



VILLAGE OF WILMETTE

1200 Wilmette Avenue
WILMETTE, ILLINOIS 60091-0040

MEETING MINUTES ENVIRONMENTAL AND ENERGY COMMISSION

TUESDAY, AUGUST 1, 2017

7:00 P.M.

COUNCIL CHAMBERS

Members Present:	John Andersen Amanda Ault Chris Dunn Linda Kurtz Tim Perry
Members Absent:	Dr. Arthur Haut, Michael Kim and Ken Obel
Staff Present:	John Adler, Director of Community Development, Russ Jensen, Village Engineer, and Kyle Murphy, Deputy Police Chief
Guest:	Jane Grover, Chicago Metropolitan Agency for Planning (CMAP)

I. CALL TO ORDER

Chairman Dunn called the meeting to order at 7:05 p.m.

II. CHICAGO METROPOLITAN AGENCY FOR PLANNING - ON TO 2050 WORKSHOP

Ms. Grover introduced herself and the purpose of the workshop, which was to discuss CMAP's five Alternative Futures and elicit feedback on how planning today can help shape the future of the region. She explained that CMAP will carefully consider all input while drafting a comprehensive regional plan prior to its adoption in October 2018. CMAP's five Alternative Futures are:

- Changed Climate
- Walkable Communities

- Innovative Transportation
- Constrained Resources
- Transformed Economy

Ms. Grover asked a series of questions regarding the Alternative Futures using instant polling. Approximately 30 people attended the workshop including members of the Village Board, Transportation Commission, Go Green Wilmette and Bike Wilmette.

Workshop notes are attached.

III. NEW BUSINESS

No new business

IV. PUBLIC COMMENT

No public comment.

V. ADJOURNMENT

At 8:35 p.m., the meeting was adjourned.

Respectfully Submitted,
John Adler
Director of Community Development

Wilmette Notes - CMAP Go To 2050 Workshop – August 1, 2017

By 2050 life may be unlivable in areas of the south creating climate refugees. This could increase the Chicagoland population and possibly reduce the available open space.

Because climate change is a relatively long-term priority, governmental systems are less able to properly address it.

Recently Climate change has become a political issue that is being ignored on the national agenda.

There is a lack of understanding and urgency regarding climate change.

Societal emphasis on instant gratification is impacting how climate change is being addressed. Future value vs current value.

If there was a real sense of urgency you would see areas that are being negatively impacted by climate change lose population and value sooner, rather than later.

If there isn't going to be a national/top down climate change plan it will be up to state leadership and agencies like CMAP to address.

A concern about creating more walkable communities included how to integrate the downtown area (higher density area) with surrounding single-family neighborhoods.

More housing with a greater density like being built at 611 Green Bay Road in Wilmette is needed.

More housing to cater to those downsizing is needed. In Wilmette there is a very limited supply of housing catering to empty nesters and the new developments are very expensive.

Sedentary jobs are a deterrent to healthy living as is stress.

Our car based culture is a deterrent to healthy living.

Lack of availability of healthy food is a deterrent to healthy living.

Many kids eat too much and that is not healthy.

Promoting active transportation will lead to healthier lives.

Concerned that autonomous vehicles that carry 1-2 people will actually lead to additional traffic.

Owning your own vehicle should be more heavily taxed.

Concerned that CMAP is promoting a car culture.

Wouldn't it be less expensive in the long-term to lay tracks on a roadway instead of continuing to maintain roadways in the traditional manner?

Sometimes you are trapped by your community. In some areas a car is a necessity. In those areas self-driving cars will be embraced.

Driver-less vehicles are needed to address the first mile, last mile problem that so many people see as a barrier to using public transportation.

Services like Uber have drastically impacted the lifestyle of millennials in L.A., where prior to such services getting a taxi was very difficult.

Offering different/flexible types of driver-less vehicles will be important in the future.

Travel time is the biggest factor in deciding whether to take public transit.

Need to consider land use before deciding where to invest in public transit.

Should we be investing in trains that may be occupied at a 25% rate versus self-driving vehicles that are 100% occupied?

Bike-able should be added to walkable when considering what makes a community desirable to live in.

Arterial road lanes can be narrowed to 10' to make room for bike lanes.

High occupancy vehicle lanes and a congestion tax should be considered to fund improvements to the transportation system.

Charging more to drive if no public transit is available may be a problem for lower income persons.

Millennials will grow old and their priorities will most likely change. They will start desiring houses and cars.

If you have children and need to use car seats, owning your own vehicle will continue to be a necessity.

When adding density, family apartments need to be included.