



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60302
www.oak-park.us

Meeting Minutes

President and Board of Trustees

Monday, November 26, 2018

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Special Meeting to order at 7:36 P.M.

II. Roll Call

Present: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 0

VII. Agenda Approval

Following discussion, there was consensus to table Item D to the following Meeting.

It was moved by Village Trustee Button, seconded by Village Trustee Tucker, to approve the Agenda as amended. A voice vote was taken and the motion was approved.

VIII. Non-Agenda Public Comment

Stasia Jamell. Ms. Jamell discussed the Pilot Streetlight Program. She was not in favor of bright blue spectrum lighting and preferred a warmer color.

IX. Regular Agenda

- A. [RES 18-1037](#) **A Resolution Approving a Professional Services Agreement with Edwin Hancock Engineering Co. for Phase III Construction Engineering for the Madison Street Improvement Project in an Amount Not To Exceed \$459,007 and Authorizing its Execution**

Kate Ronan Sizemore. Ms. Sizemore expressed concern with the rushed appearance of approving the Madison Street project. She also does not see a need for bike lanes on Madison.

Bill Michiels. Mr. Michiels does not support bike lanes on Madison. He is concerned with congestion and the safety of school children. The Village is in a rush to use TIF money and believes there is a better solution.

Jack Chalabian. Mr. Chalabian acknowledged that there are residents for and against this project. He suggested a low cost test option in order to study the results.

Ron Burke. Mr. Burke views the project as an opportunity to slow traffic and improve safety.

Richard Holland. Mr. Holland is surprised that decisions are being made without results from the traffic study. He understands safety concerns, but doesn't believe diverting traffic will improve the situation. He asked if there is language in these contracts for making adjustments in accordance with the traffic study results.

Stefanie Glover. Ms. Glover does not understand how a road diet will help the Village attract businesses. She referred to the traffic study and noted that it does not support one. She is also concerned with diverted traffic.

Rachel Poretsky. Ms. Poretsky spoke in support of the road diet for safety and businesses.

Steve Krasimsky. Mr. Krasimsky expressed concern regarding the last minute decision utilizing OPEDC behind the scenes.

Donald Goldhamer. Mr. Goldhamer compared the current decision to the historical decision to not widen the Eisenhower and how that resulted in diverting traffic through Oak Park.

Paul Hamer. Mr. Hamer does not see how calming traffic will help Madison. People already avoid Lake Street due to that. He spoke about the amount of debt in Oak Park and supports returning TIF funds to the community.

Joyce Porter. Ms. Porter does not appreciate the scheduling of this meeting at the same time as the Lake Street development meeting. She does not support another grocery store on Madison or a major configuration of the street.

Mark Seasily. Mr. Seasily stated that Madison is a major thoroughfare. The road diet will only divert traffic and cause safety concerns around neighboring schools.

Vernon Robinson. Mr. Robinson stated that there has not been enough opportunity for public input. He is not appreciative of the current decision making processes.

Jenna Holzberg. Ms. Holzberg discussed crash data on Madison Street.

Chris Donovan. Mr. Donovan commented about the lack of public discussion regarding the road diet.

Ann Collins. Ms. Collins would not support wasting money on a study. She is opposed to the road diet.

Alex Harris. Mr. Harris suggested that this road diet does not do what better versions are designed to do. He is concerned with diverting commuters. Traffic studies do not support what the Village is promoting.

Jerome Bowman. Mr. Bowman stated that the Village needs to err on the side of robust measures to protect public safety. He discussed the numerous accidents on Jackson that he has witnessed.

Clerk Scaman passed a written statement from Wendy Epstein, who is opposed to the road diet.

Village Manager Pavlicek provided a historical overview of the Madison Street project,

including public participation and decision making, beginning with the adoption of the Complete Streets Policy in 2010 through the presentation of the Madison Street Improvement Project and road diet to the Village Board in October of this year.

Because Agenda Items A, B and C are interrelated, Village Trustee Moroney suggested discussing them holistically. There was consensus.

Village Engineer Bill McKenna summarized how the road diet was conceived to address safety, slow and calm traffic, create space for a bike lane, foster development and attract bikers, vehicles and pedestrians to Madison Street. He discussed the traffic study that was conducted for Madison Street. The study suggested that commuters would stay on the Eisenhower rather than drive through Oak Park to avoid expressway congestion. Additionally, the study showed that the only times of concern were morning and afternoon rush hours. Mr. McKenna described how those results were used to make modifications. He anticipates travel times on Madison will be similar to Roosevelt Road, approximately 14 minutes through the corridor during peak times. Some intersections will experience delays but the resulting traffic flow will improve safety. The second study focused on the Washington and Jackson corridors. Jackson carries approximately 7,000-7,800 vehicles per day. Approximately 400-600 vehicles will be diverted from Madison onto Jackson with the implementation of the road diet. Washington carries approximately 7,600-9,800 vehicles per day. Approximately 400-1,300 vehicles will be diverted from Madison onto Washington. He discussed crossing improvements and bump-outs near schools. Washington is a state highway under the jurisdiction of IDOT. Any major work would need to be approved by IDOT and Mr. McKenna does not anticipate them approving traffic calming measures. Staff would like to get actual traffic data after the construction of the road diet. If approved, it would be built in 2019 with traffic collection data to be done in 2020.

Village Trustee Moroney commented that Madison Street is unsafe. He acknowledged that most of the cost is needed infrastructure improvements and that the actual road diet is striping. He asked if it could be reversed back to four lanes. Mr. McKenna explained how striping can be removed if it doesn't work. Village Trustee Moroney stated that Madison is at the upper threshold of what would qualify for a road diet. He asked what would qualify as above the threshold. Mr. McKenna stated that there is no specific number of cars a road diet can manage. However, the road diet is being proposed for more than just traffic improvement. It is for safety improvement and modifying the business district to make it more attractive. The proposal before the Board is the result of a lot of back and forth over the years and between studies. Village Trustee Moroney would support the added expense of removing medians. Mr. McKenna stated that the removal would cost approximately \$167,000.

Village Trustee Boutet commented that the report from consulting firm KLOA does not reflect the current layout being proposed. Mr. McKenna clarified that removing medians will not adversely change the study. Village Trustee Boutet commented that the study states that a traffic volume of 20,000 would be the maximum considered for a road diet and Madison is at 24,000. She interprets that as the road diet will likely not succeed. A representative from KLOA explained that how higher traffic volumes than what is ideal for a road diet will look like in reality. Reduced speed, less differential, less weaving and lane changing will likely force alternate routes and delays. He pointed out that this concern is during peak hours and would not necessarily affect traffic all day. Village Trustee Boutet stated that the goal is to improve Madison and she is not sure the road diet is going to accomplish that. She would support conducting a traffic study before doing the road diet and use the funds for beautification.

Village Trustee Button expressed concern regarding the traffic diversion to Jackson and Washington. She asked what will be done to monitor the issue in the long run. Mr. McKenna discussed budgetary concerns to continue studying those streets. Village Trustee Button asked that staff take that piece seriously and would ask the new Board to continue to support the studying. If this issue was specific to traffic concerns, she would vote no. However, she is very committed to encouraging alternative modes of transportation and she is supportive of improving bike safety and walkability.

Village Trustee Taglia asked why the data from 2016 increased 30%. Mr. McKenna stated that is reflective of a general increase in traffic. Village Trustee Taglia asked what the costs would be to take over Washington Boulevard. Village Manager Pavlicek stated that in general, the Village is already responsible for the majority of the costs. Approximately \$30,000 comes from the state. Village Trustee Taglia asked Mr. McKenna if the results of the studies received after their October 29 meeting changed his mind regarding the road diet; if the benefits outweigh the costs. Mr. McKenna stated that they do in regards to safety.

Village Trustee Andrews is concerned with what he learned from the traffic study. In addition, it doesn't address the north-south traffic in order to get to the alternate east-west streets. He asked what other options there are to slow down traffic without reducing lanes. The KLOA representative gave options. However, the road diet is the best way to reduce speeds. Mr. McKenna also gave options, such as increasing pedestrian crosswalk timing.

Village Trustee Moroney suggested pedestrian crossing for Madison Street with a protected median. Village Trustee Boutet agreed.

Village Trustee Andrews discussed the continuing increase in traffic. He is not in favor of taking traffic from one street and moving it onto other streets not designed to handle the volume.

Village Trustee Moroney acknowledged that safety on Madison was paramount. However, he is concerned with the lack of community support, particularly from those who live closest. He also noted that the bike community is split on supporting the project. The traffic spikes on Washington and Jackson are significant. He believes there are components to the project that would improve safety without narrowing Madison down to two lanes.

Village Trustee Boutet agreed. Results from this study has changed her opinion regarding the road diet and this is an example of how all Board decisions should be data driven. Madison is well out of the range of being a candidate for a road diet. Utilization of TIF funds should be for improving the beauty and walkability on Madison. She does not support this.

Village Trustee Andrews agreed; he does not see data in favor of this project.

Village Trustee Tucker believes the project will promote business, improve safety and generate revenue. Village Trustee Button agreed. She is not convinced that the data is about anything more than cars and would like to see more walkability and biking on Madison Street.

Village Trustee Taglia believes the benefits outweigh the costs. He is committed to making the road diet successful and making adjustments as needed along the way.

Village President Abu-Taleb believes this is an opportunity for progress on Madison Street. It has been in the making for eight years with multiple boards. He thanked staff for making this happen. This is not a perfect decision, but overall addresses all stakeholders.

It was moved by Village Trustee Tucker, seconded by Village Trustee Andrews, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 4 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, and Village Trustee Tucker

NAYS: 3 - Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

ABSENT: 0

B. [RES 18-1038](#) A Resolution Approving a Contract with K-Five Construction Corporation for Project 19-12, Madison Street Improvements, in an Amount not to Exceed \$6,250,000 and Authorizing its Execution

It was moved by Village Trustee Andrews, seconded by Village Trustee Button, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 4 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, and Village Trustee Tucker

NAYS: 3 - Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

ABSENT: 0

C. [ID 18-1042](#) Discussion of Madison Traffic Study and Motion to Direct Staff to Bring Forward a Discussion Regarding Transferring Jurisdiction of Washington Blvd in Early 2019

It was moved by Village Trustee Tucker, seconded by Village Trustee Button, that this Presentation be approved. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 0

D. [ID 18-1043](#) Additional Review of General Fund Expenses

This Report was tabled.

X. Adjourn

It was moved by Village Trustee Button, seconded by Village Trustee Tucker, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 10:03 P.M., Monday, November 26, 2018.

Respectfully Submitted,

MaryAnn Schoenneman
Deputy Village Clerk