

APPROVED Meeting Minutes
Transportation Commission
Monday, October 22, 2018 – 7:00 p.m.
Council Chambers – Village Hall

1. Call to Order

Chair Chalabian called the meeting to order at 6:53 PM.

Roll Call

Present: Chair Jack Chalabian, James Thompson, Kyle Eichenberger, Robert Taylor, Meghann Moses

Absent: Roya Basirirad

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak, Parking and Mobility Services Division Manager Will Gillespie, Recording Secretary Mary Avinger, Parking Restrictions Coordinator Jennifer Jones

2. Non-Agenda Public Comment

The Commission received written public testimony from Chris Donovan that was handed out at the meeting regarding the Madison Street Road Diet. See the attached written public testimony.

3. Agenda Approval

Commissioner Thompson made a motion to approve the agenda as presented which was seconded by Commissioner Moses. The motion was approved by a unanimous voice vote.

4. Approval of Draft Transportation Commission Meeting Minutes

Commissioner Eichenberger made a motion to approve the draft September 24, 2018 Transportation Commission meeting minutes which was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote.

5. PETITION FOR DAYTIME PARKING RESTRICTIONS ON THE 700 WISCONSIN AVENUE BLOCK

Will Gillespie introduced himself as the new Parking & Mobility Services Manager for the Parking Services Division. He gave a brief update on the parking pilot program and how it relates to the agenda items.

Parking Restrictions Coordinator Jennifer Jones gave a presentation on the petition received requesting parking restrictions on the 700 Wisconsin Avenue block and the collected parking data.

The Commission asked about:

- Guest Passes
- Why petitions are being presented in the pilot area
- The collected parking data
- Warrants for implementing parking restrictions
- Village Staff outreach to Rush Hospital
- Open spaces and “no parking here to corner”
- If there is a parking policy
- If and/or how many citations were issued

The floor was opened to public testimony.

Richard Newmark of the 700 Wisconsin Avenue block spoke about his wife’s aggravation with trying to park on their street during the day. He is in favor of the restrictions.

Charlene Schwar of the 700 Wisconsin Avenue block spoke of being a lifelong resident of the Village and the hospital being uncooperative when contacting them about their employees parking on the block and being told they cannot enforce their employee parking. She also spoke about a lack of enforcement for cars parked at the corners.

Robert Saam of the 700 Wisconsin Avenue block spoke about a number of children living on the block and how lots of parked cars hinder visibility. Mr. Saam also spoke about the traffic light at Madison being short and only allowing a few cars to pass through the intersection from Wisconsin.

Aaron Stigger of the 1100 Highland Avenue block spoke about his parents living near Oak Park River Forest high school and difficulties parking there. Mr. Stigger suggested allowing six to eight hour parking.

Ron Burke of the 600 Wenonah Avenue block stated the number of spaces cars are parked is not relevant and that the hospital will continue to grow and will become problematic with employees, patients and visitors. He spoke of discussions with the hospital about demand management transportation which would solve the problem.

The floor was closed to public testimony.

The Commissioners discussed:

- Timing of the traffic signals on Wisconsin Avenue at Madison Street
- Reviewing process for making Wisconsin Avenue green signal longer

- Policy on requesting parking restrictions
- Working with the hospital and hospital participation for employee parking
- No Parking Here to Corner signs being needed
- Enforcement being vital
- How other blocks to the east and south of Wisconsin Avenue will be impacted
- Hospital employees not using garage for various reasons

Commissioner Thompson made a motion to approve the petition for three hour parking restrictions 8:00am to 8:00pm Monday through Friday, on the 700 block of Wisconsin Avenue as recommended by staff. Commissioner Thompson motioned to amend the motion to include adding No Parking Here to Corner signs at all corners where necessary, prioritize parking enforcement, staff must outreach to hospital, and review the timing of the traffic signal on Wisconsin Avenue at Madison Street and the motion was seconded by Commissioner Taylor.

Ayes: Eichenberger, Taylor, Thompson, Chalabian,
 Recused: Moses

The motion passed with a 4-0 vote.

6. PETITION FOR DAYTIME PARKING RESTRICTIONS ON THE 600 WENONAH AVENUE BLOCK

Jennifer Jones gave a presentation on the petition received requesting parking restrictions and the collected parking data.

The Commissioners discussed three hour parking restrictions and vehicle stickers overriding the restrictions. A comment was made that this petition looks like it has similar reasons to the petition for the 700 block of Wisconsin Avenue.

The floor was opened to public testimony.

Tim Gamble of the 600 Wenonah Avenue block spoke about being a 30 year resident of the Village and how there are many young families on his block with children. He spoke of noticing many hospital employees parking on the block which causes problems for young families having relatives over to babysit or visit with lack of parking. Mr. Gamble also spoke about how there are no parking here to corner signs at the end of the block but there are always cars parked there. He supports the parking pilot program and the petition for the parking restrictions.

John Dagnon of the 600 Wenonah Avenue block stated he agrees with comments from neighbors on the 700 Wisconsin Avenue block and the 600 Wenonah Avenue block and supports the request for parking restrictions.

The floor was closed to public testimony.

The Commission discussed:

- Enforcement of No Parking Here to Corner restrictions
- Thinking about visitors, guests, and employees using other forms of transportation
- Transportation Demand Management program between Village and hospital
- Being reactive versus proactive in dealing with the hospital generated parking problem

Commissioner Taylor made a motion to approve the petition for three hour parking restrictions 8:00am to 8:00pm Monday through Friday, on the 600 block of Wenonah Avenue as recommended by staff with increased police enforcement and the motion was seconded by Commissioner Moses.

Ayes: Eichenberger, Taylor, Thompson, Chalabian, Moses

Nays: none

The motion passed with a 5-0 vote.

7. DEVELOP DRAFT 2019 TRANSPORTATION COMMISSION WORK PLAN (CONTINUED)

Mike Koperniak discussed the three items of the 2019 Transportation Commission work plan after draft was submitted to the Village Managers Office. The three work plan items that were commented on by Village staff were regarding the “fast charging” stations for electric vehicles, the Madison Street Road Diet, and evaluating stop sign compliance. Before the discussion began Mike stated the Madison Street Road Diet is already being worked on and there is nothing to be done at this time.

The Commission discussed:

- The influence of the Commission on projects for best practices
- If the Commission reviewed the Madison Road Diet plans
- Other issues the Commission is not reviewing
- CIP five year plan
- Lake street 2019 plan
- Study for North Avenue by City of Chicago
- Public doesn't understand why projects are being done
- Commission should be able to address concerns of residents
- Educational components to projects
- Developing a plan for which criteria by which projects that affect vehicular, pedestrian, and bicycle traffic
- Stop sign controlled intersections
- Electric vehicles – and working with condo/apartment buildings
- Energy policy for charging cars
- Conversation with Energy and Environment Commission

8. Adjourn

Commissioner Taylor made a motion to adjourn the meeting which was seconded by Commissioner Moses. The motion was approved by a unanimous voice vote and the meeting was adjourned at 8:51p.m.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

To: Village of Oak Park Transportation Commission

From: Chris Donovan, Elmwood, Oak Park 60304

Re: Non-agenda Public Comment
October 22, 2018 Commission Meeting

Commissioners,

Please accept this written statement and attachments as my Public Comment for the October 22, 2018 meeting. During the last meeting (9-24-2018) the Transportation Commission received information regarding the Madison Street Road Diet and the contract approved by the Village Board of Trustees includes Burke scheduling meetings and presentations of the draft traffic study and traffic calming design for Washington and Jackson Street to the Transportation Commission. The Commission discussed the Madison Street Road Diet and the Complete Streets Policy.

Attached are:

- Burke Engineering 9-7-2018 (revised from 2-2-2017); portions of letter to Village outline the "Understanding of Assignment," including the involvement of the Transportation Commission with the plan for the Road Diet, also the traffic calming design for Jackson and Washington.
- Complete Street Policy, adopted by the Village of Oak Park Board of Trustees on January 3, 2012; COMMENT: Please note "4. POLICY; specifically, #4 "Establish a procedure to evaluate resurfacing projects ..." and "#6 Design the bicycle and pedestrian facilities to be currently available standards and practices including ... the Federal Highway Administration ..."
- 2016 email exchange with Village Engineer Bill McKenna, stating that the plans for the Road Diet had not yet been reviewed for compliance with the Complete Street Policy. COMMENT: A FOIA request has been submitted for documents updating the status of the Complete Streets evaluation of the Burke Engineering Road Diet design and plans.
- Minutes of Village Board Meeting for June 29, 2015, pertaining to the Madison Street Road Diet, which includes "... recommending removing any Federal funds from the project. The Village has received a \$450,000 Federal grant to install the bike lanes ... Should those funds be utilized, the entire project would be subject to IDOT and Federal Highway review and approval, ... it would most likely prohibit many of the recommended improvements that are not Federal Highway adopted standards."
- Copies of consultants' reports indicating that 71 parking spaces would be lost on Madison as a result of the Road Diet (Altamanu/Burke), and that 2,100 more cars would be diverted to Jackson and Washington due to expected congestion on Madison expected to be caused by the Road Diet.
- Wednesday Journal Article (3-27-2018), "Bike advocates take a new route"; Article reports that Bike Walk Oak Park advocates for adoption of 2015 Neighborhood Greenways plan, with statements by "Brian Crawford, a Bike Walk Oak Park co-chair", including "Every community has 'confident cyclists' who are comfortable riding on busy streets like Madison Street, but those riders are an 'extreme minority' ... A network of side streets ... 'low stress' roadways ... are prime candidates for new bike lanes ... would give riders more confidence and encourage riders to take shorter trips through town". COMMENT: Should the bike lanes planned for inclusion with the Madison Street Road Diet, used by an "extreme minority" of riders, and not built to Federal Highway Administration safety standards, be a priority or is it better for funds to be diverted from the Road Diet to improving "less stress" bike routes?
- Request for Proposal (RFP) for Engineering and Construction for Phase 3 of the Madison Street Improvement Project; Submission deadline for submission of proposals is November 1, 2018, and on page 10 "Scope of Services" states, "The Village of Oak Park's consultant for Phase I & II design,

Christopher Burke Engineering, is nearing completion of the design for the project which is scheduled for bid opening and award in November 2018 with construction occurring in 2019.” COMMENT: The Village Board has not voted to approve the Burke Engineering design for any “Phase” of the Madison Road Diet, and vehicles diverted to other streets would begin prior to adoption of any traffic calming improvement on Washington and Jackson; passing three public and one private school, as well as two public and active parks.

COMMENT: I applaud the Traffic Commission’s inclusion of the Madison Street Road Diet in your 2019 Work Plan. I hope that this statement and attachments assist the Commission to get involved in the Road Diet issue before the Village Board votes to approve bids for construction, which could begin next summer (2019).

If I can be of any assistance to the members of the Transportation Commission on this critical issue, I can be contacted by telephone _____ or by email _____

Thank you.



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0600 FAX (847) 823-0520

February 2, 2017

Revised September 7, 2018

**Cara Pavlicek, Village Manager
Village of Oak Park
201 South Boulevard
Oak Park, Illinois 60302**

**Attention: Mr. William McKenna, PE
Village Engineer**

Subject: Proposal for Engineering Studies and Design Services for Traffic Calming Master Plan: Jackson Blvd, Madison St, and Washington St Project

Dear Ms. Pavlicek:

Christopher B. Burke Engineering, Ltd. (CBBEL) is pleased to submit this proposal for professional traffic planning and engineering services for the subject project. CBBEL will be the prime consultant with KLOA, Inc. completing our team.

UNDERSTANDING OF ASSIGNMENT

We understand that the Village of Oak Park would like to create a master plan for calming multiple streets within the Village limits, financed entirely with Village funds.

Area 1 Traffic Calming Plans - Jackson Blvd

The Team understands that the Village may look to implement additional traffic calming measures along Jackson Blvd from Harlem Ave to Austin Blvd in conjunction with the Madison St Road Diet Project from Harlem Ave to Austin Blvd. It is anticipated that the Harlem Ave to Oak Park Ave section will consist primarily of pavement marking and signage upgrades as physical measures have already been installed at this section. It is anticipated that the Oak Park Ave to Highland Ave section may consist of curbline and median reconstructions, as well as pavement markings and signage upgrades. It is anticipated that the Highland Ave to Austin Blvd section will consist primarily of pavement marking and signage upgrades as this section has a boulevard cross section. Team will review signal timing and geometry at Jackson/Oak Park Ave, and at Jackson Blvd/Ridgeland Ave and make recommendations.

1.2 Draft Recommendation Memo and Concept Plan

Based on field reviews and observations, a review of all transportation data and the Village kick-off meeting the Team will create a draft recommendation memo describing the applicable traffic calming measures for the corridor. Descriptions of the measures will be provided and ranked in order of least aggressive to most aggressive measures and include a general order of magnitude cost comparison. A concept plan (aerial exhibit) showing the recommended measures will be created to support the draft memo. Conceptual design of the traffic calming measures will be validated against Village provided topographic survey.

1.3 Final Recommendation Memo and Concept Plan

Based on Village comments on the draft memo and concept plan the Team will finalize the document. This document may be presented to public at Village's discretion.

1.4 50% Submittal

The Village 50% Submittal kick-off meeting will determine the scope of the detailed design. Then the Team will produce 50% Submittal documents (plan sheets, generic design details, special provisions, and order of magnitude estimate of construction cost). These documents will allow Village Staff to complete/build the included elements. It is anticipated that 6 intersections will have physical improvements.

Task 2 Traffic Calming Recommendations – Madison St

2.1 Village Coordination

Team will attend a Village kick-off meeting, a Draft Recommendation Review meeting, 2 meetings presenting study along with Madison Road diet traffic study to Transportation Commission, make 2 site visits, and attend a Parking Synergies meeting. CBBEL will prepare agendas and minutes. Team will attend a publicboard meeting where Village presents "Final Recommendation Memo and Concept Plan and Parking Synergies" to public; Team will take notes and respond to questions as directed by Village. It is anticipated that Task 1, 2 and 3 meetings will be held consecutively.

Team will also collect/compile data provided by Village. Village will provide topographic survey, utility, ROW, traffic counts, parking studies, current traffic counting policies/procedures, and other pertinent data.

2.2 Draft Recommendation Memo and Concept Plan

Based on field reviews and observations, a review of all transportation data, the Village's Traffic Calming Toolbox, and the Village kick-off meeting the Team will create a draft recommendation memo describing the applicable traffic calming measures for the side streets. Description of the measures will be provided, ranked in order of least aggressive to most aggressive measures based on the Village's traffic calming toolbox, and include a general order of magnitude cost comparison. Based on the review of the traffic counts and simulation models, streets that will likely to be candidates for traffic calming and the measures that could be implemented will be identified. Team will also evaluate parking options

Village of Oak Park
COMPLETE STREETS POLICY

as adopted by
the Village Board of Trustees
on January 3, 2012

1. PURPOSE

The Village of Oak Park seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone by planning, designing, operating, and maintaining a network of Complete Streets.

2. DEFINITION

Complete Streets are facilities designed, operated, and maintained to assure safe mobility for users of all ages and abilities, including pedestrians, cyclists, transit riders, and motorists, appropriate to the function and context of the facility.

3. FINDINGS

Complete Streets provide the following benefits:

- 1) **Increased Transportation Choices:** Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.
- 2) **Improved Safety:** Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- 3) **Quality of Place:** Increased bicycling and walking are indicative of vibrant and livable communities.
- 4) **Economic Development:** Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- 5) **Improved Return on Infrastructure Investments:** Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- 6) **More Walking and Bicycling:** Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help people of all ages get physical activity and gain independence.

4. POLICY

The Village of Oak Park's Complete Streets policy shall incorporate the needs of all users through the planning, design, approval, and implementation processes for any construction, reconstruction, or retrofit of streets, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work.

- 1) Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.
- 2) Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.
- 3) Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and is found to be justifiable.
- XX 4) Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, total available right-of-way, funding resources and bicycle and/or pedestrian compatibility.
- 5) Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- ***** 6) Design bicycle and pedestrian facilities to the best currently available standards and practices including the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the AASHTO Green Book: A Policy on Geometric Design of Highways and Streets, the Federal Highway Administration (FHWA) Highway Capacity Manual (HCM), the FHWA Manual of Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and others as related. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.
- 7) Research, develop and support best practices in improving safety and mobility.
- 8) Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

- 9) Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.
- 10) Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
- 11) Comply with the Americans with Disabilities Act (ADA).
- 12) Complement the context of the surrounding community.
- 13) Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.
- 14) Identify all current and potential future sources of funding for street improvements.
- 15) Establish performance measures to gauge success of the adopted policy.

5. EXEMPTIONS

Exemptions to the Complete Streets policy must be documented in writing by either the Director of Public Works or Village Engineer with supporting data that indicates the reason for the decision and are limited to the following:

- 1) Non-motorized users are prohibited on the roadway.
- 2) There is documentation that there is an absence of current and future need.
- 3) The cost of accommodations for a particular mode is excessively disproportionate to the need and potential benefit of a project.
- 4) The project involves ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching, and surface treatments, such as micro-surfacing.

6. EVALUATION

The Village of Oak Park shall document the success of the Complete Streets policy using the following measures:

- 1) Number of new miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodations.
- 2) Number of new bicycle parking spaces.
- 3) Number of linear feet of new or reconstructed pedestrian accommodations.
- 4) Number of new or reconstructed accessible curb ramps.
- 5) Total number of funded bicycle and pedestrian projects and new facilities.

road will become one lane in each direction with a shared turn lane. Staff also recommends that a cycle track versus a buffered bike lane be implemented. Currently staff is proposing expanding the bike lanes from Oak Park to Harlem to provide connectivity to Forest Park. In that segment, a parking lane will be along the curb, with the bike lane between that and the traffic lanes. The roadway width on that stretch of Madison cannot accommodate the cycle track version. This would be done with striping during the first phase, which would require obscuring the current pavement markings for the new roadway alignment. The cycle track version would run from Oak Park Avenue to Austin. This places the bike lane between the curb and parking lane, which creates a safer environment for cyclists which will encourage families and more people in general to use it.

Mr. McKenna added that staff is recommending using TIF funds for the necessary water and sewer work to avoid deferring any other planned projects. They are also recommending removing any Federal funds from the project. The Village has received a \$450,000 Federal grant to install bike lanes. Should those funds be utilized, the entire project will be subject to IDOT and Federal Highway review and approval, which would delay design and increase engineering expenses. In addition, it would most likely prohibit many of the recommended improvements that are not Federal Highway adopted standards. The start of construction may also be delayed as long as 2018.

Mr. McKenna stated that the first phase of construction in 2016 would cost approximately \$6.4 million, which includes the entire road diet and streetscape from Oak Park to East Avenue. The next phase, Home to Oak Park Avenue is \$4.5 million and includes . \$1.8 million in water and sewer work. The next steps, pending Board direction, will include bringing forward engineering contracts for design of the project as well as some environmental contracts to do soil testing. The Steering Committee will reconvene to finalize the streetscape palate and preliminary plans and cost estimates should be brought to the Board this winter. Construction of the first phase as well as the road diet, will start in late spring or early summer of 2016.

Mr. McKenna answered questions from the Board. There was extensive discussion regarding the boundaries of the bike lanes and cost, as well as timing related to the TIF. The Board gave direction to proceed with design work.

Tabrielle Matthews, representing Global Community Associates. Ms. Matthews suggested that a Community Center be developed in Oak Park and spoke about how her organization could use that location to encourage interaction among diverse groups of young people to help develop a feeling of community.

E. ID 15-212 Status Report on the Comprehensive Plan Implementation

Village Planner Craig Failor stated that what the Board has been given in their package is a brief interim report. A more detailed update will be presented in September.

X. Adjourn

It was moved by Village Trustee Salzman, seconded by Village Trustee Ott, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 9:10 P.M., Monday, June 29, 2015.

Respectfully Submitted,
MaryAnn Schoenneman
Deputy Village Clerk

Subject: RE: FOIA for Madison St/Complete Streets
From: McKenna, Bill (bmckenna@oak-park.us)
To: cdonovan2@prodigy.net;
Cc: lbarajas@oak-park.us;
Date: Tuesday, June 7, 2016 10:53 AM

Thanks Chris. You are correct that the form isn't used for evaluating public support as this form is normally used when we are designing a project and public involvement has already been substantially completed. In terms of public input for the Madison Street project I would encourage you to review the agenda item and power point presentation once they are posted for the upcoming meeting on June 13th as it outlines the previous meetings where input was gathered for this project including two open-house style community meetings held at Julian Middle School in May and June of 2011. If you would still like to speak with staff regarding the public input process for Madison you can contact Tammie Grossman at 358-5422 or Craig Failor at 358-5418. If you have any questions regarding the design or construction of the Madison project please feel free to reach out to me directly. Email is typically the best way to get in touch with me. Thanks

Bill McKenna, P.E.
Village Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302
708.358.5722
mckenna@oak-park.us

From: CHRISTOPHER DONOVAN [mailto:cdonovan2@prodigy.net]
Sent: Monday, June 06, 2016 6:48 PM
To: McKenna, Bill
Cc: Barajas, Linda
Subject: Re: FOIA for Madison St/Complete Streets

Bill,

I appreciate your response and the form seems very thorough with one exception; the Complete Streets Policy also requires the Village to establish procedures to evaluate public support.

Presuming that last criteria isn't something related to engineering or design, is there another Village department that would be responsible for determining public support for the Madison Street Enhancement Project, and the Road Diet?

Thanks again.

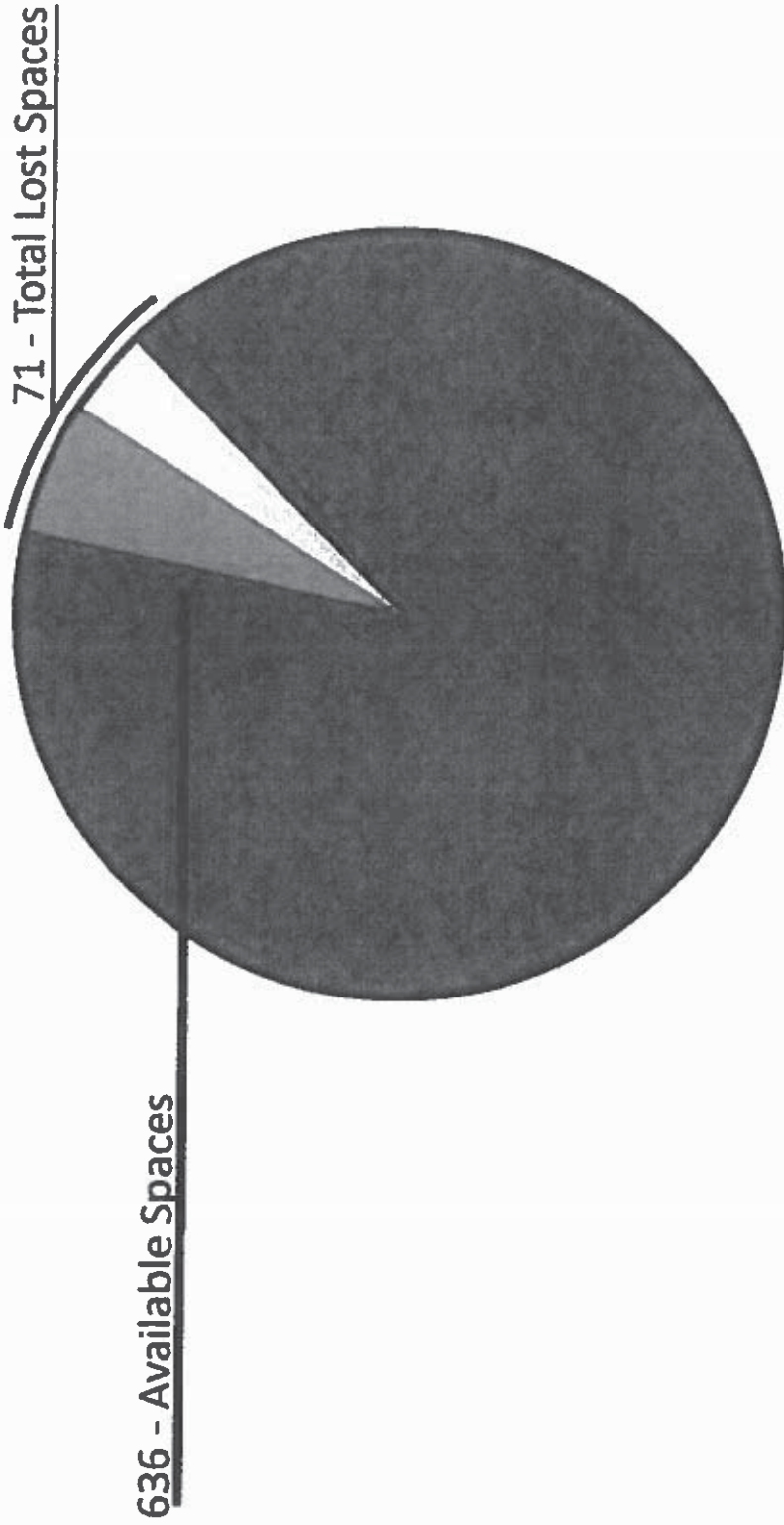
Chris Donovan

From: "McKenna, Bill" <bmckenna@oak-park.us>
To: "cdonovan2@prodigy.net" <cdonovan2@prodigy.net>
Cc: "Barajas, Linda" <lbarajas@oak-park.us>
Sent: Thursday, June 2, 2016 2:02 PM
Subject: FOIA for Madison St/Complete Streets

Chris, the Village has not yet completed an evaluation of the proposed Madison Street enhancement project with regard to the Complete Streets Policy since staff and the design team are still working through some fundamental roadway geometry issues. Once we have finalized the geometry of the street and sidewalks, the design will be far enough along and we will complete the attached form to documents how the proposed project addresses the Complete Streets Policy. As of now, the Village of Oak Park does not have any documents or records to provide in response to the FOIA other than that attached. I will be happy to send you copies of the completed forms for the project once design gets to a stage where we can complete a review of the project with regard to the Village's Complete Streets Policy.

Bill McKenna, P.E.
Village Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302
708.358.5722
mckenna@oak-park.us

Proposed Parking Plan



Parking Arrangement For Madison Street Improvements

Altamano Inc.  **CHRISTOPHER L. BURKE ENGINEERING LTD**  **SAM SCHWARTZ ENGINEERING** 

6075 West Higgins Road, Suite 800
Rosemont, Illinois 60018
(312) 822-0000

**MADISON STREET CORRIDOR STUDY
COMPARISON OF TRAFFIC VOLUMES**

	2011 Study	2016 ^{May} March Counts	2016 October Counts
Madison between Home and Oak Park			
Morning Peak Hour	1,871	2,227	2,254
Evening Peak Hour	1,788	1,965	1,905
Daily	18,300	24,900	22,600
Madison between East and Ridgeland			
Morning Peak Hour	1,840	2,166	2,274
Evening Peak Hour	1,808	1,932	1,906
Daily	16,900	23,600	22,000
Madison between Ridgeland and Lombard			
Morning Peak Hour	1,688	1,982	2,077
Evening Peak Hour	1,594	1,779	1,664
Daily	16,900	21,150	19,300

America's News

Bike advocates take a new route - New group calls for more bike lanes, infrastructure before bike-share

Wednesday Journal of Oak Park & River Forest (IL) - March 27, 2018

Author/Byline: Timothy Inklebarger, Staff Reporter Section: Articles Readability: >12 grade level (Lexile: 1580)

It's been more than two months since the Oak Park village board voted to end the Divvy bike-sharing program in Oak Park, and talk has already begun about replacing it with a cheaper alternative.

But some local bicycling advocates are telling officials to put the brakes on signing up for a different program and focus on the priorities laid out in the village's 2015 Neighborhood Greenways plan, which calls for more bicycle lanes, bike-sharing and safer pedestrian access, among other things.

A new Oak Park group called Bike Walk Oak Park, formed under the guidance of the Chicago-based bicycling advocacy group, the Active Transportation Alliance, is pressing trustees to take the money saved by ending the Divvy program and put it toward something more important -- bicycle infrastructure.

Oak Park's Ron Burke, who is executive director of the Active Transportation Alliance and a member of Bike Walk Oak Park, said about \$200,000 was budgeted for the rest of the year for Divvy.

"We've asked the trustees to include a dedicated line item in the budget for the bike-walk infrastructure, starting with the \$200,000 that had been approved for Divvy in 2018," Burke said in an email, adding that "biking and walking deserves a fair share of the budget."

Brian Crawford, a Bike Walk Oak Park co-chair, said the village should do thorough research on bike-sharing before dedicating to another program that may or may not work out.

Divvy was largely declared a failure by a majority of trustees in January because of low ridership and the \$26,665-a-month price tag. Burke said Divvy could have been successful had the village focused more on its bicycling infrastructure and adding more Divvy stations -- Oak Park had 13 total throughout the village, most in the downtown area.

He says Oak Park has the population density to support a bike-share program; the problem you need more people biking. "You're not going to get more people biking without better bike routes," he said in a telephone interview.

Every community has "confident cyclists," who are comfortable riding on busy streets like Madison Street, but those riders are an "extreme minority", he said.

A network of side streets, particularly Kenilworth, Harvey and Lombard avenues, and Harvard and Pleasant streets, are "low stress" roadways that connect across the village and have less traffic and are prime candidates for new bike lanes, Burke said.

The lanes would give riders more confidence and encourage riders to take shorter trips through town, according to Burke.

Jenna Holzberg, a co-chair of Bike Walk Oak Park, tells Wednesday Journal that while Bike Walk Oak Park supports bike-sharing and wants to see it implemented in the village eventually, her group wants to take a holistic approach toward bicycling in the village.

"For this to be a success there needs to be an infrastructure investment," she said. "We're pushing back on a quick run toward dockless."

Trustees have discussed taking a closer look at dockless bike-share programs because of the substantially reduced

cost, but some cities have had problems with the cheaper alternative because the bicycles pile up and often are left in disarray.

Maybe more importantly, Burke said, "We don't want the village to use (dockless bike sharing) as an excuse not to build the bike network, which is most important."

Crawford said the group will continue meeting with trustees and other officials with various government entities to encourage more investment in bicycling infrastructure.

Holzberg said they're working to build a base of people who are knowledgeable, so they can advocate to various government entities. They're partnering with the Interfaith Green Network, a coalition of congregations throughout the village that promotes various environmental initiatives.

"We want the village to understand that this is important," Holzberg said. "It's helpful to have a handful of us talking to a trustee, but it's more powerful when the whole group is saying the same thing about the same values."

CONTACT: tim@oakpark.com

Caption: Safer streets: The new bicycling advocacy group, Bike Walk Oak Park, is pressing the village of Oak Park to use funds slated for the abandoned Divvy bike-sharing program to implement new bicycling infrastructure. | File

Record: 4e192b467871499e34ecd2c14ced79d0834ad82e **Copyright:** © 2018 Wednesday Journal, Inc.



REQUEST FOR PROPOSALS (RFP)

Professional Engineering Services for
Construction Engineering (Phase III)
for the Madison Street Improvement Project

Issued October 12, 2018

Due November 1, 2018

The Village of Oak Park ("the Village") is requesting qualifications to identify consultants to assure that it is receiving the optimum level of services at a competitive price.

Responses shall be returned on or before November 1, 2018 at 4:00 PM to:

Village of Oak Park
Engineering Division of the Public Works Department
Attn: RFP for Professional Engineering Services for
Construction Engineering (Phase III)
for the Madison Street Improvement Project
201 South Blvd
Oak Park, IL 60302

Section II. Scope of Services

The Village requests the services of a qualified Consultant for the purpose of providing professional engineering services for construction engineering for the Madison Street Improvement project in Oak Park. The project is a locally funded project using TIF funds. The Phase III construction engineering contract will be locally funded and awarded by the Village of Oak Park. Consultants shall be prequalified by IDOT for construction inspection.

The Village of Oak Park's consultant for Phase I & II design, Christopher Burke Engineering, is nearing completion on the design of the project which is scheduled for a bid opening and award in November 2018 with construction occurring in 2019.

The project is anticipated to take approximately 180 working days to construct from mid to late March until the end of October, with final punch list work in November. Work in the section between Home Avenue and Lombard Avenue shall be substantially completed during the summer when school is out of session between June 15th and August 17th, except for sewer work, HMA, striping, and landscaping.

In general the scope of the construction contract includes street resurfacing from Harlem to Austin (1.5 miles), sewer replacement from Oak Park Ave to Euclid (1 block), sewer lining with CIPP at various locations, corner sidewalk ramp improvements, sidewalk and curb replacement at various locations, traffic signal modifications, and pavement marking installations to create a road diet.

The project includes a bid alternate for sewer lining and a bid alternate for resurfacing the central section of Madison Street from Euclid Avenue to East Avenue which is also being considered for a future streetscape project. Construction work for the street resurfacing bid alternate portion of the project is estimated at 20 working days. The Consultant shall identify the proposed costs for construction engineering for the bid alternate portions of the project.

The Village is currently budgeting \$5.6 million for construction of the project. An engineer's estimate along with final plans and specifications will be included with an addendum tentatively scheduled for Friday, October 19, 2018.

Scope of Services

Phase III Engineering:

1. Determine pavement patching limits following milling operations
2. Determine curb patching locations based on observations of ponding water extending out of the gutter flag and into asphalt areas
3. Determine final grading of proposed curb and sidewalk ramps for any areas not shown on plans
4. Determine final limits of sidewalk removals at the locations shown on the plans marked with "-S-" (non-ada sidewalk ramp areas) to correct elevation differences between slabs