

**MINUTES OF THE  
COMMITTEE OF THE WHOLE MEETING  
VILLAGE OF NORTHFIELD  
TUESDAY, JULY 16, 2019**

The Committee of the Whole meeting was called to order by Village President Joan Frazier on Tuesday, July 16, 2019 at 5:30 p.m. Village Clerk Stacy Sigman called the roll as follows:

**Committee Members Present:**

Trustee Tom Terrill  
Trustee Charles Orth  
Trustee Todd Fowler  
Trustee John Goodwin  
Trustee Greg Lungmus  
Trustee Tom Whittaker

**Absent:**

President Joan Frazier

**Others Present:**

Village Attorney Everette Hill, Village Manager Stacy Sigman, Assistant to the Village Manager Melissa DeFeo and Engineers Tom Hoffman and Jay Coleman

**Approval of the June 18, 2019 Report of Proceedings**

Trustee Terrill made a motion, seconded by Trustee Orth to approve the June 18, 2019 Report of Proceedings. Approval was unanimous.

**Discussion on the Skokie Valley Trail**

President Frazier indicated that during this Committee of the Whole meeting, this matter will be for discussion only. The vote as to which direction the Board chooses to take will happen at the Board meeting at 7:30. We want to give all members of the public time to address the Board. Therefore, all speakers will be held to a three minute time limit. The Committee of the Whole meeting will run until 7:30 and at that time we will adjourn this meeting and then immediately commence the Village Board meeting. The first item on the Village Board agenda is the Skokie Valley Trail. Because we will be looking to the Board to take a vote at the meeting, we will need to start with a motion. Immediately following the motion, President Frazier will reopen public comment session. Only people who have not already spoken at the Committee of the Whole meeting may speak at the Board meeting and there will also be a three minute time limit then. Equal weight and equal dignity will be given to the comments made at this Committee of the Whole meeting and the Board meeting. The minutes of the meeting will be attached to the regular Board meeting minutes and will become a part of the official record. The Assistant to the Village Manager Melissa DeFeo and the Phase I project engineers, Tom Hoffman and Jay Coleman will start and provide us with a background and overview of the project.

AVM DeFeo indicated the Village has been working on the completion of the Skokie Valley Trail since it was included in the 1999 Comprehensive Plan. The trail was designed to be an uninterrupted linear multi-modal connection between Lake Bluff and Chicago. Over the past 20 years, the Village has submitted a number of grant applications to fund the first step of engineering of the Village's 2.36 mile segment of this regional trail. All were denied until 2018 when the Villages of Northfield, Wilmette, Glenview and Skokie partnered to secure a grant from Cook County to assist with the funding of the Phase I engineering for the only remaining segment of the trail that is not yet completed. The Phase I study is for the 4.15 mile gap that runs from Voltz Road to Old Orchard Road. The Village of Glenview is the lead agency for this grant submittal. The Village of Glenview was retained the firm of Baxter and Woodman and their project engineers Todd Hoffman and Jay Coleman are here to answer any questions you may have this evening.

In order for construction projects to be eligible for federal funding, they must all go through the same three-step process, called Phase I, Phase II, and Phase III. The Village is currently in the first step, or Phase I, of the Skokie Valley Trail project. This Phase includes an in-depth investigation of the project's logistical, environmental, safety, and economic elements, and includes a great amount of public feedback and coordination. This phase will conclude with the submittal of a Phase I report to the Illinois Department of Transportation.

AVM DeFeo said should the Village receive grant funding to move forward to the next step, the Phase II process includes the development of detailed construction drawings. These are then put out to bid and a contractor is selected for Phase III, which is construction. As mentioned, an integral part of the Phase I study is public comment, which was received at an Open House on May 29th and electronically from May 1 through July 8. All of these comments were included in the Board packet.

Feedback shows that the community is generally supportive of completing Northfield's segment of the trail, but some residents have expressed concern about the location of the segment north of Willow Road. To further engage the public, President Frazier developed a Skokie Valley Trail Committee, which met recently to discuss a number of components of the trail, and focused on cost, environmental impact, safety, property values, and screening, which are all outlined in your Committee of the Whole memo. To start, I am going to walk through an overview of the proposed trail.

Some important things to note: the trail is engineered to meet AASHTO standards. AASHTO is the American Association of State Highway and Transportation Officials. To be eligible for grant funding, the trail must meet all AASHTO construction and safety standards. These include being ADA accessible, so gravel paths do not meet those standards, and the trail must be ten feet wide with two foot "clear zones" on each side. Another important note is that recreational leases of ComEd ROW are typically free to municipalities, while leases on the adjacent Union Pacific ROW are very expensive. For this reason, we have tried to align the path within the ComEd ROW as much as possible.

On the south end, Northfield's segment of the trail begins immediately north of the Skokie River, north of Illinois Street. Through this Phase I process, we have discovered that the entire river crossing is within the Village of Wilmette's boundaries, so they will be assuming the entire cost of the bridge over the Skokie River. On all of the maps for this presentation, pink lines are the new proposed construction and yellow is existing infrastructure. The path will travel north on the ComEd ROW until it meets the existing Cook County Forest Preserve's North Branch Trail. To reduce costs and avoid duplicative trails, rather than continue on the ComEd ROW north, the Trail will take the existing North Branch Trail west and then north on an existing spur on the west side of the Fire Station. The plan includes an east-west connection to provide access for New Trier students.

The path will cross Winnetka Road at the existing crosswalk, which will be upgraded with push-button activated flashing beacons, and then run east along a widened sidewalk until it reaches the Union Pacific ROW. As can be seen on the map, much of the ComEd ROW from Winnetka Road to Willow Road is paved with parking lots, some wetlands and high tension towers so this segment of the trail is proposed on the Union Pacific ROW. At both the Senior Center parking lot access road and Orchard Lane crossings, there will be trail crossing signs and a crosswalk. Upon reaching Willow Road, users will travel east on a widened sidewalk to cross at the existing pedestrian signal at Happ and Willow Road. They would then travel back west along a widened sidewalk to the ComEd ROW. The trail is proposed to follow the ComEd ROW until just north of the Middlefork Woods Condominium property. It would then "S" curve west to the Village-owned ROW until it reaches our northern border.

From the Middlefork Woods Condominium property north to Voltz Road, there are four adjacent parallel ROWs. On the west #1 is a 100-foot Village-owned ROW which is an abandoned railroad line that was dedicated to the Village by the Canadian Pacific Railroad. Adjacent to that to the east, #2 is a 12-foot ComEd ROW used for their short electric poles. Adjacent to that to the east, #3 is a 26-foot Union Pacific ROW. Lastly to the east, #4 is a 97-foot ComEd ROW, which is where their high-tension wires are located.

The original plan routes this northern segment along the western Village-owned ROW. There are 50 Northfield homes that abut this ROW along Edens Lane, Earl Drive and North Happ Road. To ensure consistency, throughout this meeting we will refer to the proposed plan of using this Village-owned ROW as "Alternative A". Some have questioned if this northern segment could be routed instead along the adjacent Union Pacific or ComEd ROW. Engineers and staff have reviewed this alternative option, which we will refer to as "Alternative B". If selected, we suggest constructing the trail on the ComEd ROW where possible due to their free recreational leases. There are two existing commercial parking lots located in this portion of the ComEd ROW which are at Fields Auto Group and Blue Pearl. To allow these parking lots to remain, we recommend curving the trail over to Union Pacific ROW, and then back to ComEd ROW.

AVM DeFeo said there are some interesting municipal boundaries that come into play north of Tower Road. North of Tower Road, the ComEd and Union Pacific ROW are actually in Glencoe and Northbrook, so for the proposed Alternative B, the trail would be routed to the west to the Village-owned ROW just south of Temple Jeremiah to stay within the Village of Northfield limits. If the Board selects Alternative B this evening, the Village will work in partnership with the communities of Glencoe and Northbrook to determine the path's possible alignment within their communities. Alternative B would add approximately \$470,000 in construction and land acquisition costs. There would be an east-west connection from Happ Road to Tower Road to provide access to the Forest Preserve and Skokie Lagoons.

Constructing the path using Alternative A would cost approximately \$2.36 million, while constructing along Alternative B would cost approximately \$2.83 million. The Village would apply for federal grants to cover 80% of costs, so the Village's potential share of Alternative A would be approximately \$475,000, and share of Alternative B would be approximately \$570,000. Due to its regional impact, we believe this project would have a very strong grant application, but have no guarantee if or when we would receive grant funding.

It is very important to emphasize that whether the Board selects Alternative A or B, the Village does not have the financial wherewithal to match either option, and as the Board has previously discussed, this project would likely need to be privately funded. Revising the route to Alternative B would also require an additional \$45,000 - \$60,000 to modify the Phase I study this year, which is not eligible for grant assistance and would have to be paid for by the Village. Staff is seeking direction from the Board on how we want to conclude this Phase I report. Should we submit the report as proposed along Alternative A, or amend our agreement with the engineer and have them adjust the route to Alternative B. This new engineering contract would have to come back to the Board for approval.

AVM DeFeo and the engineers are available to answer any questions from the Trustees.

Trustee Whittaker asked potential options of connections for the right of way at Tower Road where it goes from Happ east to Tower and whether that would have to follow the AASHTO standards as well. AVM DeFeo responded that anything we build that we would want federal funding for would have to follow AASHTO standards.

Trustee Terrill noticed in one of the resident's letters, they were concerned about the connection of the Happ Road and Willow Road connection where there will be a walkway with a stop light and asked whether it seems workable if there are 20 or 30 bikers at that point. Would it be a bottleneck? Engineer Hoffman indicated as part of the future design, that traffic signal would have to be evaluated to make sure the crossing times are adequate for pedestrians. It is an existing crossing and signal which is ideal if you are crossing a major road and he feels it is a workable location. Trustee Terrill is concerned because there will be people from Chicago and all the other communities will be crossing there. He asked if there needed to be another study to determine the population of this crossing. AVM DeFeo added that she received studies from the Active Transportation Alliance that does counts of regional trails. They counted the northern

end, Lake Cook Road north, and they see about 250 users per day during peak times, so that could probably be estimated here.

Trustee Whittaker asked if the trustees would have further discussions later. President Frazier indicated that after the public comment, the Board will then have additional discussions.

Philip Preston, 705 Happ Road, said he has lived in Northfield for 18 years and has enjoyed the community, neighbors, schools and the relationship with Village officials. He is not opposed to a paved bike path that connects several communities. He is opposed to the proposed Option A location. He believes the correct location for the paved path should be on the ComEd/UP right of way referred to as Option B. This option provides Northfield with added amenities for those who want to ride on a connected paved path while also protecting a beautiful nature trail for those who want to walk. The ComEd/UP option is the route already planned for the south Northfield as well as other communities along the proposed path. He suggests the advocates of the path, the paved and connected path, would prefer a more open space to ride. By providing both north and south access to the nature trail, this amenity could be enjoyed by more people without causing hardship to the residents or damage to our limited green space. It is a beautiful trail and many residents walk it. Some residents pick up trash that blows from the car dealerships, but generally try to be good stewards of the land. Overall, the cost differential is minimal and based on residents' comments Option B has significantly more support than Option A. You will hear comments about property values that may or may not be impacted. From his personal experience, he has had an appraisal done within the last month and the appraiser clearly stated that he would be negatively impacted by over six figures. He asks the trustees to act in a spirit of compromise and support the proposed Option B. He would like to ask Chief Lustig to weigh in on the inherently greater safety to the residents using Option B given that there is water between the paved path and that it is in over 50 resident's backyards. Additionally, he would like to know what measures the Northfield police have planned should either proposal be constructed.

Bobbie Moore, 345 Sunset Drive, said as we hear about resident's concerns, the Skokie Valley Trail feels like a Willow Road moment in Northfield's past history. This trail is coming at us from the north and the south as neighboring villages finish their portion of the trail. The regional trail calls for 20 miles of bike and pedestrian trail that will eventually go through Northfield. It has been included in the Northfield Comprehensive Plan for 20 years. With the increase of bikers, joggers and walkers, we understand the importance of providing a recreational opportunity for our community. The question is can we embrace the SVT and can we design the best possible 2.6 trail that cuts through Northfield. What is the wisest and best use of government funds for the trail? When designing Willow Road, the community gave their input and support and it was critical. It is equally important with the SVT that this shared path should reflect what we are as a community. Will the trail enhance one's impression of Northfield? Will the vision of the trail be attractive and bring in new life to the Village? She believes the Board should go ahead with the Phase I study which includes the Village's own right of way north of Willow Road. It's a straight woodland path from Voltz to Middlefork Woods. It is an existing path that neighbors and property owners do not want touched. She understand that. The SVT with the accompanying funding gives Northfield's 5,000 residents a wonderful

opportunity to create and enjoy a beautiful woodland trail. The Village's property gives us the ability to plant quality trees. The Village's 100' ROW is the ideal spot to plant them as it's the highest point between Happ Road and Frontage Road. Because of the one to one replacement ratio of trees, concerns about privacy and lighting can be addressed with strategically placed landscaping. Trees cannot be planted on ComEd property. It would be a barren trail under electric lines complicated by existing leases. The UP trail is only 26' wide. We can do better and we should do better. This is the face of the community that we want to present to all of us.

Monica Bidwill, 800 Happ Road, strongly feels that any plan for the SVT should save the nature trail and go with Option B. She is not opposed to a paved bike path, but it should be closer to the discontinued UP line and the ComEd power lines. She has seen posts on Next Door and on the internet stating that there is a group in Northfield trying to stop the trail altogether. This is not true. She said the nature trail is beautiful and has lived in Northfield most of her life she grew up playing on the trail. Her nephews play back there and they love it and think it's magical. She feels it is really important to preserve that green space. Our earth is in dire straits and it sets a precedent when you try to rip out all the nature and add more pavement without making an attempt to save what's there. A resident made a comment that it is an eyesore, but she believes it is beautiful and should be preserved and that the SVT should go on Option B closer to the ComEd lines.

Kathleen Solar, 551 Edens Lane, said she grew up and still lives next to the unpaved nature trail. She is a naturalist and spent the last few months collecting biodiversity data on Option A and B. She has a list of 233 species observed on the sites by conservation professionals, volunteers and herself. Eighty percent are native plant and animal species and most of them are found on the nature trail. Along the trail there are at least 77 different plant species, 94% which are native. Because of the dense vegetation on both sides of the trail, most of the native plants grow within 5' of or directly on the nature trail. On the ComEd property where the paved bike trail would run under Option B, there are 37 species of plants, 43%, close to half, are invasive, noxious plants that dominate the site. The eastern route is by far the better route to use from a naturalist perspective to build the paved bike trail. Option B leaves intact a much more diverse and important nature trail. The reason it is so heavily invaded on Option B is from ComEd's repeated use of a carcinogenic herbicide. They spray the entire length of tract between the power lines as part of their management plan. People who grew up in Northfield know about this from seeing it and hearing the amphibians grow silent and over the years this has continued to happen. With Option B, Northfield will take over almost 140,000 square feet of this space and any type of management they do on it will be a huge improvement to the health of site, to our health and for peace of mind. She is an avid biker and already uses other parts of the SVT and is interested in expanding it. However, walking in nature has its own clear concrete benefits not available to bikers. Having the option to both walk and bike separately in this area will be beneficial in nature and human health. She believes the paved bike trail can and should be moved east of the ComEd ROW and is worth the cost. She considers nature to be her neighbor and she is here to speak up for her neighbor who would like to be a part of this decision making process as well as the birds, mammals, native plants and innumerable invertebrate animals and fungi that make up the ecology of the rustic walking path that will be saved under Option B. She asks the Board to pick Option B.

Trustee Orth questioned Ms. Solar whether she meant east of the ComEd ROW. Ms. Solar responded that she is referring to management on the ComEd trail. She clarified where she was referring to.

Mary Patterson, 620 Earl, stated she has lived in Northfield for 20 years. She believes any Northfield plan for a paved bike trail should save the nature trail in its unpaved natural condition as it is now. If the Board decides to proceed, we ask that the paved bike trail remain east near the Union Pacific tracks and ComEd power lines north of Northfield just as it is going to be in the south of Northfield. We welcome non-Northfield guests to this meeting and ask that they understand the key issue tonight is where to route the paved bike path which is important to Northfield residents. The Village of Northfield solicited written comments on the proposal for the SVT that recommended constructing the paved bike path over the unpaved nature trail in the north part of Northfield. Her family, many of them Northfield residents, object to this plan. Based on the review of the many written comments submitted by Northfield and non-Northfield residents, they stated approximately 207 residents of Northfield submitted written comments. This is after it went through and did per household so it's not a duplicate of households. Of these, 168 residents' comments expressed preference for no SVT or a SVT plan that would save the dirt natural trail and put the SVT east along the UP ComEd ROW. Approximately 81% of Northfield residents who submitted written comments oppose the Village's initial proposal which is called Alternative A. Of the 39 other comments submitted by Northfield residents who supported the trail, it was often not clear whether the commenter had a preference for one or the other. The comments from non-Northfield residents included approximately 94 emails that were put together by a Wilmette biking enthusiast's biking group. The comments from non-Northfield residents who supported the SVT, it is reasonable to conclude that many would be indifferent on which path. They just want a paved path and don't care which one it is. Thirty-two residents of Northbrook whose homes are extremely close to the nature trail, submitted written comments asking to save the nature trail owned by the Village of Northfield in the Village of Northbrook. The Village of Northfield's written comment process is an important indicator of the community's sentiment. In other words, how the residents of Northfield feel and what the residents of Northfield want. She said she hopes the Board will do the right thing and do what the taxpayers want.

Maggie Farney lives at 845 Happ Road and has lived there for 43 years. She believes any plan for the SVT should save the Northfield nature trail. If the Board decides to proceed, she asks that the paved trail in the north of Northfield be routed to remain east near the UP and ComEd sites. She said she wanted to address the issue of the impact of Alternative B on future expansion opportunities. This issue was raised by a Northfield resident in an email to the Village and it suggested that leasing ComEd land for the SVT on the north section of Frontage Road would remove the option of expanding parking to all new or existing commercial business properties for the next 30 years. The argument seems to be that using ComEd and UP leases for the paved bike trail is somehow bad in the north part of Northfield but perfectly fine for the south of Northfield. Under both of the bike trail scenarios, the Village expects to lease the land for the trail. If this is a bad idea in the north of Northfield, then it must also be a bad idea in the south. The leases to Fields and other businesses have already been entered into and the Baxter engineers have confirmed to us that the trail can be routed east along the common right

of way east of the nature trail, just as the trail is planned to run in the south of Northfield. While there are a few minor jogs in that route, which we are calling Option B, bike paths typically have twists and turns as is seen in the Village's plan for this bike trail as it crosses Winnetka and Willow Roads. Supporters of Option A believe that the strongly held preferences of many nearby residents should be pushed aside due to imaginary possible future business interests and that potential identical business interests in southern Northfield can be ignored to build the trail there. She submits going with Alternative B and saving the nature trail is the obvious and best choice for the Northfield Village Board. Given the strong resident opposition to Alternative A, it seems clear that Alternative B is a win-win that will best unify the Village. If the Board feels it is prudent to commit to spend or find the money for the SVT in Northfield, please select the option that respects the concerns of fellow residents while preserving the nature trail. If this paved bike trail exercised in Northfield also means that more residents are aware of and use the lovely green space called the nature trail, is also a wonderful outcome. The residents of north Happ Road invite all Northfield residents to use this beautiful gem.

Jim Hayes, 630 Earl Drive, said to complete Mary's point, this map shows the nearby residences and the red dots indicated the people who have signed the petition preferring Alternative B. This is a pretty compelling visual representation of the sentiment. It is interesting to compare this to the Willow Road issue because a lot of the residents' unrest there was satisfied with good landscaping. His key point is to point out that that is not part of Alternative A. The construction costs of \$2.3 million of which we hope to only pay 20% for Alternative A, does not include landscape screening or a plan for maintaining the privacy of residences. In a 2016 study on property values and trails, he found a sentence saying "Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy." That is not part of this plan. The presentation included something that shows that Alternative B is expected to cost the Village \$155,000 more than Alternative A. That is because there is no privacy maintenance plan which, for 50 houses, would be a lot more than \$155,000 and because the impact of the trail next to the 50 residences would impact their property values adversely well in excess. There are a lot of studies that say that property values are enhanced by bike trails, he doesn't object to that generally and doesn't object to Alternative B. With Alternative A, a path right next to the residences and no privacy plan, the impact would be very negative and is not taken care of by the Village. One way to characterize the Village's proposal of Alternative A savings, they will be financed by the Northfield residents whose homes border the new paved bike trail. If the Village Board feels it is prudent to commit to spend or find the money for the paved bike trail in Northfield, significant dollars in either scenario, please select Alternative B because it respects the concerns of fellow residents and treats impacted Northfield residents fairly. It also means that residents can continue to use the lovely green space called the nature trail.

Mark Gantner, 723 Happ Road, said he has lived in Northfield for over 25 years. They border the walking trail. It has come to his attention that proponents in favor of using the current walking trail as a paved bike path think that the neighbors bordering it want to keep it for themselves. Nothing could be further from the truth. He was excited to share a suggestion that he believes all parties will feel acceptable. Why not offer both the paved bike path and a nature trail to all users. By connecting the current walking trail from where it begins on the south end of



Middlefork Woods Condominiums to the proposed paved bike path running along the ComEd and UP ROW, we can offer a truly unique nature experience. Placed along both directions of the ComEd and UP paved path would be signs clearly calling attention to the upcoming nature walking trail option. Walkers would now have a much more enjoyable option using the dirt trail while bikers would clearly have the option to stay on the paved path. Walkers would feel less worried about oncoming faster bike traffic while enjoying the unique experience of the nature walking trail. Bikers would not be discouraged from using the nature walking trail, but they will know it will not be paved. They would have a choice. This is a wonderful way to bring attention to the unique nature walking trail that most people are not aware of in the surrounding communities, much less those who live in Northfield. He has not travelled all the bike trails around the Northshore or south communities, but he doesn't think there is anything quite like this in the SVT proposed route. This could attract more walkers to the bike and encourage more visits to our Northfield retailers. The cost would be just connecting between the nature trail and the paved path, maybe 30 yards. There is no additional maintenance aside from a once a year trimming. If our corporate neighbors donate the difference of the additional costs associated with Plan B, then what we would have is a cost neutral compromise and what they gain is the benefit of a nature walking trail that their employees would find enjoyable.

Mike Cohen, 885 Happ Road, said his home is directly south of the Temple and adjacent to the nature trail. He is in favor of the compromise of building a bike trail using Option B along the UP rail. It is important that we continue to promote the small town feel of Northfield and protect the privacy of its residents. The picture he has blown up compares the view into the back of his house to the nature trail and the same view from the rusted UP rail tracks. That is why over 140 residents signed a petition asking the Board to save the trail while protecting homeowners adjacent to it. He believes it is a good compromise for Northfield similar to the landscaping put in along Willow Road. His house is positioned behind the Glencoe boundary that starts right by the Mini Dealership. Because Glencoe was not included in the joint effort between the four existing Cook County townships, Option B snakes the trail back to the nature trail directly behind his house. This also impacts 25 homes in Northbrook. Mr. Cohen respectfully requests that the Village consider a slight change to the path when it snakes from the UP rail back to the nature trail near Glencoe. It would connect slightly further down near the Synagogue. Our Assistant to the Village Manager did confirm that this option runs on the Village ROW and suggested presenting it tonight. It is at the back of your packet for review later. His house is also positioned next to a proposed access trail that runs on the entire side of his yard. He is working with the Village on this issue to run the access trail along the northern border next to the Temple's parking lot. Details are still being worked on. His lot will still be greatly impacted, but he is hoping that we can agree on the right balance of compromise. It is not possible to understand the impact to his yard from a topographical drawing shown on Glenview's Village website. He has included 6 photos in the binder to better understand the impact. Photo 1 is the topographical view of the access point next to his yard. Photo 2 is a view of the Tower Road ROW from Happ Road. Photo 3 is a view of his side yard visible from either Option A or Option B of the access point. It is the picture with his dog Luka in it. Photo 4 is a view of his backyard. In either option, one can look directly into his backyard at any point of the year. Photo 5 is the view comparing the back of his house. Any resident here can

understand why he is concerned and wants Option B. Photo 6 is an unmarked access trail in Northfield connecting 2 cul-de-sacs, the location not to be disclosed to respect the privacy of those living there. He would request similar landscaping based on the number of people expected to use this trail. Even if his backyard could be spared through a minor change to Option B, please consider that 80% of the funding for this project comes from a motor fuel tax in Cook County. He asks that the Board vote for Option B and that the Village continues to explore options with Glencoe and Cook County for using the UP rail the entire length that effect all residents along the trail.

David Hupp has lived at 496 Edens Lane since 1992, across from the houses that border the Village owned ROW that is proposed for the SVT. He is in favor of upgrading the existing Village owned path into a paved trail with better access points instead of diverting the trail under the power lines on ComEd's ROW. He was angered to see that several of his neighbors have petitioned the Board to move the trail onto the ROW of the ComEd lines allowing them to continue hoarding the Village owned footpath for their exclusive personal use. The petitioners have used a scattershot approach of specious reasons to accomplish their goal of hoarding Village resources. None of these arguments stand up to scrutiny. In debates, this is known as the Gish Gallop, throwing out so many false arguments that one's opponents cannot possibly answer all of them, hoping to fool audiences who are not aware of this cheap tactic. The Phase I study has determined the footpath alignment is environmentally superior to the power line alignment and any environmental concerns can easily be addressed during the engineering phase. His family has lived in their home for almost 30 years and the Village has always been woefully deficient in bicycle infrastructure. As a child, he spent several years riding to school on his bicycle and he was jealous of much better bicycle infrastructure in neighboring villages. He was jealous of Northbrook's paved trail that continues onto the unpaved footpath that the Phase I study proposes to pave as part of the SVT. As a child, he was frustrated that Northfield's portion of the trail was inexplicitly unpaved and was frustrated that the trail was so difficult to access in Northfield. As a child, he hoped that the Village would someday pave the footpath and build more convenient access points to the trail. Some petitioners have argued that the power line alignment would be safer for children. This is laughably false. Bicycle paths do not increase crime and the petitioners know that they are lying by suggesting otherwise. In fact, bicycle paths increase safety for cyclists, including children and the proximity of the bicycle trail to the houses only allows the neighbors to keep a watchful eye on the children as they ride their bicycles, away from cars, along the bike path. By contrast, the power lines are isolated from these watchful eyes, in a creepy alleyway behind loading docks and car dealerships. Would you prefer your child riding their bicycle in a dark alleyway or within eyesight and earshot of your trusted watchful neighbors? He said the safer alternative is obvious. He also finds it downright offensive that the petitioners suggest that our notoriously cash strapped Village spend \$550,000, a cost increase of one-third, to move the trail to an environmentally damaging and more dangerous alternative under the power lines when the Village already owns a better, safer ROW along the existing footpath. As a child, he never dreamed that his neighbors would be so selfish as to oppose upgrading the Village's footpath for use by bicycles and wheelchair users, and he is angry that these neighbors are attempting to continue hoarding this Village-owned community resource for their exclusive personal use.

Michael Racine has lived at 835 Happ Road for 16 years and he and his wife are active community members. They moved to Northfield to provide a great environment for their children and to attend fantastic grade schools. The SVT is not an issue for them but the project as advertised under the ComEd easement and UP abandoned rails includes a detour to the west only along a one mile stretch through Northfield. The detour is devised as a cost saving measure to use Northfield's own ROW and reduce project land acquisition costs to the Village. The problem is that the cost savings are placed directly on the backs of the residents whose property abuts this easement. Placing the Edens and Voltz Road section of the trail on ComEd easement and UP ROW avoids nearly all negative impact to the homeowners in the immediate area. Trail opponents will echo that the project will increase property values is a statement that is a half truth. A study of market values along the Bert Gilman trail in Seattle, Washington from 1979 to 2013 compares property values collected from the King County Washington assessor. The percentage increase for properties abutting the trail increased 334% in 35 years while other properties increased 1,110% and the properties increased 798% in value. By placing all the SVT along the ComEd and UP ROW, negative impact on privacy and property values abutting the path can be minimized. The negative impact is not just financial, trail proponents claim there isn't any increased crime near trails, but crime statistics come from US Census tracts that do not follow trail borders. Within the first year of Chicago's 606 Rail Trail project, over 175 crimes were reported with only 10% solved. This reached a milestone with the first fatal shooting occurred on the 606 Trail. Trail projects connect multiple areas with the intent to open up recreational space to the public and invites use from those outside the community. Unfortunately, a small percentage of nefarious amongst them also come seeking crimes of opportunity. While Northfield and Northbrook is not Chicago, elements from Chicago travel regularly to Northfield to exploit these crimes of opportunity. Vehicles are broken into, valuables stolen and if the keys are left in the car, that's stolen also. Just as the local area police try to educate the public to lock their vehicles to prevent these crimes. If the leaders decide to place our trail connecting Chicago to Lake Bluff along the back of dozens of local properties, it will be bringing sheds, bicycles, grills and other personal property outside into the scope of a crime of opportunity. To make these crimes even easier to commit, plans call for placing a path connection to Frontage Road for an immediate expressway escape route making the job for police officers even more difficult. To top this off, a predator attempted to lure his 14 year old daughter into her car at Happ and Pine Road at approximately 10:20 p.m. last night. Crime happens on Happ Road so can you imagine what would happen in the recesses behind the properties with plenty of hiding places and access to an escape route on the expressway. Plan B is the better alternative.

Julie Arnold, 865 Happ Road, said her property backs up to the walking trail about 10 feet away. She is in support of Option B. Everyone wants to solve the same problem which is to allow for our communities to be connected and to allow for a bike path, but it must do so in a way that preserves the integrity of our community, the safety and security of the residents in Northfield and our home values. She tried to look at this from the position of someone from another community wanting to use the bike path, but you also have to look at it from the position of the homeowners. She sees everything along the back trail and what's happening. She

doesn't understand why we would take away a walking path, convert it to a bike path when we have a viable alternative for both that pleases all stakeholders, that is fair, ethical and just to all parties involved for a little extra cost. This bike path could be here 50 or 60 decades and you amortize that cost, it is a very minimal cost. Her neighbor said the price of his home could be impacted by over 10%. She is asking the Board to consider, when looking at the pros and cons, the balance of benefits is clearly choosing Option B to be closer to the UP and ComEd. What would happen if the walkers tried to use the high speed bike path? It eliminates that option for the walkers. She doesn't understand why everyone can't be accommodated and to honor the wishes of most of the Northfield residents. She believes Option B is the right way to go.

Gerry Schroeder has lived at 176 Latrobe for 30 years. He is an avid biker and bikes 20 to 30 miles every other day in the summer. He bikes on the trail next to the Lagoons. He would like this trail to be built because it would give him another option. The nature trail is very important and so he likes Option B. As a resident, as you look back at this, you see an impact on a dollar by dollar basis. That is a lot more than half a million dollars that's going to affect these people and their homes. It's not fair to them and we cannot ask them to bear the brunt of this because everyone else wants to have a bike trail. There is an alternative, and although it may be a little more expensive, its peanuts compared to what they are paying.

Tracey Schippach, 755 Happ Road, agrees completely with Mr. Schroeder's statements. She is building a new house and is new to the neighborhood. She chose Northfield because she grew up in the area and Northfield has wonderful schools and green space. Northfield is unique compared to the other four competing areas. This green space creates demand for our properties and will increase the values. She supports Option B.

Carol Ritchell, 811 Happ Road, said her parents built their house in 1941. She was raised there and moved back in 1992. She said she could go on for hours about how much the trail meant to her parents and herself. She believes that any plan Northfield has for a paved bike trail should save the nature trail. She understand that for fiscal reasons, but taking all factors into consideration, the benefits of choosing Alternative B far outweigh those fiscal concerns. As the Board members make their decision, she asks that the SVT be placed north of Willow as it is going to be placed south of Willow near the UP power lines. She would like to know how the Board views their responsibilities and how they decide who their constituency is regarding the decision that is before the Board this evening. Do the interests of the Northfield residents come first? Can the interests of our neighboring towns and their residents outweigh those of Northfield? She read a comment from an cycling enthusiast from Evanston who wrote, "Although the concerns of the adjacent homeowners should be taken into consideration, the broader interests of the surrounding communities should be the ultimate guide." That sentiment can't really be what the Northfield Board members feel. What do each of you, as a Village Trustee, believe your duty is tonight? As an adjacent homeowner, she hopes that the Northfield Village Board of Trustees will assess this decision from the perspective of what is fair to the 50 or so Northfield residents whose homes border the nature trail. She asked what they would expect from the Village if they were in their shoes. Alternative A doesn't have a budget for landscaping to compensate for the loss of screening for the additional traffic that will be in her backyard. Alternative B which would leave the nature trail unpaved eliminates the need for any

such a budget. This is the 34<sup>th</sup> consecutive year that Northfield has been certified as Tree City USA by the Arbor Day Foundation.

Bill Gurolnick, 1707 Happ Road, Northbrook, would like the Board to consider that either option that satisfies the Village is good for the bikers because they are senior bikers and would prefer riding on a path instead of the road. Getting people off the streets and onto the trail would be good. They recently rode the north part of the SVT and do it about 2 to 3 times a month. Anything you can do to help get the bikers off the streets is good for them, the neighbors to have safety for everyone.

Richard Morley, 545 Edens Lane, said he is a high school social worker and is looking at this from a social emotional perspective. Over the last 3 or 5 years, many of the people who live on Edens have spent a significant amount of money to improve their houses and new homes are being built. His backyard oversees the greenery which blocks out the electrical and phone towers. It makes it easier to make that investment knowing that it's not always visibly seen. He doesn't want his view to look like winter 12 months of the year when the foliage is all gone and he looks at the buildings on Frontage Road. He said it is important to think of all these people who have their homes along this trail. He would like to see a compromise and see it done but that it benefits both. There are other bike path alternatives, but they are trying to make something even more convenient. They aren't questioning having that bike trail; it's where it's being positioned. Many people want the bike trail but still keep the nature trail. He is support of Option B.

Lorna Balan, 175 Lagoon Drive, is a cyclist. She said she rode her mountain bike along the nature trail and immediately realized that she wouldn't want to be living along the trail that close and not have any kind of barrier. You can look right in to the backyards. She also lives along the bike trail, but has a barrier of bushes and trees. She feels that Option B would be a much better plan to keep the nature trail and keep the privacy to those homes.

Ed Brill, 669 Ridge Road, Highland Park, said he is a member of Highland Park's Bike Walk Advisory Group. They have discussed this issue and they appreciate the Village's interest in this project and the commitment to the complete nature of the transportation between our communities. Highland Park was recently recognized as a bronze designated Bike Friendly City which they believe is their commitment to the trails for SVT, Green Bay and other trails. He was encouraged from what he has heard tonight. Their interest is with complete routes not where it is located. The notion of a complete route is the most important aspect to this problem. They see bikers commuting to work every day. As we think about the long term ecosystem for our communities in the Chicago area, those kinds of commuters will be increasingly important. There are walkers and dog walkers also using the trail which encourages active participation for the whole community. Where he lives is only a few blocks off of the trail and many other bikers live near the trail for access to the trail. This trail is then connected to other paths so the volume of \$250,000 sounds low to him. It is an exciting prospect of additional traffic and people would enjoy being able to ride to Taco Nano or PNS, but also to the Skokie Swift and into Chicago.

Tracey O'Donnell, 1727 Killarney Lane, Northbrook, said the path behind her house is not considered to be in Northbrook. She lives between two towns where the path is being

considered. She recently walked the path and has been happy to open people's eyes to the location and the beauty of this nature trail. Many didn't know how close it was to their homes and some didn't know it existed. She said she hopes the Board have gone north to Lake Cook and have seen the SVT and understand what we are encouraging to come through her town at great rates of speed. There are no speed limits or people monitoring a bike path. There is litter of water bottles, wrappers and banana peels all along this path. There are also cyclists stopping to urinate on the side because there are no porti-pottys or trash receptacles. She would like the trustees to note who will truly be paying the price for bringing other cyclists and a paved path through her town. It was asked at the last meeting who will be using this path, predominantly Northfield people or people passing through. Who ultimately pays the price tag? She believes the people of Northfield will. More notice should be taken to those residents who live along the path. They won't only be paying the 20% cost of this project, they will also be paying with light exposure, noise exposure, trespassers and possibly lower home values, not to mention the unique Northfield green space which would be altered dramatically. There is not only a financial price tag for this project. For those voting to proceed, how much would you fight to protect your home if you thought it was in danger or in jeopardy. She urged the Board to strongly consider those directly affected by paving the green nature trail.

Elsie Hupp said she is the twin sister of David Hupp at 496 Edens Lane and would like to finish his prepared comments. This is a rank example of anti-civic NIMBY-ism, not in my backyard. These individuals who live next to the Village owned footpath consider it to be an extension of their backyards rather than a community resource to be shared by the entire Village. If these individuals are so intent on hoarding this Village owned treasure for themselves, then they should pay fair market value to purchase the land for themselves rather than attempting to freeloader off the rest of us. The proceeds from the sale would be more than enough to cover the cost of leasing ComEd's land, upgrading the landscaping to match the footpath, adding security infrastructure to guarantee safety and building the best bicycle trail in the region. In other words, put up or shut up. She said we need to think of our community as a whole instead of the special interests of a handful of selfish individuals. We need to think of the children who will ride their bicycles on this trail to and from school and can remain in the watchful sight of trusted neighbors instead of a creepy alleyway behind the car dealerships. We must not increase the project cost by one-third without identified funding just to allow a few individuals to continue hoarding community owned resources. Safety and fiscal responsibility are the most important responsibilities of this esteemed Board of Trustees and of the Village Manager and staff and this is why they feel so compelled to speak up as a hoarder issue. As community, we can do better; we can make decisions that are fiscally prudent, community enriching and beneficial to all. Personally, she said she believes that the so-called nature trail should be made wheelchair accessible regardless of the route of the bike trail. However, in the case of Option B, these improvements should be paid for by introducing a tax increment financing district on properties adjoining the nature trail.

Doug Gerleman, 2966 Stonegate Lane, Northbrook, said he was instrumental in setting up the task force between the four communities, Glenview, Northfield, Wilmette and Northbrook. He has spent his life being a planner for several Highway Administration and the Department of Transportation. He has spent a lot of time looking at different bicycle plans and feels we need

to do something in this region. One of the priorities in doing a bicycle plan is to increase the accessibility to major destinations around the area. It's not just entertainment or recreation, it is trying to get to different places and this is a wonderful connection between Northbrook and Chicago and up north to Lake Forest. Northbrook is going to finish and open up their section of the SVT in 2021. They are in final engineering now. It would be really nice to be able to go to restaurants from Northbrook to Northfield or go down to Skokie or further north. We're not worried about a backyard perspective directly, it is the accessibility. Usually, more transportation accessibility increases the value of property. He thanked the Board for proceeding.

Paul Weiss said he and his wife have lived at 1775 Killarney, Northbrook since 1977. He believes that any Northfield plan for a paved bike trail should have the entire Northfield nature trail in its unpaved condition both in Northfield and land owned by Northfield in the Village of Northbrook. The fact is that Alternative B saves the unpaved nature trail only as far north as Temple Jeremiah which is not good enough. Many Northfield and Northbrook residents signed a petition asking the Village of Northfield to build the paved bike trail along the ComEd and UP route north of Voltz Road. This should remain the objective. Most of those who have walked the trail know its beauty and want the nature trail to be preserved as unpaved. Much of the unpaved nature trail north of Temple Jeremiah is located in the Village of Northbrook. The land itself is owned by Northfield. Northfield should preserve and maintain that precious strip of nature as far north as it can and work with Glencoe and Northbrook to develop a sensible plan that does not orphan those Northbrook residents living close to the trail. 80% of the cost is expected to be funded by Cook County as part of the regional initiative and if that's the case, Cook County should watch to see much better inter-Village communication as far as committing to provide that match. The Northfield SVT plan is not ready. Northfield needs to have further discussions with Glencoe and Northbrook for a sensible outcome at the direction of the protection of the unpaved nature trail north of Tower Road ROW as close to Voltz Road as possible.

Janet Clark, 204 Carter Court, Northbrook, said that whatever Northfield decides tonight or in the future isn't going to fully impact her but as a previous cyclist and someone who enjoys walking, this is a great opportunity because serious cyclists don't walk walkers on their paths or wheelchairs because it could be dangerous for everyone. Serious cyclists need a good cycling path and walkers need a good walking path. Northfield has a great opportunity to preserve and provide both. She is hoping the Board goes with Plan B so that you can set a trend for other neighboring villages who might think that they need a walking path as well as a cycling path instead of putting them in the same space which can be dangerous for everyone.

James Lamb said he lived in Northbrook for 35 years and is an avid biker and bikes all year round. He is concerned because it was 96 degrees when he was riding the other day and when riding under the power lines, it gets very hot. When he goes to a green space and the SVT goes in and out of green spaces, it is a great relief to cool off. He understands the nature aspects of these trails but we do need to get it built. Lincolnwood has done a great job and built a bridge that goes across Touhy and that community has become very desirable to live. He would like to see this built as quickly as possible. He would rather be riding his bike in an area

where he is shaded and feels Option A is the better alternative. There is already gravel from the ROW of the railroad and we could also provide nature as well.

Frank Lackner, 1713 Killarney, Northbrook, said he agrees with the others in Northbrook and echoes the sentiments of Plan B which has been expressed by others. If property values are decremented by using Plan A, doesn't it also affect tax rates and would cut the revenues from those properties into the Village of Northfield.

Chris Potter, 220 Biltmore Drive, North Barrington, is a bicyclist and is very excited that Northfield is moving forward with these trails. He spent a lot of time leading groups of middle aged people with significant disposable income up and down from Harms Woods up to the Wisconsin border and back. We are always looking for places to eat, fix our bicycles and other forms of entertainment along the way. He welcome any opportunity to assist in fundraising privately as well as supporting keeping the green space. In North Barrington, it is a constant battle with keeping the green spaces versus a development to overrun what is inherently beautiful.

Maggie Malyn from the Active Transportation Alliance which is a non-profit Alliance in the Chicagoland region to improve walking and biking. They wrote a letter from the Interim Executive Director showing their support in moving ahead with this process and making it happen. No matter what alternative the Board chooses, it will be a great benefit to the Northfield residents and the region. There are many economic and health benefits. She has included a fact sheet in the packets. The Alliance commends the Village for having a public process and is happy to hear so many comments in support of the trail. They look forward to seeing what happens in the future.

Rich O'Donnell said he has been a lifelong resident of Northfield but actually lives in Northbrook. The portion between Northbrook Killarney Lane and the north end of the Temple is horrible now and has been a dumping ground. It would be great if this were cleaned up and made more accessible. As a lifelong resident, he used to walk a dog and run around the Skokie Lagoons and it was great until they paved it, the bikers go so fast that it isn't safe to walk it. He suggests going out there some Saturday morning and try walking there. If you have a child or a dog and the bikers go that fast, there will be accidents. It could be opened it up to the way it is from Killarney north, once the bikers see that, it will be a fantastic place to go really fast. He suggests taking that into consideration when making the plans for the path.

Jeff Winter, 8021 Keeler, Skokie, said he lives near the path in Skokie. A couple of people have alluded to having a paved path in peak season; you have actual human beings on the path. The path that goes through Skokie and Lincolnwood is beautiful and there is a gorgeous bridge that goes over Touhy. They have seemed to have forgotten that these are human beings and we want people to have some amenities. He has seen people doing inappropriate things along the side. He hopes the Board will keep in mind that for a small additional amount, it is nice to have porti-pottys, trash cans and water fountains.

Larry Leviton, 1281 North Avenue, Highland Park, said he has learned a lot. Biking is a fascinating topic to him and he is currently experimenting with an electric bike. It is completely a



different mode of transportation. He rides every day to and from work which is 30 miles round trip. He hates bike paths where there are people and dogs on it. It is safer to ride in the street. He believes this bike path will be recreational and probably be used mostly by local residents. There will be some people passing through, but most people are going to ride within their home.

Peter Clark, 204 Carter Court, Northbrook, said the path runs along his house. He said when this gets connected to the SVT that runs from Lake Cook to Wisconsin and connected to Chicago believes very few local people will be on it. He thinks there will be hundreds of people every day using it.

Annie Solar lives in Chicago but grew up in Northfield and hopes to move back some day. She reiterated how important the walking path is to people who have grown up with it and how important green space is in Northfield. This is an awesome opportunity to be better stewards to the property that is currently the ComEd ROW. She knows that Northfield would do a better job in taking care of it. The nature path is not only used by residents but is home to many native plants and animals. With native plants shrinking it is an important piece of land and hopes the Board will take this opportunity to protect the walking path. She supports Option B.

Kathy Bezlevich, 567 Happ Road, said she was really excited when she heard the Village was moving ahead until she heard where the location of it would be. She has lived in Northfield for 17 years and has had her children on the walking trail. It is a beautiful place to explore along with her dogs. She was so close to the neighbors' homes that she felt like she was encroaching on their privacy. She felt she was in their backyards as she walked. You expect to have a little bit of privacy. She is not impacted by the plan and is not one of the people that will lose property values. As a Northfield resident, she is very concerned for the neighbors who are there and thinks it is unfair for us to expect those neighbors to bear the brunt of this trail. There is a place for a bike trail further east. Nature is beautiful and it should stay that way. She said the Village is asking neighbors who have frontage to bear the cost of it. As a neighborhood, we should be supporting our neighbors. If there is an option to do two things and one of them doesn't have a negative impact on the neighbors, we should be thinking about that.

Mike Levin said he lives in Skokie right by the SVT from Dempster to Bryn Mawr. The trail is spectacular and the bridge over Touhy is fantastic. He absolutely supports Choice B. You need to have a walking section for residents to walk on and the nature path is great. He and his wife use all the trails in the Chicagoland area. Chicago has gone to great lengths to separate the bike trail from the walking trail at the lakefront. They tried to do this from Hollywood to Ohio at Oak Street Beach. The bikers need to have their own trail.

VM Sigman indicated the first question was for Chief Lustig asking whether there were any safety implication he is worried about on either Option A or B and regardless of which one, moving forward if there were any changes he saw relative to how the police would monitor and patrol those areas.

Chief Lustig responded that he has been a resident of Northfield for 20 years and has worked in Northfield for 40 years. He has seen the circle of life in Northfield with four decades

of kids growing up, getting married and moving back to town, including his wife who grew up here. He has four children and his youngest bikes around town. With respect to Mr. Preston's concerns, Chief Lustig said it was his concerns as well, so he researched the concern and he is learning tonight of other aspects of this trail. His concern was crime so he spoke with the Police Chiefs from Skokie, Wilmette, Glencoe, Kenilworth, and Winnetka because they all have bike trails that run through their communities. He asked them if they have seen an increase in crime. They all said that they have had no increases in crime in those areas. That is not to say, that whatever option we go through, we won't see it. Cook County Forest Preserve runs through Northfield's jurisdiction. Northfield police patrol them during the summer within Northfield. They are patrolled with a four wheeler and a motorcycle. Occasionally, during the summer months, the officers will patrol the bike path that runs through Northfield. Most calls we get are for an ambulance. Not a lot of calls for suspicious or inappropriate action. Chief Lustig said he would hope when they build that the engineers would combat any flooding issues. He said when he looks at access to crime in Northfield, Eden's Expressway, Waukegan Road and Frontage Road are what brings crime to Northfield. Those are the areas that he is concerned with. Northfield is his priority and he is keeping an open mind.

An unidentified woman said that access points have not been discussed to Frontage Road and does it connect to the Skokie Lagoon path? She asked if Chief Lustig would be concerned with someone coming from Frontage Road by the Mini Dealership? Chief Lustig responded that we haven't experienced that yet, but that's not to say it couldn't happen.

An unidentified woman asked if the people that Chief Lustig talked with in Wilmette and the neighboring villages, did they tell Chief Lustig the proximity of their paths to backyards. Chief Lustig wanted to know what type of crime they were seeing on their bike paths such as access points for burglars to use or indecent exposure. He was focusing on what they were seeing and was there an increase in crime in those areas that did border the path.

Peter Clark said he rides a lot and rides those trails all the time. He said it doesn't go very close to too many houses. At the end of Carter Court, there is a path right at the end of his driveway. It's very different from most of the bike trails that he rides on daily basis. Chief Lustig asked with the walking trail, if Mr. Clark has had a lot of issues. Mr. Clark said there have been some burglaries in the cul-de-sac. A lot of the landscapers go up in there. There are people coming down to access that trail right now. Chief Lustig said Northbrook is not showing any major crimes along those areas. Mr. Clark said most of the people that walk that path are local people. If trail A is used, that will connect to Chicago to Kenosha in 2021. From his house, he will be riding to Chicago and Kenosha and back and forth and North Chicago and Waukegan from the south. He said it will change and Chief Lustig agreed. Chief Lustig said whatever option is chosen, Northfield police will patrol it.

An unidentified woman asked from a first responder perspective, when the police respond to the trail accidents are emergency vehicles sent down the trail itself. Chief Lustig said yes, and they have additional motorized equipment that can access it. All Northfield police officers are trained in basic life support and have emergency equipment with them. She asked if when sending the first responders go down are sirens and lights used? Chief Lustig indicated

usually they do because if there is something coming from the opposite direction it would be a bad situation. He responded to an emergency last year and used his siren intermittently.

An unidentified man said when he was a kid they didn't even have crosswalks or signals for the crosswalks and when he was commuting to and from school at Loyola. He was wondering what the Chief's thoughts on whether there has been a reduction in bicycle or pedestrian access with the new Willow Road and would Chief Lustig imagine there would be any safety improvements by putting in the bike path. Chief Lustig said the answer is yes and the new Willow Road is a safer road. During our peak flooding, he doesn't see the flooding we used to have on a lot of the side streets. The newer sewer system has done an incredible job of reducing a lot of our localized flooding. We also have better sidewalks along Willow and crosswalks. His 14 year old rides through their crosswalks. It is also better now at Winnetka Road with a four way stop. Kids use the crosswalk to get to New Trier and Loyola. We are constantly improving things as there is a lot of traffic that comes through this small town.

VM Sigman indicated the next question was is it possible to keep the existing nature trail as a walking trail and put the bike on the alternative location and then interconnect those so people know one is more of a walking trail or biking trail and then how does that concept tie into AASHTO and ADA access standards. Engineer Coleman indicated the existing path does not meet ADA requirements so including anything regarding that path on the federally funded project is not likely. If we wanted to include something like a sidewalk facility proposed along the dirt trail. VM Sigman asked him to clarify the difference between a sidewalk and the multi-model path would be the material or the width. Engineer Coleman responded that the width is the primary difference. A resident asked if that is the whole length of the path because we don't have to have anything that is public access as it is. He asked if you can connect to the point with a sidewalk and at that point let the nature walk continue on. The best strategy would be to exclude those improvements from the federally funded project. Trustee Orth then asked if after the fact the Village could through a grant or private funding add a connection for those that want to walk or ride. Engineer Coleman indicated that was a definite possibility.

Elsie Hupp said she was wondering if there was less money in using a semi-permeable pavement. Engineer Hoffman said the permeable paver is an option but would be a much higher cost than a typical asphalt trail and brings with it higher maintenance costs than an asphalt trail. It would be an option to answer her question.

Mike Cohen asked if on the access point, from Happ to the bike trail go between his house and the synagogue, if the size of the access trail was supposed to be 10' and 2' and 2' running into the sidewalk. He asked if there is an opportunity to reduce the size of that access trail. It sounds really large for something coming into a sidewalk that his kids ride on? Is it something we have to wait and exclude from Cook County funding and then put a sidewalk in or would we have an opportunity to have Cook County fund it and make a design exception? Engineer Hoffman said it is possible to install a sidewalk instead of a bike path. At that location there is the potential connection north on Happ Road so there is the potential for bike facilities so it makes more sense to have the bike path rather than the sidewalk. Another factor to consider is accessibility by emergency vehicles. A sidewalk may not be able to accommodate

an emergency vehicle. Either though are technically possible. Mr. Cohen then asked if they are planning on having the access point at Happ Road run into the street. It looks like its stopping at the sidewalk. Engineer Hoffman said he is correct, they are proposing a connection to the sidewalk, but this will be reassessed in Phase II. Trustee Whittaker indicated that is the question he asked about the AASHTO standard with the ROW and his property that is there a way to get around doing the 10' with 2' on each side as access to the trail. Engineer Hoffman responded that the Village could choose either of those standards.

President Frazier then indicated that they are running out of time and the regular Board meeting must begin on time after a four minute break.

Trustee Orth made a motion, seconded by Trustee Fowler to adjourn the meeting.

The meeting adjourned at 7:26 p.m.