

Madison Street

A Ten Year History

Village Board of Trustees

June 13, 2016

TIF

Infrastructure

Environmental

Streetscape

Zoning

Economic Development

Finance

Review of Road Diet

Benefits of Lane Reductions (aka Road Diet)

- Increased Safety – auto, ped and bike
- Reduced vehicle speeds
- Reduced collisions and injuries
- Street Crossing is easier
- Improved livability and quality of life
- Improved use by pedestrians and cyclists
- Improved Retail environment
- New image for the entire street

Case Studies of Lane Reduction Projects

Seattle Washington - 24 lane reduction “traffic calming” projects since 1972. 5 recent reductions:

4 lanes to 2 lanes with left turn channelization, bike lanes and parking. Same as Proposed for Madison

The results between the five are consistent

- 85th percentile speed reduced
- The “top end” speeders reduced significantly (fastest ones)

Note a pedestrian struck by a car at **30 MPH** has a **50%** chance of survival.

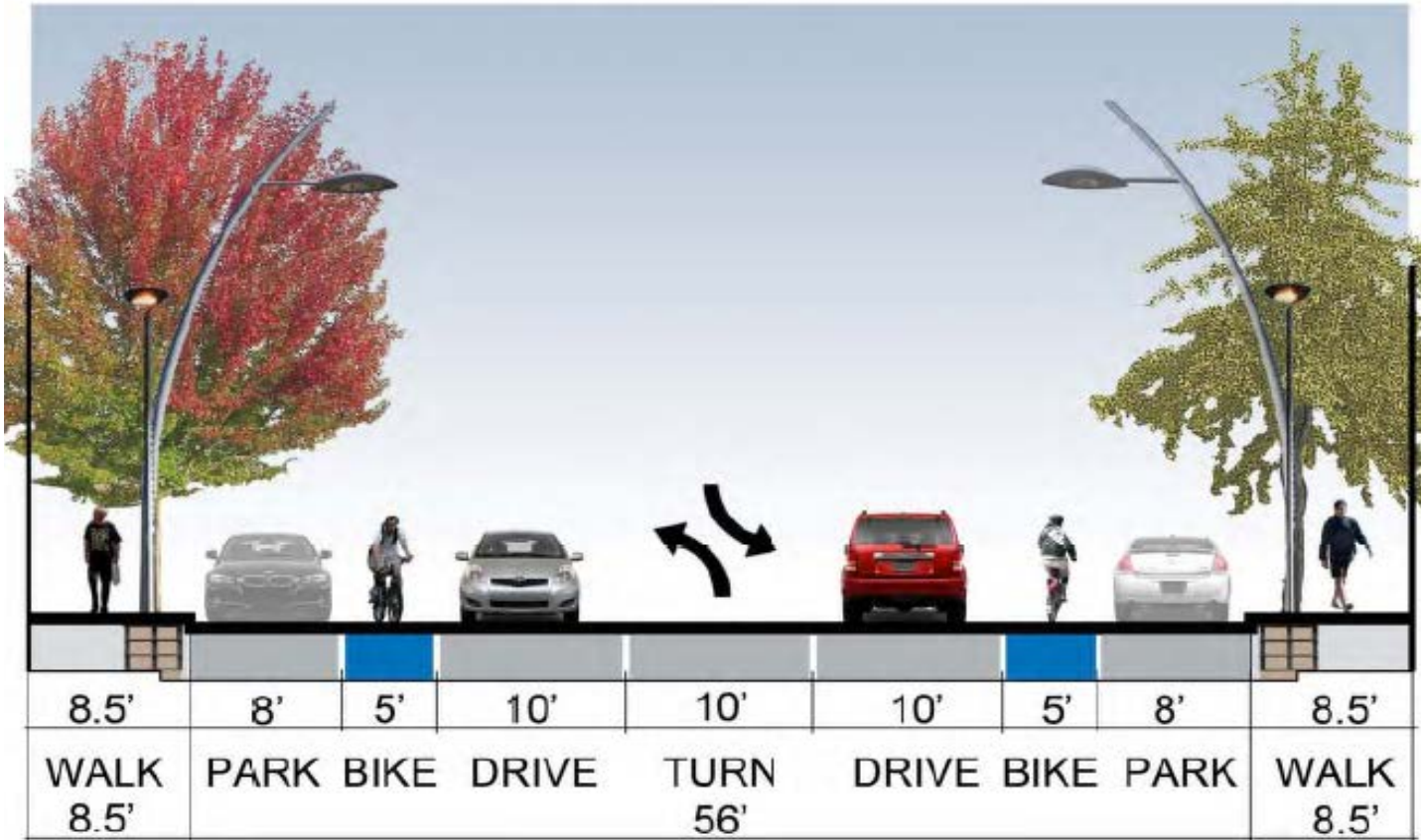
A pedestrian struck by a car at **40 MPH** has a **10%** chance of survival.

Recommended [by Steering Committee]

ALTERNATE

1

HOME TO OAK PARK

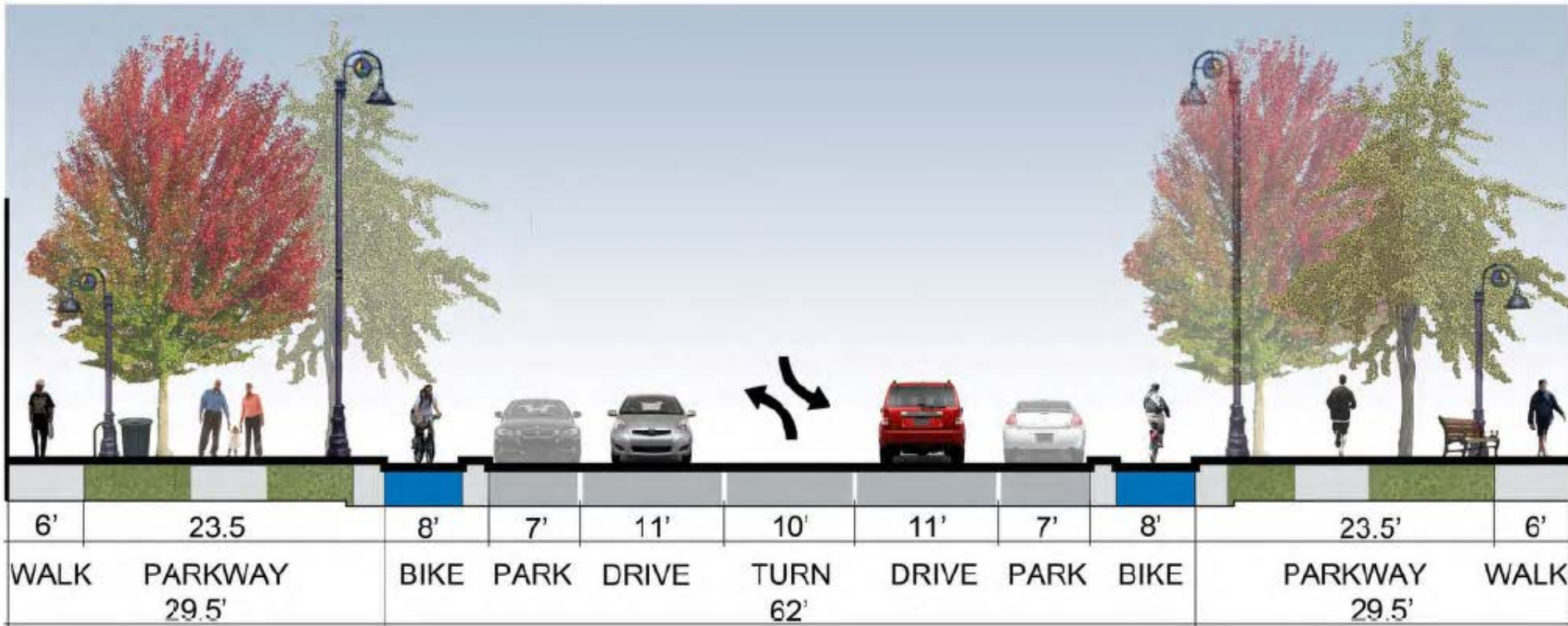


Striped Bike Lane – No change in overall dimensions / street trees in grates with Silva Cells₅

Recommended [by Steering Committee]

ALTERNATE

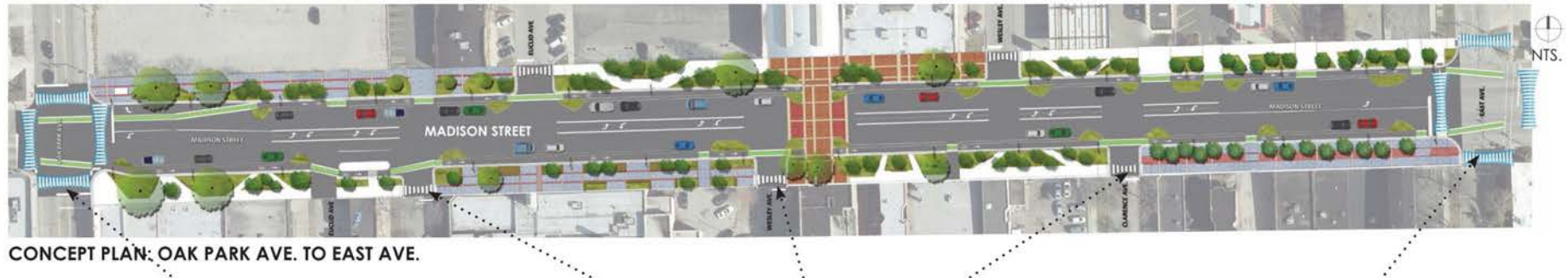
1 OAK PARK TO LOMBARD



Median Removed – Road Diet w/ buffered Bike Lanes to Lombard Avenue and Wider Parkway + 7.5 ft.

Three (3) Traffic Lanes / Two (2) Parking Lanes

Streetscape Design

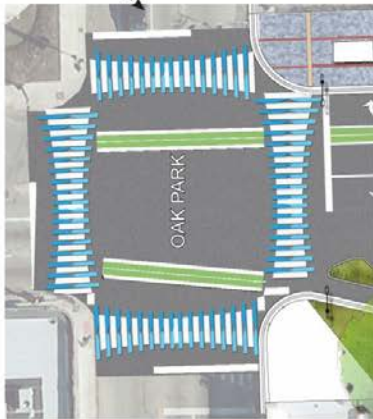


- Design concept creates series of spaces
 - Connects West to East with island & plaza areas
 - Brings down scale of Madison and divides into walkable sections
 - Intersection treatments and crossing at Wesley slow traffic and improve pedestrian visibility
- Creates new image for Madison Street

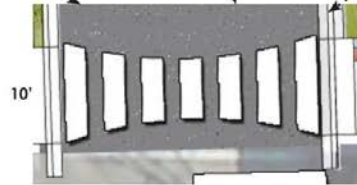
Madison Street Proposed Streetscape Palette



CONCEPT PLAN: OAK PARK AVE. TO EAST AVE.



INTERSECTIONS DECORATIVE CROSSWALK - OAK PARK AVE.



TYPICAL CROSSWALK @SIDE STREETS



INTERSECTION DECORATIVE CROSSWALK - EAST AVE.



KEY MAP

12.18.2015

CROSSWALKS (OAK PARK AVE. & EAST AVE.)

Streetscape Site Furnishings and Unit Paver Colors & Patterns

Madison St. Streetscape



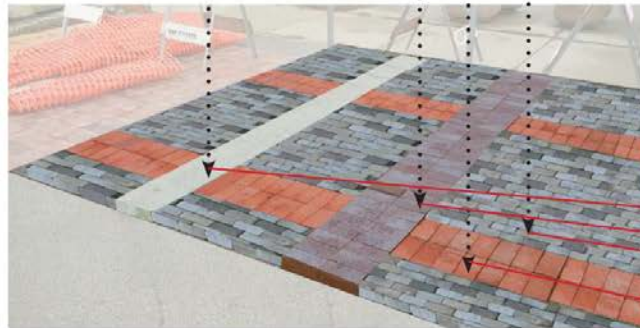
Madison Street Proposed Streetscape Palette



CONCEPT PLAN



8.5' X 8.5' PODIUM ISLES



UNIT PAVER COLORS AND PATTERNS



RAISED PLANTER WITH SEATS



CROSS BENCH 1



CROSS BENCH 2

- UNILOCK CONC. PAVER - COLOR: #SS0016 - CREAM - DOUBLE RUNNING BOND
- CROSS ACCENT STRIPE
- BELDEN CLAY PAVER - COLOR: ASHBURY - RUNNING BOND. (ACCENT AT BUILDING ENTRY)
- UNILOCK CONC. PAVER COPHTHORNE - COLOR: PATTERN STAGGERED RUNNING BOND OF PARALLEL TO DIRECTION OF PEDESTRIAN FLOW.
- W.G. CLAY PAVER - COLOR #30 RED - DOUBLE RUNNING BOND - ACCENT STRIPE



PERSPECTIVE VIEW 1



PERSPECTIVE VIEW 2



LF BICILINEA 10' LONG BIKE RACK



LF CENTRAL PARK CONSERVANCY LITTER AND RECYCLE RECEPTACLES



KEY MAP

12.18.2015

PLAZA #4 CADDILAC PLAZA - EUCLID TO WESLEY

Streetscape Site Furnishings and Unit Paver Colors & Patterns

Madison St. Streetscape



Village Engineer McKenna

Update on Infrastructure Improvements

Traffic Overview

Village Board Approved Scope & Cost

- VOP Board Direction 2015 (with/out “Bend”)
 - Streetscaping Oak Park Ave to East Ave.
 - Road Diet for entire length Madison
 - Spot Safety Improvements
- \$6.9 M Estimated Total Cost

Madison Street with “The Bend”

The Bend

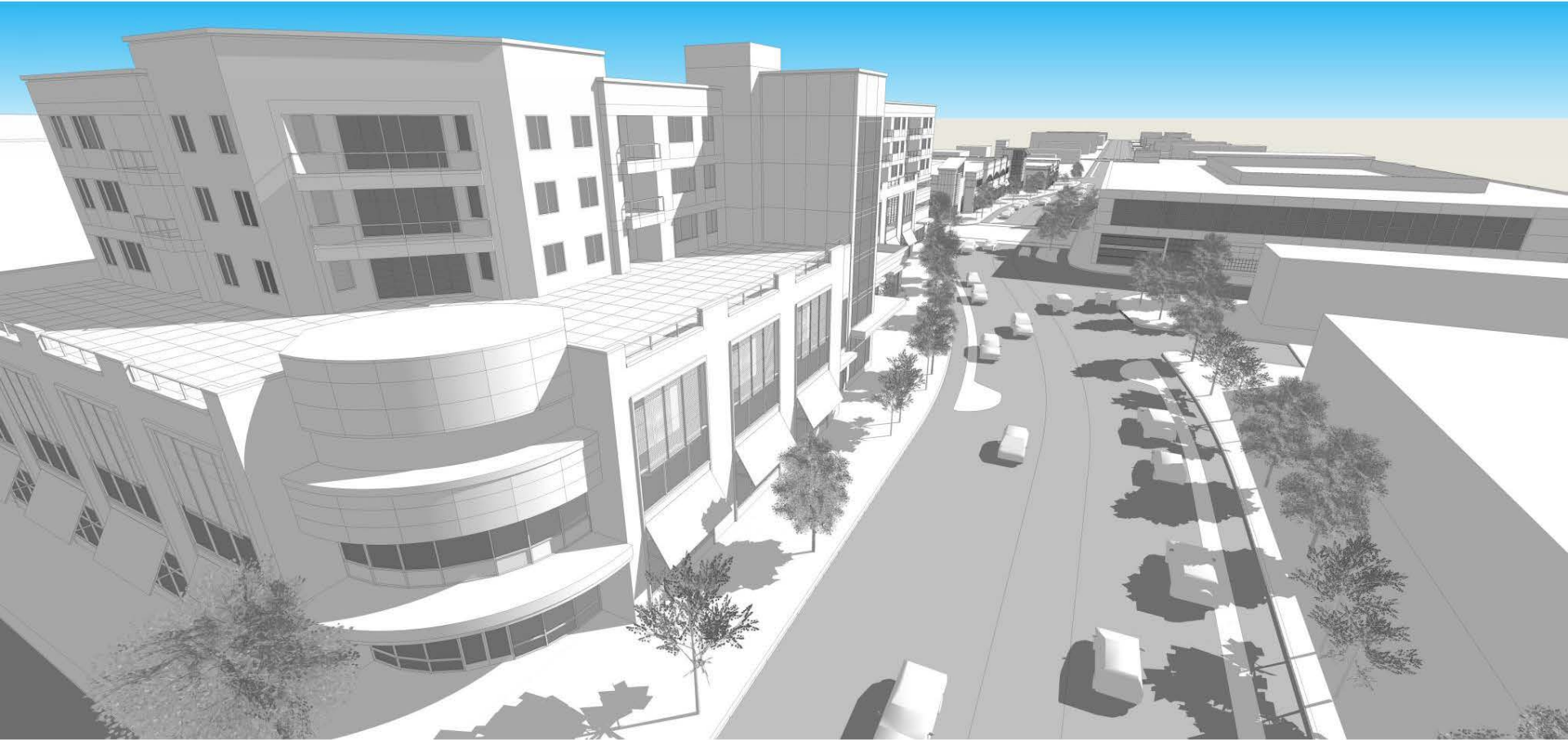
- Proposed to improve Economic Development Opportunities
- EDC recommends concurrent designs - bend/no-bend
- “Bend” considered a traffic calming design.
- \$11.74M Cost Estimate for Road Diet & Streetscape
- Construct start pending development schedule

Madison Street Proposed Streetscape - "The Bend"

- South parcel extends to roughly center of Madison
- Staff recommending cul de sacs Euclid & Wesley
- Utility relocations (sewer, water, ComEd, AT&T)



Madison Street Proposed Streetscape - "The Bend"



Madison Street Proposed Streetscape - "The Bend"



Madison Street Traffic

- Preliminary Traffic Study in 2012
 - Evaluate appropriateness of road diet concept
 - ADT Madison 16,900-18,300
 - Speed data from 2006 shows 85th Percentile speed 34-37 mph
 - Accident #s increasing over time
 - 1984-86 = 540
 - 2008-2010 = 706
 - 2012-2015 = 756

Madison Street Traffic - Road Diet

- “Ideal road diet locations have four lanes and carry 12,000 to 18,000 trips, potentially up to 25,000 trips”
 - (Madison avg ADT 17,400) ²⁰¹⁴
- “Operation impacts may be minimal at volumes less than 750 vehicles per hour per direction (vphpd), that these impacts should be more closely considered between 750 to 875 vphpd, and that volumes above 875 to 1,000 vphpd may induce operational changes and concerns.”
 - (Madison peak hour vphpd =700-900) ²⁰¹²

Source: *Road Diet Handbook Setting Trends for Liveable Streets*

Four-Lane to Three Lane Conversions: An Update and a Case Study

Madison Street Traffic - Parallel Streets

- Madison St. ADT = 17,400 (2014)
 - # crashes 2012-2015 = 756
- Washington Blvd ADT = 7,050 (2014)
 - # crashes 2012-2015 = 312
- Jackson Blvd ADT = 7,292 (2015)
 - # crashes 2012-2015 = 184

Madison Street Traffic - Parallel Streets (Washington Blvd)

- Anticipate initial traffic diversion until drivers learn Madison still functions to move cars
- Evaluate traffic improvements on Washington after it returns to steady state
- Potential traffic improvements on Washington
 - Adding turn lanes at Harlem and Oak Park Ave
 - Signal timing and phasing modifications
 - Oak Park Ave and Ridgeland
 - Interconnect traffic signals

Madison Street Traffic - Parallel Streets (Jackson Blvd)

- Anticipate initial traffic diversion until drivers learn Madison still functions to move cars
- Evaluate traffic improvements on Jackson after it returns to steady state
- Less opportunity for geometric improvements than Washington
 - Constrained geometry at Harlem and Oak Park Ave
 - Already has calming with bike lanes, bump outs, and islands
 - Stop signs already in place at Home Ave, East Ave, & Lombard Ave
 - Adding flashing beacon at Cuyler for crossing
- Potential traffic improvements on Jackson
 - Signal timing modifications for more green time at
 - Oak Park Ave and Ridgeland

Development Customer Services Director Grossman

***Madison Coalition
versus
Streetscape Steering Committee***

Zoning on Madison

Coalition vs Steering Committee

- Madison Street Coalition. Intended to review/recommend new business in the Madison TIF, function replaced by the role of EDC in 2013/14. Ordinance updated to reflect this in 2016.
- Madison Streetscape Steering Committee. Modeled after the Marion Streetscape Committee – a group of professionals (e.g. Alta Manu) Village Staff and citizens to review and recommend material palette and road geometry to Village Board. Concluded Work in 2011.

Coalition

- Hold meetings open to the public which shall focus on the design elements related to the Madison Street TIF pursuant to the Madison Street TIF Redevelopment Plan and Project, as amended, and the Madison Street Corridor Plan dated June 5, 2006, state of public infrastructure, including roadway, parking, sidewalks, paving, lighting, flowers, plants, shrubbery and/or seasonal plantings and offer comment to the Village Board regarding the same.
- To consult and cooperate with other advisory boards and commissions in order to provide insights into unique aspects of the corridor and provide a collective voice for the area that is the subject of the Madison Street TIF.
- To recommend to the Village Board means and methods of communicating with the Madison Street Business District, property owners, residents and commercial tenants.

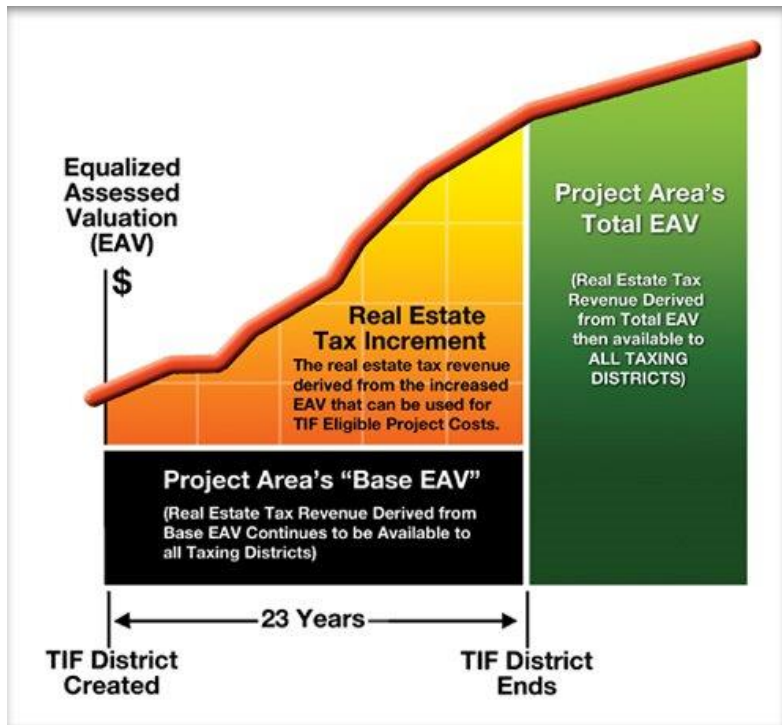
Current Zoning

- New Zoning District – MS / Madison Street (2016)
 - Incorporates majority of existing use list and previous overlay district restrictions.
 - New restrictions for “core area” between Clinton Avenue and East Avenue.
 - Allows Multiple Family and Townhomes as special use outside of “core area”.
 - Visit www.oakparkzoning.com

Interim CFO Drazner

TIF and Economic Benefits

Tax Increment Financing



The graph above depicts the financial basics behind a TIF in Illinois. Taxing districts continue to “share” the base EAV while property tax on incremental EAV is reinvested within the TIF district. This often creates a domino effect and encourages continued redevelopment.

Equalized Assessed Valuation

- For every \$1,000,000 in new Equalized Assessed Valuation (EAV) generated by new development:
 - The Village receives about \$123,000 per year* in new taxes
 - All taxing bodies combined receive \$1.2 million per year* in new taxes

*Based on 2014 Tax Year Rates

Madison TIF

<u>Tax Year</u>	<u>Frozen</u>	<u>EAV</u>
2006	23,044,673	46,102,192
2007	23,044,673	47,583,757
2008	23,044,673	57,063,338
2009	23,044,673	56,311,166
2010	23,044,673	51,092,058
2011	23,044,673	49,067,876
2012	23,044,673	42,138,583
2013	23,044,673	38,870,653
2014	23,044,673	40,489,238

Cash & Cash Equivalent Balances

<u>Calendar Year-End</u>	<u>Audited Cash/ Investments</u>	<u>Interfund (Payables)/ Receivables</u>	<u>True Cash Balance</u>
2006	616,256	200,000	816,256
2007	1,949,392	85,028	2,034,420
2008	-	1,490,607	1,490,607
2009	3,327,480	450,000	3,777,480
2010	961,355	4,493,608	5,454,963
2011	4,763,680	2,700,000	7,463,680
2012	479,799	8,869,653	9,349,452
2013	6,872,082	4,327,287	11,199,369
2014	5,678,728	7,400,276	13,079,004
2015	7,923,840	-	7,923,840

Note 1: 2015 figures are per unaudited Village records

Note 2: During 2015, \$6.3M was transferred to an escrow account pursuant to intergovernmental agreement with SD#97

Previous Madison Street Improvements (TIF and Other)

- Resurfaced Madison from end-to-end (\$1.42 MM)- 2005
- Installed the planter pots, new landscaping and irrigation in the medians (\$300K) - 2005
- Traffic signal improvements upgrading electronics and communication lines (\$332K)
- Total investment =\$2.052MM.
- *Next major street improvement - yr.2020*

Sales Tax by District

2015 Sales Tax Generation Comparison

	2014			2015					2014	2015	
	Home Rule Sales Tax (1%)	Municipal Sales Tax (1%)	Total Sales Tax Generation	Home Rule Sales Tax (1%)	Municipal Sales Tax (1%)	Total Sales Tax Generation	Sales Tax Variance 2015 v 2014	%	Liquor Tax (3%)	Liquor Tax (3%)	%
Commercial District											
Downtown Oak Park	\$ 562,692.51	\$ 771,836.40	\$ 1,334,528.91	\$ 584,714.50	\$ 794,714.50	\$ 1,379,429.00	\$ 44,900.09	3.36%	\$ 168,052.88	\$ 171,091.67	1.81%
Madison St. Business Assoc	\$ 467,759.75	\$ 822,699.88	\$ 1,290,459.63	\$ 452,879.01	\$ 827,300.21	\$ 1,280,179.22	\$ (10,280.41)	-0.80%	\$ 56,729.24	\$ 60,826.20	7.22%
Hemingway District	\$ 276,828.66	\$ 297,039.21	\$ 573,867.87	\$ 274,894.72	\$ 287,956.56	\$ 562,851.28	\$ (11,016.59)	-1.92%	\$ 97,208.94	\$ 93,747.82	-3.56%
Roosevelt Road	\$ 180,533.59	\$ 372,939.25	\$ 553,472.84	\$ 171,669.85	\$ 371,145.02	\$ 542,814.87	\$ (10,657.97)	-1.93%	\$ 51,664.77	\$ 51,594.70	-0.14%
North Ave. Business Assoc	\$ 182,658.51	\$ 195,601.30	\$ 378,259.81	\$ 178,380.67	\$ 194,322.03	\$ 372,702.70	\$ (5,557.11)	-1.47%	\$ 199.05	\$ 227.69	14.39%
Harlem/Garfield	\$ 68,783.19	\$ 200,374.39	\$ 269,157.58	\$ 67,404.03	\$ 246,246.34	\$ 313,650.37	\$ 44,492.79	16.53%	\$ -	\$ -	
No District (Local/Non-Local)	\$ 93,289.53	\$ 134,161.16	\$ 227,450.69	\$ 94,755.69	\$ 184,836.85	\$ 279,592.54	\$ 52,141.85	22.92%	\$ 441.00	\$ 89.00	-79.82%
Lake Ridgeland/Austin	\$ 91,390.55	\$ 114,551.63	\$ 205,942.18	\$ 96,946.67	\$ 162,917.23	\$ 259,863.90	\$ 53,921.72	26.18%	\$ 34.53	\$ 25,703.55	74338.31%
Pleasant District	\$ 113,163.10	\$ 117,804.76	\$ 230,967.86	\$ 112,057.22	\$ 129,625.01	\$ 241,682.23	\$ 10,714.37	4.64%	\$ 79,177.20	\$ 71,193.75	-10.08%
Chicago/Harlem	\$ 103,744.41	\$ 105,205.94	\$ 208,950.35	\$ 105,691.38	\$ 106,413.62	\$ 212,105.00	\$ 3,154.65	1.51%	\$ 1,463.86	\$ 1,613.58	10.23%
Chicago Ridgeland/Austin	\$ 73,762.59	\$ 83,214.77	\$ 156,977.36	\$ 63,565.08	\$ 72,196.10	\$ 135,761.18	\$ (21,216.18)	-13.52%	\$ -	\$ -	
Southtown	\$ 65,678.04	\$ 88,762.93	\$ 154,440.97	\$ 87,145.55	\$ 108,604.48	\$ 195,750.03	\$ 41,309.06	26.75%	\$ 42,793.23	\$ 48,879.13	14.22%
Arts District	\$ 102,243.44	\$ 109,782.92	\$ 212,026.36	\$ 83,335.56	\$ 92,802.71	\$ 176,138.27	\$ (35,888.09)	-16.93%	\$ 5,354.35	\$ 4,567.74	-14.69%
Total Tax	\$ 2,382,527.87	\$ 3,413,974.54	\$ 5,796,502.41	\$ 2,373,439.93	\$ 3,579,080.66	\$ 5,952,520.59	\$ 156,018.18	2.69%	\$ 503,119.05	\$ 529,534.83	5.25%

NOTES

- a) Reduction in revenues for *Arts District, Chicago Ridgeland/Austin, North Ave, and Roosevelt Road* corresponds to overall reduction in SIC Classification: Automobile & Filling Stations of **\$70,005** for 2015
- b) Increase in revenues for *Lake Ridgeland/Austin* corresponds to the opening of Pete's Fresh Market in September of 2015.
- c) *No District (local and non local)* includes businesses located outside of Oak Park, businesses located in Oak Park but not within a recognized business district, and temporary operations. Illinois Department of Revenue has enhanced their reporting within these categories resulting in reported revenue from 2014 - 2015
- Increase in revenue for *Southtown* correspond to the opening of Carnival Food Mart in 2015

Oak Park EDC Analysis

Oak Park/Madison Development

EDC advised that the properties in the “the Bend” in 2014 paid total property taxes of \$150,000.

- **Development Potential of “the Bend” are in Year 1 after full development:**
 - Property Tax (Commercial): \$1,843,685
 - Property Tax (Residential): \$263,691
 - Sales Tax: \$717,584
- **Total: \$2,773,429**

Madison Street Proposed Streetscape - "The Bend"

- South parcel extends to roughly center of Madison
- Staff recommending cul de sacs Euclid & Wesley
- Utility relocations (sewer, water, ComEd, AT&T)



- Presentation Materials will be posted to Village Website