



**A g e n d a**  
**President and Board of Trustees**  
**Monday, April 2, 2012**  
**Village Hall**  
**123 Madison Street**

**Open Meeting/Special Meeting at 6:30 p.m. in the Council Chambers**

I. Call to Order

II. Roll Call

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**Instructions for Agenda Public Comment**

(3 minutes per person; 3 items per person maximum)

Comments are 3 minutes per person per agenda item, with a maximum of 3 agenda items to which you can speak. In addition, the Village Board permits a maximum of three persons to speak to each side of any one topic that is scheduled for or has been the subject of a public hearing by a designated hearing body. These items are noted with a (\*).

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III. Public Comment

IV Regular Agenda

**A. Pioneering Healthy Communities Update** *(anticipated 30 min)*

**Overview:** Those representing the Oak Park Healthy Communities Initiative, Elizabeth Lippitt (Infant Welfare Children's Clinic) and Jack Clearly (CEO, West Suburban Hospital) will be present and give a presentation on the community action plan.

**B. Presentation by Chicago Metropolitan Agency for Planning (CMAP)**

*(anticipated 60 min)*

**Overview:** The Homes for Changing Region Report was collaboration with communities to chart future housing supply and demand. This report will help inform the Village's Comprehensive Plan currently underway as well as establish loan review criteria for the transit oriented development fund that is being established with the HUD Sustainable Communities Challenge Grant.

**1. Motion to Accept Homes for a Changing Region Report for the Village of Oak Park Prepared by the Chicago Metropolitan Agency for Planning**

**C. Madison Street Corridor Overview** *(anticipated 90 -120 min)*

**Overview:** In November 2010, the Village Board had a preliminary meeting to review the efforts of the Madison Street Streetscape Citizens Committee. This meeting was scheduled to have a more detailed review of the Madison Corridor overall as well as answer questions from the last meeting. Staff does not anticipate any action by the Board this evening since staff first recommends one additional another follow-up meeting for a more detailed financial review.

1. Overview of Madison TIF (5 min)
2. Overview of Recruitment and Retention Efforts (10 min)
3. Overview of Key Concepts in Madison Street Plan (10 min)
4. Recommendations of the Madison Street Streetscape Committee (60 min)
  - a. Introduction of Madison Street Streetscape Committee
  - b. Overview of Streetscape Scenarios & Answer Questions from Prior Meeting by Altamanu
5. Discussion & Next Steps

**V. Adjourn**

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(\*) The Village Board permits a maximum of three persons to speak to each side of any one topic that is scheduled for or has been the subject of a public hearing by a designated hearing body.

For more information regarding Village Board meetings and agendas, please contact the Village Manager's Office at 708.358.5770. If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358,5430 or e-mail [adacoordinator@oak-park.us](mailto:adacoordinator@oak-park.us) at least 48 hours before the scheduled activity.

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## **Wild About Wellness, Oak Park a Pioneering Healthy Community**

Background information for the Oak Park Village Trustees

In 2008 the YMCA of the USA received funding from the Robert Wood Johnson Foundation to launch its community based Pioneering Healthy Communities policy change initiative at the state and local levels in six states and 32 communities over a period of five years. The aim of the work is to address the childhood obesity epidemic through policy and systems changes that will have implications for local communities, the state and the nation. In 2010 the West Cook YMCA was awarded a grant and in 2011 the core team was selected to facilitate engaging community leaders in this effort.

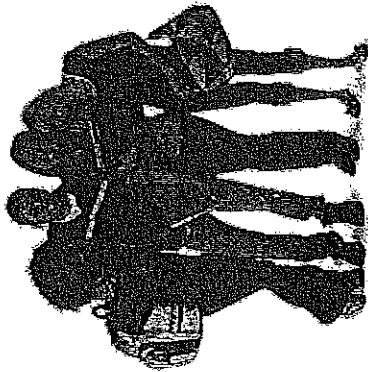
Addressing childhood obesity requires action not only on the part of children and families, but all sectors of a community. The places where children live, learn and play influence the food that they eat and the amount of activity that they engage in. Promoting policies and creating environments and systems that support healthy eating and improve physical activity patterns can have a major influence on children's lives. These actions are imperative as the projections of illness and financial burdens are enormous as these children reach adulthood. For the first time, this generation of children is expected to have a lower life expectancy than their parents due to this epidemic.

The Oak Park initiative called **Wild About Wellness, Oak Park a Pioneering Healthy Community** is composed of community leaders who come from the healthcare, social service, educational, government and business sectors of Oak Park. The group began meeting in January of 2011 after a national conference and in the summer of 2011 proceeded to perform a Community Healthy Living Index Assessment (CHLI) of a select number of Oak Park schools, after school programs, community neighborhoods and businesses. The CHLI assessment was the foundation for the development of the community action plan which has six major objectives.

- 1) Increase availability of fresh fruit and vegetables and less processed food for preschool through school aged children.
- 2) Increase number of community activities that promote healthy eating
- 3) Increase capacity of families to provide healthy food to children
- 4) Increase number of youth walking and biking to school
- 5) Increase number of after-school programs that align with new Physical Ed. Standards
- 6) Increase the number of families forgoing car usage for trips within one mile of home.

As the committee reaches out to the wider community, the Village of Oak Park has an instrumental role in enabling these initiatives to move forward. In particular some of the initiatives will need Village support in working on regulatory changes or supporting programs and policies that will advance the system changes. The committee looks forward to working with the Village Trustees on these issues that will have a profound effect on the health of our community members.

## Smart Snacking for Teens



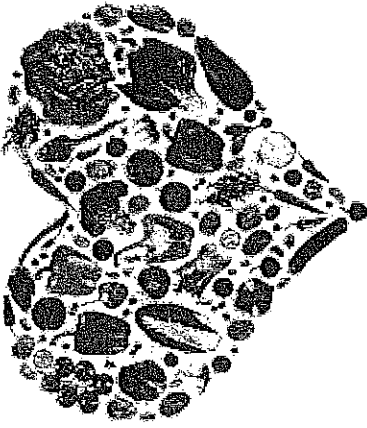
Convenient, healthy snacks for the busy teen:

- Air-popped popcorn
- Peanuts
- Pretzels
- Whole grain crackers
- 1 Tbs peanut butter on apple slices
- Whole wheat pita with 2 Tbs. hummus
- Quesadillas – 6 in. tortillas shell filled with 1/4 c. black beans & 2 Tbs. salsa
- Trail mix – almonds, raisins, sunflower seeds & dried fruit
- Wrap sandwich – whole wheat tortilla with turkey
- English Muffin Pizza – 1 whole wheat English muffin, 2 Tbs. tomato sauce, 2 Tbs low fat cream cheese, 1/2 c. diced veggies, 1 oz. low-fat mozzarella cheese
- Yogurt parfait – 6 oz. fat-free yogurt, 1/2 c. berries, 1/4 c. granola

Plan ahead!

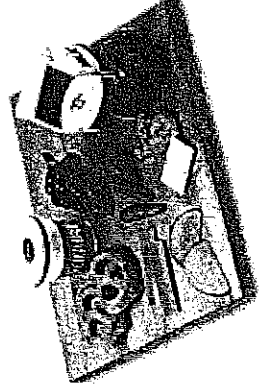
Prepare in advance for a grab and go snack.

## Snacks for the Little Ones



Make healthy snacking food for the little ones:

- Graham crackers & applesauce
- Strawberries or apple slices dipped in low-fat yogurt
- Animal crackers dipped in low-fat pudding
- Celery logs – celery sticks topped with low-fat cream cheese or peanut butter and raisins
- Pear fruit parfait – fat-free yogurt with cut up pear slices
- Tomato dunkers – cherry tomatoes dipped in lite ranch dressing
- String cheese
- Fresh fruit
- Baby carrots



OAK PARK A Pioneering Healthy Community

# HEALTHY SNACKS ARE WHERE IT'S AT!

Phone: (708) 434-0235

Email: [jmoorhead@westcookymca.org](mailto:jmoorhead@westcookymca.org)

Check us out on facebook:

Wild About Wellness - Oak Park

Digital copies of this brochure are available upon request.

# WILD ABOUT WELLNESS

## TAKING ACTION THROUGH HEALTHY EATING

### Healthy Eating & Portions

Portion size is important in ensuring that an individual does not consume more calories than their daily needs.

### Simple Comparisons



= 1 cup (250 ml)



= 4 oz. raw meat



= 1 tsp. butter or margarine



= 2 Tbsp. peanut butter or salad dressing



= 1 small baked potato



= 1 oz (30g) cheese



= 3 oz. grilled fish

Choose snacks that are low in calories and high in fiber such as fruits and vegetables!

### Mindful Alternatives

Every calorie filled snack can be substituted for an equally nutritious treat! Small changes can make a big difference.

### Heart-loving snack substitutions:

Instead of this

Try this

- |                     |                           |
|---------------------|---------------------------|
| Buttered popcorn    | Air-popped popcorn        |
| Potato chips        | Pretzels                  |
| Candy bar           | Granola bar               |
| Cheese and crackers | Rice cake & peanut butter |
| Cookies             | Graham cracker            |
| Ice cream           | Low-fat yogurt            |
| Fruit snacks        | Fruits/vegetables         |

### Keywords to look for:

These words mean flavor without the extra calories.

- |         |         |          |
|---------|---------|----------|
| Grilled | Baked   | ROASTED  |
| Broiled | Poached | Seared   |
| Steamed | Fresh   | Seasoned |

### Keywords to avoid:

These words are filled with fat and calories.

- |                 |              |                |
|-----------------|--------------|----------------|
| Breaded         | Battered     | Cheesy         |
| <b>BUTTERED</b> | <b>Fried</b> | <b>CRUNCHY</b> |
| Creamy          | Smothered    | Crispy         |

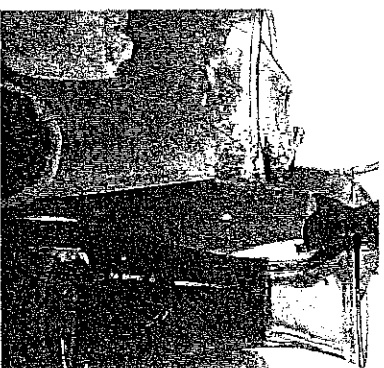
### Which Beverage is Best?

- The body needs to stay hydrated in order for it to function properly.
- Water is the best fluid to consume since it is naturally occurring in the body.
- Soda is one of the most popular beverages consumed and most detrimental to our health.

High calorie drinks = increased calorie intake  
Increased calorie intake = weight gain

### Smart beverage options:

- 100% fruit juice
- 100% vegetable juice
- Crystal Light
- Flavored water
- Seltzer
- Skim or low-fat milk
- Unsweetened tea
- Water



# VISION FOR THE OAK PARK PIONEERING HEALTHY COMMUNITIES INITIATIVE

To become a Pioneering Healthy Community,  
Oak Park will:

- Restructure and refocus policies, systems and environment throughout Oak Park to establish a culture of wellness for all citizens---children, teens and adults.
- Educate and encourage Oak Park's public, private, and not-for-profit organizations such that they implement best practices and pioneer approaches that result in the adoption of good nutrition and lifelong physical activity by all citizens.
- Link the objective of becoming a Pioneering Healthy Community to policy initiatives, systems and physical environment through the improved coordination and/or creation of programs/ approaches that will result in improved nutrition and increased lifelong physical activity by all citizens.
- Encourage every young person, adult and family in Oak Park to embrace and value a healthy lifestyle specifically incorporating good nutritional habits and increased lifelong physical activity.

## PHC CORE TEAM MEMBERS

Elizabeth Lippit

The Children's Clinic, Executive Director  
Sponsored by the Oak Park and River  
Forest Infant Welfare Society,  
PHC Community Coach

Jan Pate

West Cook YMCA, President and CEO

Jill Moorhead

West Cook YMCA,  
Activate West Cook Project Manager

Gary Bailing

Oak Park Park District, Executive Director

David Boulanger

Oak Park Township, Supervisor

Donna Carroll

Dominican University, President

Jack Cleary

West Suburban Medical Center, CEO

Gary Cuneen

Seven Generations Ahead, Director

Bruce Elegant

Rush Oak Park Hospital, CEO

Steven Isoye

OPRF District 200 High School,  
Superintendent

Sophia Lloyd

OPRF Community Foundation,  
Executive Director

Carolyn Newberry  
Schwartz

Collaboration for Early Childhood  
Care & Education, Executive Director

Sandy Noel

CHLI (Community Healthy Living Index),  
Consultant

Ellen Efron Pimentel

Youth Delegate Parent  
(District 97 Wellness Council)

Nathan Pimentel

Youth Delegate

David Pope

Village of Oak Park, President

Margaret  
Provost-Fyfe

Village of Oak Park, Director of  
Oak Park Health Department

Dr. Albert Roberts

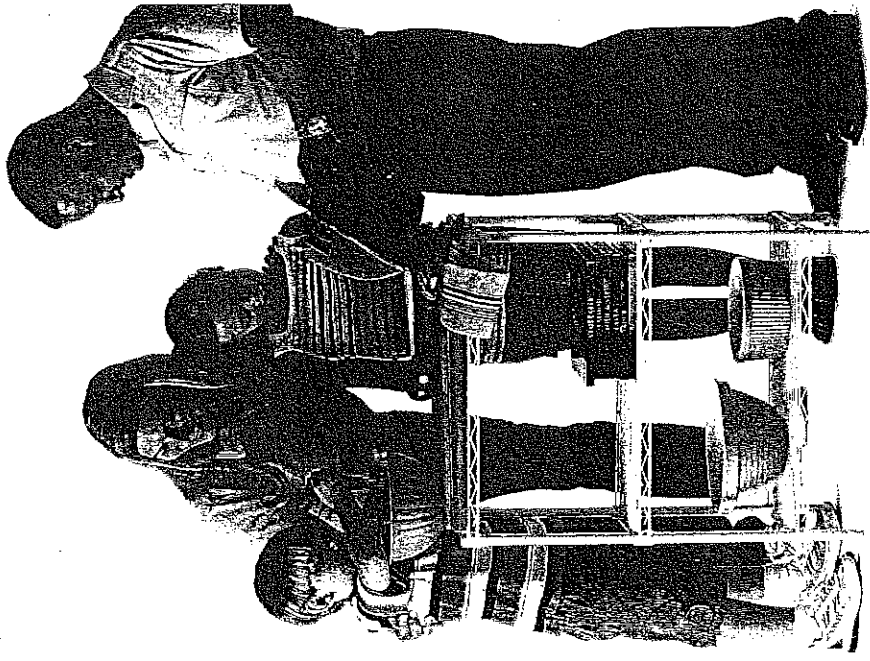
School District 97, Superintendent

Mary Jo Schuler

Community Philanthropist & Entrepreneur  
(Good Heart Work Smart Foundation)

Richard Barry

Senior Consultant, Public  
Communications, Inc.



# PIONEERING HEALTHY COMMUNITIES

# PIONEERING HEALTHY COMMUNITIES COMMUNITY ACTION PLAN & POLICY STATEMENTS

## OBJECTIVE #1:

Increase availability of fresh fruit and vegetables and less processed food for preschool through school aged children.

### Policy/Systems/Environmental Change Strategy:

- Work with early childhood program providers to evaluate and revise existing village ordinances related to nutritional requirements in regards to licensed child care and preschool programs; promote adoption by all early childhood programs.

## OBJECTIVE #2:

Increase number of community activities that promote healthy eating.

### Policy/Systems/Environmental Change Strategy:

- Define healthy eating expectations for publicly funded and sanctioned youth and family programs.

## OBJECTIVE #3:

Increase capacity of families to provide healthy food to children.

### Policy/Systems/Environmental Change Strategy:

- Educate families on strategies to make healthier, affordable, appealing foods available in the home and ways of ensuring that the foods are primary in the home diet of their children.

## OBJECTIVE #4:

Increase number of youth walking and biking to school.

### Policy/Systems/Environmental Change Strategy:

- Review existing bike policies regarding biking to school.

## OBJECTIVE #5:

Increase number of after-school programs that align with the new Physical Education Standards.

### Policy/Systems/Environmental Change Strategy:

- Reach out to the Park District of Oak Park, West Cook YMCA, Hephzibah, WSSRA, St. Giles, Ascension, St. Edmunds, and religious institutions, to ensure there is programmatic alignment and training.

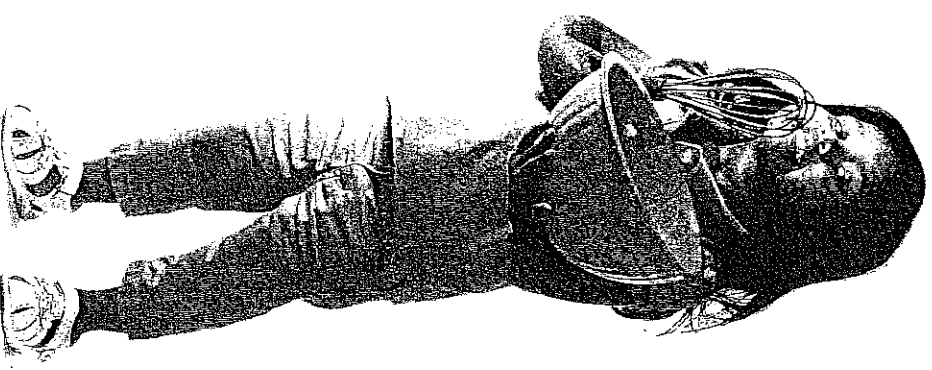
## OBJECTIVE #6:

Increase the number of families foregoing car usage for trips within one mile of home.

### Policy/Systems/Environmental Change Strategy:

- Increase walking and biking activity in the Village.

We have submitted our Community Action Plan and are moving into the implementation phase. If you are interested in being a part of this initiative, we are currently convening groups to work on these issues. Please contact Jill Moorhead at [jmoorhead@westcookymca.org](mailto:jmoorhead@westcookymca.org) or (708) 434-0235.



**VILLAGE OF OAK PARK**  
**AGENDA ITEM COMMENTARY**

B

**Item Title:** Motion to Accept Homes for a Changing Region Report for the Village of Oak Park prepared by the Chicago Metropolitan Agency for Planning.

**Date of Board Action:** April 2, 2012

**Submitted by:**  
**Department Manager:** Tammie Grossman  
Tammie Grossman

**Village Manager's Office:** \_\_\_\_\_

**Item History (Previous Board Review, Related Action, History):** The West Cook County Housing Collaborative consisting of Berwyn, Bellwood, Forest Park, Maywood and Oak Park applied through the Collaborative's Coordinator, IFF (formerly known as the Illinois Facilities Fund) for Technical Assistance from the Chicago Metropolitan Agency for Planning (CMAP). Trustee Colette Lueck serves on the Steering Committee of the Collaborative and Housing Programs Manager Tammie Grossman serves on the Working Group. The Metropolitan Planning Council (MPC) and the Metropolitan Mayors Caucus (MMC) are additional Collaborative partners and provide technical assistance to the Collaborative. CMAP awarded the Collaborative technical assistance to develop an Oak Park specific and sub-regional plan under the Homes for a Changing Region project. (Description Attached). CMAP working with IFF, MPC and MMC has agreed to a two stage process. During the first stage of the project, which started this summer, CMAP worked with each municipality and the collaborative as a whole to chart future demand and supply trends for housing in the Collaborative communities. In September 8 2011, CMAP and the Village held a public meeting to gain citizen input into the Oak Park Homes for a Changing Region Report. In January 2012, CMAP met with Village Staff to go over the recommendations. On February 6, 2012, the Mayors and Presidents of the communities and the Steering and Working Group members met to review the sub-regional recommendations. CMAP is now meeting with each community to review the final recommendations. Stage two of the project will begin in the late Spring of 2012 and will look at Transit Oriented Development Opportunities for each community ensuring the cohesiveness of the Region.

The Homes for a Changing Region report and the future Transit Oriented Development Opportunities report will help inform the Village's new Comprehensive Plan that is being funded by the U.S. Department of Housing and Urban Development (HUD) as part of the Sustainable Communities Challenge Grant that the Village received on behalf of the West Cook County Housing Collaborative. The Challenge Grant is also providing funding to create a transit oriented development (TOD) fund and these reports will be used to establish the loan review criteria for TOD fund.

**Item Policy Commentary (Key Points, Recommendation, Background):** CMAP has completed the data analysis for the Village of Oak Park and is ready to present its findings to the Board.

**Item Budget Commentary:** The CMAP report does not require any expenditure of funds.

**Proposed Action:** Accept the Homes for a Changing Report



## HOUSING PROGRAMS

# Memo

**To:** Cara Pavlicek, Interim Village Manager  
**From:** Tammie Grossman, Housing Programs Manager  
**CC:** Lisa Shelley, Deputy Village Manager  
**Date:** March 29, 2012  
**Re:** Homes for a Changing Region



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The West Cook Housing Collaborative (WCCHC) which includes Oak Park, Bellwood, Berwyn, Forest Park and Maywood, applied for technical assistance from the Chicago Metropolitan Planning Council (CMAP) to develop a housing policy plan for the WCCHC and for each individual community. Since its inception in the fall of 2008, the WCCHC has been successful in obtaining almost \$11 million in private and public support for activities that will increase the supply of affordable housing near transit and will put foreclosed properties back into use in the member communities. The Homes for a Changing Region report is Phase 1 of CMAP's technical assistance.

Andrew Williams Clark, from CMAP, will present the Village of Oak Park findings to the Board of Trustees. He will be accompanied by Allison Milld from the Metropolitan Mayors Caucus and King Harris and Nancy Firfer from the Metropolitan Planning Council. We have until the end of the day on April 4, 2012 to provide comments on the Oak Park report to CMAP.

We have also included the sub-regional recommendations that were reviewed and agreed to by the Chief Elected Officer of each community and the WCCHC Steering Committee member. The Village of Oak Park was represented by President David Pope and Trustee Colette Lueck. The sub-regional recommendations will form the basis of the WCCHC's future work. Phase 2 of CMAP's technical assistance support will include looking at transit oriented development across the five communities and developing loan review criteria for the Steering Committee to use when evaluating funding requests under the HUD Sustainable Communities Challenge Grant.

# Homes for a Changing Region

Phase 3: Implementing Balanced Housing Plans at the Local Level

Year Five: Bellwood, Berwyn, Forest Park, Maywood, and Oak Park



CMAP



Metropolitan  Council

April 2012

Over the last ten months four organizations — the Metropolitan Mayors Caucus (MMC), the West Cook County Housing Collaborative, the Chicago Metropolitan Agency for Planning (CMAP), and the Metropolitan Planning Council (MPC) have collaborated on a forward-looking housing planning exercise with five West Cook County communities — Bellwood, Berwyn, Forest Park, Maywood and Oak Park. With the ongoing technical support of CMAP and Fregonese Associates, an outside consulting firm, the four-partner collaborative has worked with municipal officials and their staffs to develop housing policy action plans for each of the participating communities. The collaborative has also looked at current and projected housing data for the entire five-community group and has developed some general recommendations for it as well.

We want to thank outside contributors to the project — The Chicago Community Trust and the Harris Family Foundation — for their financial support. We also want to thank Mayor Dr. Frank Pasquale of Bellwood, Mayor Robert Lovero of Berwyn, Mayor Anthony Calderone of Forest Park, Mayor Henderson Yarbrough of Maywood, and Village President David Pope of Oak Park as well as their staffs for the extensive help they provided for their community studies.

Allison Mild of MMC, Michelle Hoereth of the West Cook County Housing Collaborative, Nancy Firfer of the MPC and King Harris of MPC, and CMAP staff provided oversight to the project.

*David Bennett*

Executive Director, Metropolitan Mayors Caucus

*Randy Blankenhorn*

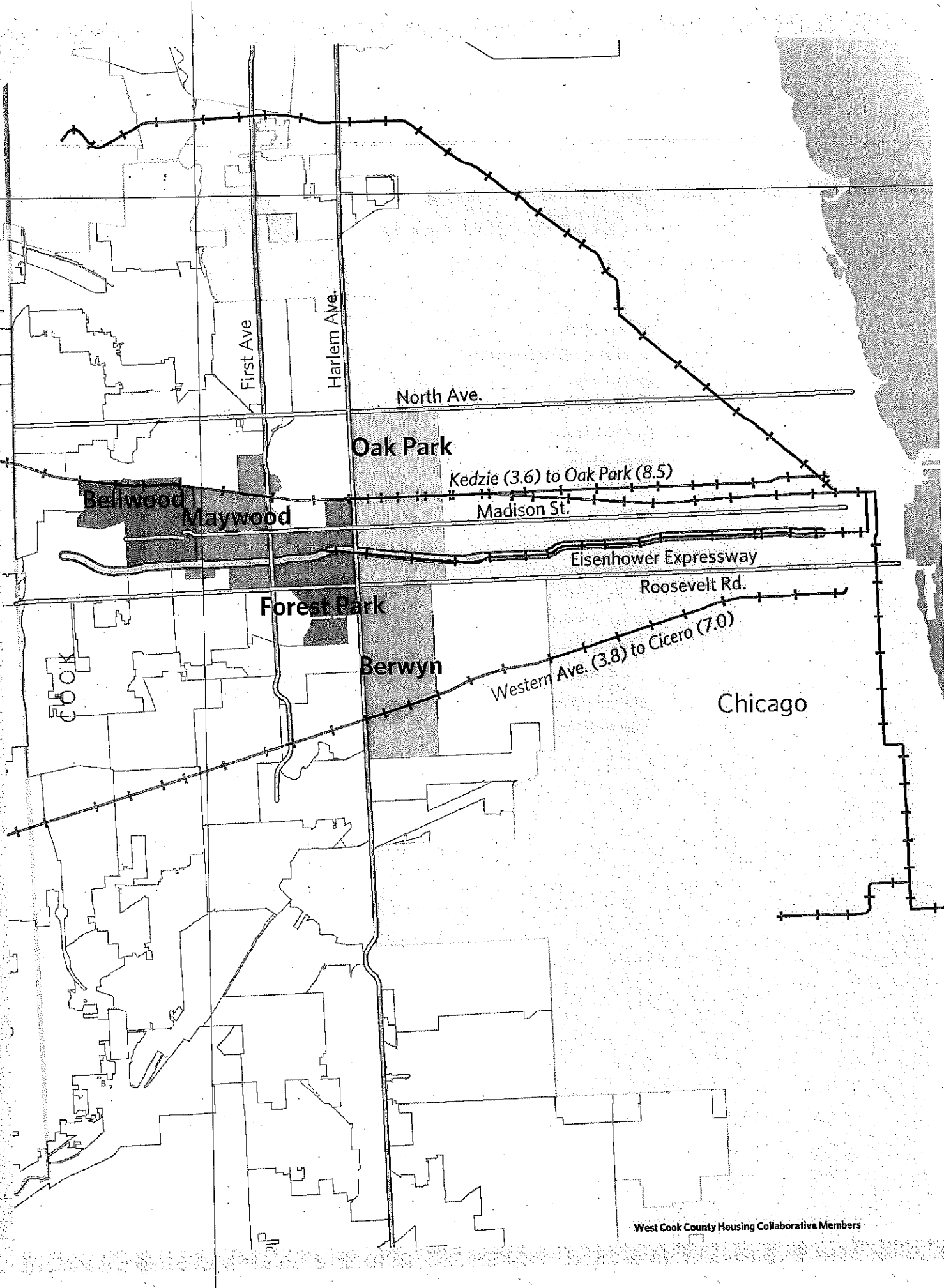
Executive Director, Chicago Metropolitan Agency for Planning

*MarySue Barrett*

President, Metropolitan Planning Council

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# Introduction

This year's Homes for a Changing Region (Homes) report continues to explore the benefits of sub-regional collaboration in five neighboring municipalities in West Cook County — Bellwood, Berwyn, Forest Park, Maywood and Oak Park. Relative to the 284 municipalities in the Chicago region, each of these communities is mature, diverse, and is served well by retail amenities and public transportation with access to the downtown Chicago. Similarly, they each benefit from a diverse housing stock in terms of both tenure and structure. It is this diversity of housing and land uses, combined with transit access and proximity to Chicago and O'Hare Airport that comprise their competitive advantage in seeking new residents and economic development.

The five communities make up the West Cook County Housing Collaborative (Collaborative), which was formed in 2009 to address shared housing issues stemming from the recent market crash and resulting foreclosure crisis. The Collaborative has several features that shape the way it does business. Each community is bound to the others by a board or council-approved intergovernmental agreement (IGA) describing the Collaborative's structure and powers. A steering committee, made up of elected officials, meets quarterly to make policy decisions by vote. A working committee, made up of municipal staff, meets monthly to implement solutions based on those policies. Both committees must abide by parliamentary process and can only vote if a three-member quorum is achieved. IFF (formerly the Illinois Facilities Fund), a nonprofit lender and real estate consultancy, serves as the collaborative coordinator and is responsible for operational support. The Collaborative has been aggressive in pursuing federal resources to stimulate housing and economic development surrounding the sub-region's substantial public transportation assets, or transit oriented development (TOD).

## Current Conditions

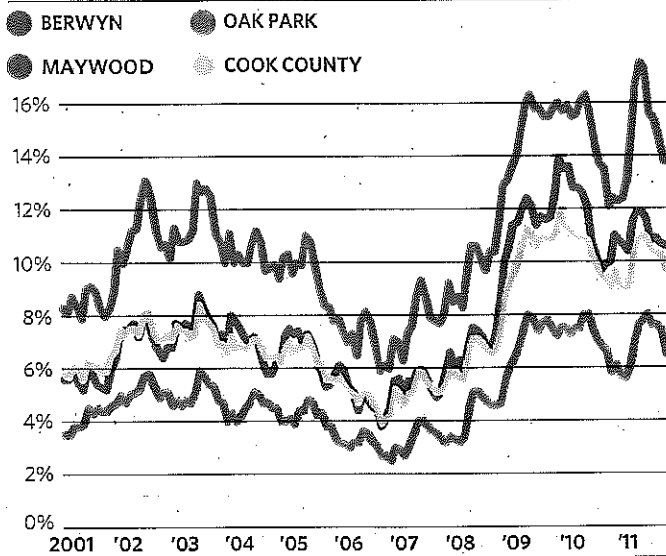


Foreclosure filings have increased especially in small multifamily buildings.

One of the strongest advantages of the Collaborative communities is their locational advantage in terms of access to public transportation options. Two of the Chicago Transit Authority's (CTA) elevated train lines — Green and Blue — provide commuters with regular access to west-side neighborhoods and downtown Chicago. Metra commuter rail also provides speedy access to downtown and job centers further afield on a schedule via the Union Pacific — West and Burlington Northern Santa Fe lines. CTA bus routes along several major arterials provide additional linkages to nearby amenities and train stations. Finally, Pace Suburban Bus connects the communities to other suburban job centers. These strong transit assets effectively increase the affordability of housing in the sub-region by decreasing residents' transportation costs. They provide transportation alternatives for those who would prefer to work remotely through their commute or avoid driving during inclement weather. Furthermore, all five of these communities have a basic foundation for transit oriented development with retail, entertainment and/or higher density residential uses located so that commuters can access them without driving. The Collaborative is actively pursuing housing and economic development strategies to optimize transit-oriented development opportunities leveraging these assets.

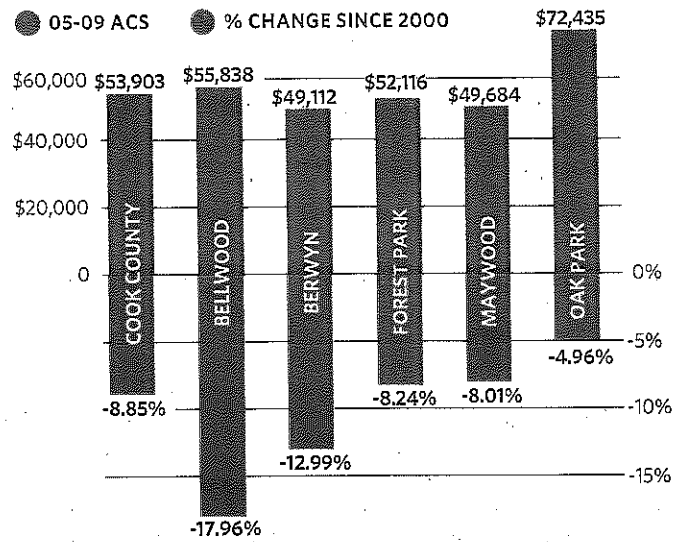
The deep and prolonged recession, however, has presented a major challenge to Collaborative communities. Unemployment is well above normal levels (Figure 1). Real median household income has declined (Figure 2). The combination of these two economic factors has put more stress on homeowners (Figure 3) and renters (Figure 4) alike. Not surprisingly, foreclosure filings, due to the availability of high-risk adjustable rate mortgage products and rising unemployment, have risen sharply (Figure 5) and are at levels that exceed those of Cook County and the region overall (Figure 6). Foreclosures have not just impacted single-family homes. They have also directly affected the important multi-family rental market. As figure 7 shows, foreclosure filings in small multi-family buildings (2-6 units) have increased 77% between 2007 and 2009. While the number of auctioned foreclosed properties appears to be declining, there is evidence to suggest that this is the result of prolonged processing due to a backlog at county courts. Foreclosure activity has, in turn, led to a steady decrease in home sale prices in all five collaborative communities.

Figure 1. Unemployment rate



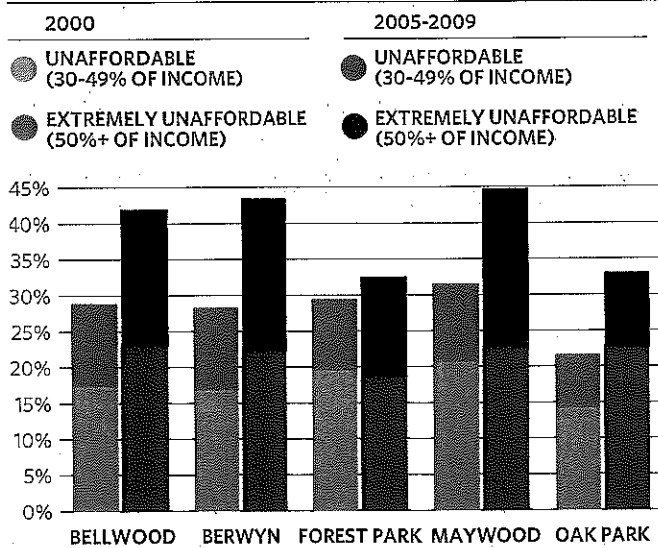
Source: Illinois Department of Employment Security.

Figure 2. Median income and percent change



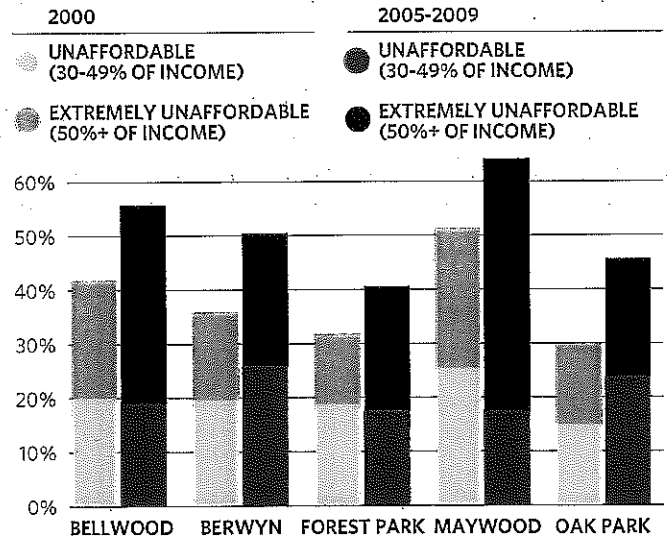
Source: Census Bureau, 2000 Census and 2005-2009 American Community Survey. Percent change reflects inflation adjusted 2009 dollars.

Figure 3. Percent of owner units that are unaffordable



Source: U.S. Census Bureau, 2000 Census and 2005-2009 American Community Survey.

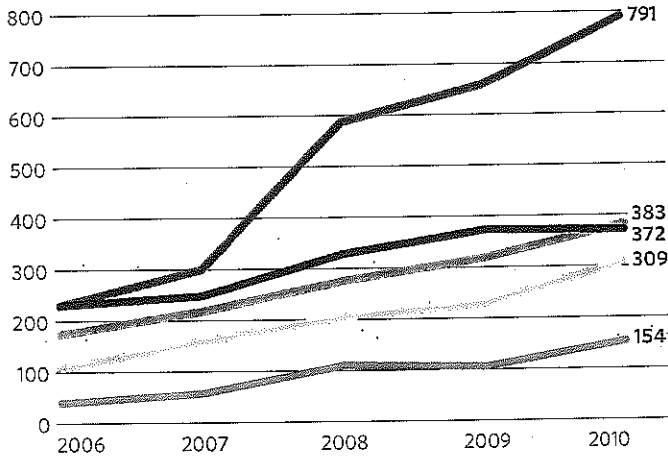
Figure 4. Percent of rental units that are unaffordable



Source: U.S. Census Bureau, 2000 Census and 2005-2009 American Community Survey.



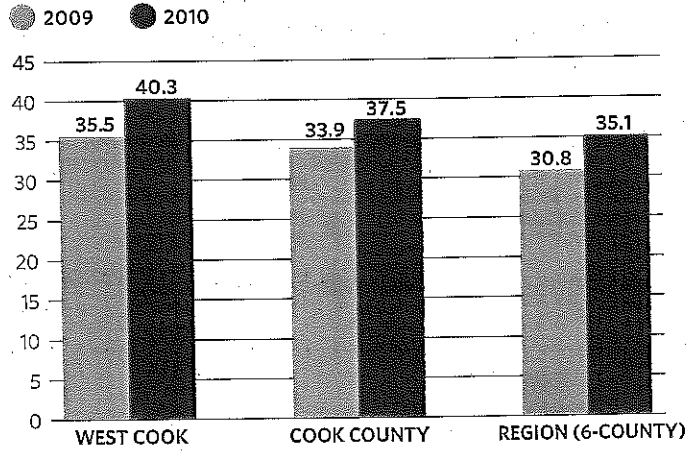
Figure 5. Foreclosure filings in five West Cook communities



	2006	2007	2008	2009	2010	2011 (6 MO.)	% INCREASE 2006-2010
Bellwood	174	218	276	319	383	168	120%
Berwyn	230	300	587	659	791	344	244%
Forest Park	40	57	110	106	154	70	285%
Maywood	231	248	328	373	372	162	61%
Oak Park	107	159	205	230	309	161	189%
<b>Total</b>	<b>782</b>	<b>982</b>	<b>1,506</b>	<b>1,687</b>	<b>2,009</b>	<b>905</b>	<b>157%</b>

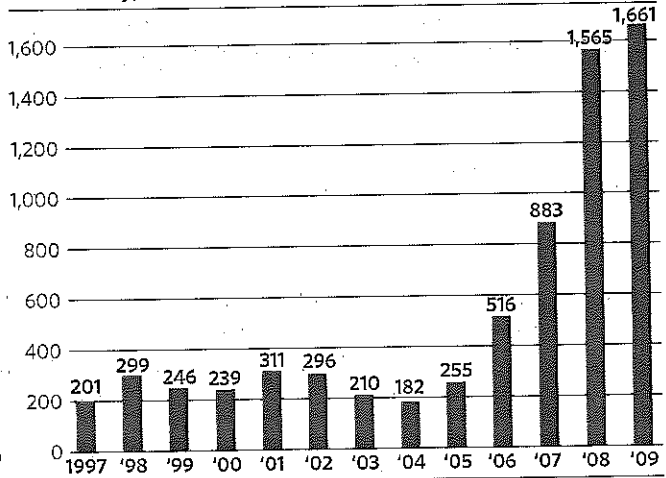
Source: Woodstock Institute data.

Figure 6. Foreclosure filings per 1,000 mortgageable properties



Source: Woodstock Institute analysis of RIS data.

Figure 7. Small multifamily foreclosure filings in West Central Cook County, 2-6 units/structure



Source: DePaul University IHS analysis of RIS and Property Insight data.

Collaborative communities include many historic homes.



2- and 3-flat multifamily buildings characterize much of the housing stock in Collaborative communities.



## The Impact of Policy

State and federal programs meant to address the current housing crisis have only made a modest impact on the market. Mortgage relief programs have fallen far short of their original goals because they did not provide incentives to reduce mortgage principal to reflect the value of the property covered. The Treasury Department's ambitious "Hardest Hit" program, a program that has provided \$443 million to the State of Illinois to help homeowners faced with mortgage challenges, will temporarily provide relief to roughly 15,000 families,<sup>1</sup> a small fraction of the families going through or about to go through foreclosure proceedings. Significantly, the State has earmarked \$100 million of these funds to a public-private partnership run by Mercy Portfolio Services, which will purchase mortgages at a significant discount and restructure their principal amounts in such a way as to keep up to 6,000 homeowners in their homes.<sup>2</sup>

The West Cook County Housing Collaborative has had success in attracting resources for and implementing foreclosure response efforts through funding awards of over \$7 million from the Cook County Neighborhood Stabilization (NSP) Program and the Illinois Department of Commerce and Economic Opportunity (DCEO) IKE Disaster Recovery Program. This funding is allowing the Collaborative to acquire and rehab over 100 units in multiple rounds: first in Bellwood, Forest Park and Maywood and then throughout the sub-region. Recently, the Governor partnered with Cook County to launch the Illinois Building Blocks Pilot Program focusing vacant property and foreclosure response strategies and resources in six communities in the state. Berwyn and Maywood are among those selected. The program includes commitments of \$45 million from the state and \$10 million from the county to create a revolving loan fund to provide financing to rehabilitate vacant properties; financial assistance to those who purchase vacant property as a primary residence; and support for existing homeowners to avoid foreclosure. Financial support for struggling homeowners comes from the Illinois Hardest Hit Program as well. We suggest implementation of the Building Blocks Program in coordination with Collaborative's on-going foreclosure response efforts.<sup>3</sup>

1 Chicago Tribune, September 14, 2011 quoting Mary Kenney, Executive Director of IHDA.

2 Add other partners involved (note from AM).

3 An estimate which assumes that the cost of rehabbing, land banking or demolishing a property averages \$40,000 (acquisition and rehab will cost more, land banking or demolishing will cost much less).

## After the Shock

It is unclear when the inevitable housing market recovery will happen and what it will look like. The timing of a recovery will largely depend on when demand for homeownership returns, which could be triggered by an uptick in first-time buyers or household growth.<sup>4</sup> However, in the near term, rental housing is likely to be the key growth sector.<sup>5</sup> It is clear that the strength of the recovery will depend largely on how fully employment bounces back to pre-recession standards.<sup>6</sup>

So, the question becomes, “What role should forward-looking housing planning take given the shock that regional housing markets have experienced over the last four years?” With so many homes caught in the foreclosure crisis and new construction at near an all-time low, why bother to plan for future housing development?

First, as daunting as it now appears to be, the current wave of foreclosures will subside and, over a period of years, foreclosed homes will either be reoccupied or torn down.

Second, the demographic trends we first described in our first *Homes for a Changing Region* report will come to pass and create demand for new housing. Population in the seven county Chicago metropolitan region will increase from 8.5 to 10.9 million by 2040. The senior population will more than double to 1.9 million; the Latino population will increase by almost 150%, reaching 3.5 million.<sup>7</sup>

Third, and perhaps most important, well thought through housing planning on a community-by-community basis can avoid the mistakes that contributed significantly to the current housing crisis, mistakes which included:

- Not preserving enough moderately priced dwelling units, be they small sized homes, town homes or attached homes, especially in the region’s higher job growth communities. In today’s housing market “moderately priced” equates to homes priced between \$140,000 and \$200,000.
- Encouraging and permitting the construction of too many large lot single-family homes and discouraging the construction of small lot single-family homes, townhomes, and attached homes.
- Not creating housing options for multi-generational families that want to live together and seniors who want to age in place.
- Allowing too many multi-family rental units to be converted into condominiums.

4 Fernald, Marcia, ed., *State of the Nation’s Housing: 2011*, Joint Center for Housing Studies of Harvard University.

5 Ibid.

6 Ibid.

7 CMAP analysis based on Census methodology applied to CMAP population growth forecast data.

## Recommendations for Future Sub-Regional Action



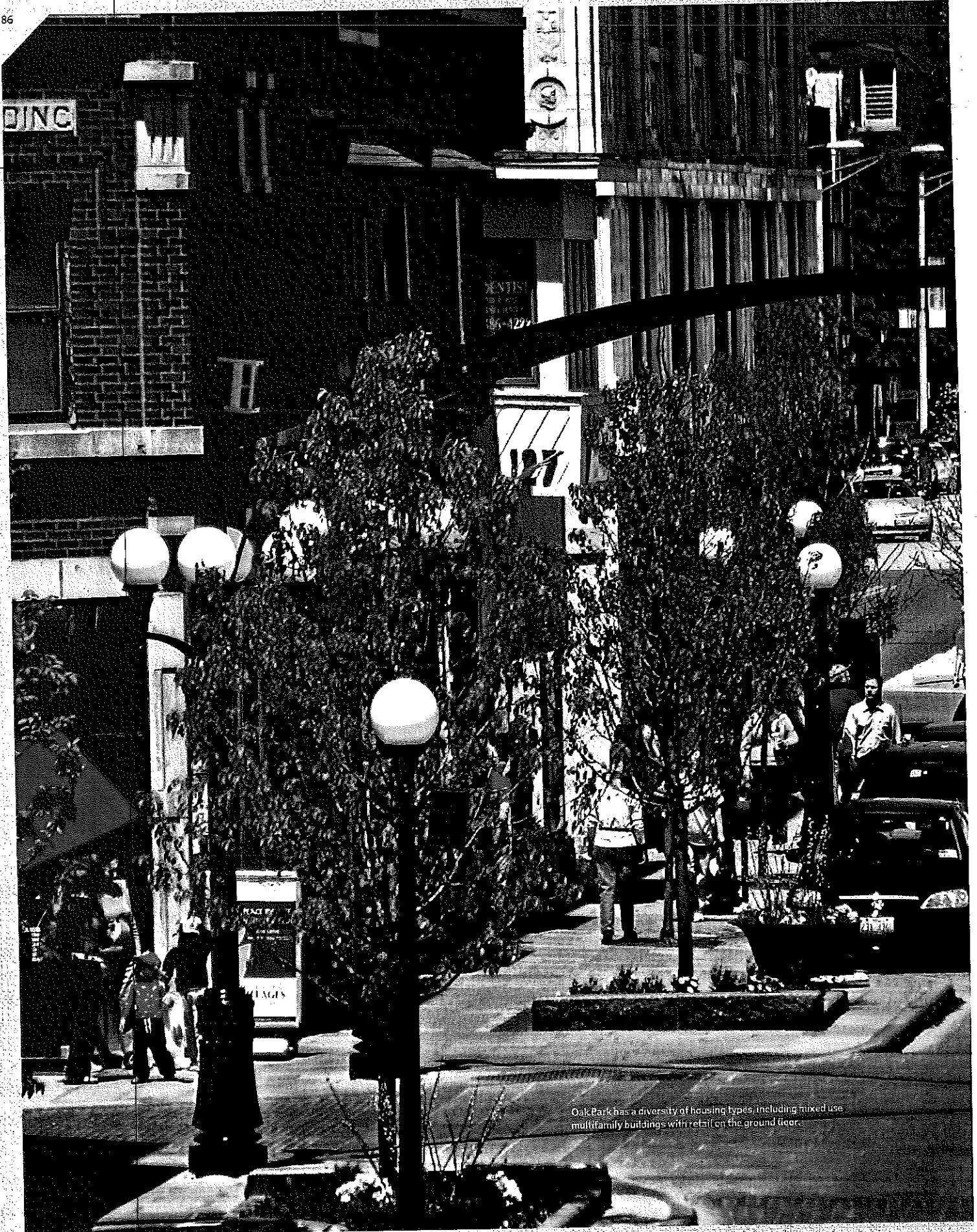
The Berwyn (DePaul District) Metra Station is surrounded by retail, entertainment, and residential uses.

We believe the West Cook County Housing Collaborative and its member communities are in a good position to work together and take effective action over the next several years to strengthen the sub-region and address the housing needs of the communities. The tradition of collaboration among the five communities, coupled with the richness of the area's transportation assets and diversity of its housing stock, leave these municipalities positioned for success. Together the communities should work on the following goals to continue to increase demand and economic attractiveness of investing in the Collaborative communities:

1. The communities should work together to develop integrated transportation and land use decisions to strengthen the transit oriented development market.
  - a. Create new or update existing comprehensive plans, using newly awarded funding from the U.S. Department of Housing and Urban Development (HUD) Challenge Grant. The communities should pay special attention to current zoning requirements and infrastructure plans that are impediments to transit-oriented development. Plans should be updated to encourage future development.
  - b. Aggressively pursue opportunities for TOD near existing mass transit stations. Look for opportunities to redevelop vacant or underutilized land in or near TOD sites. A notable first step is that the communities will use the HUD Challenge Grant funding to create a revolving loan fund to encourage private investment in redevelopment areas within walking distance of transit stations.

2. The Collaborative should develop a marketing strategy to encourage new investment in the sub-region and attract new populations to the area.
  - a. Create a branding strategy and comprehensive marketing plan for the Collaborative communities. Highlight the numerous strengths of the sub-region: close proximity to Chicago, transportation assets, diverse housing stock (which includes a variety of options — two-to-three flat properties, townhomes and small single-family homes) that will appeal to fast growing population segments.
  - b. Continue to work with local businesses to take advantage of state incentives to offer employer-assisted housing to those wishing to live nearer their workplaces. Connect those employees to housing opportunities resulting from Collaborative and municipal rehabilitation efforts.
3. The communities should work together to preserve the current housing stock, support current homeowners to create economic stability and respond to foreclosure crisis.
  - a. Continue and expand on efforts to rehab homes across the five communities. The Village of Oak Park already provides loans and grants to eligible multi-family and single-family properties for rehab/improvements through its Housing Programs Division, and the City of Berwyn has a similar rehab program through its Community Development Department. Additional rehab capacity needs to be built among the other three Collaborative communities. This is currently being addressed through a \$4.2 million IKE Disaster Recovery Program funding award from the DCEO to the Collaborative to be used in a first round of funding in Bellwood, Forest Park and Maywood, then in all Collaborative communities. IFF is soliciting developers to acquire, rehabilitate, and sell approximately 100 affordable homes over a four-year period in the sub-region. Although this work deserves praise, the communities may still want to consider how they could benefit from the presence of a single rehab organization in the area, one which can take advantage of experienced staff and back-office economies, and rehab a large number of homes per year. Regardless, the Collaborative should continue to pursue resources to rehab additional homes over the coming years, particularly in those communities without rehab capacity at the municipal level.
    - b. Advocate for additional resources for the Oak Park Regional Housing Center to increase its capacity to provide homeowner counseling services and foreclosure prevention services in the sub-region.
    - c. Preserve quality, affordable rental housing options throughout all of the communities by strengthening building code inspection and licensing programs. As was mentioned earlier in this report, rental housing is expected to be a key growth sector in years to come. The Collaborative should also consider encouraging scattered-site single-family home rental operations as a way to address an overabundance of vacant buildings, so long as these operations are overseen by a responsible, experienced property management firm and carefully monitored and regulated.
    - d. Explore developing a partnership with The Preservation Compact, whose current objectives include developing strategies for the rehab and productive re-use of 2-4 unit properties — with ownership held by either owner-occupants or investors. There are a number of 2-4 unit properties in the West Cook sub-region, and The Preservation Compact could prove to be a useful partner in developing a strategy to preserve these buildings.
    - e. Remain actively involved in foreclosure mitigation and take advantage of any new federal or state program which facilitates renovation or demolition of abandoned homes.
    - f. Partner with financial institutions to create resources for potential homebuyers.

Overall, the West Cook County Housing Collaborative is well on its way to implementing a number of the subregional recommendations we have outlined above. One key aspect of success in the sub-region will be continued collaboration among the five communities. We encourage the local leadership to keep working across municipal borders to address common housing needs in the sub-region and make the West Cook County suburbs a desirable place to live for future generations to come.



Oak Park has a diversity of housing types, including mixed use multifamily buildings with retail on the ground floor.

# Housing policy plan: Oak Park

## Project Summary

The Village of Oak Park is one of the most forward-thinking communities in the metropolitan Chicago region. It is home to a resident population that is diverse in terms of racial makeup, income, educational attainment, and profession, a population which has historically been very active in civic affairs. Not surprisingly, it has a long history of progressive planning, a strong school system that makes it attractive to families, and an impressive series of housing policies geared toward supporting racial and income integration and a commitment to environmental sustainability.

In short, while it boasts assets and achievements that are the envy of many communities in our region, Oak Park keeps its eye on the future, remaining devoted to tackling remaining challenges and continually refining its strengths.

The Village has considerable transportation assets, including both the Blue and the Green CTA lines and Metra's Union Pacific West Line, all of which effortlessly connect Oak Park with the heart of downtown Chicago; however, transit access to significant employment centers and other destinations drops precipitously immediately west of Oak Park. The absence of affordable, reliable, and efficient service for the reverse commute impedes local housing demand and undermines potential for new transit-oriented development, particularly along the I-290 corridor. A comprehensive bus system and a growing bicycle network complement these transit assets, providing solid connections to most of the Village. Residents also have easy access to the Eisenhower Expressway (I-290), which generally offers convenient automobile travel to downtown Chicago and other suburbs.

Oak Park is a village of distinct neighborhoods, graced by tree-lined streets, ordered by the classic grid layout of the Village, which include the home and studio of Frank Lloyd Wright and arguably the most impressive collection of prairie style architecture in the world. Several historic commercial buildings distinguish Oak Park's vibrant, attractive downtown, which offers a mix of uses, several destinations, and entertainment.



But Oak Park, like any community, faces challenges as well. Its downtown continues to evolve, however Oak Park's tax burden can complicate its efforts to attract both development and new residents. Due to a history of regional disinvestment in western parts of Chicago and near west Cook County, high rates of poverty and violent crime remain a problem in adjacent areas, though it is noteworthy that Oak Park stands in contrast to the sub-region's experience, both with respect to the level of investment and prevalence of crime. To illustrate, the Village is seeing a number of private developers interested in developing transit oriented developments in the downtown area. Additionally, the Village's 2011 crime rate was at a 39 year low. The Village, however, understands that sub-regional neighborhood stabilization is important for the future of Oak Park. On the transportation side, the benefits of automotive access provided by the Eisenhower Expressway are accompanied by significant local costs. The construction of the Expressway through the southern part of the Village in 1959 improved automobile access to the city for Oak Parkers in addition to those west of Oak Park, but also increased noise and pollution, caused the removal of many homes and split the Village apart. The attendant economic, social, and environmental effects remain with the Village to this day.

This report analyzes Oak Park's existing conditions, future needs, and includes recommendations focused on:

- \* **Creating a unified comprehensive plan and zoning ordinance to guide the Village over the coming decades.**
- \* **Increasing workforce housing options through transit oriented development.**
- \* **Continuing and strengthening existing foreclosure strategies.**
- \* **Maintaining and enhancing programs targeted at connecting residents with affordable housing and minimizing vacancies in Oak Park.**
- \* **Placing marketing emphasis on the affordability of Oak Park housing options when the combined costs of housing and transportation are factored-in.**
- \* **The need to reinforce and expand initiatives intended to increase the energy efficiency of new and existing housing.**

## Existing Conditions

The village has a world renowned collection of historic prairie style homes, including Frank Lloyd Wright's home and studio.



### Demographic and Economic Trends

Oak Park is located in western Cook County, between the City of Chicago's Austin neighborhood to the east, River Forest and Forest Park to the west, City of Chicago's Galewood neighborhood and Elmwood Park to the north, and Berwyn and Cicero to the south. Oak Park has a population of 51,878 according to the 2010 Census, a decrease of 1.2% since 2000. The Chicago Metropolitan Agency for Planning (CMAP) projects that if its GO TO 2040 plan is implemented, it could boost the population of Oak Park to 52,676 by 2030.

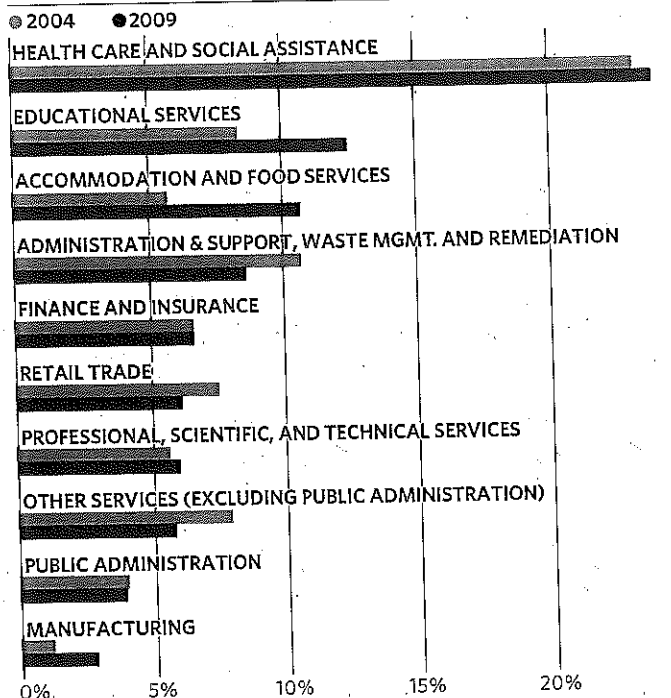
### Oak Park population and change in population, 2000 and 2010

	COMMUNITY
Population, 2000	52,524
Population, 2010	51,878
Change, 2000-10	-646
Change as %, 2000-10	-1.2%
GO TO 2040 Projection, 2040	54,565

Source: U.S. Census Bureau and CMAP GO TO 2040 projections.

Oak Park's employment base is varied, led by health care and social assistance, educational services, and accommodation and food services. There was growth in all of these categories between 2004 and 2009, particularly in accommodation and food service, but loss in retail and service jobs. The largest employers in Oak Park are West Suburban Hospital, Rush Oak Park Hospital, Oak Park & River Forest High School District, Village of Oak Park, and the United States Postal Service.

**Oak Park jobs by NAICS industry sector**



Source: U.S. Census Bureau, LED Data, On-the-Map.

The Village currently has two special incentive (Tax Increment Financing) districts: Harlem/Garfield (1993), and Madison Street (1995). Additionally, the Village has a limited Downtown Oak Park TIF which will allow some development to continue to occur in the near future which will hopefully include a transit oriented mixed use rental development.

**What is "Affordable Housing?"**

While varying from household to household, "affordable housing" is housing that costs no more than 30% of household income (including utilities, insurance, and taxes).

If family transportation costs are included (housing costs plus transportation costs), then "affordability" jumps to 45% of household income. According to figures from the Center for Neighborhood Technology, 21.1% of Oak Park households pay less than 45% of their household income on housing and transportation costs combined.



Downtown Oak Park includes a mixed use Trader Joe's building with residential units above.

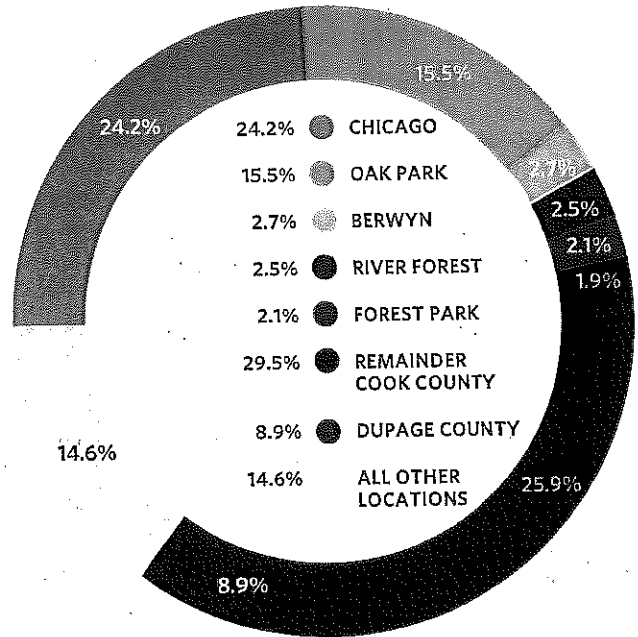
### Where Do Oak Park's Workers Live?

15.5% of the people who work in Oak Park live in the Village, while approximately 24.2% commute from Chicago. Another 9.2% of Oak Park workers are residents in the nearby communities of Berwyn, River Forest, Forest Park, and Elmwood Park.

### Where Do Oak Park's Residents Work?

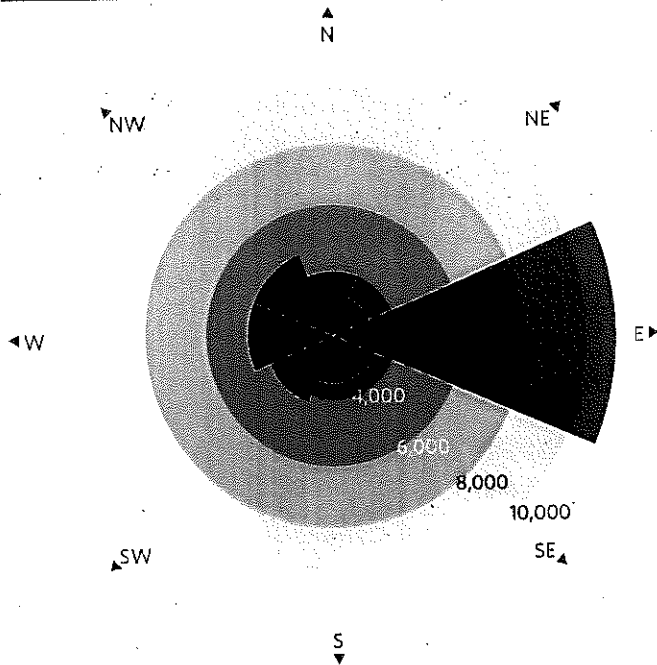
But where do the people who live in Oak Park actually work? Almost 90% of Oak Park residents work outside of the Village. 51.5% of residents commute to Chicago. 4.9% work in Maywood, Oak Brook, River Forest, and Elmhurst. The rest commute elsewhere. The average commute time for an Oak Park resident is 30 minutes, according to 2005-09 American Community Survey (ACS) estimates. The absence of mass transit options to the West could be the reason for the low proportion of people working in suburban centers, like Oak Brook.

Where do Oak Park's workers live?



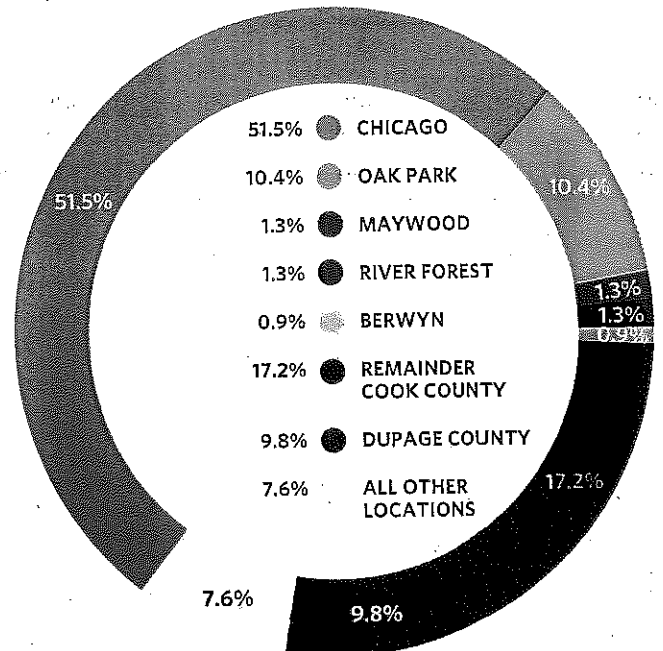
Source: U.S. Census Bureau, LED Data, On-the-Map.

Oak Park job counts by distance/direction in 2009, all workers



Source: U.S. Census Bureau, LED Data, On-the-Map.

Where do Oak Park's residents work?



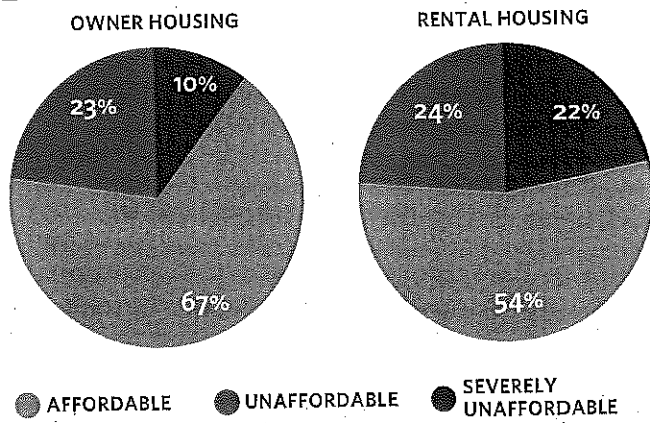
Source: U.S. Census Bureau, LED Data, On-the-Map.

# Current Housing Analysis

Oak Park has a wide range of housing options today, with most of its housing divided rather evenly between single-family homes (both large and small lot) and multi-family dwellings. There are a relatively modest number of townhomes. Approximately 63% of the Village's housing is owner-occupied while 37% is rented. The majority of multi-family housing units are rentals. Approximately 54% of rental housing and 67% of owner housing in Oak Park is affordable, with 22% rental and 10% owner considered severely-unaffordable. The percentage of total housing that is affordable, however, has decreased over the last ten years, by 16% in the rental market and 11% in the owner-occupied market.

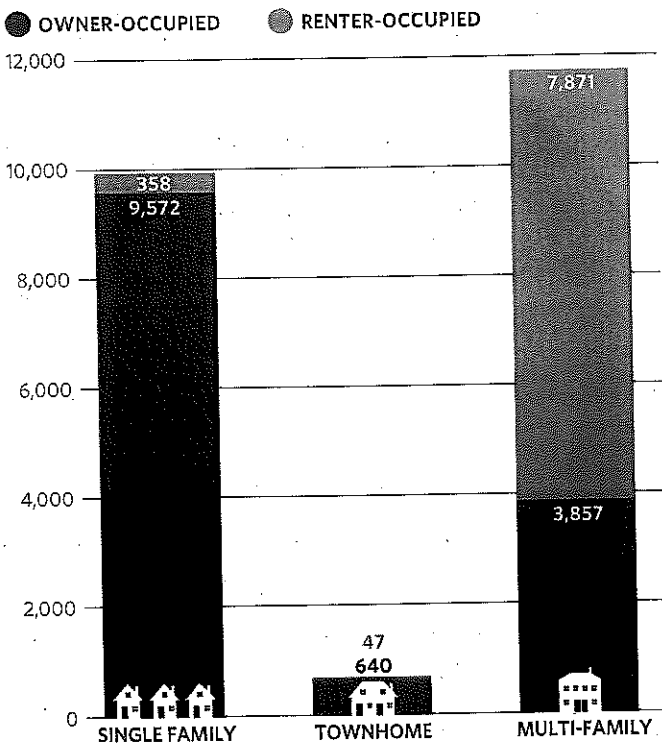
Multiple transit options and proximity to downtown Chicago reduces Oak Park residents' transportation costs related to commuting to work, increasing the overall affordability of living in the village. The Illinois Department of Transportation estimates that households in Oak Park drive 11.3% less than the average suburban Cook County household.

Oak Park rental and owner housing affordability



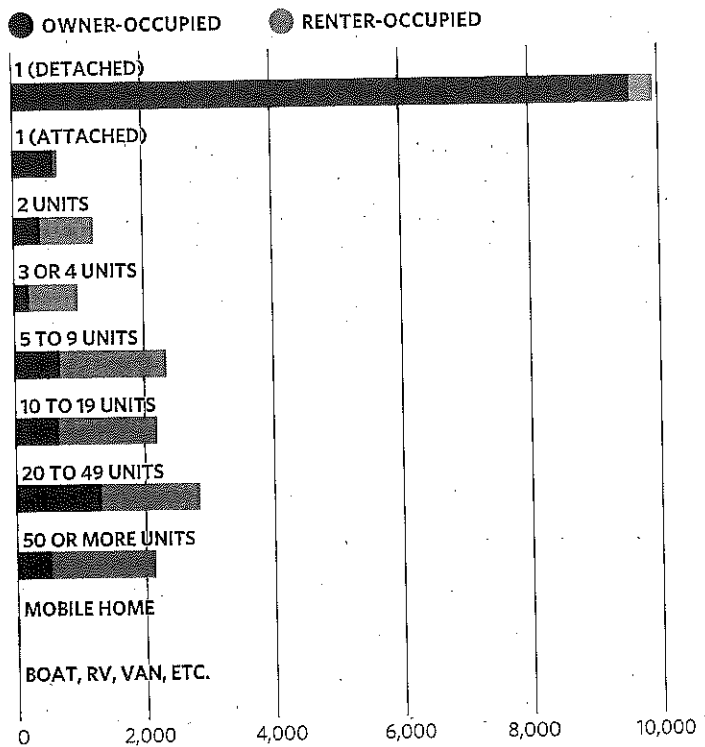
Source: American Community Survey 2005-09.

Oak Park housing type by tenure

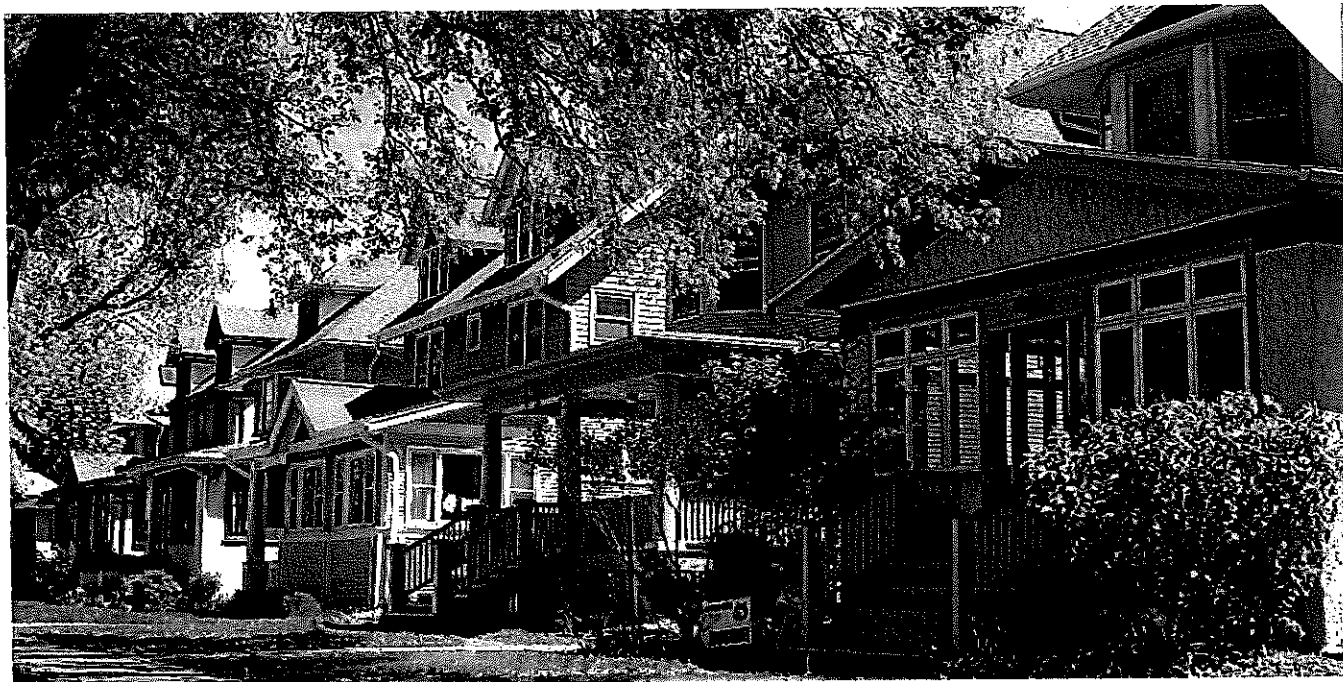


Source: American Community Survey 2005-09.

Oak Park tenure by units in structure

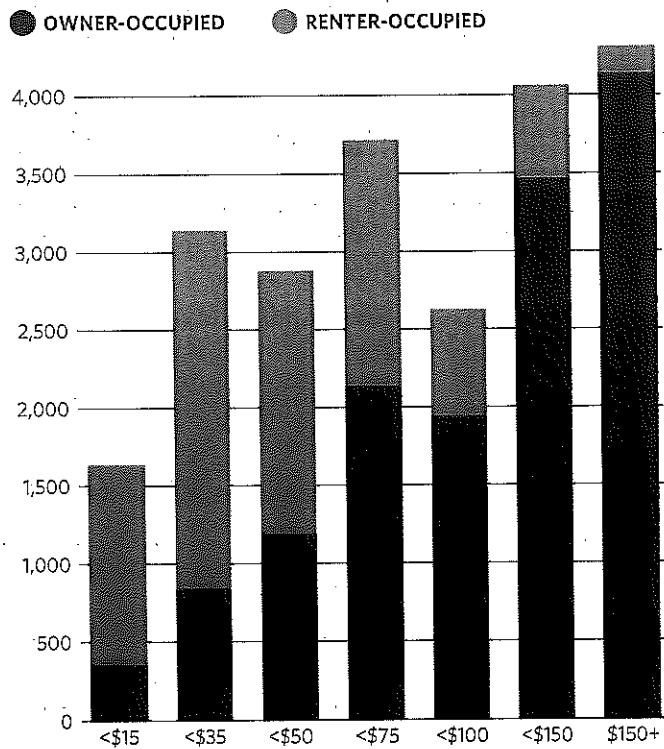


Source: American Community Survey 2005-09.



The village includes many blocks of small-lot single family housing like this one.

**Oak Park tenure by household income, in number of occupied units**

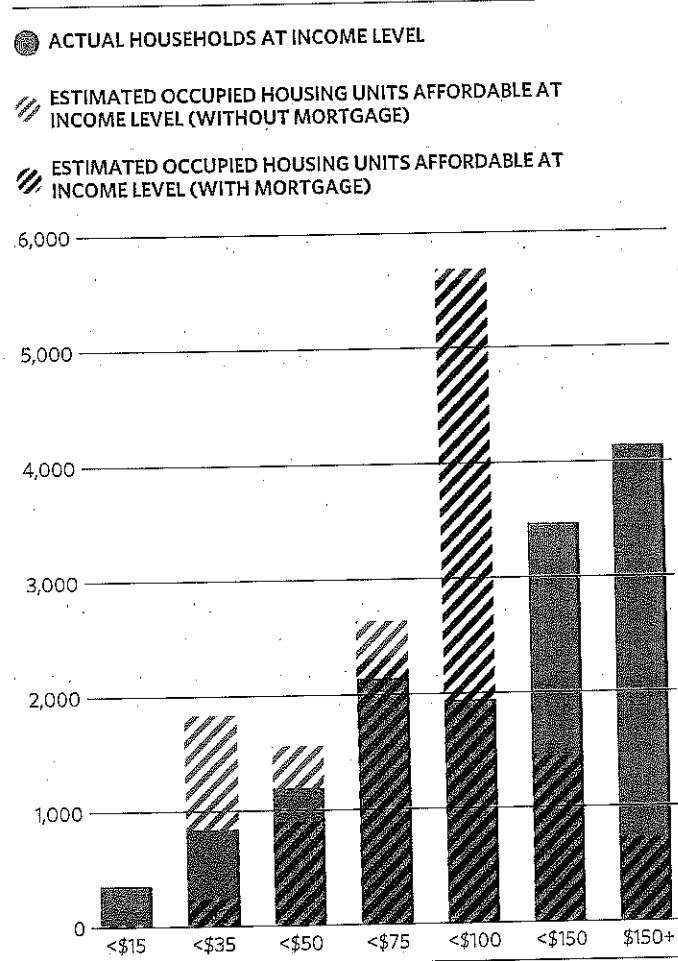


Source: American Community Survey 2005-09.

### Current Ownership Housing

Forest Park has an ample supply of owner housing to meet the needs of families earning up to \$100,000 per year. It has an apparent shortage of upscale homes which are often chosen by families with incomes exceeding \$100,000 per year. We surmise that a number of upper income residents in the village chose to live in homes they can easily afford and save their money for other needs.

Oak Park comparison of owner household incomes with occupied units affordable at each income level

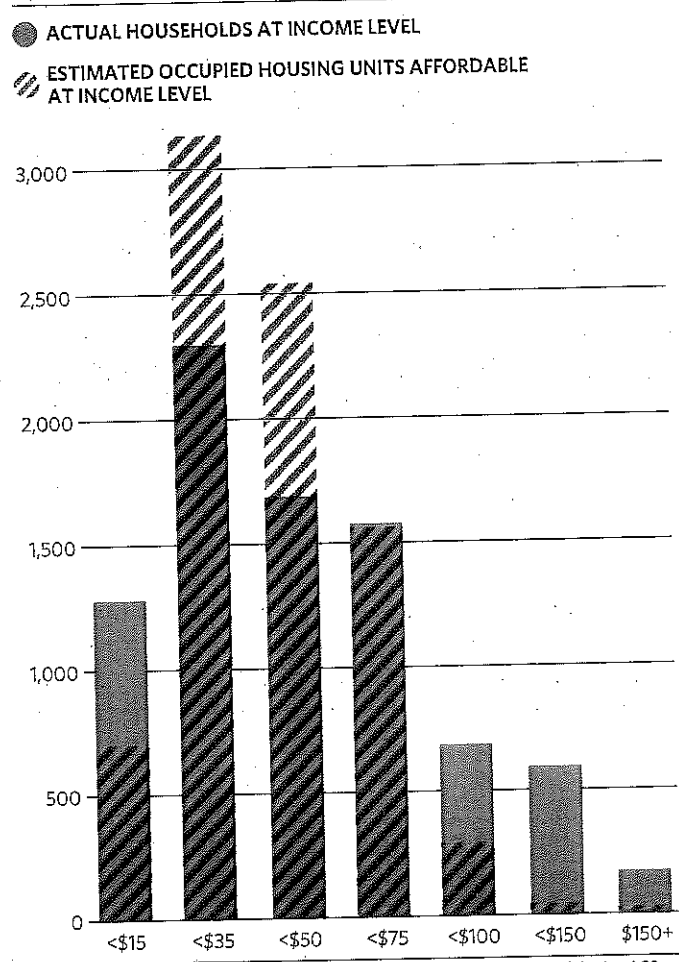


Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using ACS 2005-09 inputs.

### Current Rental Housing

Moderate to middle income renters are well served by Oak Park's existing supply of rental housing. Supply/demand gaps, however, exist at the bottom and top ends of the Village's rental market. The Village needs more rental units serving both the needs of low income families and upper income families. Once again, we should note that some upper income families prefer to live in rental units they can easily afford to save money for other purposes.

Oak Park comparison of rental household incomes with occupied units affordable at each income level



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using ACS 2005-09 inputs.

## Today's Market Segments and Market Preferences

We used tools developed by a leading, well-known market research firm, ESRI, to enrich our understanding of the housing types preferred by families that live in Oak Park today. The basic unit of the ESRI Community Tapestry system is the neighborhood. ESRI has classified every neighborhood in the country as one of 65 market segments. These segments are then combined into one of 12 LifeMode groups. Segments and groups are assigned to neighborhoods by sorting more than 60 attributes including income, employment, home value, housing type, education, household composition, age, and other key determinants of consumer behavior. Neighborhoods with the most similar characteristics are combined while neighborhoods showing divergent characteristics are separated.

We have identified four groups into which 95% of Oak Park's households fall: High Society, Upscale Avenues, Metropolis and Solo Acts, as explained in the following table. What does this mean for Oak Park's future housing needs? First, it means that the majority of current and projected village residents have at least a moderate propensity to live in a compact neighborhood. A compact neighborhood is defined as a neighborhood with a range of housing types that encourage walking to retail stores, neighborhood amenities and other homes and are located near transit lines.

The largest such group are the "Solo Acts." These tend to be relatively young single or roommate households who prefer a mobile, urban lifestyle and denser housing options. The next largest group, the "High Society" group, is made up of affluent professional headed households that are attracted to single-family homes. "Upscale Avenues" also tend to be affluent households, but they prefer a variety of housing types and are more likely to invest in their housing through remodeling or landscaping. Finally, "Metropolis" households are characterized as living nearby transit in older, single-family homes or smaller multi-flat buildings.

**Oak Park LifeMode groups**

LIFEMODE GROUPS	INCOME	FAMILY TYPE	% OF TOTAL	PROPENSITY FOR COMPACT NEIGHBORHOODS
L1 High Society	Upper	Married Couples	18.7%	LOW
L2 Upscale Avenues	Middle-Upper	Mixed	17.8%	MEDIUM
L3 Metropolis	Middle	Mixed	16.3%	MEDIUM
L4 Solo Acts	Middle-Upper	Singles-shared	42.2%	HIGH



# Projecting Future Housing Needs

From Census data we have information on Oak Park's current stock of owner-occupied and rental housing units as well as the number of households in the Village. From CMAP data we have projections on the Village's population and households for the year 2030. From the State of Illinois, we have age projections for the 2030 Cook County population. Mixing this information with the ESRI Tapestry market segment data mentioned above, we can make some realistic guesses as to what kind of housing the village will need to meet the needs of its population by the year 2030.

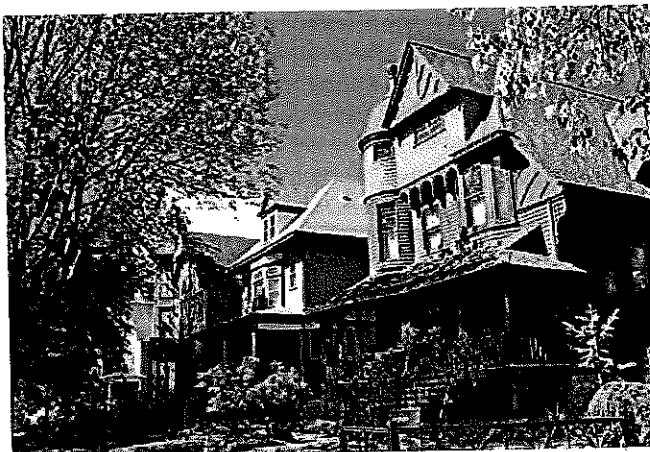
## Future Ownership Needs

Today, Oak Park's owner-occupied housing needs are well matched for households earning between \$15,000 and \$75,000 per year, with an overabundance of affordable housing units for households making between \$75,000 and \$100,000.

It would appear that a modest number of owner households earning less than \$15,000 are currently living in housing that is apparently above their means. This is likely to remain the case in 2030 as population modestly grows. Keep in mind, however, that "low income" households may, in some cases, have substantial assets which allow them to meet ongoing housing expenses. This is especially true to households headed by seniors as seen in bar chart in the Current Ownership Housing section.

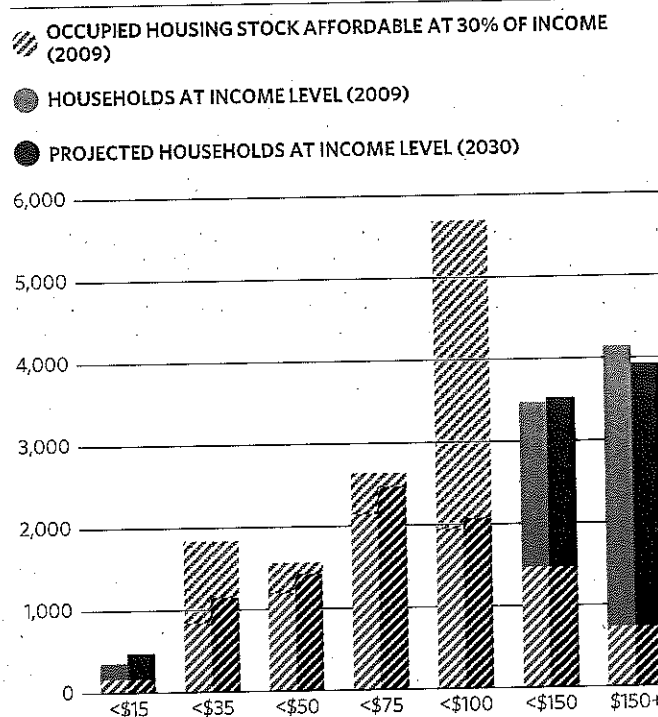
The existing supply of housing affordable to those making between \$35,000 and \$75,000 meets current needs and is projected to accommodate future needs through 2030.

As for owner-occupied units needed to serve the needs of higher income (\$100,000+) families, their development will truly depend on demand. As we have noted earlier, there are many affluent households which prefer to minimize housing expenses and save their money for other things. A potential market for upscale homes and condominiums, however, may exist and could lead to the development of more upscale housing in the village.



Oak Park is known for its varied architecture. The example below showcases Victorian Era homes.

Oak Park 2009 households and housing stock compared with 2030 owner demand



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using ACS 2005-09 and CMAP GO TO 2040 household forecast inputs.

### Future Rental Needs

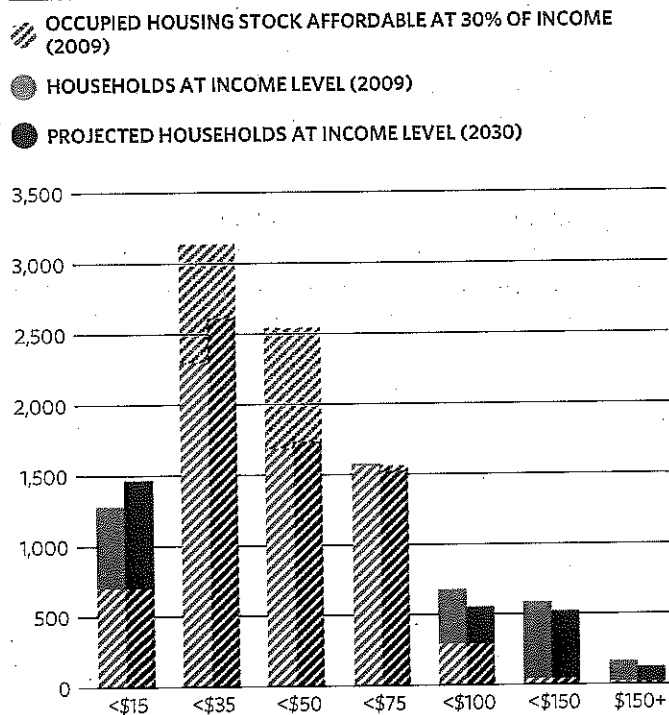
Much like the ownership market in Oak Park, we estimate that about 45% of households making less than \$15,000 find themselves in housing they cannot afford. Oak Park will have an opportunity, therefore, to create housing to meet the needs of these lower income households. Additional senior rental housing is a definite possibility. We also expect that some rental housing, currently affordable to renters with incomes in the \$15,000-\$30,000 range may eventually become affordable to lower income families.

We also note the potential to develop more upscale rental housing which can meet the needs of families with incomes exceeding \$75,000. Transit oriented rental housing may represent the real opportunity here. Although, these households may prefer to minimize housing expenses and save their money for other things.

### Housing Demand by Type of Unit

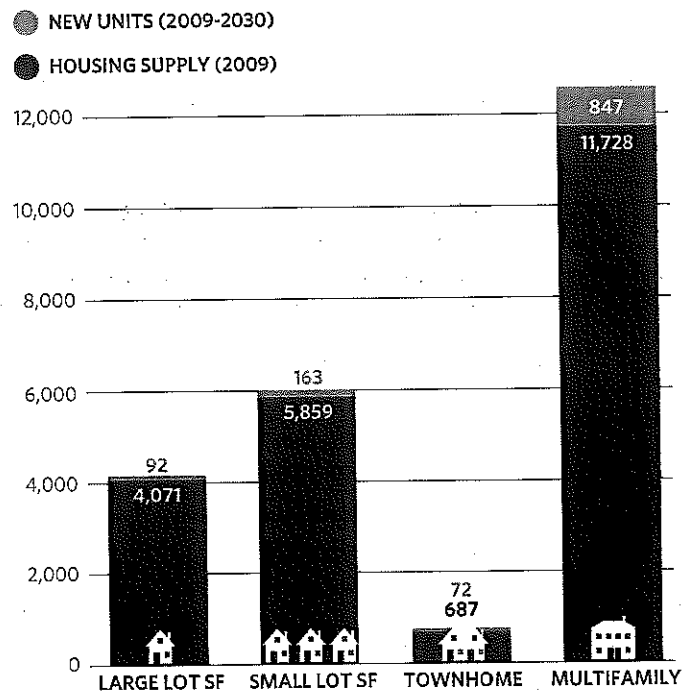
When we combine our projections for new owner-occupied and rental housing in the future, we get a clearer picture of Oak Park's demand for additional housing units by type in 2030. What emerges is a "balanced housing" profile with demand for about 250 additional single family, 72 townhome and 847 multifamily homes between now and 2030. This demand can be accommodated by filling existing vacancies, redevelopment or new construction.

Oak Park 2009 households and housing stock compared with 2030 rental demand



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model using ACS 2005-09 and CMAP GO TO 2040 household forecast inputs.

Oak Park future balanced housing profile



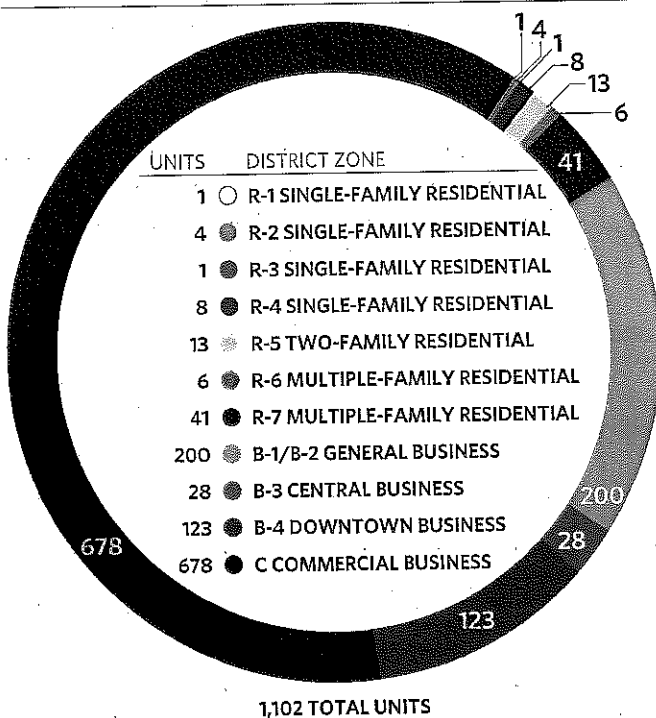
Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model.

### Capacity Analysis

We conducted a capacity analysis to test the extent to which Oak Park could meet its forecasted housing need based on its existing land use regulations. Our analysis included a thorough review of the village's zoning ordinance as well as December 2009 Cook County Assessor data. We allocated allowable densities to parcels identified as vacant or re-developable when improvement value was compared to land value. Based on that analysis, we estimate that Oak Park has the capacity for approximately 1,102 new dwelling units.

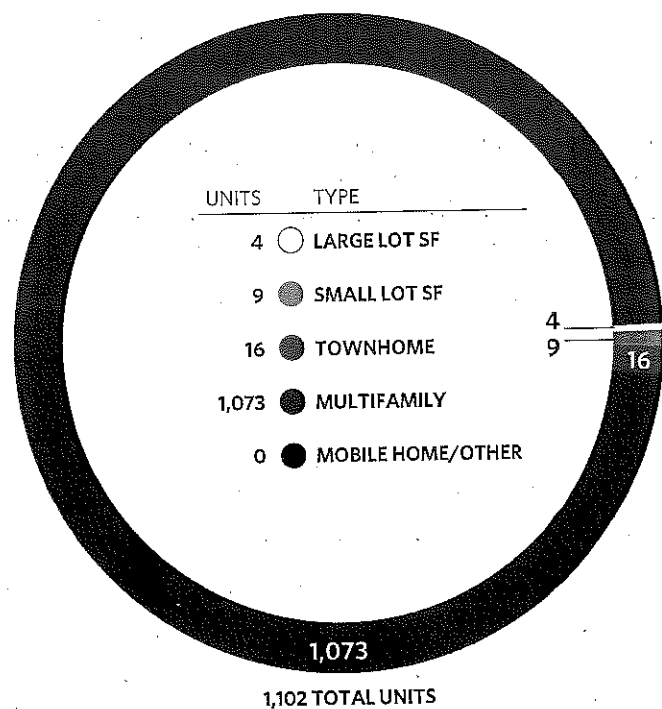
In this scenario, nearly all of these new dwelling units (1,073) would be multi-family. Approximately 62% of this new capacity would be located in Commercial District zones such as along Harrison west of Clinton, 18% in General Business District zones such as those along the CTA Green Line tracks, 11% in Downtown Business District zones, and 4% in Multiple-Family Residence District zones. However, the Village of Oak Park provides in their Zoning Ordinance the opportunity for higher density projects through their Planned Development process. Historically, the Village of Oak Park has approved residential mixed use developments at a higher density than currently allowed in the underlying commercial or business zoning districts, in part due to the lack of developable property and the desire for greater densities. For example, the 2005 Greater Downtown Master Plan, which guides three major business districts along the CTA Green Line tracks alone, recommends an additional capacity of 1,200 new multi-family dwelling units. To-date 330 units have been approved with approximately 43 developed. The table below is based only on the Village's zoning ordinance, to capture development capacity by-right. As noted, other plans and overlays have already created additional capacity.

Oak Park housing capacity by zone



Source: CMAP analysis of Oak Park zoning ordinance and December 2009 Cook County Assessor data.

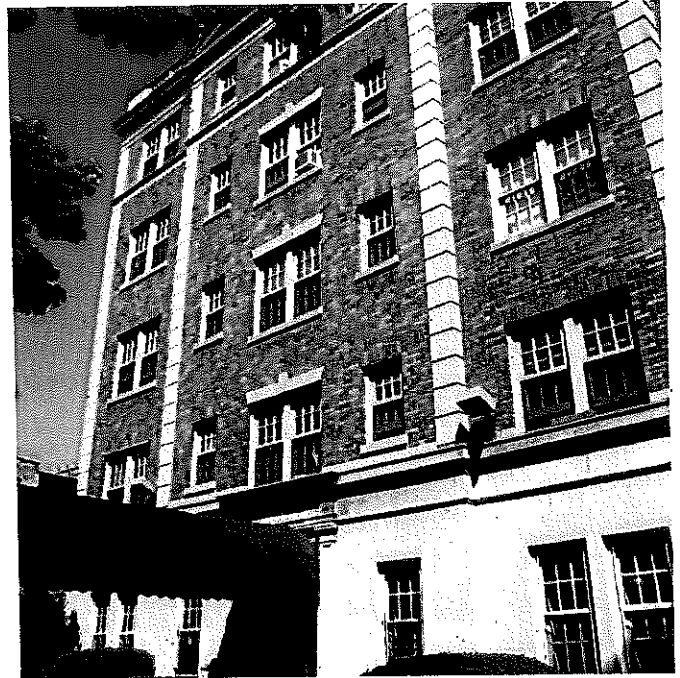
Oak Park housing capacity by type



Source: CMAP analysis of Oak Park zoning ordinance and December 2009 Cook County Assessor data.

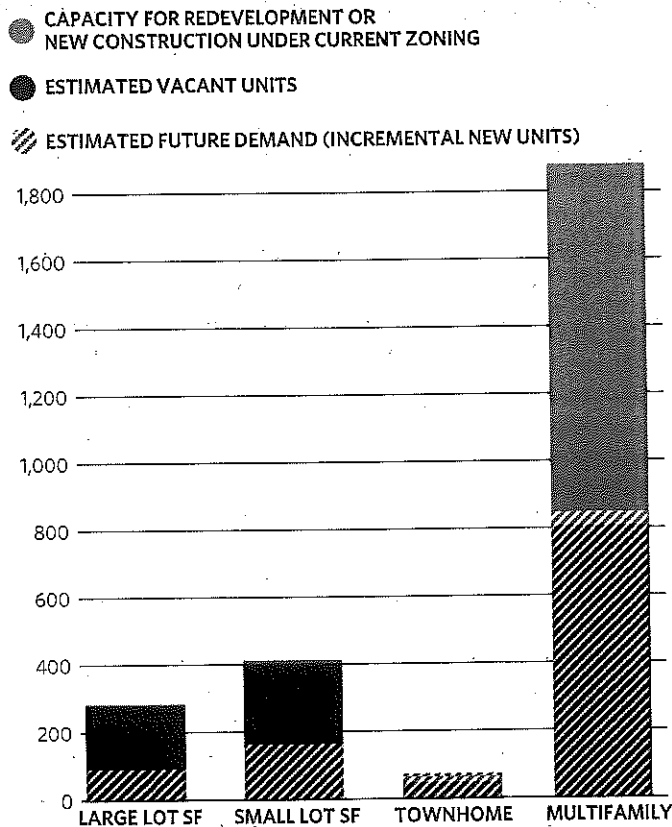
### Conclusions

Future demand can be accommodated either by vacancy, redevelopment or new construction. Families can move into vacant homes, they can redevelop existing homes or they can build brand new homes on vacant land. According to the 2005-2009 American Community Survey estimates, Oak Park has approximately 2,026 vacant housing units, which is about 8% of all housing in the village. We assume that a 2% vacancy rate is normal for a vibrant community. If we also assume that vacant units are distributed proportionately across all housing types, then vacancy could accommodate most of the new demand that Oak Park is expected to enjoy between now and 2030. However, it is unclear how many of these units are in need of repair or significant upgrades. Those properties will likely need to be rehabilitated before they can be sold or rented. When we add capacity for redevelopment and new construction based on zoning, Oak Park should easily be able to accommodate all new demand except for Townhomes. However, we assume that demand for townhome style development could also be accommodated by either small-lot single-family or high-end multifamily units.



An example of a 1920's apartment building that has been recently rehabilitated to provide updated rental housing while still maintaining historic charm.

Oak Park demand vs. vacancy and capacity by housing type, units 2009-2030



Source: CMAP analysis of Fregonese Envision Tomorrow Balanced Housing Model, December 2009 Cook County Property Assessor data, and U.S. Census Bureau inputs.

# Sustainability

Another example of downtown mixed use buildings in Oak Park.



Since buildings and transportation account for the top two energy-users, any forward thinking housing plan should take into energy consumption into account.

The Center for Neighborhood Technology (CNT) analyzed Oak Park's residential electricity and natural gas use in comparison to Cook County as a whole in 2007. At that time, the average Oak Park household consumed substantially less energy than the county average. This translates into an average annual savings of \$505 per household.

### Oak Park residential energy use by municipality compared to Cook County, 2007

	COOK COUNTY	OAK PARK
Average Electricity Use per Household	7692 kWh	7795 kWh
Average Annual \$ for Electricity per Household*	\$828	\$839
Average Natural Gas Use per Household	1,130 Therms	854 Therms
Average Annual \$ for Natural Gas per Household*	\$1,274	\$758
Average annual energy costs	\$2,102	\$1,597

Source: CNT Energy Community Profile.

\*Calculated using average residential sales per kWh (ICC Utility Sales Statistics 2007).

As it relates to transportation, Oak Park has a slightly lower average number of vehicle miles traveled (VMT) by household compared with the Cook County average (13,076 versus 14,742 respectively), according to 2007 CNT data. Based on the IRS mileage reimbursement rate, this means that Oak Park households saved an average of \$67 per month in transportation costs compared to the county at large. A recent article in the *Journal of Urban Planning and Development* showed that "putting offices, shops, restaurants, residences, and other codependent activities in close proximity to each other" has the biggest impact in reducing VMT. Oak Park's planning and development policies have clearly reaped such benefits by locating compact residential developments close to transit stations and downtown retail and entertainment amenities.

As the top two energy consumers, buildings and transportation also contribute significantly to carbon emissions. In 2007, Oak Park emitted an estimated 13.86 metric tons (MT) of carbon dioxide emissions (CO<sub>2</sub>e) per capita, which is 11.5% less than county emissions per capita (14.86 MT CO<sub>2</sub>e). Emission rates will likely remain below national averages as Oak Park continues to implement TOD planning, energy efficiency retrofit programs for all building types and clean energy purchases through its municipal aggregation projects.

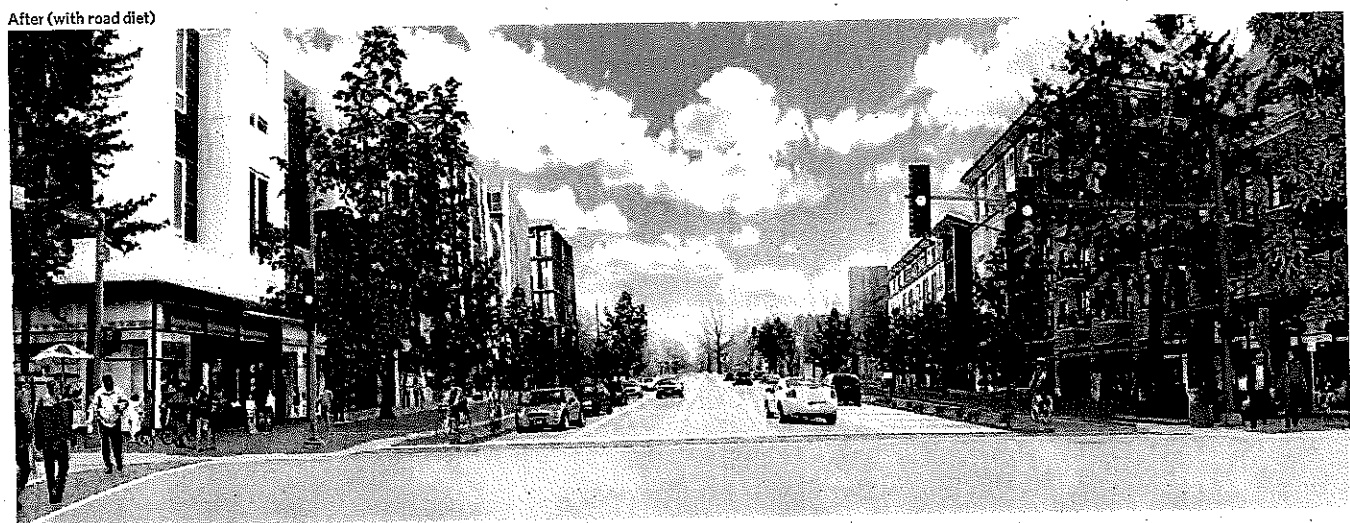
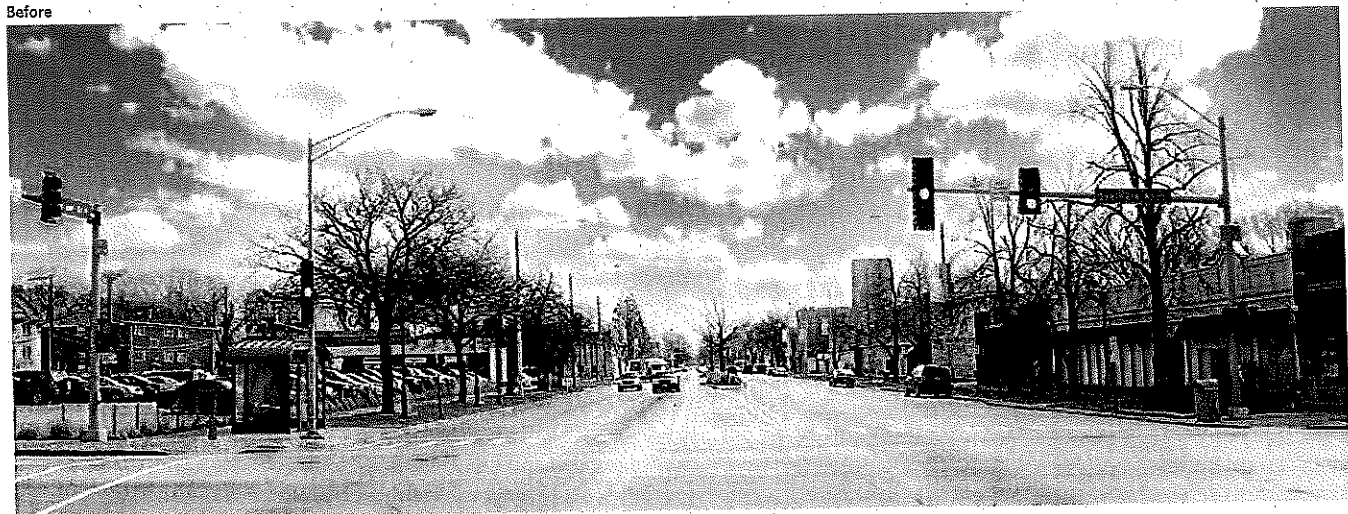
## Urban Design Focus Areas

### Design Workshops

In September 2011, the *Homes for a Changing Region* team conducted a community workshop in Oak Park where residents, community leaders, Village officials, and others were asked to present their views on what could be done in two key areas in the community: the intersection of Oak Park Avenue and Madison Street, and the Blue Line CTA station at the intersection of Oak Park Avenue and the Eisenhower Expressway. Their feedback helped shape the recommended strategies in this report, and included preserving the unique character of Oak Park neighborhoods, additional green space, connections to transit, bicycle amenities and mixed use development.

### Oak Park Avenue and Madison Street

Village officials selected the intersection of Oak Park and Madison for visualizations. Based on input gleaned from residents that participated in the workshop, consultation with village staff, recommendations from a previous massing study and a proposal for a “road diet” along Madison Avenue, the consultants produced the following visualizations. Improvements include mixed use development with retail and on the ground floor, residential units above, streetscaping and landscape improvements. The road diet proposal would reduce the number of traffic lanes and add bicycle lanes separated by green medians.



## Recommended Strategies

Having carefully analyzed Oak Park's current and projected housing needs, a number of practical and achievable housing strategies will allow Oak Park to build upon its considerable assets while also addressing its future challenges.

### Update Oak Park's comprehensive plan and zoning ordinance

Oak Park's first priority is currently a revision and update of its comprehensive plan, made possible by its grant from the U.S. Department of Housing and Urban Development. This update would synthesize today's comprehensive plan with existing sub-area business district plans and any other applicable planning documents, including PlanItGreen, Oak Park's sustainability vision plan, creating a unified comprehensive plan to guide the Village over the coming decades.

This update will necessitate a more in-depth review of each sub-area plan than was possible within the scope of the Homes for a Changing Region project, as well as an extensive community involvement process.

Oak Park's Zoning Ordinance should also be updated to help implement the recommendations of the new comprehensive plan. Environmental sustainability will likely be a focus of the Village's new plan, requiring changes to the Zoning Ordinance. Another focus will be support for transit-oriented development, as recommended by both PlanItGreen and sub-area plans commissioned by the Village, requiring zoning changes to achieve increased density and mixed-use development within a half-mile radius of train stations. In addition, new zoning strategies, such as form-based codes, should be considered to successfully implement the recommendations of the new comprehensive plan. As a leader in housing policy and programs, Oak Park might also consider making sure that accessibility standards allow a growing senior population to age in place.

### Increase housing options for Oak Park's workforce and seniors through transit oriented development

Oak Park should work with the West Cook County Housing Collaborative to increase housing choices for the Village's workforce as well as seniors through transit-oriented development that leverages the Village's Metra and CTA stations, reducing the need for residents to drive. The Village is a landlocked community where parking options are limited. The Village needs to continue to promote alternatives to car ownership such as mass transit, bicycling, and car-sharing services.



An example of walkability in downtown Oak Park.



### Continue existing foreclosure strategies

The Oak Park Regional Housing Center is phasing out its foreclosure prevention counseling. Along with general counseling, services that have been provided by the OPRHC include loan modification assistance to homeowners, negotiation with lenders on behalf of homeowners and referrals. The Village should determine if a service gap exists for residents needing these programs, and then reach out to other service providers to address it if necessary.

Other specific recommendations include:

- Oak Park should continue to monitor foreclosure activity and vacancies using its Vacant Building ordinance and database.
- Oak Park should also continue to track condominium foreclosures by building, putting them on a watch list when 40% or more of all units in a building are foreclosed.
- Support collaborative work funded by the recent Illinois Department of Commerce and Economic Opportunity (DCEO) and Department of Housing and Urban Development (HUD) grants, working with IFF to identify foreclosed homes well-suited for purchase through the program. DCEO awarded the Collaborative \$4.3 million of IKE Disaster Recovery Funds to acquire and rehab 100 homes in the 5 towns over the next 4 years. HUD awarded the Collaborative \$2.9 million to create new, or update existing comprehensive plans for the member communities, and revisit outdated zoning and infrastructure plans that are impediments to transit-oriented, affordable housing development.
- Work with the Oak Park Regional Housing Center (OPRHC) to create educational materials for owners thinking about rental as a pre-foreclosure option.

Work with the collaborative to create or expand first-time homebuyer's assistance programs for working families.

# Memo

**To:** Cara Pavlicek, Interim Village Manager  
**From:** Loretta Daly, Business Services Manager  
**Date:** March 27, 2012  
**Re:** April 2<sup>nd</sup> Board Discussion – Madison St

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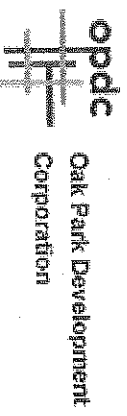
In preparation for the Board's April 2<sup>nd</sup>, 2012 discussion of Madison St I have developed the attached 6 slide power point presentation. Building on the presentation reviewed by the Board during the February 27<sup>th</sup> Economic Development discussion, current recruitment and retention efforts which are either in effect current or are being developed by the E/D Team will be reviewed.

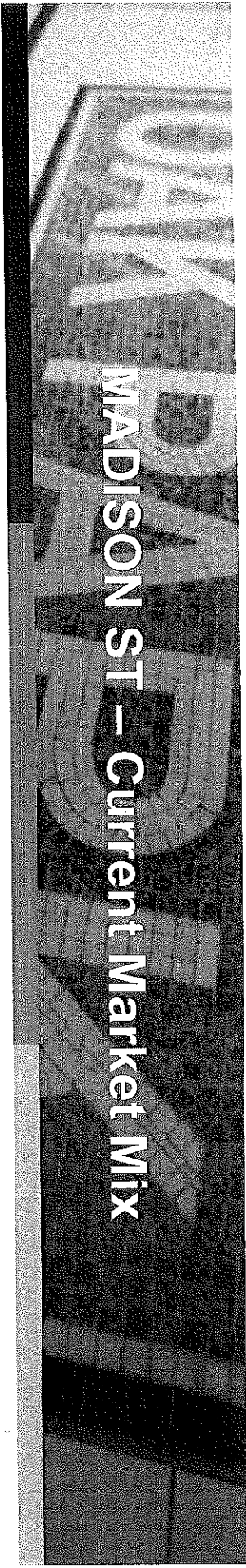
A preliminary commercial market mix analysis for Madison St. will be also be available for review at the April 2, 2012 meeting. This analysis is an essential step in the process of developing specific recruitment and retention strategies.

*DRAFT*

# Economic Development Review – Madison St

Board of Trustees Special Meeting  
Monday, April 2, 2012

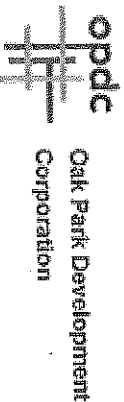




**MADISON ST - Current Market Mix**

*DRAFT*

**In Progress - Will be available for the Board's review on  
4-2-12**





## RETENTION – Madison St

*Grown business and commerce to further enhance the quality of life in Oak Park by retaining the existing commercial base and stimulating private commercial investment*

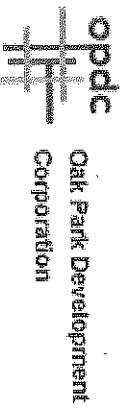
### Objectives – 2012

DRAFT

- Retain Existing Business Base - 154 current business licenses
- Grow Job Base – 1336 Jobs reported on business license applications
- Leverage Public Investment - 260 Madison & Oak Park and Madison
- Promote Expansion W/I Base

### Measurables 2012

- Business License Renewal Rates – Measuring Loss
- Job Growth – Determine Job Creation during 2012
- Private Investment \$ - Monitor Private Investment
- Occupancy & Market Mix – Complete Market Mix Analysis b/District





## Retention Projects and Strategies

### VOP Process Improvements

- Improve New Business Entry Process including Business Licensing – In Progress

### Business Support

- Business Education and Technical Support/Counseling – Score Counseling available through OPDC
- Access to Equity & Debt – Current Programs to be reviewed 3<sup>rd</sup> Quarter
- Business Association Development – Support Recommendations 2<sup>nd</sup> Quarter

### Business Communication

- Proactive Outreach to Businesses – Strategy development underway

### Marketing

- Develop and Execute Consumer Marketing Program – Program Development underway



DRAFT



Oak Park Development  
Corporation



**RECRUITMENT – Madison St**

*Develop appropriate market mix in each commercial corridor that provides goods and services to area residents and pulls from the widest consumer base*

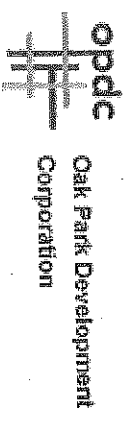
**Objectives - 2012**

- Develop Market Mix Recommendations
- Assess Current Job Base
- Develop a Public Investment Strategy
- Develop National and Local Retail Strategies

**Measurables - 2012**

- Retail Strategy Implementation
- Assemble Recruitment Teams
- Develop New Marketing Materials

*DRAFT*



# Recruitment Strategies

## Market Mix – Madison Market Mix Complete – Analysis Underway

- Analyze Current Market Mix and Develop Market Mix Recommendations – Analysis for Madison near completion

## Recruitment Strategies – Strategy Development Underway

- Develop and Implement specific recruitment strategies for national and local recruitment targets
- Develop and Implement specific recruitment strategies for professional and commercial recruitment targets
- Develop and Implement specific recruitment strategies for developers

## Recruitment Tools – May/June

- Analyze and develop existing and new grants and loan programs
- Ensure zoning supports market mix visions – Comprehensive Plan

## E.D. Funding

- Develop Public Investment Strategy

DRAFT



Oak Park



Oak Park Development Corporation



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## INTRODUCTION

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In the fall of 2005, the Village of Oak Park sought a planning consultant to develop a focused vision and implementation plan for the Madison Street Corridor. The resulting Plan will include land use recommendations, design principles and implementation tools that are intended to drive planning and development activities that are occurring in the corridor, bounded by Harlem Avenue on the west, Austin Boulevard on the east, Washington Street on the north, and Adams Street/Monroe Street on the south.

This portion of the plan, the Inventory Report and Opportunity Analysis, will describe the existing conditions in the corridor, including demographics trends, physical analysis, and community input, and will begin to identify development opportunities based on regional location and corridor-specific parameters.

The Inventory Report and Opportunity Analysis is the first part of five documents that together create the Madison Street Corridor Plan:

- Inventory Report and Opportunity Analysis
- Vision Alternatives
- Preferred Vision
- Development and Implementation Strategy
- Development Guidelines

Two companion documents will accompany this set of documents: the Architectural Historical Survey completed by Wiss Janney Elstner Associates, Inc. and the Market Analysis completed by Goodman Williams Group. Information from both has been incorporated into the content of this plan.

### Purpose of this Plan

The Madison Street corridor has a very different development pattern from other corridors within Oak Park, such as Lake Street. Madison Street is an auto-intensive corridor, as evidenced in its long history as the auto-dealer row. As the number of car dealerships has reduced over the years, new uses have assumed the role of economic anchor. The RUSH Oak Park Hospital, the banking institutions, the Jewel, the education institutions, and the Village Hall have complemented the strong residential neighborhood surrounding the corridor.

These changes in land use and the resulting concurrence of residential and retail/service uses has motivated numerous entities, including the Village of Oak Park, neighborhood groups, private developers, and business associations, to develop plans and visions for the future of Madison Street. These plans and visions include mixed-use development, residential development, aesthetic improvements, gateway enhancements, and business retention and recruitment strategies for the Madison Street corridor.

These considerations led the Village to hire a consultant team and appoint an official Madison Street Corridor Plan Steering Committee. These two groups are charged with working closely with the Village, residents, and the business community to develop a corridor plan, design principles, and implementation strategies.



C4

# PUBLIC PROCESS / COMMENT

## MEETING MEMORANDUM

Date: May 13, 2011  
Project: **Madison St. Streetscape**  
Date of Meeting: May 11, 2011  
Time: 7:30 to 9:30 p.m.  
Place: Julian Middle School, 49 Lake Street, Oak Park, IL  
Subject: **Madison St. Concepts**

PRESENT: Altamanu Inc.  
John MacManus, Altamanu Inc  
Josephine Bellalta, Altamanu Inc  
Sean McKay, Altamanu Inc

Sam Schwartz  
Mark de la Vergne

Christopher Burke  
Mike Kerr  
Christopher Burke

**PURPOSE:** Examine and review existing site conditions and conceptual designs

The following minutes are submitted as representative of the items of information exchanged, actions agreed upon, and discussions that took place. If no exceptions are received within five (5) days of issuance of the Minutes, then it shall be deemed all are in agreement with the general contents of these Minutes.

### Minutes of Meeting

#### Introductions

John MacManus gave a presentation that covered the following:

- Introduction to the project team
- Trustee Comments
- Business Association Comments
- History of Madison St

- Existing Conditions
- Overview of Master Plan
- Review of previous concepts developed in conjunction with steering committee
- Road diet precedents
- Overview of two proposed concepts

After Mr. MacManus' presentation the meeting was opened up to public comment:

#### Bike Lanes

- I don't want to breathe in exhaust when riding my bike. A scheme that keeps bikes off the roadway would be preferred
- I would prefer to be in the street on a bike, more visible to cars. There could be a snow removal issue with a cycle track in the winter and a lot of people still bike in the winter
- I cycle down Washington and Jackson. I think it is short sighted to eliminate driving just for cyclists
- Good point that a cycle track could lead to more accidents than a bike lane but it also significantly increases the number of cyclists.
- I think this is a good plan but do we really need a bike lane? It is easy to bike in Oak Park anyway
- A plan like this makes biking festive, celebrated, and more inviting

#### Parking

- What will happen to parking in these two schemes? We can't handle losing any on Madison St.
- Could there be enough parking if municipal lots were incorporated along the street?
- Forest Park has a parking problem due because of the popularity of Madison St. This would need to be addressed in these plans as well.
- Could we have diagonal parking in lieu of bike paths

#### Safety

- Terrified of kids crossing Madison St. to get to school at Brooks. Pedestrian crashes are high in the Chicago area compared to the rest of the country and like that these concepts are more inviting to pedestrians
- Don't like letting my kids walk down Madison St. It is unsafe right now. Reputation as "heroin highway". This plan could change that.
- I am very encouraged by all the safety comments tonight and considerations in the concepts. It may be desirable to have consistency between Forest Park and Oak Park. The Harlem to Oak Park section might be transition zone between Forest Park and what is happening at Village Hall
- Real concern about pedestrian safety. There is a steady stream of kids crossing Madison. Need to be conscious of way kids cross. Advocate of bump outs.
- This is synergistic with Oak Park Sustainability Plan.

#### General

- I like how green the concepts are
- This would be a welcome change to Madison St
- I have lived in Oak Park my whole life. Reason was because it was a walkable environment. Madison St. is not. It is out of character with the rest of Oak Park and this plan would help to fix that. I support scenario A. Oak Park is not about cars. Oak Park is an alternative to living downtown
- I like the aesthetic improvements but need more info and data. Can't choose between the two

concepts.

- I like the streetscape on Madison St. in Forest Park. The buildings were also facelifted there. The buildings on Madison in Oak Park need to clean up their acts. Lots of ugly buildings
- How can we do something nice that is less expensive? Need to consider the longterm maintenance cost.
- Concepts grab those details that create synergy and a vibrant street
- Where is funding coming from?
- There is a Madison St. TIF but it is a limited pool of funds and a limited time frame. Need a discussion for relative tradeoffs and other sources of funding and need to look into phasing.

#### Road Diet

- I would like to see some numbers. How are travel times going to be affected? Lots of people are driving along Madison in Oak Park
- Lots of research showing road diets will slow traffic a bit which is good for business.
- With more businesses come more truck deliveries. What happens with truck deliveries with a road diet?
- With one lane a bus would completely stop traffic
- I am a business man. I would never drive down Madison St. in its current condition and park on the opposite side of the street of the business I am trying to go to. I would be able to do this in these concepts. But we really need to develop businesses by having people walk and bike to them.
- I own apartment building on Kenilworth and Madison. It is hard to rent units because of all the traffic noise along Madison.
- I would like to see why we NEED 4 lanes on Madison St. There is a lot of traffic at very specific times of the day but usually there isn't much.
- Both alternatives both assumed road diet. Need more analysis of tradeoffs to get to that point. I hope more thorough analysis and broader range of options are presented.
- Taking away the only 4 lane in Oak Park is short sighted

A second community meeting is scheduled for June 1<sup>st</sup>, once again at Julian Middle School at 7:30pm.

END OF MINUTES

Madison Street Streetscape Harlem Ave to Austin Ave Concept Plans  
Public Meeting June, 1, 2011

Public Comments

**Comment # 1:**

Once plans have been landed (based on comments/feedback), what is the anticipated timing of this project? How long to complete project? What is the source of the funding? Will you put the conceptual plans online?

Name: Danielle Smith  
Address: 426 South Harvey Ave  
Oak Park, IL 60302  
Phone Number: (630) 825-8683  
Email: [danyellz@yahoo.com](mailto:danyellz@yahoo.com)  
Representing:

**Comment # 2:**

Please build in a vehicle drop off outside the 218 Madison Park District Gym Center. It would be safer for the children!

Name: G. Who.

**Comment # 3:**

The Athlete's Foot that is on Madison and Austin went out of business. It is now "Diana Shoes." Please correct on future drawings. Thank you!

Name: Robert Kim  
Address: 4 West Madison Street  
Phone Number: (708) 948-7410  
Email: [dreamtown.robert@gmail.com](mailto:dreamtown.robert@gmail.com)  
Representing: Diana Shoes

**Comment # 4:**

1. Surprised and encouraged by eliminating medians. 2. Love the idea of color-coded bikes lanes, use blue! 3. Worried a little about street side trees obscuring the best architecture (old car dealers). 4. Like the Austin/O.P. gateway concept running kitty corner to unite rather than separate! 5. Please run public art/signage through O.P. Public Art Advisory Committee—no more Harrison Razors! 6. Signage for Businesses appears crucial. Great project!

Name: Bill Greffin  
Address: N. Kenilworth  
Phone Number:  
Email: wegreffi@comcast.net  
Representing:

**Comment # 5:**

Thank you for continued attention to Madison Street. I support improvements in the streetscape—but want to be careful that there is firm evidence that the chosen concepts are very likely to be effective (not like the Lake Street Pedestrian Mall). I would also like included a series of landscaped diverters buffering the residential and enhancing the commercial areas. These could be paid for as a compensating benefit from developers and increase parking opportunities. I do not want cull dusacks as they are impediments to emergency vehicles and create an us/them atmosphere. Please consider that there are 2 types of bikers that would use the bike lane—commuter and families with children on bikes.

Name: Linda Hill  
Address: 521 South Grove Ave  
Oak Park, IL 60304  
Phone Number: (708) 848-7105  
Email: Linda.Hill@gmail.com  
Representing:

**Comment # 6:**

1. Although the protected bike lane is nice, if it costs more than the other type, go with the less expensive. 2. People and businesses will want to make sure that the final plan has sufficient parking. You might want to count up existing spaces versus planned spaces. 3. I was very surprised there was more traffic on Roosevelt than on Madison. 4. To me the most important aspect of any plan is the ability to cross Madison on foot safely. 5. Consider including diverters to separate commercial from residential sections of side streets.

Name: Melissa Mickleberry  
Address: 417 South Grove  
Phone Number: (708) 524-4986  
Email: mickleb@gmail.com  
Representing:

**Comment # 7:**

Overall I am extremely positive about what I have seen. My concerns are more future related, as in what happens to parking if this succeeds at redeveloping the area. As

it stands parking can be tight and my concerns are that there seems to be no planning for if/when parking demand increases. Personally, I'd like to see additional growth of the sidewalk between Harlem/Oak Park although I understand that it may not be feasible.  
*\*Wants to know if info/drawings will be online.*

Name: Brian Keyes  
Address: 719 Home  
Phone Number: (312) 286-4540  
Email: bkeyes@gmail.com  
Representing:

**Comment # 8:**

West of Oak Park Avenue—looks great gain in green space along parkways allowing trees—excellent. East of Oak Park Ave: 1. Have concern that increasing the expanse of pavement (68 feet with no trees) is not more pleasant. 2. Have very big concern about the safety of the bike lane—too many crossings and turns, even if speeds are reduced. 3. This will not make Madison pleasant enough to make it a desirable bike route—too many large vehicles (trucks, etc.) and jockeying. 4. Beware of reducing green space in the parkways for the large expanses of paving. Often very unwarranted. Point in fact: section on north side of street just west of Ridgeland (@ 412 Madison) grass is fine there. 5. Beware of making too many large expanses of paving in the pedestrian way with useless urban chotskys, like sculpture and too large plants, plants, etc. 6. Don't fence everything with the black fences! Quiet green and trees are fine! 7. Don't over do the fussy plantings. They will not be cared for over the long term. 8. The loss of the median (where it is indeed effective) increases the street width and eliminates a safety is bad when crossing the street. With this plan (*something* of OPA) you have to cross almost 60 feet (68 feet?) with no safety landing—too wide for slow people to get across. I'm all for reducing vehicle speeds but would like to see version utilizing a center median (reduces pavement width).

Name: Carol Yetken  
Address: 412 Madison Street (office)  
Phone Number: (708) 524-1484  
Email:  
Representing:

**Comment # 9:**

I think the cut outs are going to be a snowplowing nightmare! The bike lane belongs on a boulevard—they do not allow trunks!

Name: Vikki Peterson  
Address: 826 South Kenilworth  
Oak Park  
Phone Number: 383-6269



Email: vkp826@comcast.net  
Representing:

**Comcast # 10:**

Like the addition of more trees west of Oak Park Avenue—more green canopy welcome! Have concerns about bike lanes, as Madison will continue to be an intense street with lots of turning vehicles. 5 foot width is quite narrow for bike lanes between parked cars and moving cars. Too much paving shown in many pedestrian areas, esp. east of Oak Park Avenue. In most places the lawn parkway is the best model—should not be cluttered with plazas, site furniture. If in the future more restaurants appear that need outdoor areas, then some lawn areas can be modified. Have concerns that drivers will perceive Madison as too slow and will use Washington Blvd more, which is a residential street doesn't need more cars. Doubling trees on parkways seems unnecessary, especially in tree grates which provide such an inhospitable environment.

Name: Karen Heller  
Address: 315 South Harvey  
Oak Park  
Phone Number: (708) 386-1825  
Email: Karen.Heller@sbcglobal.com  
Representing:

**Comcast # 11:**

Well, always excited to see enhanced beauty to streetscape, so that point, along with safety, great. Bigger issue in looking at this is a total (ok, near total) under appreciation of the importance of easy, convenient, free parking. You want to improve Madison in Oak Park? More small businesses, more dining, more tables on the sidewalk, etc. Needs parking so people will be attracted to come. Do not underestimate the importance of simple, easy (no \$20 tickets) free parking. Also, less hassle to open a business.

Name: David Robbins  
Address: 436 South Lombard  
Phone Number: (312) 731-2811  
Email: daraguy400@yahoo.com  
Representing:

**Comment # 12:**

Although I like the plan and the goals of reduced traffic and improved safety, my concern is the financing. Especially since attracting new business is extremely important, I'm not sure if the expenditure will bring new business.

Name: Tom Naughton

Address: 530 South East  
Phone Number:  
Email:  
Representing: Myself

**Comment # 13:**

I am very excited about the possibility of not only enhancing the environment which would attract more upscale businesses to Madison Street, but improving the safety factor. I feel I take my life in my hands whenever I cross to the 7-11 on Scoville or make a turn off of Scoville. Students from Fenwick are constantly crossing right through the center of the off-set intersection. I have witnessed several accidents at this intersection and have seen a car try to run over a cyclist. It's time for some things to be done! This is a well thought out plan.

Name: Nellie Schultz  
Address: 508 West Madison Unit 3S  
Phone Number: (708) 848-6815  
Email: nelschultz@msn.com  
Representing:

**Comment # 14:**

As a resident on the 500 South block of East Ave and a business owner on Madison Ave (Serenity Acupuncture) I am relieved that attention is finally being paid to this major thoroughfare. The proposal to slow traffic to improve safety for pedestrians and cyclists is key. I think free parking on Madison is essential. This is a consideration for all of my patients. On a side note the village has to find ways to become more small business friendly, rent, grants, etc.

Name: Patricia Miller  
Address: 523 South East Ave  
Phone Number: (708) 250-3822  
Email: tricia@serenityacu@m.  
Representing: Owner of Serenity Acupuncture 503 Madison Street (708) 848-4626

**Comment # 15:**

Traffic on Madison Street is too fast. The plans are encouraging that traffic will slow down because of the road diet. The safety of pedestrians is key to this project. Concerns: 1. Parking esp. around businesses e.g. the 90 seat Chicken and Waffles has created a traffic /parking nightmare on the side streets of Scoville and East and it's impossible to pull onto Madison from Scoville because the sight lines are so bad. 2. Will more people (drivers) start using the side streets because is so much slower? 3. Get rid of all the cul-de-sacs (Clinton, Kenilworth, Washington and Scoville and let all the street carry the traffic burden/let the streets be streets!)

Name: Teresa Naughton  
Address: 530 South East Ave  
Oak Park  
Phone Number:  
Email:  
Representing: Myself

**Comment # 16:**

Thank goodness Madison Street is finally getting some positive attention—I love it! Madison Street is dangerous for our children crossing to get to and from school daily, the pedestrians of our village, the Farmer's Market contingent and finally cyclists. Safety must be the driving force behind our decisions. Slow the traffic down! Madison Street has the opportunity to attract businesses of all types if it only looked different. Madison Street in Forest Park is a perfect example. I lived through that transformation and continue to be attracted to the shops, restaurants and businesses on “the other side” of the block. Wider sidewalks, a bike lane, a “road diet”—a dream come true after all these years of excessive property taxes for what is currently an eye sore. Please do something, and this plan is a great start! I also would hope you would carefully look at the parking being considered being removed from Clarence to East. Chicken and Waffles has no parking now, you can't seriously think about taking away any parking at anytime of the day.

Name: Patti Farlee  
Address: 527 South East Avenue  
Phone Number: (708) 383-1225  
Email: p-farlee@att.net  
Representing: Myself and my family and my neighborhood

**Comment # 17:**

Thanks for providing this session. Overall I like the plan very much. I appreciate the green space, wider sidewalks, and bike lanes. My concerns are parking—ample parking to support commerce enterprises and potential special events planned in front of Village Hall. I am also concerned about economic development. I do not want to see the Village fall into a “build it and they will come” mentality and hope there is an aggressive economic development to accompany this proposal. I would like to see then an economic development plan and the street redevelopment plan fit together.

Name: Meredith Morris  
Address: 436 South Lombard  
Phone Number: (630) 853-0992  
Email: morris-meredith@comcast.net  
Representing: I am a condo owner

**Comment # 18:**

I am very much in favor of reducing traffic to two lanes, and for increasing the width of pedestrian-ways and green space along the corridor. I would like to keep the medians if possible, even if they need to be narrowed to 10 feet. I have no strong opinion on the bike lanes, but I would prefer to eliminate them if it would decrease the cost of the project, or allow additional funds to extend the length of the project (assuming that funding won't be adequate for Harlem to Austin). If bike lanes are not included, I would like to see the street narrowed as much as possible. If the bike lanes are included, I would like to see the 56 foot section (with the 5 foot bike lanes rather than 10 foot bike lanes) the whole way. This will allow additional space to be dedicated for pedestrians and will decrease the probability that the 10 foot bike lane would be used as a vehicle lane during the winter when bikes aren't active. A few more points: Straighten out the crosswalk at the south leg of Oak Park. There is a slight distance issue here because of the corner of the Walgreens building and the existing skewed crosswalk. If there is not enough money for the entire project, I would think the priorities should be: 1. Harlem to Oak Park, with a plaza at Oak Park. 2. Austin to Village Hall. If there is not enough money for entire project, please make sure that traffic is constructed at Austin, and the other terminus so as not to create a bottleneck at Oak Park.

*Diagrams are included.*

Name: Paul May, P.E.  
Address: 535 South Euclid Avenue  
Phone Number: (630) 417-7627  
Email: pauldmay@yahoo.com  
Representing:

**Comment # 19:**

The safety of all the students and pedestrians of Oak Park should be the single, most important motivation for fixing the traffic speed and flow on Madison. Shortening the distance that pedestrians have to cross with the bump outs, as well as slowing the traffic down by shrinking the number of lanes will do wonders towards improving the safety of all walkers, bikes and crossers on Madison. The additional green space and beautification of the avenue will also undoubtedly help draw new business (something has to!) The street right now is unattractive, not safe, and a poor representation of the rest of Oak Park.

Name: Kathy Sullivan  
Address: 513 South East  
Phone Number: (708) 660-9982  
Email: kmssullivan@sbcglobal.net  
Representing:

The following comments were dictated verbally to the transcriber.

**Comment # 1:**

Absolutely love it. For too long Madison has been bland. A rode to get from point A to point B. You have to cross from the sidewalk as fast as you can. This can be a unifier instead of being divider. It can be a gateway for new development, town homes and recreational activities. Making it more beautiful...making it walk able "bike able"...it can be a green corridor...attract businesses...visitors that are interested in a walk able "bike able" community. But you do need more of an attraction...residential development or something like the Children's Museum. I am interested in the Children's Museum on North. You will always have vehicle traffic because of Dunkin donuts, McDonald's. But you need places for people to want to go...if you have a "prubub"...children's museums...people will more likely be able to walk to it. Love it.

Name: John Harris.

**Comment # 2:**

I like this...I actually wanted this. I am apart NFMR, [renewmadison.com](http://renewmadison.com). I was involved with them for several years...I have been pushing...making traffic go slower. All fits...All make sense. I wish someone could take pics of families running across the street. It is too wide.... too many cars...going too fast. Bad all around. I like the two biked lanes design...like Europe. Current design is less friendly families and kids. But I am for it.

Anonymous

The following comments came in through website comments:

**Comment # 1:**

Have been a resident for a long time here. My family stayed here due to location to public trans, highways, good schools etc.. We have agreed and disagreed with projects the village has done. We live on the south side of Oak Park and this project will effect us. Shortening the width of Madison is a problem. We have seen now the problem of trying to go west on Madison in Forest Park. It at times is terrible and we route ourselves on other roads, Jackson for example. (That street at times is also backed up at Harlem too!) Roosevelt Road is also very bad due to the one lane and we really avoid it. (Sorry for the businesses there!) It seems we are putting Bike lanes everywhere in this town. We need to be focusing on traffic congestion, fixing up Madison to attract businesses (tough in this economy but for the future), PARKING for people to access these businesses. A bike lane is just not needed to block more of the

street. Read about a resident here who wants to open up a MicroBrewery, that is what we need to start attracting with good parking! I really hope this board takes a good look at this and as a suggestion DRIVE around the area at different times to see first hand the congestion! Thank you.

M. Flint  
Maryjoy Flint [dental4452@hotmail.com]

**Comment # 2:**

Dear Planning Commission:

I've reviewed the presentation on your recommendations for Madison Street and was shocked that there was not one slide - not even one - explaining the impact the "road diet" will have on the surrounding neighborhoods. Even the slides showing the locations of schools completely missed Longfellow Elementary, a school of over 500 pre-K through 5th graders, all of whom walk to school primarily down Jackson Blvd. Not to mention Longfellow Park, the site of countless youth activities. And based on the description of the committee process, there was no input from current property owners outside of the Madison business association.

Yes, Madison is big and ugly and there are a lot of cars. The slides show wonderful potential to improve how it looks and functions. However, a responsible Planning Commission would assess not just the impact to Madison Street, but the impact to the main east-west streets that parallel it. The traffic that currently travels down Madison will simply not sit in a 2 mile long traffic jam during rush hour. They will divert to Jackson Blvd, which already sees a high volume of traffic. Jackson is not, in any way shape or form, able to carry any more traffic than it already does. It has a school, two parks, and close residential housing along it already. Reducing Madison Street to a single lane each way will increase traffic accidents on Jackson and turn cross walks into hazardous crossings. What increase in fatalities and pedestrian accidents have been forecasted if this plan goes through? How will you address the traffic impact a few years from now when they rebuild the Eisenhower, and people divert from there to Jackson, Madison, and Washington? What is your plan for compensating your citizens for the decrease in property values because their house is now suddenly close to an incredibly busy street? How will the daily funeral processions that run down Madison and Jackson be handled? Please, look at how Madison flows through Forest Park during rush hour. It comes to a near stand still, and drivers divert off into the surrounding neighborhood, barely stopping at intersections in their rush to get to Harlem and back onto a 2 lane road. Look at Chicago, and the 3 block backup at Chicago and Harlem of drivers trying to cross, or the 2 block backup at Oak Park Ave. Building bike lanes is not going to dramatically reduce the auto traffic.

Please do not only review how the street will look and the options for decorating the crosswalks and green spaces. Spend a bit of the \$4M - \$6M on an actual assessment and be truthful and honest about what this could do to the neighborhoods that border Madison. And do a real assessment of the potential businesses that would choose to

locate along Madison. Given the current economy, will this attract what you expect? Even businesses in Forest Park, which you seem to be attempting to emulate, are failing and closing.

Your job is only half done. Please complete the rest of it before trying to convince everyone that your plan is a responsible one.

Thank you,  
Amy Kuehl  
705 S. Lombard Ave

**Comment # 3:**

Dear Mr. Failor, Committee members:

As an Oak Park resident of 35 years, I am strongly opposed to reducing the number of lanes on Madison St. It would be bad for big and small business alike. I shop at the Madison St. Jewel and Walgreens and other establishments... Al's, Mama Thai, New Rebozo and go to Village Hall. Fewer traffic lanes would slow me down. I'd probably end up going to the Jewel in River Forest and to the Walgreens in Forest Park. Narrowing the lanes makes no sense.

Paul Obis  
1124 S Oak Park Ave  
Oak Park, IL 60304

312-342-8182

[paulobis1951@gmail.com](mailto:paulobis1951@gmail.com)

**Comment # 4:**

Greetings:

I am writing to voice opposition to the plan to reduce Madison to two lanes.

- There are very few options for going east-west in Oak Park that don't move at a snail's pace at busy times of the day. Madison is the best option for me; I suspect that's the case for many people.
- I also suspect that if Madison is cut to two lanes, more people will attempt to use side or "minor-major" streets to get to where they're going, and they won't be happy. I will be among them.
- I am not convinced that slowing drivers down so that they "see" the local businesses stimulates their desire to stop and shop. I would like to see the data that support that assertion.

- I support cyclists; let's encourage them to use Washington - unless of course we make Madison two lanes, in which case Washington may be filled with angry motorists trying to get from one side of the village to the other.

Thumbs down to this proposal!

Regards,  
Debble Pastors  
619 N Ridgeland Ave

**Comment # 5:**

I would like to express my full support to the proposed changes to Madison Street. I live at Kenilworth and Madison and feel it is one of the most unattractive areas in the village. Adding bike lanes and green space would make a big difference. Please do it!

Thanks.

Steve Sacks [sacks\_steve@hotmail.com]

**Comment # 6:**

Craig,

Family commitments prevented me from attending the public meeting on June 1st.

As you may know, I live three doors south from Madison on Clinton Avenue. I carefully reviewed the consultant's Power Points slides and I have the following comments:

I believe the 3 lane solution makes a lot of sense from Harlem to Austin. It should slow down traffic and decrease its use as a pass through from Chicago to the Western Suburbs. I strongly support the large pedestrian areas, particularly by Brooks and Julian. Many Middle School students, including my kids, cross Madison daily. Currently, cars rarely stop for pedestrians even at the marked cross walks.

The narrowing of the street and the addition of bike lanes will change the character of the street and will make commercial activity easier to achieve. When on foot or on bike, I avoid Madison if I can. If you are able to implement the core features of this plan, I feel certain that would change.

Thank you for the opportunity to comment.

Perry Vietti  
508 Clinton Avenue  
pmgsas@sbcglobal.net



MADISON STREET STREETScape  
HARLEM AVE TO AUSTIN AVE  
CONCEPT PLANS

PUBLIC MEETING  
JUNE 1, 2011

COMMENT SHEET

Comments or questions regarding the concepts presented may be written below and dropped into the Comment Box at the meeting, or dropped off/mailed to the Village of Oak Park at the address indicated below.

Madison St Comments  
c/o Mr. Craig Failor  
Village of Oak Park  
123 Madison Street  
Oak Park, IL 60302

A few comments - The plan needs to be incorporated into a larger vision with regards to pedestrian crossings and parking. There will be traffic overflow on Washington, possibly Jackson and Harrison. A vision on how Brook's students will navigate Washington, near Kenilworth is needed. The Home avenue bridge crossing area needs improvement. It is a blind crossing to the east and increased traffic would create problems for students.

The Madison Corridor Plan calls for more parking for businesses. There needs to be a priority to create parking opportunities for existing business and business that will be reused. This is particularly evident between Home and Harlem. New Reboza and Mama Tai and Al's Grill are successful businesses that would benefit from additional parking. The current plan actually does the opposite and removes street parking on the south side of Madison adjacent to the Hospital parking lot. People don't need to park to go to the parking lot, but maybe they could park and cross the street. There are ample Village lots and side street opportunities to increase parking.

Side street parking regulations need to be reviewed and changed to make it user/business friendly. The hodgepodge of 2hr parking, no parking, permit parking, no overnight parking, overnight parking by permit etc, is confusing and not conducive for public use. Public, convenient street parking on Madison or side streets enable businesses to reuse space without having to build and incorporate parking spots.

Shared parking in existing lots could be a solution to create parking spaces. For instance, the D97 lot could be used for The Madison Arts Center (Circle Theatre) in off hours and weekends.

The Village must prioritize and quantify spending based on need and economic return. Bike lanes and the Village Hall mall are wonderful amenities, but I don't know how much economic return they provide and may not be worth spending money on at this time.

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Name: Craig Chesney  
Address: 634 Clinton  
Phone Number: 312 401 0050  
Email: craigchesney@hotmail.com  
Representing: Homeowner / 901 W Madison

I am very disappointed in the leadership of Oak Park! The Madison Street Corridor issue has been going on for nearly a decade! Other than a few planters in the median; what have you accomplished? I cannot believe we are still in the schematic phase of this project. Someone at village hall needs to make Madison Street a priority just as you have made raising taxes and fees a priority. You seem to move very quickly in that department!

As for the latest schematic plan, and by the way I hope this is the last schematic plan we will be asked to view, it is time to move forward on this. I like the idea of the road diet and making the street more business ordinate. I would love to be able to walk outside of my building, and stroll down the street and have a choice of restaurants to visit. As you know, or might not know since I don't think any of you are concerned about our quality of life, we do not have the choices that our Forest Park neighbors have on Madison Street. How about the commerce dept try to attract upscale restaurants and make Madison Street or at least a section cater to ethnic dining. In Forest Park I have a choice of several different food types all within three blocks! What does Oak Park offer on Madison Street? McDonalds, Dino's, KFC, and Dunkin donuts! This should be a no brainer! This is why most of my entertainment money is spent in Forest Park and not Oak Park. Why? Because Forest Park leaders know that revenue comes from people having facilities to patronize. We need Madison Street to become a magnet to draw businesses and people to this part of town. I have news for you; I spend more money in Forest Park than I do Oak Park. Why, because Forest Park offers dining, entertainment, and shopping. Yes, of course Oak Park has the same but it is not adequate compared to Forest Park. How about a retail center at Oak Park and Madison. How long are we going to look at an ugly parking lot trimmed in dead grass? Get off your butts and DO SOMETHING!! I cannot wait for the next election, President Pope adios!!

Signed,

One Pissed Off Resident

**From:** Ellen Edwards [ellenedw@gmail.com]

**Sent:** Thursday, June 16, 2011 10:10 PM

**To:** planning@oak-park.us

**Subject:** Madison Street Redo feedback

Dear Oak Park Planning commission,

I was puzzled to read in the June 8 Wednesday Journal that reaction to the idea of shrinking Madison Street to two lanes was "mostly positive."

I do not share a positive view of this idea.

Madison Street is the ONLY solution for drivers who need to get across Oak Park quickly. Its 4 lanes and strategically placed left-turn lanes enable traffic to move efficiently at pretty much all hours of the day or night. In today's world of gridlock, this is heaven to a motorist!

In a perfect world, where we would all be riding bikes, or working from home, or not caring how long it takes us to get from Point A to Point B, sure - it would be great to have a leisurely paced single lane of traffic with plenty of time to eyeball the local shops and turn in to a convenient parking spot when we see an enticing place to do business.

This is pie-in-the-sky nonsense. And costly too.

Have you ever heard of the axiom "if it ain't broke, don't fix it"? That is the perfect advice for Madison Street.

If the new chicken place on Madison wants to attract new customers, let them do what businesses have done for centuries: advertise! There is a world of opportunity for businesses to promote themselves: in the Wednesday Journal. On facebook. In the Value Pack mailer that comes to my mailbox every week. Word of mouth.

Ziping along at 40 mph is one of the pleasures of my life, every time I need to get from where I live (Ontario and Kenilworth) to the Ike to go into the city, or down to Harrison Street, or down to Fitzgeralds for some music.

If you shrink Madison to one lane, where do you think all the east-west traffic will go? Jackson? Nope, the traffic calming ruined that as a through-street, and perhaps rightly so since it's a residential area. Washington? Another residential area, where fast-moving cars probably would not be welcome. Harrison? again, too residential for fast-moving cars to be welcome.

Leave Madison as a 4-lane street. It works. Don't mess with a good thing.

Sincerely,

Ellen Edwards  
37-year resident of Oak Park  
708-848-0022

December 1, 2011

Dear Village Trustees,

On behalf of the Madison Street Business Association, we would like to give our support of the proposed Streetscape Plan. We encourage the Village Board to encumber the funds before December 31, 2011. We also would like to express our desire that the Streetscape Plan be an inclusive plan that benefits the entire length of Madison Street from Austin to Harlem. We support the road diet concept and the bike lanes, with Federal Grant money. The curb to curb redesign along the entire stretch of Madison will create an environment that represents a diverse commercial corridor which is neighborhood oriented and urban- accessible.

Thank you,

Madison Street Business Association Board of Directors

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:36 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Madison Street Improvements

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**From:** Michael Carroll [mailto:mgchbus88@yahoo.com]  
**Sent:** Saturday, December 03, 2011 10:09 AM  
**To:** VOP Board  
**Subject:** Madison Street Improvements

I'm writing as a bicyclist and as an Officer of the Oak Park Cycle Club. Personally, I'm very much in favor of an improved bicycle and motor vehicle friendly Madison Avenue. The recent bike only lanes on Division St. and elsewhere in Oak Park are a definite improvement and would be a good idea for Madison St.

As most of us are aware, under state and local laws a bicyclist is the operator of a vehicle and as such is subject to ALL traffic rules and regulations. With this in mind, I believe that a dedicated bike lane located between parked cars and the curb is an unsafe idea.

Riding in this position decreases rider awareness of traffic in both directions because of the screen effect of the parked cars and it also decreases driver awareness of the bicyclist for the same reason (I can't see you and you can't see me).

It also places the cyclist in a trap, with no escape, between the parked cars and the curb -- there is no easy way (stopping) to avoid the car door, and how aware is the driver in the act of parking of the approaching cyclist(s) to the right rear?

One cannot easily be seen by other moving vehicles (behind, or oncoming from left), which would complicate a right turn.

One cannot safely or easily make a legal left turn from this position absent moving to the left side of the motor vehicle traffic lane. If riding in the traffic lane or along the left side of the parked cars, one signals the turn and merges into and crosses to the left side of the motor vehicle traffic lane, stops, and turns when safe. From the curbside lane, this maneuver would involve exiting the dedicated lane a block in advance of turn, merging with moving traffic, moving to the left side of the motor vehicle traffic lane, stopping and making the turn. One does have the option of making three right turns or of dismounting and walking the bike across the intersection and re-entering traffic in either a dedicated or non-bicycle dedicated lane.

The idea of bicycle lane consistency throughout the village is also important. Preserving the same bicycle lane options either left side of parked cars or dedicated right side (no parked cars) means motorists and cyclists can share a uniform lane usage pattern throughout the Village as opposed to one pattern on Divisions St (and other streets) and a different pattern on Madison Ave.

In consideration of these significant safety issues, I believe a dedicated space (lane) between the parked cars and the traffic lane is the better alternative.

Thank you,

*M. G. Carroll,*  
*Treasurer, OPCC*

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 9:39 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Support for Madison Street road diet

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**From:** Tom Olis [mailto:tom@greenlinewheels.com]  
**Sent:** Monday, December 05, 2011 9:39 AM  
**To:** VOP Board  
**Subject:** Support for Madison Street road diet

Esteemed Members of the Board,

One thing I have heard over the years is how the train tracks divide North Oak Park from the South. Having grown up on the three hundred block of South Wesley, I believe that Madison Street was and still is much more of a divider than the tracks for all but vehicle traffic.

Aligning the number of lanes with our neighbor to the west to create more continuous flow through the area, economic development, and a more bike friendly community - in addition to a more closely knit community - is why I support your moving forward with preliminary plans for to make Madison a "complete street."

Sincerely,  
Tom Olis  
Managing Partner  
Greenline Wheels, L3C  
708-725-7170

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:30 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Please support the Madison St "road diet"

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**From:** Karin Evans [mailto:[karinswriting@gmail.com](mailto:karinswriting@gmail.com)]  
**Sent:** Friday, December 02, 2011 6:16 PM  
**To:** VOP Board  
**Subject:** Please support the Madison St "road diet"

I have read several articles about the Madison St plan. I really like the plan, and I think it's a good step in the direction of making the Village friendlier for bikes and pedestrians. I am glad that this plan is being seriously considered, and I would like to express my support. I believe that all our streets projects should be aimed at reducing car traffic and speeds and promoting healthier patterns of walking and cycling! Thank you for your consideration.

Best regards,  
Karin Evans  
1040 Erie St. #303  
[karinswriting@gmail.com](mailto:karinswriting@gmail.com)  
cell phone voice/text 708-341-6305

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:30 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Madison street redesign

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**From:** Tom McGee [mailto:never4get01@yahoo.com]  
**Sent:** Friday, December 02, 2011 6:10 PM  
**To:** VOP Board  
**Subject:** Madison street redesign

As someone who is an avid walker and cyclist throughout all areas of Oak Park, I'm hoping you vote in favor of the proposed redesign of Madison Street. If you want to see the added benefits of Complete Streets, take 10 minutes and watch this video regarding the difference it has made in areas of Manhattan:

<http://www.universalsubtitles.org/en/videos/gdV4CHn6R1oS/>

If Complete Streets can work in NYC, it can definitely work in Oak Park.

Complete Streets encourages a healthier lifestyle as it gets people out walking and cycling, and could promote more green space, resulting in people spending more time in Madison St retail areas. It also forces car traffic to slow to posted speed limits, makes crossing streets safer-especially for kids and seniors--and, as studies have shown around the country, does not result in longer traffic delays or slower driving times. Drivers adjust to the new lane configurations, and pay more attention to what's going on around them, which is a 'win' for everyone.

Opponents of Complete Streets like to make the argument that bike lanes and more pedestrian space chews up valuable road space and are underutilized, but it takes time to change behavior and create awareness that these enhancements have been made. Once awareness heightens, pedestrians, cyclists and drivers will all see the benefits.

Thanks for voting YES!

Tom McGee



**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 2:53 PM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Support a more walkable, bikeable and safe Madison Street!

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**From:** Carla Gini [mailto:carla@serenitypartners.co]  
**Sent:** Monday, December 05, 2011 2:37 PM  
**To:** VOP Board  
**Subject:** Support a more walkable, bikeable and safe Madison Street!

I support a narrower, safer, more inviting Madison Street.

Thank you!

Carla Pierre Gini

Marketing Specialist - Serenity Partners - 830 North Blvd. - 2<sup>nd</sup> Floor - Oak Park, IL 60301  
carla@serenitypartners.co Office: 708.725.7016 - Mobile: 708.435.9035 - Fax: 708.725.7040

 Description: Serenity Partners Logo

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**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:31 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: bike lanes on madison

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**From:** Matt Weatherington [mailto:mweatherington@sbcglobal.net]  
**Sent:** Friday, December 02, 2011 8:19 PM  
**To:** VOP Board  
**Subject:** bike lanes on madison

hello --

as a resident of oak park and a bike commuter, i want to express my opinion -- please support a more friendly biking and walking culture in oak park and the greater chicago area by approving the renovation of madison avenue

sincerely,

matt weatherington

1230 rossell

oak park, IL 60302

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:37 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: In support of a more bikeable Madison Street

---

**From:** Sandra Emerson [mailto:sandra@emersonlawfirm.com]  
**Sent:** Saturday, December 03, 2011 1:25 PM  
**To:** Adam Salzman  
**Cc:** VOP Board  
**Subject:** In support of a more bikeable Madison Street

Dear Adam:

Although I didn't support the south Marion Street renovation project, I'm writing to voice my support for the Madison Street renovation. For one thing, the street is just an eyesore. It looks like some of the untended streets on the West Side. I believe it can benefit greatly from a facelift, as it has in Forest Park. For another, we need a longer left turn lane at Madison and Harlem anyway, and the plan addresses that.

And finally, as an Oak Parker who bikes nearly every day in warm weather, I'm excited about the potential for improved safety and access for cyclists and pedestrians. Although I frequently bike with my family in our neighborhood due to the nearby bike lanes on Division and Chicago, we stay away from Madison because we don't think it's safe. That would change if Madison is renovated. I urge the Village Board to consider the safety of its residents when voting on this project.

Thank you!

--

Sandra M. Emerson  
Emerson Law Firm, LLC  
715 Lake Street, Suite 420  
Oak Park, IL 60301  
(708) 660-9190 phone  
(708) 221-6148 fax  
[www.emersonlawfirm.com](http://www.emersonlawfirm.com)

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**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:36 AM  
**To:** Faylor, Craig; Daly, Loretta  
**Subject:** FW: Please vote yes and here is why. . . . .

---

**From:** p.farlee@att.net [mailto:p.farlee@att.net]  
**Sent:** Saturday, December 03, 2011 10:35 AM  
**To:** VOP Board  
**Subject:** Please vote yes and here is why. . . . .

Dear Village Board,

Please vote YES for the "Complete Street" idea for Madison Avenue. I strongly urge you and yes I would even say am begging you to vote YES for this project. As a taxpayer of Oak Park for the last 19 years, my question is why hasn't this been done sooner?????

If not for the "look" of Oak Park but more importantly for the SAFETY of the children who cross the street on a daily basis multiple times a day. Marion Street looks beautiful with its improvements, yet the number of children crossing that street doesn't compare to that of Madison Street. This is why I swallow my pride and say I am begging for this change to occur.

Something must be done to this unsafe and eye soar of our community. Make us continue to be proud of our village, knowing that we care for our children and put our money in the right place. Have either of you watched the children cross this street? If you have you understand the plea for this change and will vote YES!!

Thank you for your time in this matter.  
Take care,  
Patti Farlee

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 2:56 PM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Madison St Remake - Please Make It a Reality!!

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**From:** abby dittmer [mailto:abdittmer@yahoo.com]  
**Sent:** Monday, December 05, 2011 1:50 PM  
**To:** VOP Board  
**Subject:** Madison St Remake - Please Make It a Reality!!

To whom it may concern,

I wanted to voice my support for the Madison Street re-make that is up for vote. As a resident that lives right off Madison, I have long desired that the street be given a facelift. There are a lot of vacant storefronts which I believe would be more attractive to businesses if the street was more welcoming to foot traffic. Often I walk to the Pleasant District or Downtown Oak Park because even though Madison is just a block away, it doesn't seem to lead anywhere. It is easy to see it as just a thoroughfare, nothing more. My husband and I have even discussed wanting to open a business in one of those great storefronts because it is technically a great location, great neighborhood and great space - the problem is, there is little to no foot traffic. I'm not a developer, but my assumption is that a more attractive street would serve as a (much needed) tie between north Oak Park, south Oak Park, and Forest Park. Increasing the visual and physical flow between those areas would benefit all involved.

Additionally, as a local biker, I would appreciate another Oak Park street that is accommodating to cyclists. I am not a hardened veteran biker that is used to fending off the occasional aggressive driver. I bike locally to run errands - and the more separate, distinct bike lanes, the better. I STRONGLY encourage coloring the bike lanes to make them more visually distinct for drivers - that part of the proposal is so appealing to me. I also would love the slower traffic - both for biking and for simply walking to/in south Oak Park.

As one who manages a business in the Pleasant District, I understand the push-back you may face regarding this project. However, ever since the transformation of South Marion, foot traffic has greatly increased and everyone I've spoken with has loved the street. There is a vibe and ambiance in the district that makes people want to be here. Even though I spend every weekday here, I still come back in the evenings and weekends because a well-cared for street is inviting. I love showing it off to visitors and guests. I love it both as a customer and as business manager. I would love if Madison would be a street that was visually appealing as well - watching Marion Street, Madison (in Forest Park) and Harrison develop over the past few years makes me crave that for Madison as well.

Thank you for your willingness to step out and move our community forward. I believe that this type of project is a part of a greater movement in our community - and if bike & pedestrians aren't factored into our infrastructure now, the construction will simply have to be redone again in 10 years or so when it's even more obviously outdated.

I appreciate the thoughtfulness that will be put into this decision. Please know we will rally the troops to support the Madison Street businesses during the construction!

Thanks again!  
Abby

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:37 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Please make madison narrower

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**From:** Adam Wilson [mailto:[adamwilson1234@gmail.com](mailto:adamwilson1234@gmail.com)]  
**Sent:** Saturday, December 03, 2011 3:33 PM  
**To:** VOP Board  
**Subject:** Please make madison narrower

Dear Board,

Thank you for leading us into the clean energy contract for Oak Park!

Please continue to show leadership in sustainability by making Madison narrower, safer, more bike friendly! I ride my bike to work and traffic is scary on many roads.

Thanks for listening.

Sincerely Yours,

--

Adam Wilson, 708.705.5853 (cell), [adamwilson1234@gmail.com](mailto:adamwilson1234@gmail.com)

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:36 AM  
**To:** Faylor, Craig; Daly, Loretta  
**Subject:** FW: Proposed Madison Ave Changes

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**From:** Dan & Rachel Bergstrom [mailto:berghomedr@aol.com]  
**Sent:** Saturday, December 03, 2011 9:11 AM  
**To:** VOP Board  
**Subject:** Proposed Madison Ave Changes

I've lived in Oak Park near the corner of Madison and East since June 1986 and I'm very sceptical about how much of an "improvement" the proposed plan will be. I cross Madison at least twice a day because of where I live and where I park my car and I think losing two traffic lanes will just increase the "Oak Park gridlock" that happens all over town, especially on Oak Park Ave., Ridgeland, and Lake St. (I don't know how anyone can say that traffic volume is "low" on those streets. Try actually driving on them sometime, especially between 3:00 and 6:00 p.m.) Traffic on Madison is heavy almost every hour of the day and rush hours are really bad. This will just be another place where cars creep block-by-block and take a long time to go a short distance.

It will be even worse in front of Chicken and Waffles when people frequently double park to drop off and pick up people. It bottle-necks now and with only one lane the double-parkers will stop traffic completely and back up the East/Madison intersection.

I'm sorry, but I cannot support this plan. I think some developer is just going to get rich at the expense of the people of Oak Park and leave us with another big mess that never lives up to it's overly optimistic expectations, like most of the projects that happen in this village.

Dan Bergstrom  
431 S East Ave.

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:37 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Madison redo

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**From:** acostello7918@comcast.net [mailto:[acostello7918@comcast.net](mailto:acostello7918@comcast.net)]  
**Sent:** Saturday, December 03, 2011 3:39 PM  
**To:** VOP Board  
**Subject:** Madison redo

Dear Oak Park Board Members,

I am very excited at the prospect of a "diet" for Madison Avenue. When I travel east on Madison from Forest Park, I am always disheartened upon entering Oak Park. There is a very pedestrian friendly, and aesthetically pleasing environment, whereas the Oak Park Madison corridor is dreary and very unpleasant to cross on foot. I fully support the efforts to improve our Madison. (The drawings of the possible changes look great!)

Thank you for taking the time to read this!

Anne Costello Johnson  
229 Wesley Avenue



**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:32 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: Madison

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**From:** Richard Alton [mailto:[richard.alton@gmail.com](mailto:richard.alton@gmail.com)]  
**Sent:** Friday, December 02, 2011 9:06 PM  
**To:** VOP Board  
**Subject:** Madison

Dear Oak Park Board, I do hope you will say yes to re-doing madison to make it more inviting for walkers and bikers.  
Thanks, dick

--  
Richard H. T. Alton  
Associate for International Development  
The Institute of Cultural Affairs in the USA  
4750 N. Sheridan Road  
Chicago, IL 60640-7528  
T: 1.773.769.6363  
F: 1.773.769.1144  
C: 1.773.344.7172  
[richard.alton@gmail.com](mailto:richard.alton@gmail.com)  
[www.ica-usa.org](http://www.ica-usa.org)

**From:** Kornatowski, Sue  
**Sent:** Monday, December 05, 2011 8:36 AM  
**To:** Failor, Craig; Daly, Loretta  
**Subject:** FW: I support a better Madison Street

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**From:** grantleyperson@gmail.com [mailto:grantleyperson@gmail.com]  
**Sent:** Saturday, December 03, 2011 9:58 AM  
**To:** VOP Board  
**Subject:** I support a better Madison Street

Hello  
Please vote to fix my street.  
Thanks  
Ann Farrell  
506 Madison  
Oak Park IL



DRAFT

c4

## MEMORANDUM

**DATE:** March 23, 2012  
**TO:** Cara Pavlicek, Interim Village Manager  
**FROM:** Craig Failor, Village Planner  
**Re:** **Madison Street – Infrastructure Enhancement Project**

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At their November 22, 2010 meeting, the Village Board approved a Resolution Authorizing the Execution of a Contract with *Altamanu, Inc.* to Prepare Streetscape Design Scenarios for Madison Street in an amount not to exceed \$100,000 for Phase 1. This Consultant began work on this project in December 2010.

In early December staff recommended, and the Board supported, a Committee that consisted of the Madison Street Coalition members as well as various staff for a total of seventeen (17) members. They are as follows: Dennis Marani, Madison Street Business Association and Chairperson of the Madison Street Coalition; Gary Balling, Park District of Oak Park; Ed Solan, Oak Park Residence Corp.; Therese O'Neill, School District 97; Michele Kruegel, BALANCE (resident group); Jim Kaese, Oak Park – Rush Hospital; Sara Faust, Oak Park Development Corp.; Bill Murphy, Neighbors for Madison Renewal (resident group); Rebecca Paulson, Resident-at-large; Eric Thompson, U. S. Bank; Craig Failor, Village of Oak Park –Planning; Loretta Daly, Village of Oak Park –Business; John Wielebnicki, Village of Oak Park –Public Works; Jim Budrick or Lori Brown, Village of Oak Park – Engineering; K.C. Poulos, Village of Oak Park –Sustainability; Doug Kaarre, Village of Oak Park – Historic Preservation; Tom Barwin, Village of Oak Park – Manager. Generally, this Committee met each month, sometimes twice a month throughout the process until such a time the Consultants had a final product.

The Committee along with the Consultant held two public input meetings held at Julian Middle School in May and June 2011. Approximately 2, 500 postcards were mailed to property and business owners along the corridor. Prior to that, the Consultants presented to the Madison Street Business Association in April 2011. Also in April 2011 the Village staff submitted for a CMAQ (Congestion Mitigation and Air Quality) grant through CMAP (Chicago Metropolitan Agency for Planning) for proposed bike lanes. In July we were informed that CMAP has released their recommendations for CMAQ grants for 2012 through 2016. The Village has been awarded \$570,000 for bike lanes along Madison Street between Home Avenue and Lombard Avenue. The Village's share of this project would be 20%.

On November 28, 2011, the consultants, staff, and steering committee presented their findings and recommendations for street modifications. The modifications include the complete streets concept adopted by the Village Board in October 2010, a road diet where five lanes (including a landscaped median strip and turn lanes) would be reduced to three lanes (including a center turn lane) with bike lanes, as well as streetscape amenities. The

streetscape amenities include trees, new pedestrian street lighting, furniture, sidewalks and crosswalk enhancements. At this meeting the Village Board had several questions for staff and the consultants from this meeting. The responses were provided in early December 2011.

The Consultant has incorporated the Complete Streets concept into their streetscape recommendation for Madison Street. The Complete Streets concept is to provide equal opportunity to all modes of transportation which includes bicycling, vehicular, walking, public transportation in order to reduce traffic congestion while improving air quality and in general quality of life. The Consultants also introduced the concept of a “Road Diet” for this project which reduces the number of travel lanes in order to promote better mobility, better access for pedestrians, bicyclists, and transit riders. Road diets can also reduce accidents counts and extreme speeds and make shopping / doing business more comfortable. Public reaction was mixed. The attached emails represent similar concerns, such as creating more traffic in adjacent neighborhoods, the need for a wider roadway for quick trips from one end of Madison Street to the other, the need for more parking for businesses. Those in favor suggest the new street would improve safety for children as many cross Madison Street, a safer street for bicyclists, more green space, etc. The Madison Street Business Association met with the consultants to hear their recommendation. The reaction was positive.

The Committee narrowed their recommendation to two scenarios. The physical difference between the two scenarios is the placement of the bicycle lanes. One option is to provide a “protected” lane placed between the parked car and sidewalk. The other option is to place the lane along side the travel lane adjacent the on-street parking lane. This option incorporates a wider bike lane to accommodate space for the opening of parked vehicle doors. The Committee, after several meetings, discussions, reviews, supports the proposed streetscape designs which incorporate the Complete Streets concept, a Road Diet, removal of the planted center median and including a buffered bicycle lane.

Attached to this cover are three cost estimates from our consultants breaking down each element of the project by item and section of the roadway.

- ALTERNATE 1: The total estimated cost is \$6,897,434. This includes engineering and contingency. *Utilize available TIF funds to improve the corridor by installing only selected amenities such as trees, new pedestrian lighting, street furniture, planters, crosswalks, refuge islands, etc. from Harlem Avenue to Austin Boulevard.*
- ALTERNATE 2: The total estimated cost is \$15,114,810. This option includes an on-street bike lane. This includes engineering and contingency. *Utilize TIF funds and bonding options. Improve corridor by moving parking curbs, adding bike lanes and remove center medians plus amenities as mentioned in Alt 1.*
- ALTERNATE 2a: For improvements from Harlem to Oak Park only is estimated at \$5MM. *Utilize available TIF funds to improve corridor - Leveraging them when possible. Improvements from Harlem to Oak Park Avenue [Phase 1] only could be implemented upon final engineering completion and construction bidding.*
- ALTERNATE 3: The total estimated cost is \$17,327,485. This option includes a protected bike lane. This includes engineering and contingency. *Utilize TIF funds and bonding options. Improve corridor by moving parking curbs, adding bike lane from Home Avenue to Oak Park Avenue, a buffered bike track from Oak Park to Lombard, and remove medians plus amenities as mentioned in Alt 1.*

- ALTERNATE 4: Do nothing. This would allow the corridor to remain as is with no improvements.

NOTE: With Alternatives 1 or 4, installation of a bike lane would not be recommended.

At this time, it has been determined that TIF availability is approximately \$7.7MM. The Village Board will need to determine how this funding and any other funding can support the proposed project, if so desired. If full redevelopment is considered, additional funding sources will need to be identified, such as municipal bonds. As mentioned above, the Village has been awarded \$570,000 for bike lane improvements along Madison Street between Home Avenue and Lombard Avenue. The Village's share of this project is 20% (\$114,000). Keep in mind that the above-mentioned alternates do not include any necessary underground utility improvements or potential contamination remediation. The Village has budgeted \$9.3MM this year for utility upgrades. An additional meeting will be scheduled later this month or next month regarding a more detailed discussion regarding financing and TIF opportunities.

If you have any questions, please contact me at your convenience.

Att – public comments, presentation materials, and preliminary cost estimate

# AGENDA

Project: Madison Street  
Meeting Date: April 2<sup>nd</sup>, 2012  
Location: Village Hall  
Time: 7pm

## **Subject of the meeting: Potential Streetscape Improvements for Madison Street**

1. Madison Street Corridor Plan and current Streetscape Project (C.Failor)
2. Introductions (C.Failor)
  - Madison St. Steering committee and their purpose
  - Altamanu Team
3. Explanation of the Goals of the Project, Project Boundaries, Design Process (Altamanu)
4. Overview of Design Approach and work with Madison Street Steering Committee (Altamanu)
5. Brief Examination of overall Design and why a road diet? (Altamanu)
  - Madison Street – Regional Role
  - Madison Street – Local role
  - Safety – Reduced speeds – easier crossing
  - Retail and Business
  - Parking and retail synergy
  - Community cohesion
  - Quality of Life
  - Promotes safety, physical activity, health, recreation, social integration, equity, environment stewardship, and resource conservation
6. Potential for a regional effect (Altamanu)
  - Changing perceptions and life styles
  - Commuter bike lanes from Harlem to downtown Chicago
7. National Trends (Altamanu)
  - Health – obesity epidemic
  - Real estate and choice of life styles

- Quality of Life
  - Alternate transportation, the environment, bikes and retail
8. Extracts from studies on the many road diets nationwide addressing (Altamanu)
- Return on Investment
  - Effects on Retail/Business
  - Safety
  - Use by community
  - Quality of Life

9. Traffic on Madison (KLOA)

Existing Physical and Operating Characteristics

- Daily Distribution of Madison Traffic
- Comparison to Other Roads in Oak Park

Madison Projected Conditions

- Typical Volumes for Road Diet  
Madison Proposed Design Feature
- Operational Benefits/Changes
- Projected Madison Street Operations
- Potential Diversion/Washington Street Improvements

10. A new Madison Street changing perceptions (SSE)

- Changing perceptions and use
- Potential regional role of Madison Street
- Potential local role of Madison Street
- Road diets and Safety

11. Traffic and neighborhoods (SSE)

- Safety and Use
- Real data not perceptions - Study system before and after
- Tool kit and how it could be applied

12. Parking (CBBEL)

- Existing
- Proposed

13. Opinion of Probable Cost (CBBEL)

14. Closing Remarks (Altamanu)





Village of Oak Park  
Madison Street Improvement  
Harlem Ave to Austin Ave



ALTERNATE 1: "Behind the Curbs"

Rejuvenation of parkways and sidewalks. No roadway work besides minor repairs and colored crosswalks.

Harlem to Austin:  
Bumpouts at crosswalks, new sidewalk/pavers, lighting and entrances.

Order of Magnitude - Engineer's Estimate of Probable Construction Cost

Item	Unit	Harlem to Home (1300 Ft)	Home to Oak Park (1570 Ft)	Oak Park to Lombard (4000 Ft)	Lombard to Austin (1280 Ft)	Total (8,150 ft) (1.54 mi)	Unit Price	Total Price
C&G Remov	Ft	400	600	1200	400	2600	\$5	\$13,000
Conc Carriage Walk Remov	Ft					0	\$4	\$0
Pvmt Remov at Pkg Ln *	Sq Yd	223	334	667	223	1447	\$16	\$23,152
Sidewalk Remov	Sq Ft	22100	26690	40000	12800	101590	\$4	\$406,360
Driveway / Alley Removal	Sq Yd	273	467	3489	627	4856	\$11	\$53,416
Adj Ex Drain Structures	Ea					0	\$310	\$0
Remove Ex Conc Median Curb (22 medians)	Ft					0	\$9	\$0
Remove Ex Median Landscape	Sq Yd					0	\$12	\$0
Pvmt Remov at Median (2' wide)	Sq Yd					0	\$16	\$0
Remove Ex Lighting System (~200 Ft spacing)	Ea	16	18	40	16	90	\$700	\$63,000
PR C&G	Ft	600	900	1800	600	3900	\$20	\$78,000
PR Conc Carriage Walk	Ft					0	\$8	\$0
PR Pvmt at Pkg Ln (2' wide)(10" HMA on Agg Sub)	Sq Yd	134	200	400	134	868	\$50	\$43,400
PR Bike Medians C&G	Ft					0	\$20	\$0
PR Bike Medians Surface (Landscape/Conc Surf)	Sq Yd					0	\$8	\$0
PR Pvmt at Bike lane (5' wide)(10" HMA on Agg Sub)	Sq Yd					0	\$50	\$0
PR CB at Bike Medians (w/ 8' of 12" Storm Sew Lat)	Ea					0	\$4,200	\$0
PR Decorative Ped Light Poles w/ recepticals	Ea	0	0	56	20	76	\$3,500	\$266,000
Mill and Resurface HMA Pvmt (2.5")	Sq Yd	240	360	720	240	1560	\$21	\$32,760
PR Sidewalk	Sq Ft	13000	15700	48000	15360	92060	\$7	\$644,420
PR Driveway / Alley	Sq Yd	382	467	4095	953	5897	\$22	\$129,734
PR Pvmt Patch	Sq Yd					0	\$65	\$0
PR CB (w/ 8' of 12" Storm Sew Lat)	Ea					0	\$4,200	\$0
PR Pvmt at Med (20' wide)(10" HMA on Agg Sub)	Sq Yd					0	\$50	\$0
PR Pvmt Marking	Ft					0	\$1	\$0
Signal Modifications	Ea					0	\$250,000	\$0
Temp Drive Access	Ea	5	12	39	7	63	\$1,000	\$63,000
Temp Lighting	L Sum	0.15	0.20	0.5	0.15	1	\$50,000	\$50,000
PR 35' Decorative Street Light Poles (Lighting Sys)	Ea	20	24	54	18	116	\$11,000	\$1,276,000
PR Trees	Ea			10	40	50	\$450	\$22,500
Pr Tree Grates	Ea			5	20	25	\$625	\$15,625
Tree Planters w/Railings	Ea			10	20	30	\$400	\$12,000
Silva Cells at Pr Trees	Sq Ft					0	\$45	\$0
PR Plants/Ferts/Topsoil	Sq Yd					0	\$11	\$0
New Roadway Signage & Wayfinding Signage	L Sum	0.15	0.20	0.5	0.15	1	\$40,000	\$40,000
Platner Pots (8' dia)	Ea	1	1	7	0	9	\$1,100	\$9,900
Benches	Ea	4	4	40	16	64	\$2,000	\$128,000
Bike Racks	Ea	7	8	20	7	42	\$380	\$15,960
Trash Recepticals	Ea	7	8	20	7	42	\$750	\$31,500
Bollards	Ea	7	8	20	7	42	\$320	\$13,440
Decorative Brick Sidewalk Parkway	Sq Ft	4725	4750	25925	20650	56050	\$15	\$840,750
Decorative Pavement "Overlay"	Sq Ft	0	8920	13860	14760	37530	\$14	\$525,420
Coloring of Bike Lane (33% of total length)	Sq Yd					0	\$81	\$0
Coloring of Bike Lane Buffers (0% of total length)	Sq Yd					0	\$81	\$0
Village Hall Roadway Plaza Treatment	L Sum	0	0	0	1	1	\$100,000	\$100,000
Village Hall Roadway Gateway Arch	L Sum	0	0	0	1	1	\$250,000	\$250,000
<b>Sub-Total</b>								<b>\$5,147,337</b>
MOT (1.5%)		0.3	0.40	1	0.3	2		\$77,211
Mobilization (4%)		0.6	0.80	2	0.6	4		\$205,894
Erosion Control (0.5%)		0.15	0.20	0.5	0.15	1		\$25,737
Contingency (15%)		3	4	10	3	20		\$772,101
Engineering (13%)						1		\$669,154
<b>Grand Total</b>								<b>\$6,897,434</b>

\$8.0 per sq ft of ROW

Assumptions:

35' wide x 20' deep entrances/alleys

\* Pvmt Remov at Pkg Ln per side: Harlem to Home 7.5', Oak Park to Lombard 18.5' wide min, 23.5' wide at bumps, Lombard to Austin 7.5'

Anticipated Items not included in Cost Estimate: removal of non-special and special waste, water main improvements, comb sew improvements, irrigation

Prepared by: Bryan L. Luke, PE, CBEL 04/18/11 (title updates 11/17/11)





**Village of Oak Park  
Madison Street Improvement  
Harlem Ave to Austin Ave**



**ALTERNATE 3: "Move Parking Curb, Bike Lane Home to Oak Park, Bike Tracks Oak Park to Lombard, Remove Medians"**

**Rejuvenation of parkways and sidewalks. Bike Tracks Between Parkway and Parking Stalls Oak Park to Lombard.  
Lots of roadway work, with colored bike lanes at intersections and colored crosswalks.**

**Harlem to Home:**  
Move curb approx 4' toward centerline. Improvements include new lighting, parkway trees in grates, new drainage inlets, new conc bus pads, sidewalk remove/repl as needed, remove/repl driveways and alleys, new outer pavement/curb and minor landscaping. Mill and resurface roadway.

**Home to Oak Park:**  
No geometric changes. Improvements include new lighting, parkway trees in grates, new conc bus pads, sidewalk remove/repl as needed, remove/repl driveways and alleys, and minor landscaping. Mill and resurface roadway.

**Oak Park to Lombard:**  
Median improved from barrier to flush, bike lane curbline is moved approx 4' toward centerline, bumpout islands created between bike lane and parking lane. Improvements include new lighting, parkway tree infill, barrier median removal, new flush median (HMA pvmnt), new drainage inlets new conc bus pads, sidewalk remove/repl as needed, remove/repl driveways and alleys, new outer pavement/curb/carriageway and minor landscaping. Mill and resurface roadway.

**Lombard to Austin:**  
Median improved from barrier to flush, parking curbline is moved approx 4' toward centerline, bumpout islands created in parking lane at corners. Improvements include new lighting, parkway tree infill, barrier median removal, new flush median (HMA pvmnt), new drainage inlets new conc bus pads, sidewalk remove/repl as needed, remove/repl driveways and alleys, new outer pavement/curb/carriageway and minor landscaping. Mill and resurface roadway.

**Order of Magnitude - Engineer's Estimate of Probable Construction Cost**

Item	Unit	Harlem to Home (1300 Ft)	Home to Oak Park (1570 Ft)	Oak Park to Lombard (4000 Ft)	Lombard to Austin (1280 Ft)	Total (8,150 Ft) (1.54 mi)	Unit Price	Total Price
C&G Remov	Ft	2500	3140	8000	2560	16300	\$5	\$81,500
Conc Carriage Walk Remov	Ft	0	0	8000	2560	10560	\$4	\$42,240
Pvmt Remov at Pkg Ln *	Sq Yd	2167	2517	8445	2703	15932	\$16	\$254,912
Sidewalk Remov	Sq Ft	22100	26690	40000	12800	101590	\$4	\$406,360
Driveway / Alley Removal	Sq Yd	273	467	3489	627	4856	\$11	\$53,416
Adj Ex Drain Structures	Ea	36	43	107	35	221	\$310	\$68,510
Remove Ex Conc Median Curb (22 medians)	Ft	0	0	4850	1550	6400	\$9	\$57,600
Remove Ex Median Landscape	Sq Yd	0	0	1975	659	2634	\$12	\$31,608
Pvmt Remov at Median (2' wide)	Sq Yd	0	0	1078	345	1423	\$16	\$22,768
Remove Ex Lighting System (~200 Ft spacing)	Ea	16	18	40	16	90	\$700	\$63,000
PR C&G	Ft	3120	3768	9600	3072	19560	\$20	\$391,200
PR Conc Carriage Walk	Ft	0	0	9600	3072	12672	\$8	\$101,376
PR Pvmt at Pkg Ln (2' wide)(10" HMA on Agg Sub)	Sq Yd	347	419	1067	342	2175	\$50	\$108,750
PR Bike Medians C&G	Ft	0	0	14400	0	14400	\$20	\$288,000
PR Bike Medians Surface (Landscape/Conc Surf)	Sq Yd	0	0	2000	0	2000	\$8	\$16,000
PR Pvmt at Bike lane (5' wide)(10" HMA on Agg Sub)	Sq Yd	0	0	5334	0	5334	\$50	\$266,700
PR CB at Bike Medians (w/ 8' of 12" Storm Sew Lat)	Ea	0	0	54	0	54	\$4,200	\$226,800
PR Decorative Ped Light Poles w/ recepticals	Ea	0	0	56	20	76	\$3,500	\$266,000
Mill and Resurface HMA Pvmt (2.5")	Sq Yd	7078	8603	24264	7720	47665	\$21	\$1,000,955
PR Sidewalk	Sq Ft	13000	15700	48000	15360	92060	\$7	\$644,420
PR Driveway / Alley	Sq Yd	382	467	4095	953	5897	\$22	\$129,734
PR Pvmt Patch	Sq Yd	723	873	1778	569	3943	\$65	\$256,295
PR CB (w/ 8' of 12" Storm Sew Lat)	Ea	18	0	54	18	90	\$4,200	\$378,000
PR Pvmt at Med (20' wide)(10" HMA on Agg Sub)	Sq Yd	0	0	3292	1098	4390	\$50	\$219,500
PR Pvmt Marking	Ft	6500	7900	20000	6400	40800	\$1	\$40,800
Signal Modifications	Ea	2	0	3	1	6	\$250,000	\$1,500,000
Temp Drive Access	Ea	7	12	39	7	65	\$1,000	\$65,000
Temp Lighting	L Sum	0.15	0.20	0.5	0.15	1	\$50,000	\$50,000
PR 35' Decorative Street Light Poles (Lighting Sys)	Ea	20	24	54	18	116	\$11,000	\$1,276,000
PR Trees	Ea	59	64	72	30	225	\$450	\$101,250
Pr Tree Grates	Ea	46	57	8	57	168	\$625	\$105,000
Tree Planters w/Railings	Ea	7	1	95	48	151	\$400	\$60,400
Silva Cells at Pr Trees	Sq Ft	11200	11400	0	0	22600	\$45	\$1,017,000
PR Plants/Ferts/Topsoll	Sq Yd	50	50	6667	4125	10892	\$11	\$119,812
New Roadway Signage & Wayfinding Signage	L Sum	0.15	0.20	0.5	0.15	1	\$40,000	\$40,000
Platner Pots (8' dia)	Ea	1	1	7	0	9	\$1,100	\$9,900
Benches	Ea	9	6	102	32	149	\$2,000	\$298,000
Bike Racks	Ea	13	16	40	13	82	\$380	\$31,160
Trash Recepticals	Ea	13	16	40	13	82	\$750	\$61,500
Bollards	Ea	7	8	20	7	42	\$320	\$13,440
Decorative Brick Sidewalk Parkway	Sq Ft	9450	9500	51850	41300	112100	\$15	\$1,681,500
Decorative Pavement "Overlay"	Sq Ft	0	9500	15400	16400	41700	\$14	\$583,800
Coloring of Bike Lane (33% of total length)	Sq Yd	0	527	1334	0	1861	\$81	\$150,741
Coloring of Bike Lane Buffers (0% of total length)	Sq Yd	0	0	0	0	0	\$81	\$0
Village Hall Roadway Plaza Treatment	L Sum	0	0	0	0	1	\$100,000	\$100,000
Village Hall Roadway Gateway Arch	L Sum	0	0	0	0	1	\$250,000	\$250,000
<b>Sub-Total</b>								<b>\$12,930,957</b>
MOT (1.5%)		0.3	0.40	1	0.3	2		\$193,955
Mobilization (4%)		0.6	0.80	2	0.6	4		\$517,239
Erosion Control (0.5%)		0.15	0.20	0.5	0.15	1		\$64,655
Contingency (15%)		3	4	10	3	20		\$1,939,644
Engineering (13%)						1		\$1,681,025
<b>Grand Total</b>								<b>\$17,327,485</b>

\$20.0 per sq ft of ROW

Anticipated Items not included in Cost Estimate: removal of non-special and special waste, water main improvements, comb sew improvements, irrigation

Prepared by: Bryan L. Luke, PE, CBEL 04/18/11 (title updates 11/17/11)



Village of Oak Park  
Madison Street Improvement  
Harlem Ave to Austin Ave



**ALTERNATE 3: "Move Parking Curb, Bike Lane Home to Oak Park, Bike Tracks Oak Park to Lombard, Remove Medians"**

**Rejuvenation of parkways and sidewalks. Bike Tracks Between Parkway and Parking Stalls Oak Park to Lombard.**  
**Lots of roadway work, with colored bike lanes at intersections and colored crosswalks.**

**Harlem to Home:**  
Move curb approx 4' toward centerline. Improvements include new lighting, parkway trees in grates, new drainage inlets, new conc bus pads, sidewalk remov/repl as needed, remov/repl driveways and alleys, new outer pavement/curb and minor landscaping. Mill and resurface roadway.

**Home to Oak Park:**  
No geometric changes. Improvements include new lighting, parkway trees in grates, new conc bus pads, sidewalk remov/repl as needed, remov/repl driveways and alleys, and minor landscaping. Mill and resurface roadway.

**Oak Park to Lombard:**  
Median improved from barrier to flush, bike lane curbline is moved approx 4' toward centerline, bumpout islands created between bike lane and parking lane. Improvements include new lighting, parkway tree infill, barrier median removal, new flush median (HMA pvm), new drainage inlets new conc bus pads, sidewalk remov/repl as needed, remov/repl driveways and alleys, new outer pavement/curb/cantilever and minor landscaping. Mill and resurface roadway.

**Lombard to Austin:**  
Median improved from barrier to flush, parking curbline is moved approx 4' toward centerline, bumpout islands created in parking lane at corners. Improvements include new lighting, parkway tree infill, barrier median removal, new flush median (HMA pvm), new drainage inlets new conc bus pads, sidewalk remov/repl as needed, remov/repl driveways and alleys, new outer pavement/curb/cantilever and minor landscaping. Mill and resurface roadway.

**Order of Magnitude - Engineer's Estimate of Probable Construction Cost**

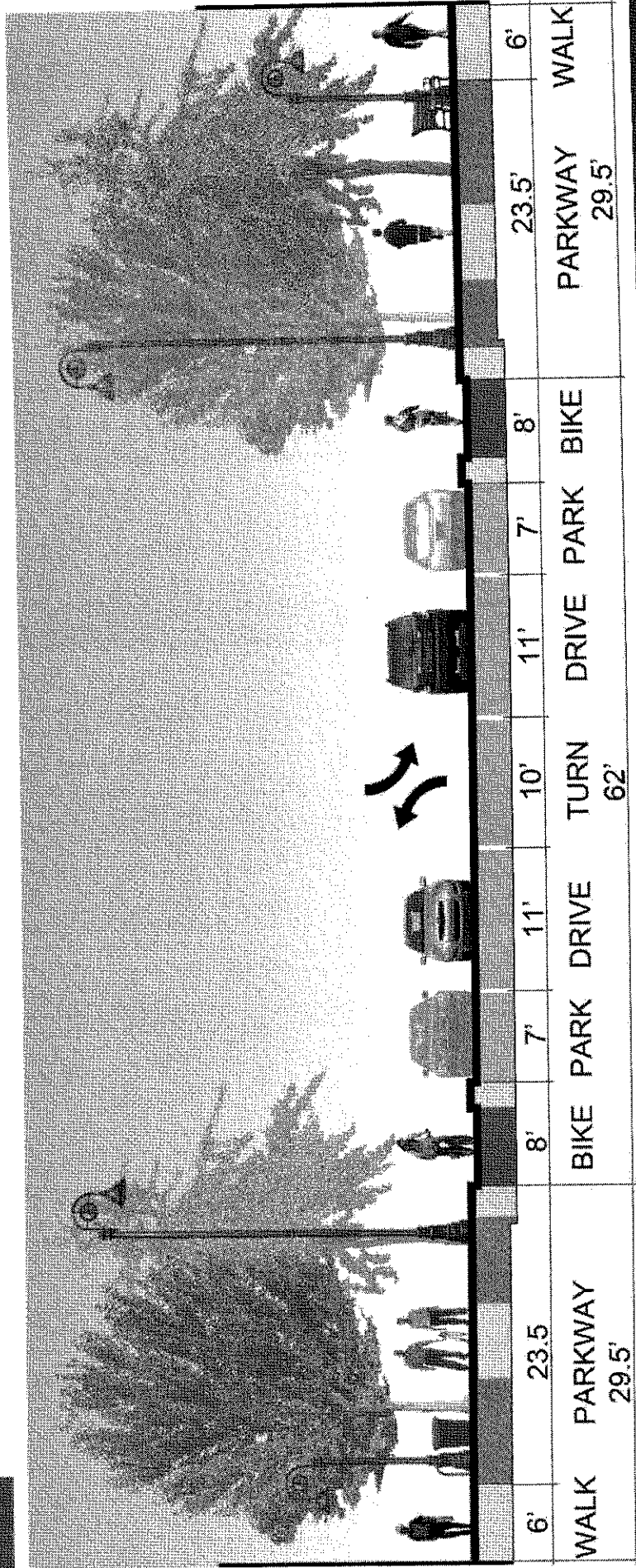
Item	Unit	Harlem to Home (1300 Ft)	Home to Oak Park (1570 Ft)	Oak Park to Lombard (4000 Ft)	Lombard to Austin (1280 Ft)	Total (8,150 ft) (1.54 mi)	Unit Price	Total Price
C&G Remov	Ft	2600	3140	8000	2560	16300	\$5	\$81,500
Conc Carriage Walk Remov	Ft	0	0	8000	2560	10560	\$4	\$42,240
Pvmt Remov at Pkg Ln *	Sq Yd	2167	2617	8445	2703	15932	\$16	\$254,912
Sidewalk Remov	Sq Ft	22100	26690	40000	12800	101590	\$4	\$406,360
Driveway / Alley Removal	Sq Yd	273	467	3489	627	4856	\$11	\$53,416
Adj Ex Drain Structures	Ea	36	43	107	35	221	\$310	\$68,510
Remove Ex Conc Median Curb (22 medians)	Ft	0	0	4850	1550	6400	\$9	\$57,600
Remove Ex Median Landscape	Sq Yd	0	0	1975	659	2634	\$12	\$31,608
Pvmt Remov at Median (2' wide)	Sq Yd	0	0	1078	345	1423	\$16	\$22,768
Remove Ex Lighting System (~200 Ft spacing)	Ea	16	18	40	16	90	\$700	\$63,000
PR C&G	Ft	3120	3768	9600	3072	19560	\$20	\$391,200
PR Conc Carriage Walk	Ft	0	0	9600	3072	12672	\$8	\$101,376
PR Pvmt at Pkg Ln (2' wide)(10" HMA on Agg Sub)	Sq Yd	347	419	1067	342	2175	\$50	\$108,750
PR Bike Medians C&G	Ft	0	0	14400	0	14400	\$20	\$288,000
PR Bike Medians Surface (Landscape/Conc Surf)	Sq Yd	0	0	2000	0	2000	\$8	\$16,000
PR Pvmt at Bike Lane (5' wide)(10" HMA on Agg Sub)	Sq Yd	0	0	5334	0	5334	\$50	\$266,700
PR CB at Bike Medians (w/ 8' of 12" Storm Sew Lat)	Ea	0	0	54	0	54	\$4,200	\$226,800
PR Decorative Ped Light Poles w/ recepticals	Ea	0	0	56	76	132	\$3,500	\$466,000
Mill and Resurface HMA Pvmt (2.5")	Sq Yd	7078	8603	24264	7720	47665	\$21	\$1,000,965
PR Sidewalk	Sq Ft	13000	15700	48000	15360	92060	\$7	\$644,420
PR Driveway / Alley	Sq Yd	382	467	4095	953	5897	\$22	\$129,734
PR Pvmt Patch	Sq Yd	723	873	1778	569	3943	\$65	\$256,295
PR CB (w/ 8' of 12" Storm Sew Lat)	Ea	18	0	54	18	90	\$4,200	\$378,000
PR Pvmt at Med (20' wide)(10" HMA on Agg Sub)	Sq Yd	0	0	3292	1098	4390	\$50	\$219,500
PR Pvmt Marking	Ft	6500	7900	20000	6400	40800	\$1	\$40,800
Signal Modifications	Ea	2	0	3	1	6	\$250,000	\$1,500,000
Temp Drive Access	Ea	7	12	39	7	65	\$1,000	\$65,000
Temp Lighting	L Sum	0.15	0.20	0.5	0.15	1	\$50,000	\$50,000
PR 35' Decorative Street Light Poles (Lighting Sys)	Ea	20	24	54	18	116	\$11,000	\$1,276,000
PR Trees	Ea	59	64	72	30	225	\$450	\$101,250
Pr Tree Grates	Ea	46	57	8	57	168	\$625	\$105,000
Tree Planters w/Railings	Ea	7	1	95	48	151	\$400	\$60,400
Silva Cells at Pr Trees	Sq Ft	11200	11400	0	0	22600	\$45	\$1,017,000
PR Plants/Ferts/Topsoil	Sq Yd	50	50	6667	4125	10892	\$11	\$119,812
New Roadway Signage & Wayfinding Signage	L Sum	0.15	0.20	0.5	0.15	1	\$40,000	\$40,000
Platner Pots (8' dia)	Ea	1	1	7	0	9	\$1,100	\$9,900
Benches	Ea	9	6	102	32	149	\$2,000	\$298,000
Bike Racks	Ea	13	16	40	13	82	\$380	\$31,160
Trash Recepticals	Ea	13	16	40	13	82	\$750	\$61,500
Boards	Ea	7	8	20	7	42	\$320	\$13,440
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ALTERNATE

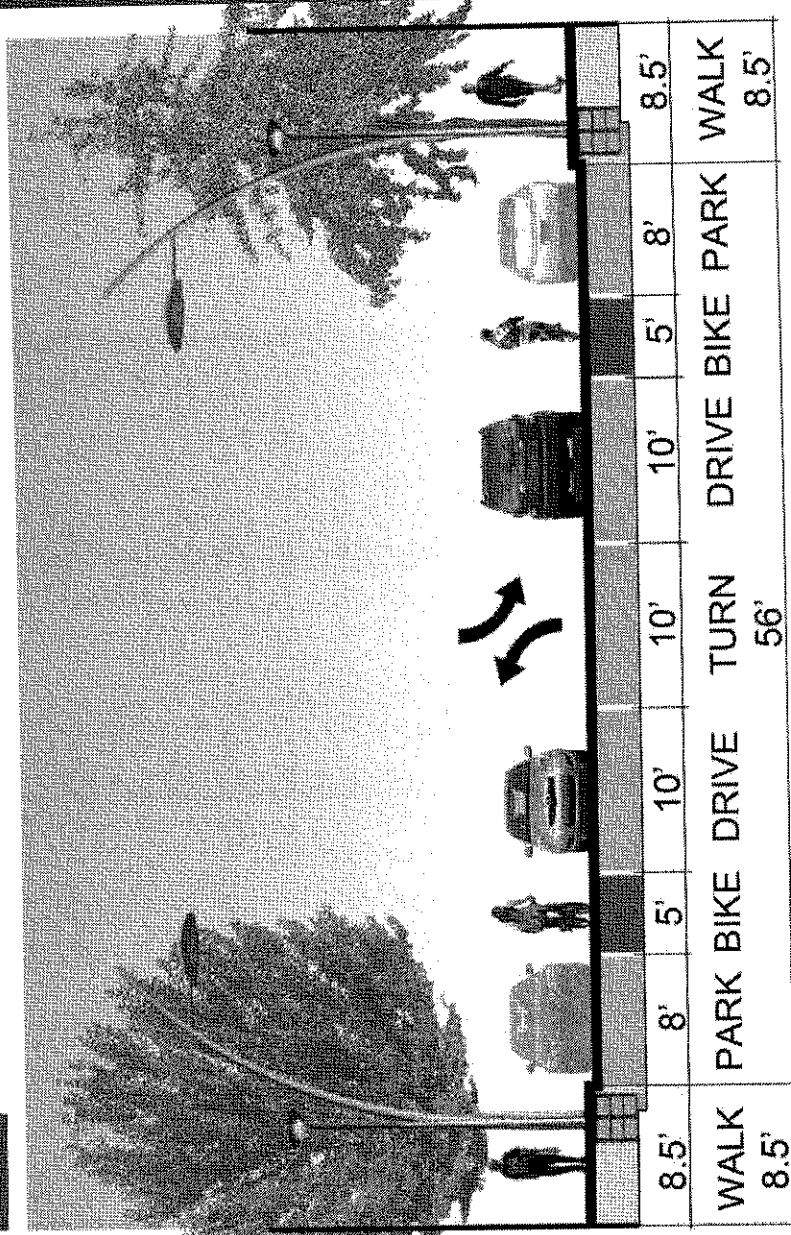
# 1 OAK PARK TO AUSTIN



Median removed - Road Diet with buffered bike lane and wider parkway +7.5'  
With bump outs crossing reduced to 3 lanes

ALTERNATE

# 1 HOME TO OAK PARK



Striped bike lane- no change in overall dimensions street trees in grates with Silva Cells  
Level of Cost – depends on location and complexity of utilities