMISSIONS BASED ON YOU KNOW THE COMPARISON WITH WHAT THAT SAME DOLLAR INVESTMENT COULD REDUCE THROUGH OTHER EFFORTS, IT IS NOT APPEALING TO ME AT THIS TIME AND DOES NOT SEEM FEASIBLE AT LEAST AS A SUSTAINABILITY INITIATIVE.

REGARDING - WE ARE TALKING A LOT ABOUT - THERE ARE A LOT OF GAPS MENTIONED THROUGHOUT THE REPORT AND I THINK THAT THOSE ARE IMPORTANT FOR US TO ADDRESS.

AND SPECIFICALLY THE OPRF HIGH SCHOOL STUDENTS AND MAYBE THAT IS NOT - THIS IS NOT THE SOLUTION TO THE PROBLEM AND MAYBE WE NEED MORE OF A MUTUAL AID SOLUTION OR AT LEAST SOME BRAINSTORMING AROUND CREATIVE MODELS TO SUPPORT SAFE TRANSPORTATION.

OBVIOUSLY WE WANT WALKING AND BIKING AS MUCH AS POSSIBLE BUT AS TRUSTEE WESLEY MENTIONED THERE ARE PLENTY OF DAYS IN OUR CLIMATE THAT DO NOT ALLOW FOR THAT.

SO - I AM OPEN TO CONTINUED CONVERSATIONS, BUT I DON'T THINK THE OPTIONS THAT WERE PRESENTED TONIGHT ARE FEASIBLE TODAY.

SO, HOPEFULLY THAT IS ENOUGH CLARITY FROM MY CONTRIBUTION FOR US TO MAYBE MOVE ON TO A BETTER USE OF SUSTAINABILITY DOLLARS.

>>PRESIDENT SCAMAN: OKAY, THANK YOU.

SO, I HEAR THAT WE DO NOT SEE THIS AS THE BIGGEST IMPACT ON SUSTAINABILITY, BUT I AM ALSO HEARING THAT IF GRANTS WERE TO COME FORWARD OR BE IDENTIFIED THAT THERE IS SOME INTEREST IN REDUCING CONGESTION IN THE COMMUNITY AND PARTICULARLY SERVING YOUNG PEOPLE.

I WOULD LIKE TO TAKE A LITTLE BIT OF A POLL TO MAKE SURE THAT THERE IS ENOUGH WILL OF THOSE IF THAT FUNDING COMES FORWARD THAT YOU WANT STAFF

TO ACTUALLY BE PREPARING FOR THAT OPPORTUNITY AND PURSUING THOSE OPPORTUNITIES AND KEEPING A CLOSE EYE ON THOSE OPPORTUNITIES. DO WE HAVE ENOUGH FOR THAT ARE EXPECTING STAFF TO SPEND SOME TIME MONITORING THAT SITUATION? YES?

>>TRUSTEE STRAW: I GUESS A QUESTION LIKE - LIKE WHAT KIND OF STAFF ARE WE TALKING ABOUT FOR MONITORING? LIKE I AM NOT EXPECTING STAFF TO CONTINUE DESIGN OF A PROGRAM, BUT IF FOR INSTANCE THE STATE WERE OPENING FUNDING FOR PILOT PROGRAMS FOR EV CONNECTOR SHUTTLES, THEN I WOULD WANT US TO INVESTIGATE WHETHER IT MAY SORT OF SUIT WHAT WE HAVE ALREADY RIGHT HERE.

>>PRESIDENT SCAMAN: I DO KNOW THAT WE TAKE AN EYE ON ALL SUSTAINABILITY GRANTS THAT COULD BE POTENTIALLY RELEVANT TO OUR CLIMATE ACTION PLAN. SO, THAT COVERS WHAT YOU ARE SAYING AND I DID HEAR FROM TRUSTEE ENYIA THAT HE WOULD LIKE TO SEE US - AND WHAT DOES THAT MEAN FOR US? AND WHAT WOULD THAT REQUIRE? BECAUSE, WITH SOME STATE GRANTS IF THERE IS NO ADVANTAGE TO BEING WHAT WOULD BE REFERRED TO AS SHOVEL READY. BUT, WE DON'T EVEN REALLY KNOW IF THAT OPPORTUNITY IS GOING TO COME OUR WAY.

AND SO IS THERE ENOUGH WINDOW UP A TIME TO THEN TAKE THIS STUDY AND TURN THAT AROUND AND BE PREPARED?

AND OTHERWISE I DO HERE THAT THERE IS AT LEAST ONE, TWO, THREE AND I GUESS I WOULD PUT MYSELF THEREFORE A FOURTH VOTE LIKE AT THAT MONITORING IN MIND AND ALSO I WANT TO CONTRIBUTE FURTHER THAT I WOULD HOPE TO SEE PARTNERSHIPS NOT JUST WITH PACE OR OTHER AS DEREK MENTIONED THAT WE WOULD WANT TO SEE IN A PARTNERSHIP AND SO IS THAT A RIGHT HOLLER -- RIDE HAULER.

BECAUSE, THERE ARE SOME CREATIVE TOWNSHIP THAT WE DO SEE FOR SENIORS AND COULD THAT BE EXTENDED FOR YOUTH?

AND THEN WE HAVE THE TOURISM.

AND SO WE ARE JUST A LITTLE BIT I HAD WITH PUTTING TOURISM - AND A EV VEHICLE AND SO TO IMAGINE A COUPLE YEARS DOWN THE ROAD A MUSEUM AND A CULTURAL ARTS CENTER AND OTHER THINGS THAT WE CAN HIGHLIGHT AND WITH THAT ECONOMIC VITALITY PLAN I MIGHT SEE THAT IN THREE OR FIVE YEARS.

BUT, WITHOUT THE FUNDING COMING FORWARD NOW IT WOULD NOT BE A PRIORITY FOR ME JUST YET.

AND I WOULD ALSO WANT TO SEE THAT IN THAT CASE THE ACCESS TO CHICAGO AVENUE VS. THE JULIAN BUSINESS DISTRICT AND THE EAST SIDE OF THE VILLAGE AND AGAIN, THAT IS A FUTURE DISCUSSION.

>>TRUSTEE STRAW: CAN I GET STAFF RESPONSE TO THE QUESTION? SO, HOW MUCH TIME?

>>MANAGER JACKSON: SO, THE TIME COMMITMENT IS YOUR HAVING LIKE STRATEGIES ON CONTRACTORS AND PROACTIVELY SEARCH AND MONITOR WHEN

THERE ARE GRANT OPPORTUNITIES THAT IT IS NOT JUST ONE SINGLE STAFF PERSON THAT IS DOING THE ANALYSIS, THAT THERE ARE SOME CONVERSATIONS AROUND THOSE OPPORTUNITIES AND MAKING DECISIONS ABOUT WHETHER OR NOT THEY ARE VIABLE AND SO FORTH.

SO, THAT IS ON THE GRANT SIDE.

AND TO JUST EVEN STOP THAT POINT LIKE IF THE BOARD SAYS HEY, WE ARE NOT INTERESTED IN THESE ANY FURTHER, WE WOULD JUST NOT DIRECT - IT IS NOT THAT IT IS LIKE AN OVERWHELMING AMOUNT OF TIME, BUT IT IS TIME THAT IMPACTS OUR WORKLOAD.

AND THAT IS ONE POINT.

ON THE QUESTION ABOUT THE YOUTH, CLEARLY THAT WOULD BE SOMETHING THAT WOULD BE A PARTNERSHIP BETWEEN THE JURISDICTIONS AND WE HAVE STAKEHOLDERS AND THE COMMUNITY THAT ARE STILL INTERESTED IN THAT.

IF THEY ARE CONVENING MEETINGS AND HAVING DISCUSSIONS WITH DIFFERENT JURISDICTIONS THEN WE ARE SPENDING STAFF TIME AND HAVING THOSE CONVERSATIONS.

IF THERE IS NO INTEREST IN EVEN LOOKING AT THAT THEN WE COULD POLITELY SAY HEY, YOU KNOW WHAT?

AT THIS POINT IN TIME WE JUST DON'T HAVE THE DIRECTION TO ACTUALLY EVEN EXPLORE THESE OPPORTUNITIES AND SO WE ARE NOT GOING TO PARTICIPATE IN THOSE MEETINGS AND WE WOULD JUST YOU KNOW OFFER ANY BASIC ADVICE OR INFORMATION THAT WE HAVE TO THE PARTNERS AND THE COMMUNITY MEMBERS WHO ARE INTERESTED IN PURSUING THIS, BUT WE WOULD NOT PARTICIPATE IN ANY DEEP DISCUSSIONS AND MEETINGS AND SO FORTH LIKE WE HAVE IN THE PAST. AND SO THAT IS WHY WITHOUT WITH THIS RECOMMENDATION AT LEAST IF THERE WAS AN INTEREST IN YOUTH AND EV AND LOOKING AT GRANT SOURCES LIKE IF THERE IS INTEREST TO DO THAT, THAT IS NOT - WHILE IT IS OUR STAFF TIME IT IS NOT SIGNIFICANT ENOUGH TO WHERE WE FELT LIKE YOU WOULD BE SO IMPACTED THAT IT WOULD DIVERT US FROM A LOT OF OTHER ACTIVITIES AND SO IT IS REALLY JUST TRYING TO BE CLEAR ABOUT HOW WE DIRECT OUR STAFF.

AND SO IT DOES HAVE AN IMPACT, IT IS JUST A MINIMAL IMPACT COMPARED TO THE OTHER OPTIONS BECAUSE THE OTHER OPTIONS WE ARE LOOKING AT ACTUALLY COMING BACK WITH SOME DRAFT MODELS AND WE ARE ACTUALLY TALKING ABOUT BUILDING A FINANCIAL PLAN AND ALL OF THAT.

>>TRUSTEE STRAW: SO, FOR YOUR QUESTION I WOULD SAY HAVING OUR CONSULTANT MONITOR FOR OPPORTUNITIES, BUT IF IT IS AN OPPORTUNITY THAT IS NOT PROVIDING A SIGNIFICANT AMOUNT OF FUNDING, THEN WE DON'T NEED TO TAKE THE TIME DISCUSSING IT FURTHER, BECAUSE YOU KNOW UNLESS WE ARE SUBSTANTIALLY STOPPING THAT \$3.2 MILLION PRICE TAG THEN IT IS NOT GOING TO BE A DROP IN THE BUCKET.

AND I WOULD SAY TO THE EXTENT THAT THERE ARE OTHER STAKEHOLDER CONVERSATIONS GOING ON REGARDING YOUTH TRANSIT - I DO THINK THAT STAFF SHOULD PARTICIPATE IN THOSE, BECAUSE IF D 200 WERE PUTTING TOGETHER THEIR

OWN MODEL FOR THIS AND WAS ASKING US TO BE A PARTICIPANT, THAT WOULD BE SOMETHING THAT I THINK I WOULD WANT US TO CONSIDER AND DISCUSS. JUST AS A VILLAGE I DON'T THINK THAT WE CAN GO AT THIS ALONE BASED ON WHAT WE ARE LOOKING AT HERE.

>>PRESIDENT SCAMAN: OKAY, DEREK?

A.

>>TRUSTEE EDER: I APPRECIATE THE CONVERSATION AND YOU BROUGHT UP WHAT I WAS THINKING, AS WELL.

AND COREY, YOUR EARLIER REMARKS WERE A REALLY GOOD CASE TO BE MADE WITH WHY IS D 200 - LIKE I AM VERY CURIOUS TO KNOW THE HISTORY THERE. I'M SURE THAT FOLKS MAY BE NO, BUT I JUST TEXTED MY FRIEND WHO WAS ON THE BOARD TO TRY TO FIGURE OUT A LITTLE BIT MORE ABOUT THAT.

AND SO TO REWIND THIS BACK AND TO TIE THESE TWO THINGS TOGETHER AND TO BRIAN POZNER POINT IF WE ARE GOING TO BE PURSUING A GRANT OPPORTUNITY I ASSUME THAT MEANS LIKE WE ARE THEN READY TO GO AND ACT UPON AND I WOULD NOT WANT US TO GO AHEAD AND ACT UPON IT ALONE.

I THINK THAT WE SHOULD DO THE WORK WE CAN TO GET ON THE SAME PAGE WITH THE OTHER BODIES FIRST TO SAY OKAY, WE AS A GROUP ARE READY TO GO FOR THIS THAT MEETS ALL OF THESE DIFFERENT GOALS AND DOES NOT SOUND LIKE THOSE CONVERSATIONS HAVE GONE VERY FAR AT ALL AND SO IT JUST SEEMS LIKE THAT IS THE MISSING PIECE HERE LIKE D 200 SHOULD BE PARTNERS AS WE PURSUE THESE GRANTS, RIGHT?

>>MANAGER JACKSON: WE HAVE ONGOING CONVERSATIONS WITH THE JURISDICTIONS PRIOR TO STARTING THESE FEASIBILITY ANALYSES AND OBVIOUSLY CARRYING THOSE CONVERSATIONS INTO THE FEASIBILITY ANALYSIS AND I THINK FROM OUR PERSPECTIVE YOU KNOW WHEN WE LOOK AT THE OBJECTIVES OF THE FEASIBILITY ANALYSIS WE HAD NEVER SEEN OURSELVES AS THE SOLE FUNDER OF THESE INITIATIVES.

AND IF WE WERE JUST EXCLUSIVELY LOOKING AT THIS ECONOMIC VITALITY THAT IS COMPLETELY WITHIN OUR ABILITY AND WE WOULD MAYBE CONSIDER THAT AS BEING A SOLO SOURCE TO DO THAT AND EVEN SO WE WOULD LOOK FOR OTHER RESOURCES TO LEVERAGE.

BUT, IN TERMS OF SERVICING YOUTH AND ADDRESSING TRANSIT GAPS WE KNOW THAT THAT IS NOT OUR PRIORITY.

AND SO WHAT I THINK WE HAVE BEEN DOING IS PRIOR TO APPREHEND ALL OF THOSE INTERESTS AND WORK WITH THE STAKEHOLDERS AND FIND OUT WHAT THE COMMUNITY IS INTERESTED IN AND IF THERE IS A SPECIFIC DIRECTION, THEN WE WOULD FOLLOW UP AND HAVE DEEPER MORE INVOLVED CONVERSATIONS ABOUT THE PARTNERSHIPS AND SO FOR EXAMPLE IF YOU WERE TO DIRECT US TO MOVE ON ANY OF THESE OPTIONS WE WILL BE TALKING TO D 297 AND THE TOWNSHIP AND ANY OTHER POTENTIAL PARTNERS TO CARRY THE WORK FORWARD.

>>SPEAKER: WE ENGAGE WITH THE SCHOOL DISTRICT REGULARLY AND WE CAN PURSUE THIS WITH THAT BEING THE DIRECTOR.

>>PRESIDENT SCAMAN: OKAY, SO I FEEL LIKE YOU DO HAVE ENOUGH INFORMATION FOR YOUR DIRECTION BASED ON THIS CONVERSATION AND MY POINT EARLIER IN RESPONSE TO BRIAN 'S QUESTION IS THAT YOU TYPICALLY SEE THE GRANT FIRST AND MAKE THE DECISION WITH THE VILLAGE MANAGER OFFICE AS TO WHAT GOES ON AND SO YOU WOULD SEE THOSE.  
ALL RIGHT.

SO, THERE IS INTEREST IN PARTNERSHIP AND THERE ARE SIGNIFICANT FUNDS THAT COULD BE PURSUED AND THEN WE DEFINITELY - IT IS A GOOD THING AND NO ONE IS SAYING THAT IT IS A BAD THING.

IT DOES NOT NECESSARILY LIKE GIVE US THE BIGGEST BANG FOR BUCK ON REDUCING GREENHOUSE GAS EMISSIONS AND I APPRECIATE THAT ANALYSIS AND THEN THE TOURISM CONVERSATION I DO CONSIDER SEPARATE.

I JUST THINK MAYBE FOR A FUTURE DATE -

>>TRUSTEE WESLEY: ONE QUICK THING AND I'LL NOT TALK A WHOLE LOT. I DO NOT VIEW THE STUDENT ASPECT OF THIS AS BEING UNIQUE TO D 200 AND D 97. THERE ARE SIX TAXING BODIES HERE AND IT ALL COMES OUT OF ONE TAX BILL. IF WE RAISE HOURS OR THEY RAISE THEIRS IT WILL BE THE SAME AMOUNT. THE ULTIMATE COST IS GOING TO BE THE SAME AND PAID BY THE SAME PEOPLE. WE DO NOT HAVE 54,000 PEOPLE DIVIDED BY SIX. WE'VE GOT 54,000 PEOPLE AND THEY ARE ALL OUR CONSTITUENTS, RIGHT? AND TYPICALLY TRANSPORTATION IS A MUNICIPAL FUNCTION IN THE WAY I LOOK AT THIS IS IF WE CAN DO SOMETHING THAT INCREASES THE QUALITY OF LIFE AND MEETS A NEED IN OUR COMMUNITY THEN WE SHOULD DO IT REGARDLESS OF WHETHER OR NOT WE HAVE OTHER INTERGOVERNMENTAL PARTNERS. NOW, THAT SAID I WOULD LOVE TO HAVE PARTNERS. IT WOULD BE GREAT TO BE ABLE TO SPLIT IT, BUT TO ME IT IS NOT A NECESSITY IF WE DETERMINE THAT THE NEED IS THERE.

>>PRESIDENT SCAMAN: AND THOSE CONVERSATIONS ARE IMPORTANT BECAUSE EVERYONE IS COMING TO THE TABLE WITH THESE INVESTMENTS THAT THEY HAVE MADE AND IN THE PAST THAT COULD BE ROLLED OVER INTO A CONTRIBUTION FOR THE FUTURE AND THAT SOMETIMES IS TAXPAYER MONEY.

AND WE ALSO DON'T WANT TO REINVENT ANYTHING UNTIL LIKE THE TOWNSHIP FOR EXAMPLE HAS A BUS THAT THEY USE FOR SENIORS.

COULD THAT BE ELECTRIFIED?

COULD THAT BE - COULD ACCESS TO THAT BE EXPANDED?

OR SOME PARTNERSHIP WE SAY ACTIVITIES BETWEEN THE PARK DISTRICT AND D 97 AND THAT IS NOT THE MUNICIPALITY YOU KNOW FUNDING SOMETHING AS THE TAXPAYER FOR ALL OF US.

IT IS REUSING WHAT IS ALREADY THERE.

AND YOU KNOW I THINK THAT THAT POTENTIALLY IS SOMETHING THAT WE SHOULD CONSIDER.

AND APPARENTLY I ALMOST HESITATE IN MENTIONING IT BECAUSE I DON'T HAVE ENOUGH INFORMATION.

IT IS THAT THERE IS SOME OPPORTUNITY FOR TAKING OLDER VEHICLES AND TO ELECTRIFY - TALK TO GARY K!  
AND ALSO BEING A REGULAR PLACE AND GRANT OPPORTUNITIES AS WELL AS OKAY - AND SOMETIMES THOSE ARE TRANSPORTATION GRANTS AND NOT NECESSARILY SUSTAINABILITY GRANTS.

SO - VILLAGE MANAGER JACKSON, DO YOU FEEL LIKE YOU HAVE GOT THE CONSENSUS HERE?

>>MANAGER JACKSON: YES, I DO.

>>PRESIDENT SCAMAN: KEEP AN EYE ON THE BALL, BUT NOT LIKE FULLY MOVE FORWARD WITH THE PILOT.

>>MANAGER JACKSON: YES, WE WILL CONTINUE TO LOOK AROUND FOR THE OPPORTUNITIES AND FUNDING OPPORTUNITIES AS THEY CONTINUE TO HAVE CONVERSATIONS WITH THE TAXING BODIES AND STAKEHOLDERS AROUND THOSE INTERESTS CONCERNING YOUTH AND THEIR BEING OPPORTUNITIES TO EXPLORE REGARDING ECONOMIC VITALITY AND WE WILL DEFINITELY ANALYZE THOSE OPPORTUNITIES TO ACTUALLY CREATE AN OPPORTUNITY AT THE TABLE.  
AND SO I THINK THAT WE HAVE GOT DIRECTION AND I THINK THIS IS CONSISTENT WITH OPTION ONE AND THE RECOMMENDED OPTION AND THEN IT DOES CLARIFY TO STAFF THAT THE BOARD DOES WANT US TO ACTUALLY BE ON A AS-NEEDED BASIS BE ACTIVE IN THESE CONVERSATIONS AND IF SOMETHING MATERIALIZES WE WILL BRING IT TO YOU.

>>PRESIDENT SCAMAN: AND ALSO THAT IF PACE, ANY PRESSURE THAT WE CAN PUT ON PACE TO EXPAND -

>>MANAGER JACKSON: YES.

>>PRESIDENT SCAMAN: EVEN IF IT WAS JUST STRAIGHT DOWN MADISON STREET THAN THAT WOULD MAKE A BIG DIFFERENCE.

>>MANAGER JACKSON: THAT IS A VERY GOOD POINT.  
THANK YOU.

>>PRESIDENT SCAMAN: OKAY, THANK YOU.  
AND THEN ZIP PARTS, DID WE LOOK AT ANY DATA ON ZIPCAR'S?  
AND OF THE USE OF THAT IN OUR COMMUNITY?

>>LINDSAY: YES, THERE ARE A OF VEHICLES THAT HAVE ABOUT 60% USAGE AND THAT IS ABOUT \$13-\$19 AN HOUR.

>>PRESIDENT SCAMAN: OKAY, SO IF WE REALLY DO HAVE A HARDSHIP SITUATION MAY BE THROUGH RELATIONSHIPS IN ECHO WHERE WE CAN PROVIDE FOR MAYBE THAT SINGLE MOM SITUATION OR WHATEVER SOME VOUCHERS FOR ZIP CARS, THAT IS SOMETHING TO CONSIDER.

OKAY?

ALL RIGHT, THANK YOU.

AND SO NOW WE ARE MOVING ONTO - CRAIG IS READY FOR ME - PRESENTATION AND RESOLUTION AUTHORIZING THE ADOPTING OF THE ROOSEVELT ROAD CORRIDOR CLAN FOR THE ROOSEVELT ROAD BUSINESS DISTRICT.

THIS DOES HAVE A RESOLUTION AND SO MAY I HAVE A MOTION?

>>SPEAKER: MOVED.

>>SPEAKER: SECOND.

>>PRESIDENT SCAMAN: OKAY, THANK YOU.

VILLAGE MANAGER JACKSON?

>>MANAGER JACKSON: YES, LET'S JUMP RIGHT INTO IT, CRAIG FALOR, THE LAST TIME I THINK WAS THE ROOSEVELT ROAD PLAN ADOPTED IN 2001.

>>CRAIG FALOR: I HAD THAT MY PRESENTATION BUT IT WAS 2001 WHEN THEY CREATED AND PUT THE VILLAGE ADOPTION IN 2005.

>>MANAGER JACKSON: OKAY, THEN I WILL LET YOU START!

>>CRAIG FALOR: GOOD EVENING.

CRAIG FALOR.

SERVICES DIRECTOR.

AS MANAGER JACKSON INDICATED THE CURRENT PLAN FOR THE REDEVELOPMENT OF ROOSEVELT ROAD WAS COMPLETED IN 2001 AND ADOPTED BY THE VILLAGE BOARD IN MARCH 2005.

AND THE PLAN WAS A JOINT MUNICIPALITY STUDY WITH THE CITY OF BERWYN AND THIS PLAN IS THAT IT WILL BE PRESENTED THIS EVENING AND THE CURRENT PLAN WAS THE FIRST EVER COMPREHENSIVE REDEVELOPMENT STUDY OF THE CORRIDOR REPRESENTING OAK PARK AND BERWYN AS THE FIRST EVER TRIED COMMUNITY IMPLEMENTATION OF A MUTUAL CORE DOOR WIDE STREET SCAPES AND ZONING WITH OAK PARK, BERWYN AND CICERO.

AND THROUGH THE VILLAGE BOARD DEVELOPMENT OF COMMUNITYWIDE AUTHORITY THE ROOSEVELT PLAN WAS ADOPTED AND THE UPDATE TO THE ROOSEVELT ROAD PLAN ANALYZES SPECIFIC CONDITIONS ALONG THE ROOSEVELT ROAD CORRIDOR AND OAK PARK AND BERWYN IDENTIFY GOALS IN KEEPING WITH THE COMMUNITY DESIRES FOR INCREASED ECONOMIC DEVELOPMENT.

BETTER DESIGN PRINCIPLES AND ENSURING COMPATIBLE LAND USE THROUGH A SERIES OF RECOMMENDED ACTIONS DESIGNED TO MEET SPECIFIC OBJECTIVES. THE LAKOTA GROUP BEGAN THIS PROJECT IN MARCH 2025 AND SINCE THEN HAVE HELD MULTIPLE VERY WELL ATTENDED COMMUNITY MEETINGS, FOCUS GROUPS AND MEETING WITH THE PLANNING COMMISSION AND INDIVIDUAL CONVERSATIONS WITH REPRESENTATIVES FROM OAK PARK AND THE CITY OF BERWYN.

IT IS OUR PLAN TO ADOPT OUR PLAN, BUT WE DO WANT TO HEAR WHAT YOUR FEEDBACK IS ON THE DRAFT PLAN AND WITH THAT I WILL TURN IT OVER TO THE LAKOTA GROUP AND THEN WE CAN HAVE QUESTIONS AFTER THAT.

THANK YOU.

>>SPEAKER: THANK YOU, GOOD EVENING.

MY NAME IS KEVIN CLARK, PRINCIPAL DIRECTOR OF DESIGN WITH THE LAKOTA GROUP.

AND I AM JOINED BY OUR TEAM WHO WILL JOIN US IN A SECOND AND AS CRAIG MENTIONED THIS HAS BEEN NEARLY A YEAR LONG PROCESS FOR US.

LOTS OF ENGAGEMENT AND LOTS OF DISCUSSIONS AND WE ARE GOING TO TRY TO SUMMARIZE 125 PAGE REPORT AT THIS HOUR WITHOUT BORING YOU TO DEATH AND SO WILL TRY TO GIVE YOU SOME HIGH-LEVEL COSTS ON WHAT THE PLANNING

PROCESS WAS AND WHAT WE WENT THROUGH AND THE ENGAGEMENT EFFORT AND WHAT THE PLANNING FRAMEWORK IS AND THE GOALS AND RECOMMENDATIONS. THE IMPLEMENTATION AND WHAT WE SEE IS NEXT STEPS AND HOPEFULLY ANSWER SOME QUESTIONS AS WE GET INTO IT.

JUST QUICKLY ABOUT OUR TEAM, I AM KEVIN, ALEXIS, YOU'LL HEAR FROM HER AS WELL AND WE HAD OTHER FOLKS ON OUR TEAM, JOSHUA'S NOT HERE TONIGHT, BUT HE IS OUR ECONOMIC DEVELOPING GURU AND WE HAVE OTHER FOLKS AS A PART OF THE PLAN.

YOU MAY BE FAMILIAR WITH US AND WE HAVE BEEN IN TOWN BEFORE AND WE DID THE STREETScape AND LAKE STREET STREETScape AND WORKED IN THE ART DISTRICT AND VERY FAMILIAR WITH OAK PARK AND I WAS PERSONALLY INVOLVED WITH THEM AND UNLESS YOU DON'T LIKE THEM THEN YOU CAN CALL SOMEBODY ELSE AT OUR FIRM, BUT WE ARE VERY PROUD OF THAT WORK AND WE SEE THIS IN A DIFFERENT CONTEXT AND REALLY WANT TO SEE IMPROVEMENTS ON ROOSEVELT ROAD.

WE ARE JOINED BY THE REST OF OUR TEAM, MCKINLEY AND JUSTICE IS HERE TONIGHT AND THEY ARE ARE TRANSPORTATION EXPERTISE ON THE PLAN AND THEN SILENT PLANNING AND ZONING, JAKE HAS ALSO BEEN IN TOWN ABOUT DOING ZONING CODE WORK WITH YOU GUYS.

I'M GOING TO LET ALEXIS GO THROUGH SOME OF THIS AND YOU WILL HEAR A LITTLE BIT FROM ALL OF US TONIGHT AND WE WILL TRY TO BREAK IT UP SO WE DO NOT BORE YOU AND THEN HOPEFULLY HAVE SOME GOOD DISCUSSION ABOUT IT.

>>ALEXIS: SO, JUST A LITTLE BIT ABOUT THE PLANNING PROCESS.

WE TYPICALLY GO THROUGH A THREE-PHASE PLANNING PROCESS AND SO THE FIRST IS ENGAGING AND ASSESSING AND THAT INCLUDES ASSESSMENT OF EXISTING CONDITIONS, FIELDWORK, WALKING UP AND DOWN THE CORRIDOR IN 80° WEATHER AND TALKING TO THE COMMUNITY THROUGH STAKEHOLDER INTERVIEWS AND WORKSHOPS AND THAT ENDED WITH THE EXISTING CONDITIONS REPORT. THE SECOND PHASE WAS ENVISIONING THE FUTURE AND BRINGING IDEAS THAT WERE INFORMED BY THE FIRST PHASE TO THE COMMUNITY AND SEEING WHAT THEY THINK AND THEN THE THIRD PHASE IS IMPLEMENTED AND SO DRAFTING THE PLAN AND GETTING FEEDBACK FROM LEADERSHIP AND STAFF AND THEN EVENTUALLY FINALIZING IT.

SO, AT THE VERY BEGINNING OF THE PLANNING PROCESS, WE IDENTIFIED THESE OBJECTIVES.

SO, WE ARE TRYING TO ACHIEVE COHESION ALONG THE CORRIDOR AND SO MAKING IT SEEM LIKE A DISTRICT, A DESTINATION - FROM WEST TO EAST AND EAST TO WEST AND JUST MAKING SURE THAT PEOPLE KNOW THAT THEY ARE ON THE ROOSEVELT ROAD CORRIDOR.

AND ENHANCING SAFETY.

SO, WE HEARD TIME AND TIME AGAIN THAT THERE ARE VERY HIGH TRAFFIC SPEEDS AND THAT THERE IS A NEED TO IMPROVE PEDESTRIAN CROSSINGS.

ALSO A NEED TO ENHANCE WALK ABILITY AND SO SAFETY BOTH ACROSS THE STREET FROM NORTH TO SOUTH, BUT ALSO PEOPLE WANT TO BE ABLE TO WALK ALONG THE CORRIDOR.

ANOTHER OBJECTIVE, ECONOMIC VIBRANCY.

AND THEN OF COURSE COLLABORATION AND COORDINATION AMONG THE CITY OF BERWYN AND THE VILLAGE OF OAK PARK.

SO, LIKE CRAIG SAID, THIS WAS A GREAT ENGAGEMENT PROCESS, VERY ENCOURAGING.

WE HAD TWO STEERING COMMITTEE MEETINGS WHICH WENT VERY WELL AND 17 FOCUS GROUP CONVERSATIONS AND TWO OPEN HOUSES AND LOTS OF ATTENDEES AND LOTS OF SURVEY RESPONSES.

SO, THIS TELLS US THAT WHEN THIS PLAN GOES TO BE IMPLEMENTED THERE WILL BE THE SUPPORT OF THE COMMUNITY AND YES, FOLKS JUST REALLY WANT TO SEE THE ROOSEVELT ROAD ORDER IMPROVED.

THESE KEY TAKEAWAYS I SPOKE A LITTLE BIT TO THEM EARLIER, BUT THEY REALLY REINFORCE THOSE OBJECTIVES THAT WE ENFORCED AT THE BEGINNING OF THE PLAN.

SO, PEOPLE WANT TO SEE ROOSEVELT ROAD AS MORE OF A DESTINATION.

THEY THINK IT IS NOT SAFE RIGHT NOW AND THEY WANT TO IMPROVE CONDITIONS IN ORDER TO ENCOURAGE VISITATION TO THE AREA.

THEY ALSO RECOGNIZE THAT THE CORRIDOR HAS SOME AMAZING ASSETS.

I AM THINKING LIKE DINING ESTABLISHMENTS, FITZGERALD, ENTERTAINMENTS, MUSIC VENUES - AND THEY REALLY WANT TO BUILD OFF OF THAT.

I AM NOT GOING TO GO THROUGH ALL OF THESE, BUT THERE IS A VERY STRONG COMMUNITY SUPPORT FOR STREETScape IMPROVEMENTS LIKE STREET TREES AND STREET FURNITURE AND THINGS THAT WILL MAKE THE PEDESTRIAN EXPERIENCE A LITTLE BIT BETTER.

AND DEFINITELY THE COMMUNITY SUPPORTS PROGRAMMING EVENTS AND PUBLIC SPACE ACTIVATION AND THEY WANT TO SEE MORE OF THAT.

THIS IS JUST A LITTLE PEEK INTO WHAT THE PLANNING DOCUMENT LOOKS LIKE FOR EACH OF THE CHAPTERS WE PULL SOME OF THESE FACTS AND FIGURES FROM COMMUNITY ENGAGEMENT AND FROM THE EXISTING ENGAGEMENT REPORT INTO EACH OF THE CHAPTERS AS A PREFACE.

THE PLAN IS ORGANIZED INTO FIVE CHAPTERS AND THE PLANNING FRAMEWORK AND THESE WERE IDENTIFIED THROUGH THAT COMMUNITY ENGAGEMENT PROCESS THROUGH CONVERSATIONS WITH STAFF AND THROUGH THE EXISTING CONDITIONS REPORT.

SO, IN EACH OF THESE CHAPTERS THERE ARE GOALS AND THESE ARE JUST THE PRIMARY ASPIRATIONS THAT WE ARE TRYING TO ACHIEVE FOR THE CORRIDOR AND THEN EACH OF THOSE ARE SUPPORTED BY ACTIONABLE RECOMMENDATIONS.

JUST A REVIEW OF WHAT THE PLANNING COMMISSION HAD TO SAY AND WHAT BERWYN HAD TO SAY AND SO THEY REALLY WANTED US TO FOCUS ON IMPLEMENTATION AND DELEGATION AND NOW WE HAD THE IMPLEMENTATION MATRIX THAT DELEGATES THESE RECOMMENDATIONS AND ITEMS AND THEY BELIEVE THAT

PEDESTRIAN SAFETY AND CORRIDOR ACTIVATION - IT IS THEIR PREFERRED SHORT-TERM RECOMMENDATIONS FOR THE CORRIDOR. THEY ALSO WANTED TO MAKE SURE THAT WE CALLED OUT WHERE IMPROVEMENTS SHOULD OCCUR AND ALSO THOUGHT THAT WAYS MAKING AND STREETScape IMPROVEMENTS WOULD BE THE MOST IMPACTFUL AND WE JUST MAKE SURE THAT WE REFLECTED ALL OF THIS IN THE PLANNING DOCUMENT. SO, NOW WE ARE GOING TO JUST DO A VERY HIGH LEVEL REVIEW OF THESE CHAPTERS AND I AM GOING TO HAND IT OFF TO TINLEY.

>>SPEAKER: HELLO, I AM JUSTIN, WITH TINLEY AND SO WE WERE THE MOBILITY PART AND SO I WANT TO STEP THROUGH THIS AND THE RECOMMENDATIONS ASSOCIATED AND I WANT TO START BY SAYING THAT WHILE WE WERE ENGAGING WITH THE COMMUNITY WE OFTEN HEARD THAT PEOPLE YOU KNOW JUST DID NOT FEEL VERY SAFE CROSSING THE STREET.

SO, THAT WAS KIND OF THE IMPETUS FOR ALL OF THESE GOALS HERE.

SO, THE FIRST IS REALLY TO IMPROVE THE PEDESTRIAN MOBILITY OF THE CORRIDOR.

AND YOU KNOW IT STARTS WITH WALKING EAST AND WEST ALONG ROOSEVELT ROAD AND ALSO NORTH AND SOUTH ACROSS THE STREET.

THE FIRST RECOMMENDATION IS TO INSTALL PEDESTRIAN INFRASTRUCTURE AND THAT IS INCREASING SIGNAGE AND MAKING THE CROSSWALK HIGH VISIBILITY STRIPING AND JUST ALLOWS PEDESTRIANS ACROSS THE STREET TO FEEL A LITTLE BIT MORE SAFE AND NOTIFY DRIVERS AS THEY ARE APPROACHING THE INTERSECTIONS AND IDENTIFY LOCATIONS FOR NEW CROSSWALKS AND PARTICULARLY NORTH AND SOUTH AND WE HEARD THIS REPEATEDLY THAT PEOPLE LIKE TO COME TO THE CORRIDOR AND THEY WANT TO COME TO THE CORRIDOR BUT THEY DO NOT FEEL SAFE CROSSING NORTH AND SOUTH.

AND IDENTIFY LOCATIONS FOR NEW RECTANGULAR RAPID FLASHING DEACONS AND THIS IS JUST INFRASTRUCTURE THAT WAS SET UP PARTICULAR INTERSECTIONS AND YOU AS A PEDESTRIAN CAN WALK UP AND THE LIGHTS TURN ON AND ALERT STRIVERS THAT YOU ARE TRIED TO CROSS THE STREET.

AND THEN LASTLY, COORDINATION WITH I-DOT AND THEY DO HAVE JURISDICTION OVER THE STREET AND SAW IMPROVEMENTS THAT NEED TO BE MADE WILL NEED TO BE COORDINATED WITH THEM.

SOME PICTURES HERE JUST KIND OF SHOWING WHAT I WAS TALKING ABOUT AND ENHANCE CROSSWALKS GOING NORTH AND SOUTH AND THIS IS NOT SPECIFICALLY ROOSEVELT, BUT SOMETHING THAT IT COULD LOOK LIKE AND YOU DEFINITELY CAN SEE THIS UPON MADISON STREET AND OTHER STREETS AROUND OAK PARK AND NEXT IS CURB BUMP OUTS AT THE BOTTOM AND THIS IS EXTENDING THE CURB INTO THE PARKING LANE AND THAT REDUCES THE DISTANCE THAT PEDESTRIAN'S HAVE TO CROSS AND MAKES IT FEEL A LITTLE BIT MORE SAFE FOR THEM.

AND THE SECOND GOAL IS TO BALANCE THE REGIONAL TRANSPORTATION NEEDS WITH A SAFE LOCAL ACCESS FOR ALL USERS.

AND WE DO RECOGNIZE THAT THIS CORRIDOR SPANS MULTIPLE COMMUNITIES ACROSS THE REGION AND SO WE NEED TO KEEP THAT IN MIND, BUT WE ALSO ARE

HEARING FROM THE LOCAL CONSTITUENCIES HERE THAT THEY NEED TO FEEL AND WANT TO FEEL SAFE AND SO IMPLEMENTING THINGS LIKE TRAFFIC CALMING MEASURES TO DISCOURAGE SPEEDING AND ACCESS MANAGEMENT STRATEGIES TO HELP LIMIT THE AMOUNT OF CURB CUTS ALONG THE CORRIDOR AND FACILITATING BROADER BIKE CONNECTIVITY THAT WOULD BE KIND OF CROSS STREETS NORTH AND SOUTH ACROSS ROOSEVELT AND SAW HOW THE SCORE DOOR CAN HELP SUPPORT THE IMPLEMENTATION AND EXTENSION OF THOSE ROUTES AND THEN TRANSIT STOP INFRASTRUCTURE AND ACCESSIBILITY.

SO, COORDINATING WITH PACE TO ENSURE THAT YOU KNOW STOPS ARE ASSIGNED AND EXPLORING AMENITIES TO MAKE IT BETTER FOR PEOPLE WAITING FOR BUSES. HERE IS A COUPLE PICTURES OF SOME OF THOSE RECOMMENDATIONS.

THIS CAN BE INFRASTRUCTURE LIKE BIKER BOXES AND WOULD BE NORTH AND SOUTH ROUTES THAT WOULD BE CROSSING ROOSEVELT AND IT WOULD JUST ALLOW THE BIKES TO BE IN FRONT OF THE VEHICLES AND MAKE THEM MORE VISIBLE.

ALSO THINGS LIKE LANDSCAPED MEDIANS AND THIS SHOULD BE MEDIANS IN THE CURRENT CENTER AND SHARED TURN LANE AND THIS WOULD HAVE TO BE AT VERY STRATEGIC LOCATIONS BECAUSE WE WANT TO BE SENSITIVE TO EMERGENCY VEHICLE ACCESSIBILITY ALONG THE CORE DOOR.

-- ALONG THE CORRIDOR.

AND WE DO THINK THAT THIS COULD HELP CURB TRAFFIC BECAUSE WE DO HERE THAT PEOPLE SPEED IT DOWN THOSE LANES.

AND THEN ALSO PROVIDING CONVENIENT PARKING ACCESS AND THIS IS TO COORDINATE BETWEEN BOTH OAK PARK AND BERWYN TO IMPLEMENT CONSISTENT PARKING REGULATIONS ON BOTH SIDES OF THE STREET AND ONE SIDE IS FREE PARKING AND THE OTHER IS TWO HOUR FREE PARKING AND ALSO ADDITIONAL PARKING ALONG THE CROSS STREET COMMERCIAL FRONTAGES AND THIS IS ONCE YOU ARE TURNING OFF ROOSEVELT THERE IS SOME PARKING LOTS AND CROSS STREETS AND SOME ADDITIONAL OPPORTUNITIES TO INCREASE THAT PARKING AND PUBLIC PARKING ALONG THE CORRIDOR AND THEN LASTLY SOME SHARED PARKING AGREEMENT AND PERHAPS THIS COULD BE BUSINESS-TO-BUSINESS WHERE YOU HAVE MAYBE AN OFFICE USE THAT CAN PARTNER WITH A RESTAURANT BECAUSE THE OFFICE USE HAS PARKING DURING THE DAY AND RESTAURANTS HAVING PARKING AT NIGHT AND THEY CAN SHARE THAT PARKING DEMAND OR IF THERE IS PUBLIC PARKING, THERE COULD BE AGREEMENTS AS NEW DEVELOPMENTS AND AGREEMENTS COMING THAT PORTIONS OF THEIR SITE ARE DEDICATED TO PUBLIC PARKING WHICH COULD THEN BE SHARED BY THE BUSINESSES AMONGST THE CORRIDOR AND SO STRATEGIES LIKE THAT.

I AM HAPPY TO TAKE QUESTIONS WERE DONE WITH THE PRESENTATION AND I'LL PASS IT BACK.

>>KEVIN: WILL TALK A LITTLE BIT ABOUT THE STREETScape PUBLIC REALM AND NOT MUTUALLY EXCLUSIVE TO SAFETY ENHANCEMENTS THAT JUSTIN IS TALKING ABOUT AND I WILL SAY THAT WE LAID OUT THE ENTIRE THING ON OUR BIG TABLE AND HAD A 10 FOOT LONG MAT AND WENT THROUGH SPECIFICALLY AND ASKED AT EVERY INTERSECTION HOW CAN WE MAKE THIS BETTER?

BECAUSE, I SAT THERE AND TALK TO PEOPLE THAT LIVED IN BERWYN OR OAK PARK AND THEY LIVE IN THE NEIGHBORHOOD AND I WATCH THEM, I WATCHED THEM TRY TO CROSS THE STREET WITH TWO KIDS, A STROLLER AND A DOG AND ELDERLY PARENTS AND IT DOES NOT FEEL GOOD.

SO, THAT WAS THE IMPETUS OF US GOING THROUGH AND TRYING TO FIGURE OUT WHAT SPECIFICALLY CAN WE DO TO CALM TRAFFIC SO THAT IT FEELS BETTER.

IT IS NOT ABOUT MAKING IT LOOK PRETTY.

THAT IS A BYPRODUCT WE WANT THE AESTHETICS TO BE BETTER AT HAVING BETTER AESTHETICS LINKS TO A BETTER SHOPPING ENVIRONMENT AND A BETTER ENVIRONMENT OVERALL THAT PEOPLE CAN BE PROUD OF, BUT IT IS ALSO THAT SAFETY ELEMENT WHEN YOU SEE THE LANDSCAPED MEDIAN CROSSING A REFUGE - I WAS AT A WALK YESTERDAY WITH FOLKS FROM I-DOT AND A BIG WIDE CORE DOOR BLASTING THROUGH THEIR DOWNTOWN AND WE TALKED ABOUT MEDIANS AND THE GUY AT I-DOT WAS LIKE WE LIKE THAT.

AND NOW WE HAVE TO MANAGE EMERGENCY VEHICLES, BUT THINGS THAT CAN HELP MAKE IT BETTER.

SO, YOU KNOW AS WE LOOK AT THIS PLAN AND WE ADVANCE IT I THINK THAT HAVING A PLAN THAT IS PROACTIVE HELPS THAT CONVERSATION.

ANYWAY, MY GOAL IS TO JUST CREATE A COMFORTABLE PEDESTRIAN ENVIRONMENT AND WE TALK ABOUT THINGS LIKE STREET TREES AND I AM A LANDSCAPE ARCHITECT AND OF COURSE WE THINK THAT ENVIRONMENT WOULD BE BETTER BUT WE HEARD IT FROM THE COMMUNITY AND THESE ARE THINGS DIRECTLY THAT THEY TOLD US WHAT WOULD MAKE YOU FEEL BETTER FOR ME TO WALK AROUND AND I DON'T ENVISION THAT EVERYONE IS GOING TO BE HANGING OUT AND HAVING COFFEE AND STUFF ON THE STREET, BUT CAN WE FIND THOSE OPPORTUNITIES ON THE SIDE STREETS OR IN THESE OTHER PLACES LIKE CUL-DE-SACS AND JUST THINKING ABOUT ALL OF THOSE THINGS AND YOU CAN SEE JUST A LIST OF OTHER RECOMMENDATIONS AND WE WANT TO REPAIR THINGS THAT ARE DETERIORATING AND MAKING FOR THAT WE HAVE A SAFE PASSAGEWAY THAT THE CONCRETE AND THE PAVERS ARE NOT THRUSTING OR BREAKING UP.

AND IS THINKING ABOUT THE LIGHTING AND PEDESTRIAN SCALED LIGHTING.

AND JUST ESTABLISHING SOME COORDINATED MAINTENANCE AND WASTE PICKUP PROGRAMS JUST BETWEEN THE COMMUNITIES.

AND I THINK JUST HAVING THAT SHARED RESPONSIBILITY TO MAKE YOU FEEL BETTER SHOWS THAT THERE IS SOME PRIDE AND I THINK THERE ARE SOME FOLK THAT REALLY WANT TO SEE THAT HAPPEN.

AND YOU KNOW WE SHOW IMAGES AND THIS IS A I-DOT ROADWAY IN PARKRIDGE THAT WE DID AND THIS IS A NARROW CONDITION WHERE YOU HAVE STREET TREES AND BENCHES AND THINGS LIKE THAT TO MAKE YOU FEEL BETTER AND JUST THINKING ABOUT HOW WE CAN BEAUTIFY THIS A LITTLE BIT.

AND THE SECOND GOAL WE CAN GO THROUGH JUST CREATING OPPORTUNITIES FOR COMMUNITY GATHERING AND PUBLIC ART AND THERE IS A ARTFUL AND CREATE A POPULATION OF PEOPLE DOWN HERE AND THE FOLKS AT FITZGERALD ARE PAINTING A MURAL RIGHT NOW AND WE START TO TALK ABOUT THOSE THINGS AND I KNOW

THAT YOU GUYS HAVE DONE THOSE THINGS AND OTHER PARTS OF THE VILLAGE AND STARTING TO CREATE A MURAL PROGRAM LEANING INTO SOME OF THOSE THINGS SO THAT YOU CAN REALLY JUST CELEBRATE THE LOCAL IDENTITY AND THE HISTORY OF THE AREA BETWEEN BERWYN AND OAK PARK AND THERE IS AN IMAGINARY LINE HERE, BUT WE ARE LOOKING AT THE CORE DOOR AS A WHOLE.

AND WE ARE LOOKING AT IT AS THIS IS A COLLECTION OF THESE NEIGHBORHOODS THAT FEED INTO IT.

SO, JUST THINKING ABOUT HOW WE CAN DO THAT AND ACTIVATE IT.

THERE ARE SOME EVENTS THAT ARE BEING PROPOSED THAT HAPPEN ON PARTS OF ROOSEVELT ROAD AND I THINK HAVING THE VILLAGE AND THE CITY WORK TOGETHER TO CREATE EVENTS THAT WOULD REALLY BRING THE COMMUNITY OUT THERE AND THAT DOES NOT TAKE INFRASTRUCTURE CHANGE.

THAT TAKES THE WILL FOR PEOPLE TO WANT TO DO IT.

AND THINGS THAT ARE HAPPENING YOU KNOW WE HAVE WORKED WITH THE BERWYN DEVELOPMENT WHICH IS RIGHT BY BODIE TY AND THEY ARE IN THE PROCESS OF CREATING A LITTLE COMMUNITY PUBLIC PLAZA CALLED THE ART PLAZA AND WE DID A LITTLE BIT OF A DESIGN FOR THEM AND YOU KNOW THE EXISTING ON EITHER SIDE CAN HAVE SOME FURNITURE AND YOU CAN INVITE PEOPLE OUT THERE THAT CAN HAVE COFFEE AND ENJOY A LITTLE BIT OF TIME AND YOU CAN HAVE MURALS AND YOU CAN HAVE RESTROOMS AND THEN THERE IS JUST A LIST OF THINGS YOU CAN DO FROM A COMMUNITY STANDPOINT.

SMALL PROPERTY - BUT, BIG CHANGE.

AND A LOT OF THOSE GOES A LONG WAY.

AND SO IT IS KIND OF THINKING ABOUT SOME OF THE SMALL THINGS AND IT IS NOT ALWAYS ABOUT THE I-DOT PROJECT AND HAVING TO DO THAT.

IT IS ALSO ABOUT THESE TYPES OF THINGS THAT WE CAN CONTROL THAT ARE ON PRIVATE PROPERTY INCLUDING BUILDING IMPROVEMENTS AND STUFF LIKE THAT.

AND WE SHOW THE IDEA THAT THERE IS ALL OF THESE CUL-DE-SACS A LITTLE DEAD-END AREAS AND CAN BE IMPROVED THOSE ENCLOSED THOSE OFF ON A WEEKEND?

AND THOSE CAN BE PLACES FOR PROGRAMMING IN PLACES WHERE YOU CAN HAVE A COFFEE KIOSK OR THE ADJACENT BUSINESS CAN HAVE SOMETHING SPILL OUT.

SO, FINDING THOSE OPPORTUNITIES, IT DOES NOT HAVE TO HAPPEN WITHIN THAT RIGHT AWAY THAT REALLY CONSTRAINED ROOSEVELT ROAD RIGHT AWAY YOU HAVE ALL OF THESE OTHER SPACES OFF TO THE SIDE THAT THEY CAN HAPPEN AND WE HAVE IDENTIFIED THEM IN THE PLAN.

AND THE THIRD GOAL IS REALLY STRENGTHENING THE IDENTITY AND I FEEL LIKE ROOSEVELT ROAD DOES NOT HAVE THAT IDENTITY THE ART DISTRICT HAS AND THERE IS SIGNAGE DOWN THERE IN MARION STREET HAS AN IDENTITY BECAUSE THERE ARE IMPROVEMENTS AND I REMEMBER MARION STREET AND FRANKLY IT WAS NOT THAT STRONG OF THE BUSINESS DISTRICT.

IT WAS CLOSED OFF AND IT WAS THE OLD MALL, THE PEDESTRIAN MALL AND THERE WERE SOME LANDSCAPE MOUNDS AND SOME RATS MAY BE RUNNING THROUGH AND THEY WERE VACANT BUSINESSES.

AND THOSE TYPES OF IMPROVEMENTS WORK TOGETHER AND RESOLVE THE PUBLIC IMPROVEMENTS AND WE SAW PRIVATE INVESTMENT, AS WELL AS SO LEANING INTO MAYBE BETTER GATEWAY ELEMENTS AND STUFF LIKE THAT AND WE SHOWED SOME IDEAS THAT BUILD OFF THE EXISTING BRAND AND SOME PEERS OR SOMETHING THAT YOU CAN IDENTIFY ALONG THE WAY TO HELP MAKE IT MORE COHESIVE. HELPS MAKE YOU FEEL LIKE MORE OF A STREET THAT YOU WANT TO BE ON AND MORE OF A PLACE.

AND YOU KNOW THIS IS JUST ONE SNIPPET OF THAT 10 FOOT LONG PLAN THAT WE WERE DRAWING ON AND JUST SHOWING THE DIFFERENT WAYS THAT WE WERE THINKING SPECIFICALLY AT EACH LOCATION HOW WE COULD MAKE THAT CROSSING SAFER.

CAN WE HAVE BUMP OUT?

CAN WE HAVE THE CUL-DE-SAC THAT IS A LITTLE BIT BETTER AND A LITTLE BIT OF A PLAZA?

HOW DO WE DEAL WITH THAT WHEN YOU HAVE GOT CURB CUTS AND OTHER THINGS AND PARKING LOTS AND HOW DO WE MAKE THE ENVIRONMENT BETTER, BUT ALSO STATE FOR PEDESTRIANS?

WE HAVE GOT THIS ALL IN THE PLAN AND THIS IS JUST ONE EXAMPLE.

IT IS KIND OF SHOWING DOWN THE STREET RIGHT HERE A LITTLE BIT AND THEN A COUPLE OF THESE INTERSECTION 3D'S TO REALLY SHOW HOW WE MANAGE ACCESS WITH WHERE THE BUS STOP IS AND WHERE WE CAN ADD MAYBE A LITTLE BIT OF EXTRA DETAIL AT THE CROSSWALK WITH BUMP OUT AND CONTROLLING THAT TRAFFIC AND MAKING IT MORE CALM AND FEEL BETTER.

A LITTLE BIT ABOUT THIS AND JAKE WILL DIVING HERE, AS WELL.

I WILL START IT OUT.

JUST THINKING ABOUT BECAUSE THERE ARE VACANT PROPERTIES AND DISINVESTMENT AND WE HAVE IDENTIFIED A BUNCH OF THOSE AND WHAT IS A HIGHER AND BETTER USE WHERE PLACES THAT WE THINK THERE CAN BE REDEVELOPMENT AND THINGS I CAN REALLY IMPROVE YOU KNOW WHERE THAT PUBLIC INFRASTRUCTURE CAN ATTRACT PRIVATE INVESTMENT AND I KNOW THAT YOU GUYS ARE PROBABLY WORKING ON SOME OF THOSE THINGS AND THEY ARE NOT A NEW CONVERSATION A LOT OF TIMES, BUT IDENTIFYING THEM AND BRINGING THOSE THINGS TO THE COMMUNITY FOR PEOPLE TO WEIGH IN ON AND I WILL LET JAKE TALK A LITTLE BIT ABOUT THIS, AS WELL.

>>JAKE: GOOD EVENING, JAKE FROM SIGHT LINE AND WE HAVE BEEN TALKING ABOUT ZONING AND IT IS NICE TO BE WITH YOU AGAIN.

YES, GOAL TWO RIGHT HERE IN OUR SECOND BIG GOAL WAS TO UPDATE AND REALLY MODERNIZE THIS FOR THE ROOSEVELT ROAD CORRIDOR.

AND AS WE HAVE DISCUSSED LATELY THE ROOSEVELT ROAD DISTRICT HAS NOT BEEN CONDUCIVE TO THE TYPE OF MIXED USE DEVELOPMENT THAT THE VILLAGE WANTS TO SEE.

SO, THERE ARE TOO MANY STANDARDS WHEN IT COMES TO DEVELOPMENT AND WE HAVE THINGS LIKE BUILDING HEIGHT AND PARKING LOCATION AND BUILD FORM.

AND OUR RECOMMENDATION HERE IS REALLY TO COORDINATE DEVELOPMENT RECOMMENDATIONS TO PRESERVE THE LOOK AND FEEL WHILE ACCOMMODATING NEW GROWTH.

AND AS A PART OF THE ZONING UPDATE WE HAVE HAD CONVERSATIONS WITH YOU ALL AND STAFF ABOUT THE ROLE THAT QUARTER HORSE CAN PLAY IN ACCOMMODATING NEW HOUSING.

SO, THE RECOMMENDATIONS IN THIS PLAN ARE REALLY TO COORDINATE WITH SOME OF THE CONVERSATIONS WE HAVE BEEN HAVING WITH THE MISSING AND MIDDLE HOUSING PROJECT AND SO IT IS GOOD TO SEE THAT THE COORDINATION IS THERE. AND FOR GOAL THREE WE REALLY WANTED TO PROMOTE MIXED-USE DEVELOPMENT THAT IS CONTEXT-SENSITIVE.

AND THAT MEANS PRIORITIZING MIXED-USE DEVELOPMENT WHERE IT IS APPROPRIATE AND IT ALSO MEANS ENCOURAGING INTEGRATIVE PARKING SOLUTIONS AND JUSTIN TOUCHED ON THAT, AS WELL.

AND YOU KNOW LOOKING AT MY FINAL SLIDE RIGHT HERE, REFERENCING SOME OF THESE BUILDING TYPOLOGIES THAT WOULD BE APPROPRIATE ALONG THE CORRIDOR AND SO LAKOTA PRODUCED THESE REALLY WONDERFUL TYPOLOGY DESIGNS AND THIS GIVES YOU EVERYTHING FROM THE SMALL PARK TO THE ONE-STORY COMMERCIAL TO A LARGE FOUR STORY MIXED-USE BUILDING. AND SO ALL OF THE POSSIBLE SCENARIOS THAT WE MIGHT SEE GOING FORWARD IF THE DESIGN REGULATIONS ALLOW FOR IT.

AND I WILL HAND IT OVER TO OUR ECONOMIC DEVELOPMENT PIECE.

>>ALEXIS: OKAY, I AM BACK TO TALK ABOUT ECONOMIC DEVELOPMENT.

THIS SECTION IS REALLY ALL ABOUT CONSOLIDATING THAT IDENTITY AND CREATING A STRONGER DISTRICT AND SUPPORTING BUSINESSES.

SO, THIS FIRST GOAL IS TO ESTABLISH ROOSEVELT ROAD AS A RECOGNIZED MUSIC, DINING AND ENTERTAINMENT DESTINATION DISTRICT.

LIKE I SAID EARLIER THESE ARE THE ASSETS ABOUT ROOSEVELT ROAD ALREADY HAS.

SO, IT IS ABOUT BUILDING OFF OF THEM AND SUPPORTING THOSE TYPES OF BUSINESSES AND WORKING ACROSS THE MUNICIPALITIES TO GROW THAT SECTOR AND POTENTIALLY BRINGING MUSIC AND PUBLIC ART AND MURALS TO THE CORE DOOR AND CONSIDERING ACTIVATIONS LIKE LIVE MUSIC AND POP-UPS AND THINGS LIKE THAT TO REALLY REALLY ENFORCE THAT IDENTITY.

THIS IS JUST AN EXAMPLE, A CONCEPT OF WHAT COULD HAPPEN ON ROOSEVELT ROAD.

MURALS, NOT ONLY ATTRACT VISITORS, BUT THEY ALSO SLOW DOWN TRAFFIC AND CONSOLIDATE THAT DISTRICT IDENTITY.

JUST ANOTHER EXAMPLE OF FUN AND INTERACTIVE ELEMENTS AND THESE ARE LITTLE DRUMS THAT ARE - I CANNOT REMEMBER WHAT COMMUNITY IT IS, BUT JUST AN EXAMPLE OF A MUSIC-BASED ACTIVATION.

AND GOLD?

IS ABOUT SUPPORTING AND RETAINING EXISTING BUSINESSES.

SO, PROMOTING THE EXISTING FAÇADE IMPROVEMENT PROGRAMS AND THEN ALSO OF COURSE TALKING TO BUSINESSES AND SEEING WHAT THEY NEED AND ADDRESSING THE CHALLENGES THAT THEY HAVE.

AND AN EXAMPLE OF A FAÇADE IMPROVEMENT AND SO THIS IS A BUILDING ALONG ROOSEVELT ROAD AND WE JUST WANTED TO SHOW HOW SIMPLE IMPROVEMENTS COULD REALLY UPLIFT THE PROPERTIES AND STILL PAY HOMAGE TO THEIR HISTORIC CHARACTER AND THIS IS ON THE BERWYN OUT OF THE ROAD, BY THE WAY.

AND THEN GOAL THREE IS ABOUT DIVERSIFYING COMMERCIAL USAGE AND FILLING OF BUSINESS GAPS TO MAKE A MORE COMPLETE AND RESILIENT DISTRICT.

SO, IT IS NOT JUST ABOUT THE ENTERTAINMENT AND THE DINING AND THE MUSIC. WE WANT TO BRING ALL SORTS OF BUSINESSES TO THE CORE DOOR AND THAT CAN MEAN TALKING TO BUSINESSES THAT ARE ALREADY THRIVING IN OAK PARK AND BERWYN AND SEEING IF THEY WOULD LIKE TO OPEN A LOCATION ALONG THE CORRIDOR AND THINGS LIKE WHITE BOX IMPROVEMENT GRANTS ARE ONE OF OUR RECOMMENDATIONS AND THEN ALSO ESTABLISHING A BUSINESS INCUBATOR AND THESE WORK REALLY WELL IN SOME COMMUNITIES YOU KNOW A BUSINESS COMES IN AND THEY GET INCUBATED AND THEY START OUT AND THEN THEY MOVED TO ANOTHER SPACE ALONG THE CORRIDOR.

SO, JOSH IS NOT WITH US, BUT THIS IS FROM HIS HOMETOWN AND IT IS JUST A BUSINESS INCUBATOR AND LOOKS GREAT AND MIXED USE.

AND REALLY HELPS TO GROW THAT SMALL LOCAL BUSINESS COMMUNITY.

AND OUR FINAL CHAPTER ENTER MUNICIPAL COORDINATION AND IMPLEMENTATION. KEVIN WAS SAYING THAT THERE IS A IMAGINARY LINE THAT RUNS BETWEEN THE NORTH AND THE SOUTH AND IN ORDER TO IMPLEMENT THIS PLAN THERE IS A REAL NEED FOR COORDINATION.

AND THAT CAN BE ACHIEVED THROUGH FIRST AND FOREMOST CREATING A IMPLEMENTATION COMMITTEE WITH STAKEHOLDERS FROM BOTH MUNICIPALITIES AND A STARTING POINT COULD BE SOME INDIVIDUALS FROM THE STEERING COMMITTEE THAT ARE ALREADY REALLY INTERESTED IN THE SUCCESS OF THE CORRIDOR AND THEN OF COURSE STAFF MEMBERS AND PEOPLE LIKE THAT ESTABLISHING REGULAR ROUNDTABLE MEETINGS TO HEAR FROM STAKEHOLDERS AND HEAR ABOUT WHAT THEY NEED.

SOMETHING AS SIMPLE AS CREATING A SHARED DIGITAL IMPLEMENTATION MATRIX. SO, YOU CAN SEE THAT THERE IS A IMPLEMENTATION MATRIX AT THE BACK OF THE PLAN AND JUST MAKING SURE THAT THERE IS COMMUNICATION AND THAT BOTH MUNICIPALITIES ARE ACCOUNTABLE AND SEE WHAT IS BEING IMPLEMENT IT ON EITHER SIDE.

AND THEN SHARED INTERMUNICIPAL AGREEMENTS.

AND WE HEARD THAT MAY BE COORDINATED TRASH PICKUP AND THINGS LIKE THAT WOULD BE IMPORTANT.

AND THEN A COUPLE MORE - REGULAR JOINT PLANNING MEETINGS AMONGST STAFF AND THEN CONSIDERING ESTABLISHING A PILOT JOINT FUNDING POOL AND THIS CAN START WITH REALLY SMALL IMPROVEMENTS AND LIKE PUBLIC ART MURALS AND THEN POTENTIALLY A SHARED MARKETING BUDGET TO FUND JOINT EVENTS.

WE CREATED THE IMPLEMENTATION MATRIX AND THAT IS AT THE BACK OF THE PLAN. THIS IS A ROADMAP FOR EACH COMMUNITY TO FOLLOW AND JUST A LITTLE EXAMPLE HERE.

SO, WE SHOW THE RECOMMENDATION AND THE PRIORITY LEVEL AND THE TIMEFRAME AND SHORT AND LONG-TERM AND POTENTIAL PARTNERS AND COST LEVEL FROM LOW TO HIGH AND WE DO BRING IN CHARACTER AREAS.

SO, WHERE SOME OF THESE RECOMMENDATIONS WOULD WORK BEST.

THIS IS A CARRYOVER FROM THE LAST PLAN AND WE REALLY DID WANT TO BRING IN WHAT WE THOUGHT WERE GOOD RECOMMENDATIONS FROM THE PLAN THAT DID NOT GET IMPLEMENTED.

AND HAVE THAT INFORM SOME OF THE RECOMMENDATIONS OF THIS PLAN.

AND THEN ONE MORE THING ON THE IMPLEMENTATION - MATRIX.

IT IS FLEXIBLE.

SO, THIS IS NOT SET IN STONE.

THIS IS WHY REGULAR MEETINGS ARE IMPORTANT SO YOU CAN REVISIT IT AND MAKE CHANGES AND CHANGE PRIORITY, BECAUSE CONDITIONS ARE ALWAYS CHANGING AND THE ECONOMY IS CHANGING AND SO IT IS NATURAL THAT THIS MAY NEED TO BE FLEXIBLE.

THIS WAS JUST A THOUGHT EXERCISE THAT WE WENT THROUGH JUST THINKING THROUGH WHAT ARE SOME IMPLEMENTATION STEPS THAT COULD HAPPEN RIGHT AWAY ONCE THIS PLAN IS ADOPTED BY BOTH COMMUNITIES?

SO, OF COURSE ESTABLISHING A CORD OR IMPLEMENTATION COMMITTEE AND LOOKING AT SOME OF THOSE INTERMUNICIPAL AGREEMENTS AND ESTABLISHING SHARED COMMITMENTS AND RESPONSIBILITIES AND IS SIMPLY SHARING THE PLAN WITH DEVELOPERS AND SEEING WHO IS INTERESTED IN SOME OF THESE OPPORTUNITY SITES AND SEEING IF SOMEBODY WANTS TO GET IN.

BEGINNING CONVERSATIONS WITH I-DOT.

THIS PLAN IS A REALLY IMPORTANT PIECE AND THEY LIKE TO SEE A PLAN FIRST WHICH IS WHY WE ARE LAYING OUT THIS WHOLE VISION, BECAUSE YES, THEY MAY NOT SAY YES TO EVERYTHING, BUT WE WANT THEM TO SEE WHAT THE COMMUNITY'S VISION AND GOAL IS.

AND THEN ESTABLISHING A PILOT JOINT FUNDING POOL THAT YOU CAN START SMALL AND THEN POTENTIALLY DOING AN EVENT SERIES.

SO, SOMETHING THAT WILL SHOW THE COMMUNITY AND STAKEHOLDERS THAT WE CARE ABOUT THIS CORRIDOR AND THAT WE ARE READY TO WORK TOGETHER AND READY TO BRING MORE VISITORS TO THE CORRIDOR.

AND THEN AT NEXT TAPS HERE WITH THIS PROCESS - WE AFTER THIS MEETING, WE ARE GOING TO HAVE ANOTHER MEETING WITH BERWYN ON TUESDAY AND HOPE THAT THE PLAN WILL BE ADOPTED BY BOTH COMMUNITIES.

OKAY.

AND ALSO HAPPY TO DISCUSS THIS WITH YOU ALL AND ANSWER ANY QUESTIONS.

>>PRESIDENT SCAMAN: I WILL GO TO CHIBIKUE FIRST BECAUSE I KNOW THAT HE HAS A SCHEDULE TO KEEP.

>>TRUSTEE ENYIA: I MISSED THE FIRST PART, CAN YOU START ALL OVER AGAIN?

NO, I TRULY APPRECIATE IT.

LIKE CORY, WE BOTH LIVE ON THE SOUTH SIDE AND SO I AM RIGHT THERE.

AND I THINK THERE IS - I MEAN A LOT THAT OUR COMMUNITY HOPES FOR IN THAT AREA AND BEING ON THE PART OF THE CORRIDOR I THINK THAT WE LOOK AT ALL OF THE CORE DOORS A LITTLE BIT MORE FROM THE BORDERS OF OAK PARK AND I THINK HARLEM - BUT, WHEN YOU GO TO AUSTIN AND NORTH AVENUE AND ROOSEVELT THERE IS STUFF TO BE DESIRED AND WITH ROOSEVELT WHEN I SAY THAT I WILL NOT SAY THAT ABOUT THE BERWYN ASIDE BECAUSE IT IS PRETTY DEVELOPED AND HAS BEEN DEVELOPING OVER THE YEARS THAT I HAVE LIVED ON THIS SIDE OF OAK PARK AND SEEING IF EVERYTHING FROM THE SMALL SHOPS TO THE VIBE AND THE GROWING UP TORONTO LIKE EVERYTHING IS KIND OF HEADING OFF IN THE RIGHT DIRECTION ON THAT SIDE OF THE STREET AND I JUST DON'T WANT US TO BE LIKE YES, THAT IS THE OAK PARKSIDE.

AND HOW DO WE MATCH THAT VIBRANCY WITH WHAT I HAVE SEEN THROUGH THIS IS CREATING SOME OPPORTUNITIES THERE.

AND IT WAS FUNNY AS YOU ARE TALKING I DO THIS SOMETIMES JUST GO BY WITH MY COMMUNITY AND SEE OPPORTUNITY AND LOOK AT THE BUILDINGS LIKE MAN THERE IS A LOT OF EMPTY SPACE HERE LIKE WHAT ARE WE DOING WITH THESE BUILDINGS AND HOW DO WE MATCH THE OTHER SIDE AND CREATE THESE ACTIVATION SPOTS FOR THE COMMUNITY?

I REALLY LIKED WHAT YOU DID WITH THE CUL-DE-SAC.

THAT IS WHAT I LIKE TO SEE LIKE HOW DO YOU CREATE A NEIGHBORHOOD WITHIN A NEIGHBORHOOD AND GIVE PEOPLE SPACE?

I USED TO WORK ON MICHIGAN AVENUE AND WE WOULD HAVE THE HUGE MEDIANS AND PEOPLE WOULD TAKE THEIR WEDDING PICTURES AND ALL OF THOSE TYPES OF THINGS AND I LOOK AT ROOSEVELT AND I'M LIKE NEVER, NO, I'M GOING TO GET HIT BY A CAR!

SO, HOW DO WE CREATE AN EXPERIENCE WHERE PEOPLE FEEL SAFE, BUT ALSO WHERE PEOPLE CAN WALK THEIR FAMILY ACROSS THE STREET AND NOT HAVE TO WORRY ABOUT LIKE IS THIS DOUBLE DUTCH AND AM I GOING TO BE ABLE TO GET ACROSS THE STREET BEFORE I GET IT?

AND LIKE THERE USUALLY IS THAT SIGH OF RELIEF AFTER YOU'VE CROSSED ROOSEVELT LIKE I MADE IT!

AND I KNOW THAT WE TALKED ABOUT THIS LIKE THIS SEEMS SO FAMILIAR BECAUSE I REMEMBER - SO, NOW I WANT TO CONTINUE TO LOOK INTO THAT SAFETY AND HOW WE MAKE THIS A SAFER AREA AND WE HAVE TALKED ABOUT THE FLASHING LIGHTS AT SOME OF THOSE INTERVALS THAT WILL CONTRIBUTE AND MAKE IT A LITTLE BIT MORE SAFE FOR FAMILIES AND ALSO YOU HAVE PEOPLE WHO RUN ERRANDS AND I LIVE RIGHT NEXT TO THAT WALGREENS AND THERE IS PEOPLE FROM BERWYN WERE RUNNING OVER REALLY QUICK TO GRAB SOMETHING OR THEY HAVE SENT THEIR KID OVER AND THEY ARE CROSSING ROOSEVELT.

AND NOT EVERYONE IS MAKING IT TO THE BUSY SIDE OF THE STREET TO WAIT FOR THAT BUTTON - I FORGOT - YOU KNOW ALL OF THE NAMES - THE BIG BUTTON -

>>ALEXIS: JUSTIN IS LIKE I KNOW!

>>TRUSTEE ENYIA: AND CREATING A LOT OF THESE DIFFERENT PIECES ARE GOING TO MAKE THIS A BETTER SITUATION, BUT I DO THINK THAT THERE NEEDS TO BE A START AND IT DOES START WITH SAFETY AND INFRASTRUCTURE AND GOING AROUND THAT AND HOW DO YOU CREATE SOME OF THE SPACES WITHIN? AND HOW DO WE THEN HAVE THESE CONVERSATIONS THAT IT LOOKS LIKE YOU ARE ABOUT TO BE MOVING FORWARD WITH THE BERWYN CITY COUNCIL AND HAVING THAT CONVERSATION AROUND WHAT IT IS THAT WE USUALLY WANT TO SEE WITH THEM IN THAT SPACE WHETHER IT IS THE GROWING OF THE ART AND THE CONTINUING OF THE SAFETY AND THE BUILDING UP OF THESE BUILDINGS AND HOW IS EACH SIDE OF THE STREET DEVELOPED AND ALL OF THOSE ARE GREAT QUESTIONS AND WE WANT TO SEE THEM IN THE AREA BECAUSE I KNOW THAT MY PEERS ARE ASKING FOR IT AND THEY DON'T WANT TO ALWAYS GO PAST MADISON TO GO TO LAKE STREET TO HAVE A GOOD TIME.

WE WANT THOSE AREAS TO FEEL LIKE MARIAM.

WE WANTED TO FEEL COZY AND WE WANT TO BE ABLE TO SAY HEY, I'M GOING RIGHT OVER HERE AND NOT JUST GO TO FITZGERALD EVEN THOUGH I USED TO WORK THERE.

SO, THERE IS WANTING TO BUILD ALL OF THESE THINGS AND I THINK THAT YOU'VE DONE A GREAT JOB WITH THE ROADMAP AND I THINK THAT WE CAN FIGURE OUT SOME OF THIS, BUT I KNOW THAT THERE WILL BE SOME QUESTIONS.

I STILL LOOK AT HALF OF THESE BUILDINGS AND I AM LIKE WHO IS USING THIS? WHAT IS THIS BUILDING FOR?

WE HAVE WATCHED IT NOT GET USED FOR SO LONG.

HOW DO WE START TO WORK WITH THE BUSINESS DISTRICTS TO FIGURE OUT WHAT CAN WE ACTIVATE?

IF THIS BUILDING IS GOING TO REMAIN UNUSED FOR A TIME, DOES THAT MEAN IT WILL DO SOMETHING DIFFERENT?

AND GET TO DO SOMETHING THAT WILL BRING VIBRANCY AND DOLLARS.

AND I FEEL LIKE ROOSEVELT IS ONE OF THE MORE TRAFFICKED AREAS THROUGHOUT OAK PARK, BUT IT DOES NOT MATTER IF NOBODY STOPS AND STAYS. AND IT DOES MATTER TO US IF THEY GO - I WOULD LOVE THEM TO STOP AND STAY ON OUR SIDE OF THE STREET AND TRYING TO FIND MORE REASONS FOR THAT.

BUT, I DO THINK THAT IT IS MUTUALLY BENEFICIAL.

AND PEOPLE ARE MORE THAN LIKELY OFTEN GOING TO STAY IN THE AREA AND SO THANK YOU FOR THIS.

YOU'VE TOUCHED ON A LOT OF THINGS FOR ME AND I'M SURE MY COLLEAGUES -

>>ALEXIS: THANK YOU.

>>PRESIDENT SCAMAN: CORY WAS PROBABLY RIGHT AWAY, BUT BRIAN OKAY, THANK YOU, BRIAN.

>>TRUSTEE STRAW: I WILL BE RELATIVELY BRIEF.

I REALLY REALLY LIKE THIS PLAN.

IT IS A SORT OF - THE DEVIL IS IN THE DETAILS AND IT IS ALL ABOUT IMPLEMENTATION.

BECAUSE, ONE OF THE THINGS THAT YOU DISCUSSED IN YOUR PRESENTATION IS SOME OF THE STUFF FROM THE 2001 PLAN ADOPTION INTO THOUSAND FIVE THAT IS JUST SORT OF SITTING THERE AND HAS BEEN ALLOWED TO DETERIORATE AND THERE WAS A PICTURE OF ONE OF THE TRASH CANS AND I AM DOWN ON ROOSEVELT ROAD FREQUENTLY AND I SEE THOSE TRASH CANS OVERFLOWING AND RESTING AND SOLAR COMMENTS ABOUT ACTUALLY HAVING AND SETTING UP AGREEMENTS WHEREBY EACH OF THE MUNICIPALITIES IS INVOLVED COOPERATE AND HAVE A PLAN FOR MAINTENANCE AND ALL OF THAT IS REALLY IMPORTANT, BECAUSE OTHERWISE IT IS A TEMPORARY SOLUTION.

IT IS LIPSTICK ON A PIG.

IT DOES NOT ACTUALLY MEANINGFULLY ADVANCE THE ISSUE.

AND I THINK THAT THE STREETScape ELEMENTS OF YOU KNOW THE SIGNAGE AND THAT STUFF IS ALL IMPORTANT AND WE NEED TO MAKE SURE THAT WE ALSO IMPLEMENT THE THINGS THAT MAKE IT A WALKABLE COMMUNITY, BECAUSE THOSE STREETScape ELEMENTS - THE BEAUTIFYING RATHER THAN THE SORT OF VISION ZERO STREETScape ELEMENTS DO NOT DO ANYTHING IF YOU ARE JUST DRIVING BY THEM.

WE NEED TO CREATE A COMMUNITY WHERE PEOPLE WANT TO STOP AND GET OUT OF THEIR CAR AND EXPERIENCE ALL PARTS OF THE COMMUNITY.

AND THEN I THINK THE DEVELOPMENT AND URBAN DESIGN PART OF THIS CONVERSATION IS REALLY IMPORTANT, AS WELL.

SOMETHING IN WHAT WE DID IN OUR ROOSEVELT ROAD ZONING IS NOT WORKING. THAT IS DEMONSTRATED BY THE FACT THAT IT IS NOT WORKING.

IT HAS NOT BEEN BUILT.

AND SO I THINK THAT US RE-EXAMINING THAT AND LOOKING FOR OPPORTUNITIES SUCH AS THAT ONE YEAR OPTION TO PURCHASE AND TO GO OUT AND FIND DEVELOPERS FOR CERTAIN PARCELS MAKES A LOT OF SENSE, BECAUSE IF WE COULD GET SOME SORT OF KEYSTONE DEVELOPMENT OF MIXED-USE DEVELOPMENT, THOSE ARE THE KINDS OF THINGS THAT CAUSE BUSINESSES TO COME BECAUSE NOW THERE IS MORE OF A DENSITY OF CONSUMER THAT THEY CAN SERVE.

AND SO I APPRECIATE THE THOUGHTFULNESS OF THE PLAN AND I DO BELIEVE THAT IF WE ARE ABLE TO EXECUTE ON THIS WE COULD SEE ROOSEVELT ROAD COMING BACK TO LIFE, BECAUSE I THINK RIGHT NOW IT IS A VERY CONFUSING STRETCH TO GO DOWN WHERE THERE ARE SOME BLOCKS WHERE IT IS LIKE THIS IS INCREDIBLE AND YOU GET A BLOCK OR TWO AWAY AND YOU ARE LOOKING AROUND AND YOU ARE LIKE THIS IS NOT A PLACE THAT I WANT TO BE.

AND I THINK THAT WE CAN GET THERE, BUT IT IS NOT GOING TO BE EASY AND IT IS GOING TO TAKE A LOT OF TIME AND A LOT OF EFFORT AND A LOT OF COMMUNICATIONS WITH OUR GOVERNMENT PARTNERS.

SO, I AM ALL FOR ADOPTION.

I THINK THAT IT IS GOING TO TAKE A LOT OF WORK FOR US TO MAKE THIS HAPPEN. AND I HOPE THAT WE ARE INVESTED IN MAKING THAT HAPPEN.

>>PRESIDENT SCAMAN: THANK YOU.

CORY?

>>TRUSTEE WESLEY: OKAY, I LOVE THIS PLAN.  
HONESTLY.

I DO HAVE A COUPLE QUESTIONS ABOUT IT.

AND MOSTLY CENTERING AROUND THE IMPLEMENTATION.

THE WAY THAT I READ THIS IS THAT A LOT OF THIS STEMS ON THE PEDESTRIAN SAFETY KIND OF ASPECTS OF IT WHICH ALL RELY ON I-DOT SAYING YES WHICH YOU KNOW THEY ARE KIND OF LIKE THE ENTS IN LORD OF THE RINGS, THEY TAKE A LONG TIME TO DO ANYTHING.

IF WE CAN'T DO ANYTHING UNTIL THEY SAY YES IT WILL TAKE THEM FIVE YEARS TO SAY YES, HOW DOES THAT WORK?

>>KEVIN: I DON'T THINK EVERYTHING RELIES ON I-DOT, BUT A BIG PART OF THAT LONG-TERM CHANGE DOES.

AT LEAST RELYING ON MAKING PHYSICAL IMPROVEMENTS TO MAKE YOU FEEL SAFER.

SO, TO ME YOU HAVE TO START SOMEWHERE.

THIS PROCESS NEEDED TO HAPPEN.

IT WAS TIME.

WHEN WE TALK TO RESIDENTS THAT ARE PROBABLY HER NEIGHBORS YOU KNOW WE HAVEN'T FORGOT ABOUT - ALL THE COOL STUFF HAS ALREADY HAPPENED IN THE CENTER OF TOWN.

BUT, IT IS TIME.

AND YOU CANNOT GO TO I-DOT WITHOUT A PLAN.

THEY WILL NOT EVEN TALK TO YOU.

AND SO HAVING A PLAN THAT HAS BEEN THOUGHT THROUGH FROM PEOPLE WHO HAVE DONE PROJECTS WITH I-DOT AND TINLEY AND US - THERE IS SOME WEIGHT THERE, AT LEAST.

AND TO ME IF IT TAKES FIVE YEARS THEN IT TAKES FIVE YEARS.

THAT IS WHY IT IS A MULTI PRONG PLAN AND THERE HAS TO BE OTHER THINGS HAPPENING AND THAT IS WHY WE SAY THAT WE NEED TO ACTIVATE IT AND WHY WE SAY THAT WE NEED TO BRING COMMUNITY TOGETHER WHETHER IT IS EVENTS OR FINDING THOSE THINGS ASIDE IMPROVEMENTS AND THE ART LIKE THOSE THINGS CAN ALSO HAPPEN AS WELL AND I AGREE.

I THINK ULTIMATELY THE SUCCESS OF THE STREET, THERE NEEDS TO BE SOME INTERVENTION PHYSICALLY FOR IT TO FEEL LIKE IT IS A PLACE LIKE THIS SHOULD FEEL LIKE A PLACE THAT YOU WANT TO COME.

AND I DON'T KNOW IF YOU WANT TO ADD TO THAT -

>>JUSTIN: A BIG PART OF THAT IS ALSO RELYING ON THE DATA IN THE PLAN AND WE DID TAKE A LOOK AT THE EXISTING CONDITIONS AND THERE ARE SOME CHALLENGES RELATED TO SOME CRASHES THAT INVOLVED PEDESTRIANS AND BICYCLISTS AND POINTING THAT OUT WHEN YOU'RE COORDINATING WITH THEM AND WHEN YOU'RE PUTTING THIS IN FRONT OF THEM IS GOING TO BE IMPORTANT.

I THINK ANOTHER BIG PIECE OF IT IS RELYING ON WHAT THE RESIDENTS HAVE TOLD US LIKE A CONVOY OF GOD TO THIS PROCESS ON PURPOSE LIKE WE HAVE GOT ALL

OF THIS FEEDBACK ON PURPOSE AND THIS IS WHAT OUR CONSTITUENTS ARE TELLING US.

PLEASE WORK WITH US.

THAT DOES GO A LONG WAY WHEN COMMUNICATING WITH THE DEPARTMENT. ALSO JUST BUILDING THE RELATIONSHIP WITH THEM OVER TIME AND STAYING CONSISTENT AND STAYING IN FRONT OF THEM AND NOT JUST REACHING OUT ONCE AND HAVING THEM TELL YOU KNOW AND THEN YOU SAY OKAY, WELL, WE TRIED, THAT IS IT.

THERE NEEDS TO BE A CONSISTENT YOU KNOW EVERY SIX MONTHS WE ARE FOLLOWING UP AND SAYING HEY, WE HAVE THIS PLAN AND WE ARE TRYING TO IMPLEMENT THINGS AND THIS IS WHAT OUR UNITY IS TELLING US.

WHAT ARE WE DOING HERE?

CAN YOU PLEASE WORK WITH US?

THERE IS A NUMBER OF STEPS AND STRATEGIES THAT WE HAVE OUTLINED AND WE ARE HAPPY TO PARTNER AND MOVE FORWARD, BUT IT IS CONSISTENCY AND RELYING ON THE DATA AND IT IS JUST STAYING IN FRONT OF THEM AND REALLY CONTINUING TO PUSH THEM TO WORK WITH YOU.

IF YOU LOOK AT ROOSEVELT AND CHICAGO TO THE EAST, AS SOON AS YOU STEP OVER THE BORDER THERE ARE CROSSWALKS NORTH AND SOUTH AT EVERY PUBLIC STREET INTERSECTION AND THAT CAN BE A THING THAT WE ARE POINTING OUT. WHY IS THAT THE CASE IN CHICAGO AND NOT HERE?

THERE ARE THINGS THAT WE CAN USE TO OUR ADVANTAGE TO PUSH THE CONVERSATION FORWARD.

>>CRAIG FALOR: I AGREE AND ONE MORE POINT, WE DID WORK WITH I-DOT AND ONE OF THE THINGS THAT WE WANTED TO DO WAS THE CROSSWALKS, THOUGH CROSSWALKS WITH THE FLASHING LIGHTS.

AND WE HAD TO GO BACK A FEW TIMES TO GET THEM TO AGREE TO THAT AND WE HAD TO PROVE IT THAT IT WAS NECESSARY AND WE EVENTUALLY GOT IT.

AND SO WE CAN WORK WITH I-DOT IF WE AS WE SAID SHOW THE DATA AND HAVE THEM UNDERSTAND THE IMPROVEMENT THAT WE ARE LOOKING FOR.

IT CAN BE DONE!

>>TRUSTEE WESLEY: GOT YOU.

AND RIGHT NOW YOU KNOW I AM DEFINITELY NOT SAYING THAT IT CANNOT BE DONE. JUST YOU KNOW LIKE THE LENGTH OF TIME AND HOW THAT AFFECTS THE REST OF IT.

RIGHT?

AND THEN THE STREETScape AND I THINK THE STREETScape IS BEAUTIFUL AND I ALWAYS - FOR ME IT IS ALWAYS I CONSIDER THIS TO BE A BOOST TO A COURT ORDER THAT IS STARTING TO GET ITS LEGS UNDER IT AND GO VS. THE THING THAT JUMP STARTS THE CORRIDOR AND MAKES IT GO.

AND SO I WOULD LOVE TO HEAR A DIFFERENT PERSPECTIVE ON THAT IF THAT EXISTS.

>>KEVIN: I DON'T KNOW IF IT IS TOTALLY DIFFERENT AND I KINDA BROUGHT THIS UP, YOU KNOW WE DID THE MARION PROJECT AND YOU KNOW PEOPLE WERE NOT

IMPROVING THEIR BUILDINGS AT THAT TIME - AND I THINK THAT IMPROVEMENT HELPS CREATE A DISTRICT THAT THE PHYSICAL IMPROVEMENT THAT SAID HEY - I AM GOING TO IMPROVE MY BUILDING AND I'M GOING TO PUT A PRIVATE INVESTOR IN THAT. RIGHT AFTER THAT WE WORKED IN PLAINFIELD AND THEY TOOK A JURISDICTIONAL TRANSFER FROM I-DOT AND THERE WAS THE MAIN STREET AND THEY DID A ROAD AND REDID THE STREETScape AND LITERALLY THEY WERE SCAFFOLDED AND NEW PERMITS FOR OUTDOOR DINING AND SEATING AND SO I HAVE SEEN THAT HAPPEN AND I HAVE SEEN IT BE ONE OF THE THINGS THAT KIND OF LIGHTS THE FIRE. I AM NOT SAYING THAT IS NECESSARILY THE ONLY WAY. BUT, I THINK THERE IS A WAY TO GET PUBLIC IMPROVEMENT THAT HELPS PUSH THAT PRIVATE INVESTMENT.

>>TRUSTEE WESLEY: ACTUALLY I WILL DIFFERENTIATE AS WELL AND WHEN I SAY STREETScape I AM NOT TALKING ABOUT FAÇADE IMPROVEMENT I ABSOLUTELY AGREE WITH YOU ABOUT FAÇADE IMPROVEMENT AND IMPROVING THE INFRASTRUCTURE OF THE STREET AND THAT WAY I THINK IT DOES CONVEY A SENSE OF PLACE AND UP-AND-COMING.

AND WHEN I AM PUTTING IN MY BENCHES AND THAT SORT OF THING LIKE I AM NOT SITTING ON A BENCH ON ROOSEVELT ROAD RIGHT NOW.

>>KEVIN: THERE IS ONLY A FEW PLACES THAT YOU WOULD AND YOU KNOW LIKE HEY I WILL SET OUTSIDE - THEY HAVE A LITTLE BIT OF A SPOT AND SO YOU KNOW FRANKLY FITZGERALD IS CREATING THEIR OWN PLACE WHETHER THEY DID OR BY PERMIT OR NOT LIKE THEY HAVE CREATED A PLACE LIKE IT IS VERY MUCH A DESTINATION AND IT IS FINDING THE OPPORTUNITIES TO DO THAT AND AGAIN THAT IS WHY WE ARE SHOWING LIKE MAYBE YOU COULD BE ON THOSE CORNERS AND LITTLE CUL-DE-SACS AND SO IT DOES NOT HAVE TO BE - BECAUSE I AM NOT SAYING IT IS NOT A CHALLENGE, IT IS DEFINITELY A CHALLENGE, IT IS A CONSTRAINED COURT OR IN THE RIGHT AWAY, BUT THAT DOES NOT MEAN IT CANNOT LOOK BETTER AND THAT DOES NOT MEAN THAT WE CANNOT SLOW CORRIDOR BECAUSE SOME OF THE STUFF THAT WE HEARD WHEN WE FIRST STARTED TALKING TO PEOPLE ABOUT FUNERALS COMING THROUGH AND GUNSHOTS AND THINGS THAT WERE JUST WILD, RIGHT?

AND SO I THINK SOME OF THAT HAS GOT BETTER AND I THINK THAT WE REALLY NEED TO - I THINK THAT WE REALLY NEED TO LEAN INTO HOW TO MAKE IT FEEL LIKE IT IS REALLY CONTROLLED AND SAFE AND FRANKLY IF SOMEBODY CHANGES THEIR COMMUTING PATTERN THAT IS DRIVING THROUGH TOWN TO GO TO SOMEPLACE ELSE AND THEY USE A DIFFERENT WAY, OKAY.

LIKE WE ARE DISPERSING TRAFFIC AND THERE IS A LOT OF EAST AND WEST ARTERIALS AND THERE IS THE HIGHWAY.

SO, TO ME IF IT SLOWS PEOPLE DOWN IT DISSUADE A LITTLE BIT OF THAT TRAFFIC THAT IS JUST BLASTING THROUGH.

I DON'T THINK THAT HURTS YOU.

WE WANT PEOPLE TO COME THROUGH SLOW AND STOP AND SHOP OR ENJOY THE EXPERIENCE.

>>TRUSTEE WESLEY: ABSOLUTELY AND I TOTALLY AGREE WITH YOU ON THAT AND AGAIN I AM JUST HIGHLIGHTING WHAT I FEEL LIKE OUR OTHER CHALLENGES. BECAUSE, I DO THINK THAT SOME OF THESE THINGS WERE HIGHLIGHTED IN THE PREVIOUS PLAN AS WELL AND YOU KNOW 20 YEARS LATER WE ARE DISCUSSING THEM.

>>KEVIN: FOR SURE AND I CANNOT SAY IT ENOUGH YOU KNOW I THINK THE COORDINATION BETWEEN BERWYN AND OAK PARK IS PARAMOUNT. YOU GUYS NEED TO LEAN INTO THE HUMAN CAPITAL OF PEOPLE THAT ARE INTERESTED IN THIS. I MEAN PEOPLE DEVOTED ON THE STEERING COMMITTEE AND THEIR TIME AND THEY ARE VERY INTERESTED IN THE INVESTMENT AND SEEING CHANGES AND SO I MEAN WE HAVE BEEN A PART OF THIS WHERE WE LITERALLY HAVE PEOPLE SIGN UP LIKE AFTER A YEAR DO YOU WANT TO SIGN UP OR VOLUNTEER? IT.

>>PRESIDENT SCAMAN: FORGIVE ME I HAVE TO CALL FOR A MOTION TO GO BEYOND 10 PM.

>>TRUSTEE EDER: MOVED.

>>TRUSTEE STRAW: SECOND.

>>PRESIDENT SCAMAN: ALL IN FAVOR? WHAT I SPEAK AYE.

>>PRESIDENT SCAMAN: THANK YOU.

>>TRUSTEE WESLEY: THOSE ARE REALLY THE TWO THINGS BUT I WANTED TO SURFACE HERE. AND I DO REALLY AGREE YOU KNOW IT IS HARD NOT TO AGREE WITH THIS PLAN AS IT HAS BEEN PRESENTED AND THERE IS A LOT OF GOOD STUFF IN HERE AND I DO LIKE AND I WANTED TO TOUCH ON THE ZONING PART TWO TRUSTEE STRADA 'S POINT AS IT WAS MENTIONED EARLIER AND I THINK THAT THE ZONING CHANGE HAS TO BE ONE OF THE TOP PRIORITIES. I KNOW THAT IT IS NOT LIKE ORDER OF OPERATIONS LIKE NUMBER ONE, BUT IT IS ONE OF THE THINGS THAT WE CAN DO THE QUICKEST THAT CAN SIGNAL THE LOUDEST. WE CAN CHANGE THE ZONING AND MARKET THAT CHANGE IN THAT ZONING CHANGE. THIS IS THE OAK PARK BERWYN ENTERTAINMENT ZONING PLAN AND SO IMMEDIATELY WHEN YOU SEE THAT THAT THIS IS WHAT WE ARE DOING AND THEN WHEN YOU LOOK AT WHATEVER THOSE DETAILS ARE THEY HAVE TO ALIGN WITH WHAT THE THESIS IS. AND THAT IS QUICK, EASY AND FREE. AND SO THIS WOULD PROBABLY BE THE THING THAT I WAS SURFACE THE QUICKEST JUST BECAUSE WE ARE ALREADY IN THE MIDDLE OF THE ZONING THING ANYWAY AND AGAIN, IT IS FREE. AND EVERYWHERE THAT COVERS THAT LIKE IT IS GOING TO BE FIRST AND FOREMOST RIGHT THERE AND ALL OF A SUDDEN WE HAVE THIS TRAFFIC AS WELL WHICH IS GREAT AND SO, THAT IS ALL. I THINK THIS IS GREAT. I THINK IT IS GOING TO BE A CHALLENGE AND I AM UP FOR CHALLENGES ALWAYS.

I LIVE IN THIS AREA AND I WANT TO SEE IT SUCCEED AND I JUST DON'T WANT TO GO IN WITH I DON'T WANT TO SAY THAT BECAUSE I AM ALWAYS A RATIONAL OPTIMIST AND YOU KNOW I LIKE TO COUPLE THIS WITH A LITTLE BIT OF PRAGMATISM TO ENSURE THAT WE ACTUALLY ACCOMPLISH THE GOALS THAT WE SET FORTH.

>>PRESIDENT SCAMAN: OKAY, IF THERE IS REPETITION WE CAN JUST SAY -

>>TRUSTEE TAGLIA: SO, I DO SUPPORT THE RECOMMENDATION AND A COUPLE OF COMMENTS I WILL SAY THAT MY EXPERIENCE YOU KNOW IT IS VERY NARROW AND VERY FAST AND IT IS VERY DIFFICULT.

CHIBIKUE 'S, IT WAS VERY INTERESTING ABOUT THE GOAL SHOULD BE OR ONE OF THE GOALS SHOULD BE TO MEET WHAT BERWYN IS DOING.

WHATEVER THE DIFFERENCE IS BETWEEN OAK PARK AND BERWYN, THEY ARE KILLING IT RIGHT NOW AND OUR STOREFRONTS ARE EMPTY.

SO, WHATEVER THE DIFFERENCE IS WE NEED TO FOCUS ON THAT AND TRY TO MEET AND COPY PERHAPS THAT MIGHT BE A BETTER WORD WHAT THEY ARE DOING BECAUSE IT IS SUCCESSFUL AND YOU CANNOT DENY IT.

THEY HAVE DONE A GOOD JOB.

SO, A COUPLE OTHER COMMENTS TO MAKE.

THERE ARE PARTS OF ROOSEVELT ROAD AND FORGIVE ME FOR SAYING THIS THAT LOOK LIKE A DUMP.

THEY ARE REALLY IN BAD SHAPE AND I DON'T MEAN TO SOUND TOO CRITICAL, BUT THERE IS A BUSINESS ON ROOSEVELT THAT IS ACTUALLY BEING USED AS A DUMP AT THE MOMENT AND IT IS BEING ADDRESSED AND I GET THAT, BUT THAT IS THE THING THAT WE REALLY HAVE TO FOCUS ON BECAUSE YOU ARE ONLY AS STRONG AS YOUR WEAKEST LINK.

AND OUR WEAK LINK IN OAK PARK IS ROOSEVELT ROAD AND NORTH AVENUE.

WE CANNOT FORGET NORTH AVENUE.

AND I JUST WANT TO SAY THAT MY FOCUS WOULD BE MOVING AHEAD LOOKING AT HOW WE ARE GOING TO FUND THESE THINGS.

THIS IS VERY IMPORTANT THAT WE TALK ABOUT ALL OF THESE GREAT PLANS AND THEN WE TALK ABOUT HOW WE WERE TO FUND THEM AND I SUPPORT STRONGLY THE DISTRICT ON ROOSEVELT ROAD AND I THINK THAT THAT IS A KEY PART OF THIS.

IT IS GOING TO BE AND IT SHOULD BE AND I THINK IT MAKES SENSE AND I THINK THAT WE REALLY NEED TO GET INTO A DISCUSSION QUICKLY AND TRY TO COME TO CONSENSUS IF THAT IS SOMETHING THAT THE BOARD WOULD LIKE TO DO, BECAUSE I DO WANT TO SEE IT SUCCEED AND I THINK THAT WOULD BE KEY TO MAKING IT SUCCESSFUL AND IT WORKED IN OTHER AREAS AND IT SHOULD WORK DOWN THERE AS WELL.

SO, THAT IS SOME OF EVERYTHING.

THAT IS ALL I HAVE TO SAY.

THANK YOU.

>>TRUSTEE EDER: ALL RIGHT, I'LL TRY TO BE BRIEF AND UNIQUE AS WELL.

SO, I LIVE TWO BLOCKS NORTH OF ROOSEVELT AND SO I AM IN THE CLUB!

I GO ON ROOSEVELT ALL OF THE TIME.

I DO WALK TO FITZGERALD'S EVEN THOUGH I HAVE NEIGHBORS ON MY BLOCK OR LIKE YOU SHOULD DRIVE I AM LIKE WELCOME YOU SHOULD WALK EVEN THOUGH - BUT, WE CUT TO THE NEIGHBORHOODS AND NEVER GO DOWN. WE DO NOT WALK ALONG ROOSEVELT.

OKAY, RIGHT!

SO, I THINK THIS PLAN IS GREAT AND I ALSO SUPPORTED. ALONG WITH MY COLLEAGUES.

I WANTED TO JUST JUMP IN A LITTLE BIT FROM THE THINGS FROM THE 2005 PLAN THAT DID NOT GET ADOPTED, IS THERE A GENERAL THEME ABOUT WHY THEY DID NOT GET ADOPTED?

IS IT THAT IT IS HARD TO GET STUFF TO GET I-DOT TO AGREE?

I'VE HEARD THAT IT IS HARD TO GET I-DOT TO GO ALONG WITH THE THINGS AND THERE WAS NOT ENOUGH COORDINATION BETWEEN THE MUNICIPALITIES.

ARE THOSE THE REASONS AND THE REASONS THAT THINGS CARRIED OVER FROM THE PREVIOUS PLAN OR ARE THERE OTHER THINGS THAT WE DID NOT BRING UP?

>>CRAIG FALOR: YES - YOU IDENTIFIED IT CORRECTLY THAT THE COORDINATION BETWEEN THE TWO COMMUNITIES WAS NOT THE BEST.

WE DID HAVE AGREEMENTS ON TAKING CARE OF THOSE CROSSWALKS AND SO OAK PARK TAKES CARE OF ONE AND BERWYN TAKES CARE OF ONE AND CICERO TAKES CARE OF ONE AND WE HAD UNIFICATION AS FAR AS THE STREETScape AND WE HAD CONVERSATIONS ABOUT HOW TO TAKE CARE OF ALL OF THE STUFF, BUT THERE WAS NOT REALLY ANY FORMAL AGREEMENT BEYOND THAT AND THINGS KIND OF FELL BY THE WAYSIDE AND WE DID OUR OWN THING AND THEY DID THEIR OWN THING AND IT DID NOT COME TO FRUITION, SOME OF THOSE SUGGESTIONS.

ONE OF THE THINGS THAT THEY SUGGESTED WAS CREATING (INDISCERNIBLE) TO REVIEW ALL OF THE DEVELOPMENT ACTIVITY ON ROOSEVELT ROAD.

NOW, ROOSEVELT ROAD USED TO HAVE A BUSINESS DISTRICT AND THE BUSINESS DISTRICT ACTUALLY WAS BOTH SIDES OF THE ROAD.

AND SO THERE WAS COMMUNICATION ABOUT THAT.

BUT, IT DID NOT REALLY GO BEYOND THAT.

WITH ANYTHING.

AND YOU KNOW TO ANSWER YOUR QUESTION OR TO YOUR POINT ABOUT THE TIFF, BERWYN SA TIFF.

THEY HAVE SOME MONEY TO PUT FORWARD AND WE DON'T.

>>TRUSTEE EDER: YOU SEGUED INTO MY NEXT QUESTION AND YOU SAID CICERO. CICERO IS NOT INVOLVED IN THIS PLAN AND MAYBE THEY ARE NOT FUNDED AND NOT MENTIONED AS A PARTNER RIGHT NOW, WHY?

CAN WE BRING THE MEN EVEN AFTER WE ADOPT THIS PLAN?

>>CRAIG FALOR: WE REACHED OUT TO THEM AND THEY WERE NOT PART OF THE FIRST PLAN INTO THOUSAND ONE EITHER.

THEY DID NOT REALLY JOIN THE TEAM UNTIL WE DO THE STREETScape PROJECT. AND SO WE CAN ALWAYS REACH OUT TO CICERO AGAIN AND SOME OF THE SAME PLAYERS ARE THERE WHEN WE DID THE ROOSEVELT ROAD CLIENT STREETScape

PROJECT AND SO WE CAN ALWAYS REACH OUT TO THEM AND SEE IF THEY WANT TO KIND OF JOIN IN THE FUN FOR ROOSEVELT ROAD.

SO, I HAVE NO ISSUE WITH DOING THAT AND THEY MAY WANT TO IF WE DO ANYTHING, BECAUSE THE STREETScape IMPROVEMENT THAT WE DID WENT ALL THE WAY DOWN ON BOTH SIDES AND THEY EVEN WANTED TO TAKE IT FURTHER EAST ON CHICAGO. AND SO I THINK THEY WOULD BE WILLING TO PLAY WITH US IF WE WANTED.

>>TRUSTEE EDER: I HAVE A RELATIONSHIP WITH ALTERMAN ON BERWYN WHICH I THINK IS THE SEVENTH WARD WHICH I BELIEVE IS MOST OF ROOSEVELT RIGHT THERE AND WE HAVE BEEN TALKING A LOW BIT ABOUT IT AND I WAS ACTUALLY CURIOUS, WHAT DID THEY THINK OF THE PLAN?

IT SOUNDS LIKE WE WILL KNOW IN A WEEK AS WE PRESENT TO THEM, BUT HE IS VERY EXCITED.

YES, HE IS VERY EXCITED AND I'M HOPEFUL THAT HIS COLLEAGUES WILL ALSO BE SUPPORTIVE AS WELL IT WAS THE VISION, RIGHT?

IT SEEMS LIKE THERE HAS BEEN TWO DIFFERENT VISIONS THAT HAVE BEEN PLAYING OUT ONTO DIFFERENT SIDES OF THE STREET AND I'M VERY CURIOUS TO SEE WHAT THAT LOOKS LIKE AND I THINK WE WERE TALKING EARLIER CORY THAT WHEN YOU SEE IT ON A MAP LIKE THEY HAVE GONE ALL IN ON LIKE MORE PARKING AND TURNING THESE CUL-DE-SACS INTO PARKING LOTS AND THAT IS ONE OF THE SPACES WE CAN TALK ABOUT ACTIVATING AND THAT IS VERY DIFFERENT THAN HEY, WE ARE GOING ALL IN ON THIS AND THERE ARE JUST DIFFERENT IDEAS THAT HAD BEEN AT PLAY HERE FOR A WHILE AND I'M VERY CURIOUS TO SEE WHERE WE FIND THE COLLABORATION IN AGREEMENT AND HOW MUCH OF THE DISTANCE WILL BE MAINTAINED AS WE MOVE FORWARD AS A PARTNER, BUT WE HAVE TO FIND THAT MIDDLE GROUND AND THAT WILL BE WORK AND I'M HAPPY TO PARTICIPATE TO HELP MAKE THAT RELATIONSHIP HAPPEN.

BECAUSE, WE HAVE TO.

AND I THINK MY ONLY OTHER LAST THING WAS YES, JUST A +1 TO THE ZONING. WE CAN DO THAT PRETTY QUICKLY.

I AM GLAD THAT WE ARE WORKING ON BOTH PROJECTS.

IT IS VERY EFFICIENT.

AND I REALLY AM LOOKING FORWARD TO SOME OF THE CHANGES AND IT IS ONE OF THOSE LIKE LOWER HANGING FRUIT THAT WE CAN GO FOR.

AND SO THAT IS NICE.

>>PRESIDENT SCAMAN: JENNA?

>>TRUSTEE LEVING-JACOBSON: HELLO, I AM STILL HERE.

OKAY, YES I WOULD LIKE TO ECHO MY SUPPORT FOR THE PLAN.

I THINK IT IS GREAT.

THANK YOU TO ALL WHO WORKED ON IT.

I THOUGHT THE PRESENTATION WAS ALSO REALLY HELPFUL AND FOLLOWING UP THE REPORT AND THANK YOU ALSO FOR ALL OF THE GOOD ENGAGEMENT THAT TOOK PLACE, ESPECIALLY WITH OUR NEIGHBORING COMMUNITIES AND I THINK THE COLLABORATION WITH BERWYN SO FAR IS VERY MUCH APPRECIATED AND MOVING FORWARD WILL BE KEY AS MANY HAVE ALREADY MENTIONED.

SOME OF MY QUESTIONS AROUND IMPLEMENTATION HAVE BEEN ADDRESSED AND IT GENERALLY STILL FAIRLY CURIOUS ABOUT SORT OF THE CONCRETE AROUND NEXT STEPS LIKE NEXT IMMEDIATE STEPS AND A TIMELINE AND AGREE WITH THOSE WHO HAVE SAID TO PRIORITIZE SAFETY AND I KNOW SOME OF THOSE THINGS ARE EXPENSIVE AND DEPEND ON YOU KNOW PARTNERS LIKE I-DOT AND CERTAINLY FEEL LIKE SOME OF THE MOST IMPORTANT INVESTMENTS AND A SPEAKING OF SAFETY I CANNOT HELP BUT MENTION AND THIS WAS ACTUALLY ALLUDED TO IN THE PLAN WITH A PHOTO OF MIKE'S PLACE AND I KNOW THAT WE HAVE HAD CHALLENGES, VERY SERIOUS SAFETY CHALLENGES WITH THAT PROPERTY AND WITH THAT BUSINESS AND I COULD NOT HELP BUT YOU KNOW I CANNOT NOT MENTION IT, BECAUSE IT IS A CONCERN AND YES, OBVIOUSLY OUR RELATIONSHIP WITH OUR NEIGHBORS IN BERWYN WILL BE NECESSARY IN RESOLVING THAT IN ANY FUTURE SIMILAR ISSUES.

SO, THE OTHER THING THAT I CAN ALSO NOT HELP MYSELF AND SO WHILE THERE ARE SOME UNIQUE PROPOSALS IN THIS PLAN IN MY PERSONAL OPINION ROOSEVELT ROAD IS ALREADY BETTER THAN NORTH AVENUE AT LEAST THE NORTHEAST CORNER THEY ARE ONLY A FEW BLOCKS AND SO I JUST NEED TO PUT ON THE TABLE AND IN THE BACK OF EVERYONE'S MINDS THAT WE ALSO NEED TO ADDRESS DEVELOPING OUR NORTHERN BORDER OF OAK PARK, BECAUSE YES I WOULD LOVE TO SEE SOMETHING VERY SIMILAR INVESTED ON THAT SIDE OF TOWN AS WELL. BUT, HOPEFULLY THAT WILL JUST LINGER AND MARINATE AND WE CAN COME BACK TO THAT WHEN THE TIME IS RIGHT BUT REALLY EXCITED TO SEE INVESTMENT AND DEVELOPMENT ON ROOSEVELT, AS WELL.

THAT IS IT.

>>PRESIDENT SCAMAN: OKAY, VILLAGE MANAGER JACKSON, DO YOU HAVE SOMETHING TO ADD BEFORE CLOSE THIS OUT?

>>MANAGER JACKSON: I DO WANT TO ADD A COUPLE THINGS.

SOME OF IT IS JUST SUMMARY, BUT I REALLY APPRECIATE THE FEEDBACK AND THE SUPPORT AND I JUST WANT TO HIGHLIGHT A COUPLE OF THINGS THAT I THINK IS REALLY IMPORTANT FOR THE STAFF TO UNDERSTAND YOU KNOW WE HAVE BEEN WORKING ON THIS AND HAVING CONVERSATIONS AND WE STOOD UP WITH THE ECONOMIC VITALITY TEAM AND WE HAVE MADE SOME MOVES WITH DEVELOPMENT SERVICES ON THE IMPLEMENTATION SIDE AND WE ARE HOPEFUL THAT WE ARE GOING TO CONTINUE TO BE ON OFFENSE AND ADVANCE THIS WORK AFTER YOU ADOPT THIS PLAN, BUT WHEN WE ARE TALKING ABOUT THINGS LIKE THE ENTERTAINMENT DISTRICT YOU KNOW I JUST WANT TO CONFIRM, BECAUSE THAT CHANGES WHEN YOU THINK ABOUT THINGS LIKE MIKE'S PLACE AND STUFF AND THAT IS NOT WHAT WE ARE SHOOTING FOR, BUT WHEN WE ARE TALKING ABOUT A ENTERTAINMENT DISTRICT WE WANT TO GO AFTER IT AND IF YOU ARE TALKING ABOUT THE UPDATED PROPERTIES AND THE ACQUISITIONS AND OUR TEAM IS JUST TALKING ABOUT A COUPLE PROPERTIES ALONG ROOSEVELT ROAD AND JUST EARLIER TODAY AND YESTERDAY AND SO IT IS HELPFUL TO HAVE SOMETHING LIKE THIS WITH CLARITY FROM THE BOARD ON WHETHER OR NOT YOU WOULD ENTERTAIN

THAT, BECAUSE IT GIVES US THE CONFIDENCE TO SAY HEY, WE SEE A COUPLE OPPORTUNITIES AND WILL BRING THEM TO YOU.

TRUSTEE TAGLIA HELPED US AND I WILL REITERATE IS THAT BERWYN ADOPTED A TIFF DISTRICT AND WE MADE SOME SUGGESTIONS IN THE LEFT LANE ABOUT A TIFF OR A SSA AND I APPRECIATE THE INPUT FOR THAT BECAUSE THAT IS DEFINITELY NEEDED TO SUPPORT THE EFFORT.

AND CICERO AND EVEN CHICAGO ON THE EAST SIDE OF ROOSEVELT ON THE INTERSECTION YOU KNOW IT COULD USE SOME TLC AND I THINK THAT WE NEED TO HAVE SOME CONVERSATIONS WITH CICERO AND CHICAGO AS THEY START TO BUILD THOSE RELATIONSHIPS.

YOU KNOW OUTSIDE OF THAT I THINK THAT I'LL JUST LET IT REST, BUT I THINK THIS IS GREAT INPUT AND GIVES US CLARITY OF THE INTEREST OF THE BOARD AND DIRECTION AND I THINK THE IMPLEMENTATION REALLY REVOLVES AROUND HAVING THAT DIRECTION IN OUR STAFF TO TRY TO HAVE THE CAPACITY TO MOVE FORWARD AND SO I THINK THE CLEAR DIRECTION IS HELPFUL.

>>PRESIDENT SCAMAN: I THINK EVERYONE'S COMMENTS ARE GREAT AND I MEAN ENTERTAINMENT DISTRICT I THINK THAT IS WONDERFUL, BUT I DON'T WANT TO NECESSARILY LIMIT IT TO MORE BUT I DON'T THINK THAT IS WHAT YOU ARE ELUDING TO.

YOU KNOW WE ARE SAYING -

>>MANAGER JACKSON: IF THAT IS THE DIRECTION WE WANT TO GO THAN WE WANT TO PURSUE IT ASSERTIVELY AND IT MAY IMPLY DOING SOME DIFFERENT THINGS AND MARKET INCENTIVES AND SO FORTH.

AND EVEN I DON'T EVEN KNOW SOME CONSIDERATIONS TO PROMOTE ENTERTAINMENT ALONG THAT COURT OR AND WE JUST KNOW THAT WE HAVE SOME DENSITY DOWN IN THE RESIDENTIAL AND OBVIOUSLY WE WILL BE LOOKING TO PROTECT THAT AND AT THE SAME TIME WE MAY NEED TO BE ABLE TO DO SOME THINGS TO BRING THINGS BACK TO SUPPORT CREATING THIS DISTRICT.

AND ALL I AM DOING IS TRYING TO JUST REALLY SUMMARIZE WHAT IS IN THE PLAN AND GET THE AFFIRMATION THAT HEY, WE ARE OKAY WITH THAT BECAUSE FOR THE STAFF IT IS JUST HELPFUL FOR US TO HAVE THAT DIRECTION SO WE CAN MOVE AT A SPEED THAT IS CONSISTENT WITH BEING PROACTIVE AND NOT YOU KNOW DO THEY REALLY WANT THIS?

AND SO THAT IS SOMETHING THAT I AM JUST TRYING TO ACKNOWLEDGE IN THE PLAN AND AFFIRM IT, BECAUSE SOME OF THESE THINGS ARE A LITTLE BIT DIFFERENT THAN WHAT IS THERE NOW.

AND IF YOU WILL BE GENERATING THE NIGHTLIFE AND ENTERTAINMENT THERE ARE SOME THINGS THAT WILL COME WITH THAT THAT MAY NOT BE DESIRABLE AND IN TERMS OF THE PROPERTY ACQUISITIONS IS ANOTHER ONE AND THAT IMPLIES COST AND WE ARE NOT AUTOMATIC AND WE HAVE NOT BEEN AUTOMATIC IN RECENT HISTORY TO BRING A POTENTIAL PROPERTY ACQUISITION TO THE VILLAGE BOARD AND RESTARTED TO A LOW BIT OF THAT IN RECENT HISTORY SINCE I HAVE BEEN HERE, BUT I THINK WITH THE DIRECTIONS AND I CLEARLY THERE ARE

OPPORTUNITIES ALONG ROOSEVELT ROAD WHERE WE CAN HAVE SOME CONVERSATIONS EVEN IN THE NEAR FUTURE.

>>PRESIDENT SCAMAN: YES, THERE HAS BEEN YOU KNOW THIS IS THE FIRST COMING TO MIND FOR ME AND THERE ARE DIFFERENT OPPORTUNITIES IN DIFFERENT OAK PARK SECTIONS OF ROOSEVELT ROAD AND HOW BIG IS THE CICERO DISTRICT?

AND -

>>SPEAKER: BOSTON TO LOMBARD.

>>PRESIDENT SCAMAN: AND YOU ALSO SEE WHERE THEY HAVE THE INCUBATORS AND THUS SMALL LOTS AND SO A INCUBATOR IN THAT DISTRICT WOULD BE A GREAT THING.

AND RESTAURANTS.

AND MORE THAN JUST MUSIC FOR PEOPLE TO CONTRIBUTE TO ENTERTAINMENT, RIGHT?

AND MUSIC YOU KNOW I WAS A BIG FAN AND I WAS A MUSIC TEACHER.

AND ARE THE LOTS ON THE BERWYN SIDE DEEPER?

>>SPEAKER: SIMILAR -

>>PRESIDENT SCAMAN: BECAUSE LIKE FITZGERALD 'S PROPERTY IS A BIG PIECE OF PROPERTY.

AND FRIENDLY TAP IS THERE - OKAY, ALL RIGHT.

WELL, THAT IS GREAT AND I WOULD LOVE TO KNOW WHAT IS POSSIBLE.

RIGHT?

SO, I THINK YOU KNOW PURCHASING THE PROPERTY IS SOMETHING WE ARE IN FAVOR OF AND THIS I AM IN FAVOR OF AND LET'S SEE WHAT WE CAN DO AND UNDERSTANDING THAT WE NEED TO PUT INVESTMENT AND TIME WITH BERWYN AND WE HAVE TO START SOMEWHERE AND THEN ALSO REALLY APPRECIATE THAT JENNA AND JIM BROUGHT UP NORTH AVENUE, AS WELL BECAUSE WE HAD THAT OLD BUILDING THAT HAS BEEN SITTING UP THERE AND THAT IS PRETTY BAD.

AND I THINK YES, THAT IS PRETTY BAD.

SO, IT IS NEVER ENDING OPPORTUNITIES FOR INVESTMENT AND WE ARE NOT LANDLOCKED.

>>MANAGER JACKSON: I JUST WANTED TO ECHO ONE THING TO REINFORCE WHAT WE SAID BECAUSE WHAT MANAGER JACKSON SAID ABOUT THE DEFINITION AND THAT THEY WILL HEAR ME ARGUING AND THEY WILL ARGUE FOR THE CLEAR DEFINITION BEING ENCODED IN THE ZONING SO THAT STAFF AND THE COMMUNITY KNOWS EXACTLY WHAT WE ARE TRYING TO ACCOMPLISH WITH ROOSEVELT ROAD AND I JUST WANTED TO ECHO THAT BECAUSE OF VILLAGE MANAGER JACKSON WITHOUT HAVING TO QUESTION AND MOVE ON IT -

>>PRESIDENT SCAMAN: OKAY, THEN I THINK WE NEED TO TAKE THE ROLE BECAUSE WE ARE ACTUALLY ADOPTING IT, RIGHT?

AND CLERK WATERS, WOULD YOU PLEASE TAKE THE ROLL?

>>CLERK WATERS: TRUSTEE ENYIA, TRUSTEE EDER, TRUSTEE LEVING-JACOBSON, TRUSTEE CHIBIKUE, TRUSTEE TAGLIA, TRUSTEE WESLEY AND PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES, THANK YOU VERY MUCH.

GREAT JOB.

SO, LASTLY WE DO HAVE A DISCUSSION AND POTENTIAL ADOPTION OF AN ORDINANCE AMENDING CHAPTER 15 ("MOTOR VEHICLES AND TRAFFIC") ARTICLE 3 ("PARKING"), SECTION 15-3-18 ("ELECTRIC VEHICLE CHARGING STATIONS") TO ESTABLISH TIME LIMITS AND IDLE FEES FOR PUBLIC ELECTRIC VEHICLE CHARGING STATIONS.

MOTOR, PLEASE.

MOTION BY TRUSTEE TRIED SECOND BY TRIAL -- TRUSTEE EDER AND SECOND BY TRUSTEE DRAW.

VILLAGE MANAGER JACKSON.

>>MANAGER JACKSON: LET'S GIVE A QUICK OVERVIEW AND THEN TURN IT BACK OVER TO YOU, CRAIG.

>>CRAIG FALOR: THANK YOU, MANAGER JACKSON.

THIS IS A DISCUSSION AND POTENTIAL ADOPTION OF THE ORDINANCE AMENDING THE VILLAGE CODE TO ESTABLISH TIME LIMITS AND SET FEES FOR OVERUSE OF PUBLIC CHARGING STATIONS.

THE PURPOSE OF THESE CHARGING STATIONS IS TO PROVIDE OPPORTUNITIES TO OWNERS OF ELECTRIC VEHICLES TO CHARGE THEIR VEHICLES WITH SHOPPING, WORKING OR DINING IN THE VILLAGE AND THESE ORDINANCES ARE INTENDED TO ENSURE THAT THEY REMAIN AVAILABLE FOR MULTIPLE USERS.

(NAME) JACKSON WILL PROVIDE YOU AN OVERVIEW OF WHAT WE ARE PROPOSING BASED ON THE RESEARCH AND JUSTIFICATION THAT WE FOUND.

>>SPEAKER: GOOD EVENING RESIDENT SCAMAN AND TRUSTEES.

THANK YOU FOR GIVING ME THE OPPORTUNITY TO COME UP AND DISCUSS THIS.

SO, JUST TO TALK ABOUT THE USAGE OF THE CHARGING STATIONS, WE HAVE IDENTIFIED WITH LOOKING INTO A REPORTING SYSTEM IS THAT WE HAVE VEHICLES THAT ARE CHARGING BUT THEY ARE STAYING LONGER THAN THE DURATION AND WHAT WE ARE SEEING IS THAT THERE IS ABOUT 50% OF HIGHER USAGE DURING THE DURATION AND WHAT THAT MEANS IS BASICALLY A VEHICLE WILL PARK AND THEY WILL CHARGE UP AND THEY MAY BE DONE AFTER TWO HOURS OR THREE HOURS AND THEY WILL SEE THAT THERE CONSISTENTLY ON THAT CHARGER FOR ABOUT SEVEN OR EIGHT HOURS ON AVERAGE.

AND WHAT WE ARE LOOKING AT IN THE HIGH OVERVIEW IS THAT WE WANT TO HAVE A PROPOSED THREE HOUR TIME LIMIT WHICH SHOULD GIVE SUFFICIENT AMOUNTS OF TIME FOR SOMEONE TO BE ABLE TO COME IN CHARGE AND ENJOY THE VILLAGE AREA AND SHOPPING AND DINING AND THEN BE ABLE TO YOU KNOW TAKE OFF FROM THERE.

AND ON TOP OF THAT WE ARE LOOKING AT IT 30 MINUTE GRACE FROM THAT FINAL CHARGE TIME TO GET THE CONSTITUENT TIME TO GET TO THAT VEHICLE BEFORE WE START TO CHARGE A \$0.25 PER MINUTE FEE FOR IDLING.

EDDIE ESSENTIALLY WE ARE LOOKING TO MAKE SURE THAT ALL OAK PARKERS AND EV USERS HAVE THE ABILITY TO UTILIZE THE CHARGING STATION EQUITABLY.

AND THAT IS PRETTY MUCH IT.

WE ARE NOT LOOKING TO GENERATE ANY REAL REVENUE.

WE ARE LOOKING FOR PRETTY MUCH CONTROL THE USAGE OF THOSE STATIONS. UTILIZING INNOVATION BEING THOSE CHARGING STATIONS INSTEAD OF ENFORCEMENT AND WITH THAT I AM HAPPY TO ANSWER ANY QUESTIONS THAT ANYONE HAS.

>>TRUSTEE WESLEY: I'M LOOKING TO GENERATE REVENUE - HOW HIGH CAN WE GO?

AND I KNOW THAT WE ARE JUST TALKING ABOUT THE IDLING FEES HERE, BUT WHEN THIS CAME BEFORE THE BOARD INITIALLY I WAS AN ADVOCATE OF CHARGING A LOT MORE THAN WHAT WE ARE CHARGING FOR THAN JUST THE CHARTER, AS WELL AND I'LL LIKE TO SEE US REVISIT THAT, BUT GERMANE TO THIS PARTICULAR CONVERSATION, \$0.25 SEEMS LIGHT.

>>SPEAKER: TO ANSWER THAT I THINK WE TOOK THE STANCE OF REMAINING EQUITABLE TO THE CONSTITUENTS THAT WE HAVE HERE IN OAK PARK. RIGHT NOW I CAN TELL YOU LOOKING AT A LOT OF DIFFERENT AREAS LIKE EVANSTON THEY ARE CHARGING A DOLLAR PER MINUTE AND SPEAKING TO SOME OF THE STAFF OUT THERE I HAVE HEARD THAT THERE HAS BEEN TIMES WHEN CARS WERE PARKED FOR ALMOST 48 HOURS AND THAT IS A ASTRONOMICAL BILL AND A LOT OF PEOPLE WERE COMING IN UPSET ABOUT THAT AND OBVIOUSLY WE ARE LOOKING TO CONTROL WHAT IS GOING ON RIGHT NOW AND I THINK THAT IS SOMETHING THAT WE CAN START WITH THIS AND REVISIT A HIGHER FEE IF NECESSARY OR WE CAN START OFF WITH A HIGHER FEE IF THAT IS WHAT THE BOARD WOULD LIKE.

>>TRUSTEE WESLEY: IF EVANSTON IS DOING A DOLLAR WE SHOULD DO A DOLLAR!

>>TRUSTEE EDER: WOULD YOU LIKE SOME MORE PUBLIC COMMENTS, CORY?

>>TRUSTEE WESLEY: YES!

MOVE YOUR CAR -

>>PRESIDENT SCAMAN: DID YOU SAY A DOLLAR A MINUTE?

>>SPEAKER: YES.

>>PRESIDENT SCAMAN: THAT IS INSANITY.

>>SPEAKER: I WILL SAY THAT THEY DID MENTION THAT AT THE BEGINNING OF THIS THEY INSTITUTED IT OVER THE FIRST THREE MONTHS AND VERY ASTRONOMICAL CHARGES THAT HAVE STARTED TO DIE DOWN INTO THE SIX-MONTH MARK AND THEN COMPLETELY WENT AWAY BY 12 MONTHS.

>>TRUSTEE WESLEY: SEE, THERE YOU GO, DOLLAR A MINUTE.

>>PRESIDENT SCAMAN: OKAY, BRIAN?

>>TRUSTEE STRAW: I DO NOT WANT TO GO TO A DOLLAR A MINUTE.

I WOULD NOT BE IN FAVOR OF THAT.

AND ARE WE ABLE TO WITH THE CHARGE POINT CHARTERS HAVE HOURS DURING WHICH WE DO NOT DO THESE IDLING FEES FOR INSTANCE BETWEEN SAY 9 PM AND 7 AM?

AND SO IF SOMEONE LIVES NEARBY AND THEY ARE CHARGING OVERNIGHT SO LONG AS THEY MOVE THEIR CAR BEFORE 7 AM THEY ARE NOT GOING TO START GETTING IDLE FEES.

THEY CAN CHARGE OVERNIGHT AND THEY CAN MOVE THEIR CAR WITHIN THE LOT AND NOT ACCRUE IDLE FEES, BECAUSE THAT IS A REASONABLE USE CASE FOR THESE CHARGES FOR SOMEONE WHO LIVES IN AN APARTMENT A BLOCK AWAY FROM ONE OF OUR GARAGES AND THEY HAVE A MONTHLY PERMIT IN THE GARAGE AND WE WOULD WANT THEM TO BE ABLE TO CHARGE AND NOT BE LIMITED TO THREE HOUR WINDOWS.

>>SPEAKER: I'M GLAD YOU BROUGHT THAT UP, THE SYSTEM DOES HAVE CAPABILITY OF DOING THAT AND BUT WE DID TALK ABOUT IN THE ORDINANCE LANGUAGE IS THAT WE WOULD NOT CHARGE PERMIT HOLDERS ANY IDLING FEES TO GIVE THEM THE OPPORTUNITY TO PARK WITH THOSE OVERNIGHT HOURS. SO, DOES.

>>TRUSTEE STRAW: SO, DOES THIS INCLUDE - I GUESS I WAS THINKING OF PEOPLE WHO HAVE PERMITS FOR OUR SURFACE LOTS THAT ALSO APPLIES IF YOU ARE A MONTHLY PARKER AT LIKE THE AVENUE?

>>SPEAKER: THOSE ARE CONSIDERED PERMIT HOLDERS.

>>TRUSTEE STRAW: OKAY.

>>TRUSTEE STRAW: THAT MAKES SENSE.

AND THEN I THINK - I WILL SAY - I WOULD BE WILLING TO CONSIDER HIGHER THAN \$0.25 PER MINUTE IF WE HAVE A CAP.

I'M THINKING THE IDEA OF THIS FEE IS TO REPLACE AS YOU KNOW CITATIONS AND HAVING TO GO OUT AND PUT A TICKET ON A WINDOW FOR SOMEONE WHO STAYS TOO LONG AND IF THAT IS THE CASE, IF OUR TICKET FOR PARKING BEYOND THE THREE HOUR LIMIT WOULD NORMALLY BE \$50, THEN I WOULD BE FINE WITH GOING A DOLLAR A MINUTE IF IT IS WITH A CAP AT \$50.

SO, IF YOU STAY TWO HOURS AND YOU ARE TOO LONG, THEN YOU WILL NOT END UP WITH \$120 FEE, BECAUSE AS YOU KNOW SOMEONE WHO DID NOT REALLY UNDERSTAND WHAT THEY WERE SIGNING UP FOR AND YOU KNOW PARKED THERE OVERNIGHT WAS PLUGGED IN OVERNIGHT AND THEY ARE NOT A PERMIT HOLDER AND THEY OR SOMEONE WHO IS STAYING WITH A FRIEND NEARBY AND NOW THEY'RE COMING OUT TO \$1000 BILL.

>>SPEAKER: THE SYSTEM DOES HAVE A CAPABILITY TO PUT A CAP ON IT. CURRENTLY THE CAP THAT COMES IS \$100 AND WE CURRENTLY HAVE THAT INSTITUTED, BUT WE ABSOLUTELY CAN ADJUST THAT TO \$50.

\$33 IS CURRENTLY THE AMOUNT THAT WE WOULD CHARGE FOR OVERTIME PARKING FOR THREE HOURS.

BUT, IF SOMEONE WERE TO PARK AND REMOVED THE CHARGER AND LEAVE THEIR VEHICLE THERE, OR ENFORCEMENT TEAM WOULD THEN HAVE TO COME AND ISSUE A CITATION.

>>TRUSTEE STRAW: RIGHT.

IT MAKES SENSE TO ALIGN IT WITH WHATEVER THE CURRENT PROVISION IS FOR PEOPLE WHO ARE PARKED ILLEGALLY IN A VILLAGE PARKING SPOT, WHATEVER THE PARKING TICKET FOR THAT IS.

YOU KNOW YOU PAY FOR AN HOUR OF PARKING DOWNTOWN AND YOU STAY OVER THAT AND I THINK THAT WE SHOULD CAP THE OVERAGE FEE AT THAT AND THAT I

THINK REASONABLY ALIGNS WITH THE PURPOSE OF BOTH OF THOSE THINGS WHICH IS THAT WE WANT TO TURN THE VEHICLES OVER IN THOSE PARKING SPOTS.

>>SPEAKER: IF YOU GET THE PARKING CITATION AFTER THREE HOURS IT IS \$33 AND IF YOU CHARGE THE \$0.25 PER MINUTE IT IS BASICALLY \$15 AN HOUR AND IF YOU LEAVE IT OUT \$0.25 YOU KNOW TWO HOURS WORTH IS -

>>TRUSTEE STRAW: I'M JUST SAYING WITH -

>>CRAIG FALOR: IF YOU ARE ONE MINUTE INTO THAT TIME OR YOU JUST ACCRUE UP TO \$50 PER.

>>TRUSTEE STRAW: YOU ACCRUE UP TO WHATEVER THE CAP IS THAT ALIGNS IT WITH THE COMMENSURATE PARKING CITATION.

THAT WAS MY -

>>CRAIG FALOR: SO, THEY CAN SIT THERE FOR SIX HOURS AND I DON'T KNOW IF WE WANT THEM TO DO THAT.

JUST TO GET TO THAT \$50.

>>TRUSTEE STRAW: I WOULD BE OKAY WITH US INCREASING BEYOND THE \$0.25 SO LONG AS WE WERE LOOKING AT - AT THE GAP. BECAUSE, FOR ME THE CONCERN WITH TRUSTEE WESLEY INTEREST IN GOING TO A DOLLAR A MINUTE IS THAT YOU COULD VERY EASILY HAVE SOMEONE WHO - THEY PARKED THEIR AND WENT TO A FRIEND'S APARTMENT AND COME BACK IN THE MORNING AND THEY ARE HIT WITH HUNDREDS AND HUNDREDS OF DOLLARS IN FEES IF WE ARE TALKING A DOLLAR A MINUTE.

>>SPEAKER: IF I CAN ADD THE CHARGES SYSTEM DOES NOTIFY MULTIPLE TIMES EACH ADDITIONAL CHARGE AND SO ONCE SOMEBODY HIT THE THREE HOUR LIMIT THAT IT WILL NOTIFY THEM THAT THEY HAVE A 30 MINUTE GRACE TO REMOVE THEIR VEHICLE AND ONCE THAT 30 MINUTE HITS, THEN THE TIME STARTS TICKING AND IF WE ARE AT A DOLLAR A MINUTE THEY ARE GOING TO GET EVERY TIME THEY GET A CHARGE IT IS GOING TO TEXT THEIR PHONE.

AND THE LAST THING THAT I WANT TO PUT OUT THERE IS WITH A \$33 CAP, DEPENDING ON WHATEVER WE CHARGE IF WE GO A DOLLAR WE ARE OUT 30 MINUTES AND THEN THE AVERAGE THAT WE RUN SIX - EIGHT HOURS OF SITTING ON THE CHARGER AFTER BEING CHARGED.

SO, JUST WANTED TO THROW THAT OUT THERE.

>>TRUSTEE EDER: I CAN GO -

>>PRESIDENT SCAMAN: YOU HAVE ALL OF THE ANSWERS, RIGHT?

>>TRUSTEE EDER: WITH THE \$0.25 - HERE IS THE THING - TELL ME IF THIS ASSUMPTION IS CORRECT.

SO, IF WE KNOW ANYTHING ABOUT THE DEMOGRAPHICS, IT COULD BE FROM PEOPLE OUT OF TOWN OR RENTERS, BECAUSE IF YOU HAVE A HOME THEN YOU PROBABLY HAVE A PLACE TO PARK IN YOUR PROBABLY CHARGING AT HOME AND YOU'RE PROBABLY NOT REALLY TAKING ADVANTAGE OF THE SYSTEM.

DO WE HAVE ANY SENSE LIKE THIS MOSTLY RENTERS OR FOLKS VISITING OUT-OF-TOWN?

>>SPEAKER: BASED OFF OF THE STATIONS THAT ARE HAVING THE EXTRA IDLE TIME I WOULD DEFINITELY AGREE WITH THAT ASSUMPTION.

>>TRUSTEE EDER: I DON'T WANT TO BE PENALIZING RENTERS AND SO THAT IS WHY IT IS SORT OF MY INITIAL THOUGHT AND REACTION TO LIKE THE QUADRUPLING OF THE FEE AND I AM NOT REALLY INTERESTED IN THAT. AND THERE IS ALSO THE ECONOMICS OF ONCE YOU HIT THAT CAP IT IS JUST WELL, I'M GOING TO STAY APPEAR LIKE ONCE YOU HIT THAT AND LIKE I CARE LESS ABOUT LIKE GENERATING REVENUE FROM THIS BECAUSE IT IS NOT THAT BIG AND WE TALKED ABOUT THIS ENORMOUS OR SO AGO YOU KNOW LIKE IT IS NOT A REALLY GREAT SOURCE OF REVENUE FOR THE SUSTAINABILITY FUND AND WE WOULD HAVE TO JACK THOSE RATES UP PRETTY HIGH FOR IT TO BE WORTH GENERATING SOMETHING SUBSTANTIAL AND SO FOR ME IT IS ABOUT THE BEHAVIOR CHANGE AND INCENTIVIZING THAT.

AND SO HAVE YOU THOUGHT ABOUT LIKE THIS CAP ACTUALLY LIKE AT SOME POINT YOU ARE ADJUSTING WELL, YOU CAN PARK HERE FOR THIS ADDITIONAL FEE FOR AS LONG AS YOU WANT BECAUSE YOU ARE AT A CAP AND SO IS THERE A REASON TO POTENTIALLY LOOK AT THE ECONOMICS AND LOOK AT EXTENDING THE CAP TO TRY TO INCENTIVIZE THE RIGHT BEHAVIOR?

>>SPEAKER: I DEFINITELY AGREE WITH THAT AND ONCE WE AND LIMIT THE SYSTEM WE CAN FIND OUT EXACTLY WHERE THE BEHAVIORS ARE SO WE CAN IDENTIFY THE DEMOGRAPHICS THAT WOULD NEED TO CHANGE WITH THAT.

>>SPEAKER: IF WE DECIDED THAT THIS WAS \$100 OR \$200 LIKE IS THIS SOMETHING THAT WE CAN CHANGE WITHOUT HAVING TO COME BACK TO JUST TRY TO BE EFFICIENT?

>>CRAIG FALOR: WE WOULD HAVE TO MODIFY THE CODE.

>>TRUSTEE EDER: OKAY, WELL THEN I AM HAPPY WITH THE EFFECTIVE BEHAVIOR CHANGE.

THAT IS WHAT I CARE ABOUT.

AND THE ONLY OTHER QUESTION I HAD IS HAVE WE LOOKED AT WHAT OTHER MUNICIPALITIES ARE DOING WITH PRIVATE CHARTERS?

WHAT IS THE FEE THAT THEY CHARGE FOR IDLING?

AND ARE WE IN LINE WITH THAT?

>>SPEAKER: YES, I WROTE THESE CALMS DOWN LIKE RIVER FOREST HAS A \$10 PER HOUR IDLE FEE WHICH WE ARE COMING IN MORE THAN THAT.

AND EVANSTON IS AT THE HIGHEST AS WELL YOU KNOW WITH CHICAGO HAVING A FEW DIFFERENT CHARTERS THAT THEY ARE CHARGING ABOUT A DOLLAR A MINUTE AND I HAVE LOMBARD AT \$10 AN HOUR AND EVEN THE PARK DISTRICT AND I KNOW THEY DON'T CHARGE FOR THEIR MACHINES RIGHT NOW, BUT THEY DO HAVE THE 20 SENT IDLE IF YOU ARE PLUGGED IN AND NOT CHARGING.

AND THAT IS \$0.20 PER MINUTE.

>>SPEAKER: (AWAY FROM MIC).

>>SPEAKER: \$10 AN HOUR, YES.

>>TRUSTEE EDER: OKAY, WE'RE IN THE MIDDLE, WE ARE NOT THE LOWEST AND WE ARE NOT THE HIGHEST, WE ARE THE MIDDLE.

OKAY, I AM FINE WITH THE STAFF RECOMMENDATION.

OKAY, THAT IS WHERE I AM AT.

>>PRESIDENT SCAMAN: JENNA?

>>TRUSTEE LEVING-JACOBSON: I DON'T HAVE THAT MUCH TO ADD, I AM ALSO COMFORTABLE WITH WHAT STAFF AND THINGS WILL MOST INCENTIVIZE PEOPLE TO MOVE THEIR CARS WHEN THEY ARE DONE CHARGING SO OTHER PEOPLE CAN USE THEM.

MY ONLY QUESTION IS ARE WE SEEING A INCREASE IN THE IDLING?

I AM KIND OF MAKING A PRESENT AND AS MORE PEOPLE ADOPT ELECTRIC VEHICLES.

>>SPEAKER: I THINK THE PURPOSE WITH THIS WOULD BE TO BE MORE PROACTIVE THAN REACTIVE, BECAUSE I KNOW WITH THE VILLAGE BOARD GOALS WE ARE LOOKING AT YOU KNOW MOBILITY AND SUSTAINABILITY AND TRANSPORTATION AND ACCESS AND SO WITH MORE ADOPTION OF EV VEHICLES COMING INTO THE AREA WE WILL BE ABLE TO ACCESS THOSE STATIONS AS NEEDED.

>>TRUSTEE LEVING-JACOBSON: THAT MAKES SENSE, MAYBE WE JUST NEED TO THINK ABOUT EXPANDING OUR OFFERING OF CHARTERS, AS WELL.

NOT THAT I WANT TO LET MORE PEOPLE IDLE, BUT IF THERE IS MORE OF A DEMAND THAT WE ARE ACCOMMODATING THAT SO THAT YOU KNOW IT IS NOT A BARRIER OR AS PEOPLE CONSIDER SWITCHING TO EV IS THAT THAT IS NOT A CONSIDERATION THAT WOULD PREVENT THEM FROM DOING SO.

BUT, OTHERWISE, YES, THANK YOU.

I THINK THIS IS FINE.

AND I'M HAPPY TO SUPPORT THIS CHANGE.

>>SPEAKER: THANK YOU.

>>PRESIDENT SCAMAN: OKAY.

SO, I AM COMFORTABLE WITH THE STAFF RECOMMENDATION AND I DO THINK THAT IF YOU DON'T SEE BEHAVIOR CHANGE IN SIX MONTHS OR SO I HOPE THAT YOU WILL COME BACK TO US WITH ADDITIONAL RECOMMENDATIONS.

AND I DO AGREE THAT WE NEED MORE EV CHARTERS AND MAYBE THAT IS YOU KNOW YES -

>>TRUSTEE WESLEY: SO THE CURRENT USERS ARE EXEMPT FROM THE IDLE CHARTERS AND DO THEY PAY MORE FOR THE CONVENIENCE OF USING EV CHARTERS?

>>SPEAKER: THEY DO NOT PAY MORE AND WHEN YOU SAY DO THEY PAY MORE LIKE FOR EVERY KILOWATT?

>>TRUSTEE WESLEY: DO THEY PAY MORE FOR THE PARKING PERMIT OR DO THEY PURCHASE A PARKING PERMIT AND THEN JUST GET LIKE GRANDFATHERED IN WITH THE ADDITIONAL BENEFITS THAT COME WITH THAT?

>>SPEAKER: GOT IT.

YES, THEY DO PAY FOR A PERMIT ON A QUARTERLY BASIS AND WHEN STAFF LOOKED AT THIS EVALUATION WE THOUGHT ABOUT THE PROCESS IF A PERSON LIVES IN THE AREA AND THEY END UP PAYING FOR A PERMIT TO GIVE THEM THE OPPORTUNITY TO CHARGE THEIR VEHICLES OR SOMEONE ELSE HAS THE CHARGER AT HOME.

AND THAT IS WHY WE WANT TO LOOK AT THAT.

AND SO WE LOOK AT THE NEXT SIX MONTHS AND IF WE FIND OUT THAT WE SEE A CHANGE IN THE IDLING BEHAVIOR AND WE NOTICE THAT THE IDLING ARE THE

PEOPLE THAT ARE LIVING IN THE BUILDING, CHARGING LARGER THAN WHAT THEY SHOULD, THAT IS SOMETHING THAT WE CAN COME BACK TO THE BOARD AND DISCUSS IF WE NEED TO.

>>TRUSTEE WESLEY: I WOULD LIKE TO REITERATE THAT I LIKE TO RUN A FOR-PROFIT CHARGING UTILITY AND NOT A BREAKEVEN CHARGING UTILITY. I THINK THAT IT DOES NOT HAVE TO BE EGREGIOUSLY PROFITABLE, BUT YOU KNOW MORE THAN \$25,000 A YEAR WOULD BE GOOD -

>>PRESIDENT SCAMAN: I THINK THAT WE CAN CONTINUE TO LOOK AT THAT DOWN THE ROAD AND IT IS AN OPPORTUNITY RIGHT NOW TO ENCOURAGE PEOPLE TO PURCHASE EV CARS AND YOU ARE SEEING THE INCENTIVES FROM CAR DEALERSHIPS AND THE PRICE OF GAS IS SUPERHIGH. AND SO MAYBE WE CAN JUST ENCOURAGE THIS A LITTLE BIT AND KEEP THEM SOMEWHAT AFFORDABLE AND LOOK AT THIS AGAIN IN ANOTHER SIX OR NINE MONTHS.

OKAY?

BECAUSE, IT IS NOT REALLY A REVENUE.

BUT, \$33 TODAY IF YOU ARE A REGULAR IDLE PERSON WILL STILL ADD UP REALLY QUICK.

>>TRUSTEE STRAW: WE DID NOT AGREE TO ANY CAP, WE ARE STILL TALKING ABOUT \$15 AN HOUR AS LONG -

>>PRESIDENT SCAMAN: OKAY.

>>TRUSTEE STRAW: I WAS THE ONLY ONE WHO (INDISCERNIBLE).

>>PRESIDENT SCAMAN: ARE WE INTERESTED IN THIS CAP?

I THINK THIS IS A VERY THOUGHTFUL RECOMMENDATION.

>>TRUSTEE STRAW: I DO VIEW THIS AS A EQUITY ISSUE BECAUSE PEOPLE WHO ARE USING A PUBLIC CHARGER ARE PEOPLE WHO ARE NOT CHARGING IN THEIR OWN GARAGE.

AND I DO NOT USE THE PUBLIC CHARTERS BECAUSE JIM IS AN EXCEPTION!

I DON'T USE THE PUBLIC CHARTERS, BECAUSE I CAN FULLY CHARGE MINE AT HOME OVERNIGHT AND IT IS CHEAPER THEN CHARGING ON A PUBLIC CHARGER.

AND I THINK IF WE DID A STUDY ON THE ISSUE OF THE MAJORITY OF PEOPLE WHO ARE USING PUBLIC CHARTERS TO CHARGE THEIR TVS, THEY ARE PROBABLY PEOPLE WHO DO NOT HAVE ACCESS TO A CHARGER AT HOME, BECAUSE CHARGING AT HOME IS ACTUALLY JUST MORE CONVENIENT.

SO - I AM CONCERNED THAT ANY ADDITIONAL FEES WE ARE USING I THINK IT IS APPROPRIATE TO HAVE A IDLE FEE BECAUSE IT IS APPROPRIATE TO WANT TO TURN THE SPOT OVER, BUT I THINK THAT PUTTING A CAP ON THE FEE IS A REASONABLE CONCEPTION GIVEN WHAT I THINK MY EDUCATED GUESS REGARDING WHO THIS IS A FEE ON IS THAT WE ARE NOT TALKING ABOUT PRIMARILY THE MORE AFFLUENT RESIDENTS OF OAK PARK ROAD I MEAN YOU HAVE TO BE SOMEWHAT AFFLUENT TO HAVE A UV, BUT THEY ARE BECOMING A WHOLE LOT CHEAPER AND ESPECIALLY THE ONES IN THE USED MARKET AND YOU CAN GET THEM FOR BETWEEN 10 AND 20,000. SO, WE ARE NOT TALKING NECESSARILY WHAT WE WERE TALKING ABOUT WHEN WE WERE - IF WE HAD CONSIDERED THIS FIVE YEARS AGO.

>>PRESIDENT SCAMAN: RECOGNIZING THAT WE DON'T HAVE ENOUGH STATIONS THAT THIS IS AFFECTING SOMEBODY ALSO MAY BE IN THE SAME SITUATION THAT CANNOT GAIN ACCESS AND SO WE DO NEED TO CHANGE THE BEHAVIOR. CAN WE VERY BRIEFLY FIGURE OUT WHETHER WE HAVE THE ABILITY TO GO WITH \$33 - VILLAGE MANAGER JACKSON?

>>MANAGER JACKSON: I WAS JUST GOING TO SAY IF THE WILL OF THE BOARD IS TO TRY TO CREATE A CAP, MAYBE THE STAFF HAS SOME IDEAS AROUND AN ALTERNATIVE IDEA AROUND THE CAP THAT SPEAKS TO TRUSTEE EDER 'S POINT AROUND CHANGING BEHAVIOR.

>>PRESIDENT SCAMAN: \$32 IS THE COST OF THE TICKET AND WANTS TO GET THE COST OF A TICKET FOR ANYTHING ELSE THEY DON'T KEEP GIVING YOU MORE TICKETS UNTIL THE NEXT DAY.

AND SO IS THAT SOMEWHERE WHETHER \$33 CAME FROM IN YOUR MIND?

>>SPEAKER: IF I CAN - I AM SORRY - IF I CAN I THINK A FAIR AMOUNT FOR THE CAP WOULD BE \$50.

THE REASON BEING IS THAT WE ARE GIVING A PERSON 3 AND A HALF HOURS TO CHARGE AND THEN THE IDLING STARTS.

SO, IF WE ARE LOOKING AT \$50 AN HOUR YOU KNOW WE ARE RIGHT AT \$60 WHICH PUTS US IN THE RANGE OF THE SEVEN OR EIGHT HOURS THAT WE ARE HAVING THE ISSUE FOR THE IDLING TIME.

THAT WOULD BE MY RECOMMENDATION.

>>PRESIDENT SCAMAN: I AM COOL WITH THAT.  
OKAY.

>>TRUSTEE TAGLIA: I WANT TO MENTION ONE LAST THING AND THAT IS THAT WE HAVE A LOT OF PEOPLE THAT WOULD BE COMING IN THAT ARE STAYING AT THE HOLIDAY INN AND SO I WOULD BE A LITTLE BIT CONCERNED ABOUT LEAVING A BAD TASTE IN ALL THESE VISITORS MOUTHS, BUT I UNDERSTAND THE POINTS BEING MADE AND I THINK YOU WILL CHANGE THE BEHAVIOR QUICKLY AS SUGGESTED.

>>PRESIDENT SCAMAN: WE WOULD HOPE THAT THE HOST AT THE LOBBY OF THE HOTEL WOULD INFORM GUESTS.

IT IS LIKE A LITTLE BLUE SIGN ABOUT THIS BIG - OKAY, IT IS FORTHCOMING?

OKAY, GOT YOU.

OKAY, SO THEN I WOULD NEED A FRIENDLY AMENDMENT TO THE MOTION ON THE TABLE TO ADD THE \$50 CAP.

>>TRUSTEE STRAW: I MOVED TO AMEND THE MOTION ON THE TABLE TO ADD A \$50 CAP TO THE IDLING CHARGES.

>>TRUSTEE EDER: SECOND.

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

>>CLERK WATERS: TRUSTEE CHIBIKUE, TRUSTEE EDER, TRUSTEE ENYIA IS ABSENT, TRUSTEE LEVING-JACOBSON, TRUSTEE TAGLIA, TRUSTEE WESLEY AND PRESIDENT SCAMAN.

>>PRESIDENT SCAMAN: YES.

AND WE ALL KNOW THAT TRUSTEE WESLEY IS WILLING TO CHARGE MORE AND - TO BE CONTINUED!

CALL TO BOARD AND CLERK, CLERK WATERS, WOULD YOU LIKE TO START US OFF?

>>CLERK WATERS: PASS.

>>PRESIDENT SCAMAN: TRUSTEE STRAW?

>>TRUSTEE STRAW: PASS.

>>TRUSTEE WESLEY: THE LAST TIME WE WERE HERE WHEN WE TALKED ABOUT THE SUSTAINABILITY FUND AND WE TALKED ABOUT INCREASING THE REUSABLE BAG FEE ON FOLKS WHO WERE VERY MUCH CANNOT AFFORD EV'S AND NOW WE ARE TALKING ABOUT A EQUITY ISSUE FOR FOLKS LEAVING THEIR EV ON OUR PUBLIC CHARGING STATION AND I DON'T SEE - THESE TWO THINGS TO ME ARE COMPLETELY DIFFERENT AND THERE WAS A SIGNIFICANT AMOUNT OF SUPPORT FOR ONE OF THOSE AND ALSO A SIGNIFICANT AMOUNT OF SUPPORT FOR THESE EQUITY ISSUES AS THE ARGUMENT FOR BOTH AND I DON'T FIND THEM TO BE EQUIVALENT.

>>TRUSTEE TAGLIA: I JUST WANT TO WISH A HAPPY BIRTHDAY TO MY OLDEST DAUGHTER.

TONIGHT IS HER 27TH BIRTHDAY AND SORRY I CANNOT BE THERE.

BUT, DUTY CALLS!

SO, I'LL HAVE TO MAKE IT UP.

ANYWAY, HAPPY BIRTHDAY, JENNY.

>>PRESIDENT SCAMAN: HAPPY BIRTHDAY.

>>TRUSTEE EDER: I'LL BE QUICK I JUST WANTED TO SAY HAPPY EARTH DAY EVE, IS THAT WHAT LINDSAY SAID?

AND ALSO ALL OF THE PEOPLE WHO CONTINUE TO MAKE OAK PARK BE A LEADER IN CLIMATE ACTION INCLUDING MY COLLEAGUES ON THE BOARD THROUGH THE CLIMATE ACTION NETWORK AND VILLAGE STAFF AND THE ENVIRONMENT AND ENERGY COMMISSION AND BY THE WAY CONGRATULATIONS TO DARRELL BAKER WHO IS NOW THE CHAIR AND MANY OTHER PEOPLE.

WE HAVE DONE A LOT FOR THE SUSTAINABILITY AND DISABILITY JUST IN THE LAST FEW YEARS WE HAVE ESTABLISHED A NATION LEADING CLIMATE ACTION PLAN WHICH WE HAVE MADE REFERENCE TONIGHT AND WE'VE ESTABLISHED BUILDING BENCHMARKING PROGRAM AND WE HAVE PASSED THE ELECTRIFICATION ORDINANCE AND BE PASSED THE COMPREHENSIVE BIKE PLAN AND WE HAVE LAUNCHED THE OAK PARK ENERGY NAVIGATORS WHICH I HEAR IS ALREADY VERY POPULAR.

I'VE HEARD SEVERAL HUNDRED PEOPLE HAVE ALREADY SIGNED UP TO PARTICIPATE IN THAT PROGRAM ALREADY.

WE HAVE THE OAK PARK CLIMATE ACTION NETWORK CLIMATE COACHES THAT HAVE BEEN AROUND FOR TWO YEARS NOW AND WE HAVE THE ENERGY EFFICIENCY GRANT PROGRAM WHICH WOULD JUST INCREASE THE AMOUNTS FOR AND WE SET UP REBATES FOR APPLIANCES LIKE INDUCTION STOVES AND THE HEAT PUMPS AND WE HAVE REDUCED AND ELIMINATED PERMITTING FEES FOR ELECTRIC HOME UPGRADES AND ALSO THE ENERGY LOAN PROGRAM IS ALSO COMING SOON FOR LOANS UP TO \$10,000.

MAYBE MORE.

AND PLUS A NUMBER OF OTHER PROGRAMS LIKE THE GREEN SCAPES AND BACKUP PROTECTION AND GIVEAWAYS AND THAT IS JUST THE THINGS I COULD LIST AHEAD OF THIS MEETING AND WE'VE DONE A LOT.

SO, KUDOS TO US AND THANK YOU FOR YOUR SUPPORT.

>>PRESIDENT SCAMAN: OKAY, JENNA?

>>TRUSTEE LEVING-JACOBSON: BASICALLY IT ALREADY IS A EARTH DAY ANSWER HAPPY EARTH DAY.

AT 11 O'CLOCK.

I JUST WANTED TO GIVE A SHOUT OUT AND GRATITUDE TO KELLY AND CASSANDRA AND EVERYONE INVOLVED IN ORGANIZING THE ARAB AMERICAN HERITAGE CELEBRATION ON SATURDAY.

IT WAS SO MUCH FUN AND IT WAS WONDERFUL AND I COULD TELL HOW HARD FOLKS WORKED ON THAT AND SO THANK YOU AND I APPRECIATE THAT EFFORT VERY MUCH.

>>PRESIDENT SCAMAN: THANK YOU.

CLERK WATERS?

>>CLERK WATERS: SORRY, THANK YOU, IS GOING TO PASS BECAUSE I THOUGHT EVERYONE ELSE WAS GOING TO PASS SINCE IT WAS SO LATE BUT I WILL GO AHEAD AND SAY THAT MY PEACE - I JUST REALLY WANT TO GIVE A CONGRATULATIONS TO JB C THE THIRD, HE IS A SENIOR AT OAK PARK AND RIVER FOREST HIGH SCHOOL BEING NAMED TO THE 2026 U 19 MEN'S NATIONAL TEAM.

SO, JUST WANT TO LET HIM KNOW THAT WE ARE PROUD OF HIM AND HEARING HIM ON AS HE REPRESENTS TEAM USA ON THE INTERNATIONAL STAGE.

I ALSO TAKE A MOMENT TO RECOGNIZE A FEW IMPORTANT OBSERVANCES THAT TOGETHER REFLECT WHO WE ARE AS A COMMUNITY.

LAST WEEK WE RECOGNIZED BLACK MATERNAL HEALTH WEEK AND THE WEEK OF THE YOUNG CHILD.

AND THIS WEEK WE HONOR VOLUNTEER APPRECIATION WEEK.

THESE ARE NOT SEPARATE MOMENTS.

THEY ARE ALL ABOUT HOW WE CARE FOR PEOPLE.

DURING BLACK MATERNAL HEALTH WEEK WE WERE REMINDED OF THE URGENT NEED TO LISTEN TO AND PROTECT BLACK WOMEN AND FAMILIES.

ON APRIL 15 THE BLACK MATERNAL HEALTH COLLABORATIVE GATHERED TO CENTER TRUTH, CONNECTION AND PRENATAL WELLNESS.

BECAUSE AWARENESS ALONE IS NOT ENOUGH.

CHANGE IS THE GOAL.

AT THE SAME TIME THE WEEK OF THE YOUNG CHILD PAUSES TO INVEST IN OUR YOUNGEST RESIDENTS.

I WANT TO UPLIFT THE COLLABORATION FOR EARLY CHILDHOOD FOR THEIR LEADERSHIP IN SUPPORTING CHILDREN, FAMILIES ACROSS OUR COMMUNITY.

AND THIS WEEK DURING VOLUNTEER APPRECIATION WEEK WE RECOGNIZE THE PEOPLE WHO CONSISTENTLY SHOW UP.

WE SAW THAT ON APRIL 4 AT OUR COMMUNITY CLEANUP AND AGAIN ON APRIL 12 WITH OUR GIRL SCOUTS SMALL MOMENTS THAT REFLECT A STRONG COMMUNITY.

AND WE CONTINUE THAT MOMENTUM WITH OUR UPCOMING CIVICS FESTIVAL, DEMOCRACY IN ACTION WHERE MONICA GORDON, COOK COUNTY CLERK WILL LEAD A PRESENTATION ON ELECTIONS BECAUSE PARTICIPATION MATTERS.

SO, WHETHER IT IS SUPPORTING MATERNAL HEALTH, INVESTING IN OUR CHILDREN, VOLUNTEERING OR ENGAGING IN OUR DEMOCRACY, THIS IS THE WORK AND TO EVERYONE WHO CONTINUES TO SHOW UP, I JUST WANT TO SAY THANK YOU.

WE ARE BETTER BECAUSE OF YOU.

THAT IS IT.

THANK YOU.

>>PRESIDENT SCAMAN: THANK YOU.

ALL RIGHT.

SO, I WAS JUST LOOKING - I WAS REMEMBERING THAT THE TOWNSHIP HAS TAXI COUPONS THAT YOU CAN PURCHASE FOR SIX DOLLARS AND THEN IT IS A SCATTERED TAXI RIDE.

AND THAT IS THE KIND OF PROGRAM THAT FOR A VERY SMALL AMOUNT I THINK WE COULD INVEST AND MAKE THAT AVAILABLE FOR MORE THAN JUST SENIORS.

AND THEY ALSO HAVE REDUCED 50% DISCOUNT ON RTA TRANSIT AND SO I DO THINK THERE ARE OPPORTUNITIES FOR STRENGTHENING PROGRAMS THAT ALREADY EXIST TO EXPAND WHO THEY SERVE.

AND I AM ALSO PROUD I WANT TO MENTION THAT MY SON WILL BE AT GWENDOLYN BROOKS FOR THE CIVICS STAFF AND I CANNOT TELL EVERYONE BUT THE COOL STUFF HE IS GOING TO DO WITH ARGON, BECAUSE YOU KNOW - HE WOULD GET MAD AT ME, BUT HE IS GOING TO DO SOME COOL STUFF.

SO, IT IS A WHOLE FAMILY AFFAIR.

AND THE ARAB AMERICAN FEST WAS SUPER FUN AND IF YOU MISSED IT I WAS MAKING A FULL OF MYSELF DANCING.

AND YES, YOU DID!

I TRIED TO GET JENNA OUT THERE, BUT SHE WOULD NOT BUDGE.

>>TRUSTEE LEVING-JACOBSON: HEY!

IT WAS REALLY FUN.

>>PRESIDENT SCAMAN: BUT, I KNOW JENNA IS A GOOD DANCER.

SO, I ENTERTAIN A MOTION TO ADJOURN.

>>SPEAKER: MOVED.

>>SPEAKER: SECOND.

>>PRESIDENT SCAMAN: ALL IN FAVOR?

(MULTIPLE SPEAKERS)

AYE.