

Welcome to the second Public Meeting for the preliminary engineering and environmental studies of Illinois 43 (Harlem Ave) between 63rd and 65th Streets. Your participation in tonight's meeting will help shape future improvements for Illinois 43. We appreciate your involvement and look forward to your continued participation throughout the study.

Study Location



ILLINOIS
43
STUDY

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TRANSFORMING THE WAY WE TRAVEL

★ Study Location

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The study area is located along IL 43 between 63rd and 65th Streets within the City of Chicago, the Village of Bedford Park, and the Village of Summit in Cook County. Potential improvements could include grade separation of the Belt Railway Company of Chicago railroad crossings at 63rd Street and/or 65th Street.

What are the study goals?



 **Identify**
transportation
issues in the area

 **Identify and
evaluate**
impacts of the
developed alternatives

 **Develop**
improvement
alternatives

 **Recommend**
a preferred
alternative

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The purpose of this study is to:

Identify transportation issues in the area

Develop improvement alternatives

Identify and evaluate impacts of the developed alternatives

Recommend a preferred alternative

What are tonight's goals?



- PROVIDE** an overview of the project
- UPDATE** public on study's progress
- PRESENT** alternatives for study area
- OBTAIN** public input on all alternatives



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The purpose of tonight's meeting is to provide an overview of the project and update the public on the study's progress. We'll also present alternatives for the study area and obtain your feedback and input on all alternatives.

Project Overview

- NEPA**
- Schedule**
- Problem Statement**
- Purpose and Need**

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KEEPING THE CD IN CHARGE

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Now, let's go through the project overview.

National Environmental Policy Act (NEPA) of 1969

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Federal law that outlines policies to protect the environment

Must consider the effects on the quality of human environment

The IL 43 study will adhere to NEPA

Air Quality Farmlands Wetlands Parklands
All Applicable Federal Laws State and Local Laws
Environmental Justice Civil Rights
Community Impacts Endangered Species
Safety Cultural Resources

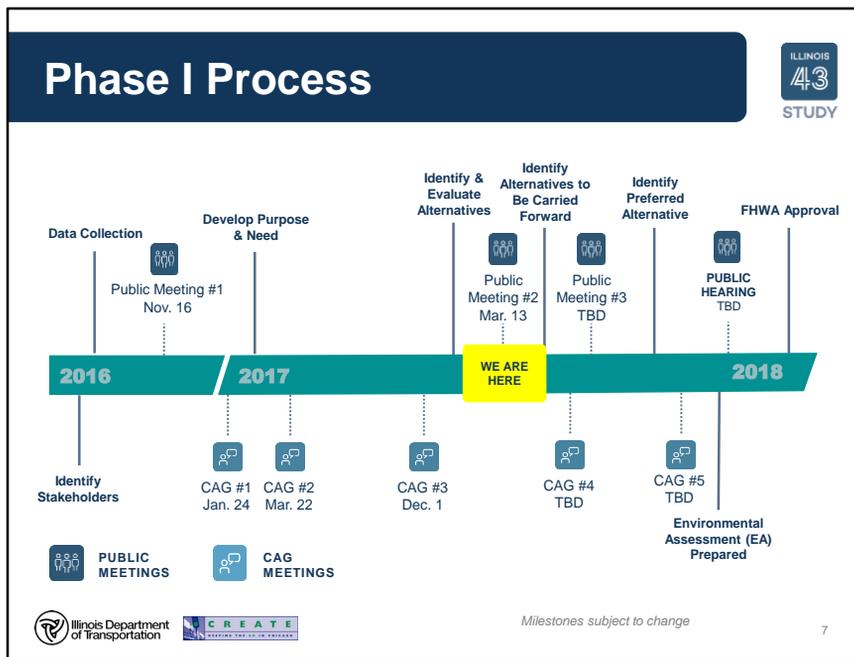
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The National Environmental Policy Act of 1969, often referred to as NEPA, is a federal law that outlines policies to protect the environment.

In enacting NEPA, Congress recognized that nearly all federal activities affect the environment in some way and mandated that before federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment.

The IL 43 study will adhere to the NEPA process.



IDOT projects are typically implemented in three distinct phases. We are currently in Phase I, often referred to as preliminary engineering and environmental studies.

Phase I involves data collection, analyzing existing and future conditions, defining the Purpose and Need for an improvement, and identifying and evaluating improvement alternatives.

Tonight, we will share the improvement alternatives the study team has developed.

Phase I concludes with the identification of a preferred alternative, which will be presented at the public hearing.

Public Involvement



Over the course of the project, the study team has held one public meeting and three Community Advisory Group (CAG) Meetings.

WHAT WE'VE DONE

- Identified the issues and concerns
- Developed a problem statement
- Analyzed data to determine the Purpose and Need



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Over the course of the project, the study team has held one public meeting and three Community Advisory Group (CAG) Meetings.

During those meetings, the study team and CAG identified the issues and concerns, developed a problem statement, and analyzed data to determine the Purpose and Need.

Purpose and Need Statement



The purpose of the project is to enhance safety, increase mobility, and improve multimodal connectivity.

The study team evaluated the following existing conditions and other data to determine the need for improvement:

- Vehicular & Pedestrian Crashes
- Rail and Highway Conflict
- Intermodal Transportation
- Emergency Services
- Traffic Analysis
- Public Transportation
- Non-Motorized Modes

The complete Purpose and Need document is available on the project website: www.il43study.org/documents




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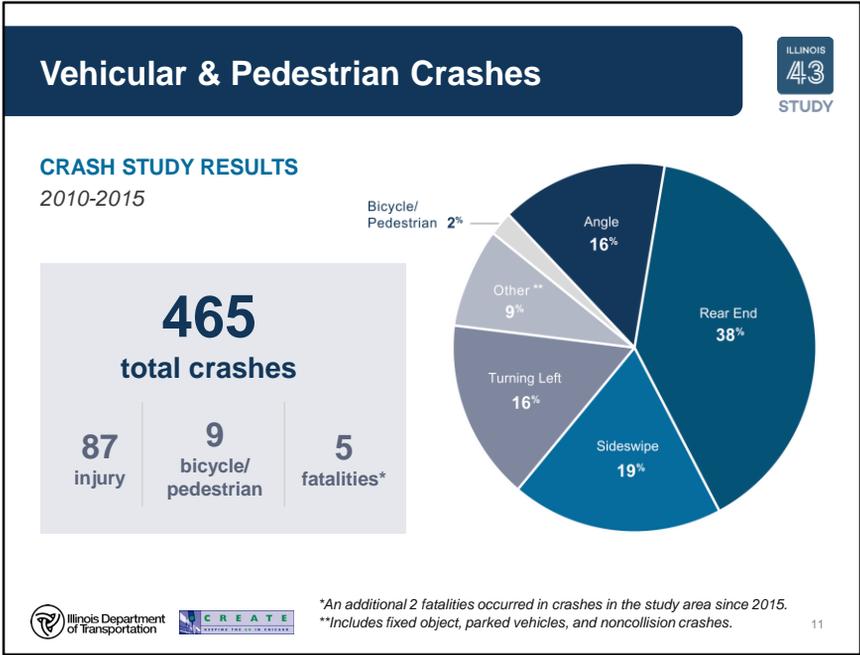
This slide is a summary of a 20 page document, which is available for your review on the project website at www.il43study.org/documents.

The study team evaluated the following existing conditions and other data to determine the need for improvement:

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- Emergency Services
- Rail Highway Conflict
- Traffic Analysis
- Intermodal Transportation
- Public Transportation
- Non-Motorized Modes



Let's learn about the safety issues in the study area.



Crash data collected by IDOT for a six-year study period from 2010 to 2015 shows that 465 crashes occurred within the Project Study Area.

Of the 465, 87 crashes resulted in injury, 9 involved bicyclists or pedestrians, and 5 crashes were fatal.

An additional 2 fatalities occurred in crash in the study area since 2015.



Next, we'll explain how mobility and multimodal connectivity are evaluated.

Queuing Analysis



Queuing is defined as the length of vehicles accumulated at each approach of an intersection.

Queuing can result in severe network congestion or “gridlock” conditions.

EMERGENCY RESPONSE
The 63rd Street at BRC crossing is a 911 critical crossing



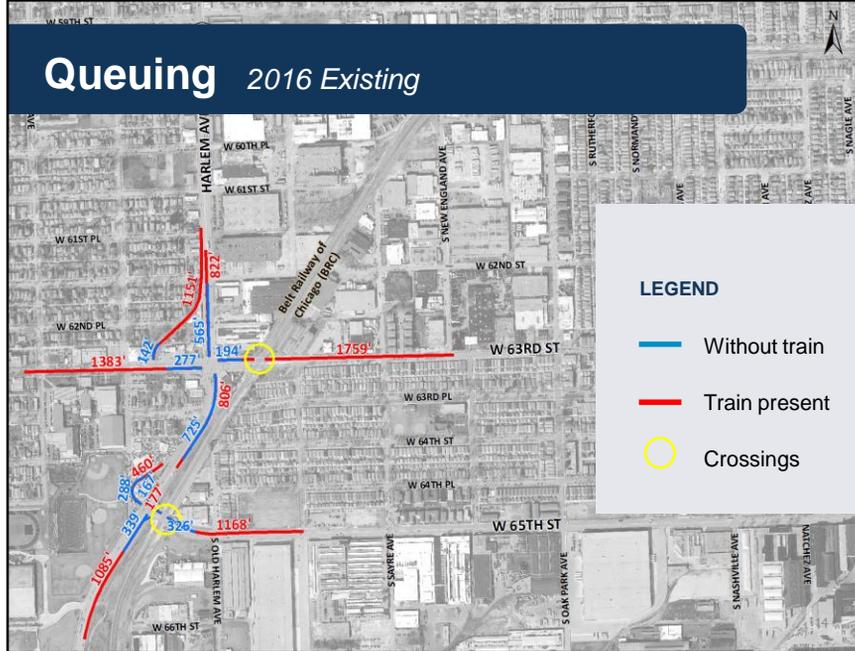
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When evaluating mobility -- or the ease with which vehicles and other users of the roadway travel to and from their destination -- the study team considered queuing.

Queuing is defined as the length of vehicles accumulated at each approach of an intersection.

Queueing can result in severe network congestion or “gridlock” conditions.

The 63rd Street at BRC crossing is designated as a “911 Critical” crossing, meaning it is critical for providing access to emergency services. When trains are stopped or obstructing the crossing for more than five minutes, the Chicago Transportation Coordination Office must immediately notify the 911 emergency telephone system, and alert them when the crossing is clear.



This analysis was developed from a simulation model.

The blue lines represent the maximum queue lengths when no train is present, and the red lines represent the queue when a train is present.

When no train is present, upstream intersections are not affected. However, when a train is present, queues on both 63rd St and 65th St back up for several blocks, negatively impacting the traffic on blocked side streets.

When a train blocks 63rd St and 65th St for the median gate-down time of 7 minutes, the queue length in the afternoon may extend for nearly 1,400 feet reaching as far as 74th Ave. for eastbound 63rd St. traffic.

With no improvements, queue lengths would increase slightly due to the limited projected traffic growth on 63rd Street and 65th Street.

Multimodal Connectivity





**Intermodal
Transportation**

The IL 43 corridor and east-west movements are critical to manufacturing and freight along I-55.



**Public
Transportation**

CTA and PACE operate bus routes that are impacted when trains occupy the crossings.



**Non-Motorized
Modes**

It is difficult to bike or walk along Harlem Ave. due to lack of bike separation and narrow sidewalks.*




*According to a survey conducted by the Village of Summit and the Active Transportation Alliance

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The study team also evaluated the different types of multimodal connectivity in the area to determine the need for improvement.

- The IL 43 corridor and east-west movements are critical to manufacturing and freight along I-55.
- CTA and PACE operate bus routes that are impacted when trains occupy the crossings.
- According to a survey conducted by the Village of Summit and the Active Transportation Alliance, it is difficult to bike or walk along Harlem Ave. due to lack of bike separation and narrow sidewalks.



Let's look at how the alternatives were developed.

Development of Alternatives



The study team developed various alternatives, which are categorized into 7 different groups.

Using the No Build as the baseline for comparison, the alternatives developed show:

- Minor roadway improvements
- BRC rail over or under the roadway
- Roadway over or under the BRC rail



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Using the No Build as the baseline for comparison, the alternatives developed show:

- Minor roadway improvements
- BRC rail over or under the roadway
- Roadway over or under the BRC rail

Each alternative is on display and can be viewed in detail in the next room.

Development of Alternatives



Separating rail and car traffic would benefit the area by enhancing safety, increasing mobility, and improving multi-modal connectivity, therefore meeting the Purpose and Need.

EXAMPLES



IL-19 (Irving Park Rd.) under East UP Rail Bridge



Archer Ave. under B&O



Separating rail and car traffic would benefit the area by enhancing safety, increasing mobility, and improving multi-modal connectivity, therefore meeting the Purpose and Need.

Development of Alternatives



- Group 1 : **Minor Build**
- Group 2 : **BRC Elevated/Depressed**
- Group 3 : **63rd St. Elevated**
- Group 4 : **63rd St. Depressed**
- Group 5 : **65th St. Elevated**
- Group 6 : **65th St. Depressed**
- Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**

This alternative does not meet the Purpose and Need.



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The first group is the Minor Build. The Minor Build keeps crossings at-grade and modifies traffic and railroad signal interconnectivity and signal timing. This alternative does not meet the Purpose and Need.

Development of Alternatives



Group 1 : **Minor Build**

Group 2 : BRC Elevated/Depressed

Group 3 : **63rd St. Elevated**

Group 4 : **63rd St. Depressed**

Group 5 : **65th St. Elevated**

Group 6 : **65th St. Depressed**

Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**

Elevating the BRC RR at one crossing and depressing it at the other is **not** a feasible alternative.

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Group 2 : BRC Elevated or Depressed

The alternatives in this group show the BRC tracks raised above existing 63rd St. and 65th St. by placing the railroad on a bridge or lowering the BRC tracks below existing 63rd St. and 65th St.

Please be aware that elevating the BRC Railroad at one crossing and depressing it at the other is not a feasible alternative and therefore will not be considered.

Development of Alternatives



Group 1 : **Minor Build**

Group 2 : **BRC Elevated/Depressed**

Group 3 : **63rd St. Elevated**

Group 4 : **63rd St. Depressed**

Group 5 : **65th St. Elevated**

Group 6 : **65th St. Depressed**

Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**



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Group 3 : 63rd St. Elevated

The alternatives in this group focus on constructing a 63rd St. roadway bridge over the existing BRC rail and/or Harlem Ave.

Development of Alternatives

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- Group 1 : **Minor Build**
- Group 2 : **BRC Elevated/Depressed**
- Group 3 : **63rd St. Elevated**
- Group 4 : 63rd St. Depressed**
- Group 5 : **65th St. Elevated**
- Group 6 : **65th St. Depressed**
- Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**

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Group 4 : 63rd St. Depressed

The alternatives in this group focus on constructing a railroad bridge and lowering 63rd St. beneath it.

Development of Alternatives



- Group 1 : **Minor Build**
- Group 2 : **BRC Elevated/Depressed**
- Group 3 : **63rd St. Elevated**
- Group 4 : **63rd St. Depressed**
- Group 5 : **65th St. Elevated**
- Group 6 : **65th St. Depressed**
- Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**



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Group 5 : 65th St. Elevated

The alternatives in this group focus on constructing a 65th St. roadway bridge over the existing BRC rail and/or Harlem Ave.

Development of Alternatives



- Group 1 : **Minor Build**
- Group 2 : **BRC Elevated/Depressed**
- Group 3 : **63rd St. Elevated**
- Group 4 : **63rd St. Depressed**
- Group 5 : **65th St. Elevated**
- Group 6 : **65th St. Depressed**
- Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**



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Group 6 : 65th St. Depressed

The alternatives in this group focus on constructing a railroad bridge and lowering 65th St. beneath it.

Development of Alternatives



Group 1 : **Minor Build**

Group 2 : **BRC Elevated/Depressed**

Group 3 : **63rd St. Elevated**

Group 4 : **63rd St. Depressed**

Group 5 : **65th St. Elevated**

Group 6 : **65th St. Depressed**

Group 7 : **63rd St. and 65th St.
Elevated/Depressed Combinations**

These alternatives are representative samples. More combinations are possible and will be analyzed.



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Group 7 : 63rd St. and 65th St. Elevated/Depressed Combinations

The alternatives in this group focus on separating car and rail traffic at both 63rd St. and 65th St. crossings.

Both roads would be raised above or lowered below the BRC rail and/or Harlem Ave.

The four combined alternatives presented tonight are only a representative sample. More combination alternatives are possible and will be analyzed.

Evaluation Criteria



The study team developed the following preliminary criteria to measure each alternative and determine if it meets the Purpose and Need, goals of the study, and adheres to the NEPA process.

CONSIDERATIONS	POTENTIALLY AFFECTED PROPERTIES & ACCESS	
Safety	Residential	Schools
Mobility and Connectivity	Businesses	Parks & Community
Construction Cost		





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The study team developed the following preliminary criteria to measure each alternative and determine if it meets the Purpose and Need, goals of the study, and adheres to the NEPA process.

Considerations when developing alternatives included:

- Safety
- Mobility and Connectivity
- Construction Cost

The study team also identified potential residential and business properties that could be affected and how access to schools, parks, and other areas of the community could be impacted.

Next Steps



REVIEW and consider all written, verbal, and online comments received.

CONDUCT a detailed analysis of all alternatives.

PRESENT a smaller group of alternatives at the next public meeting.

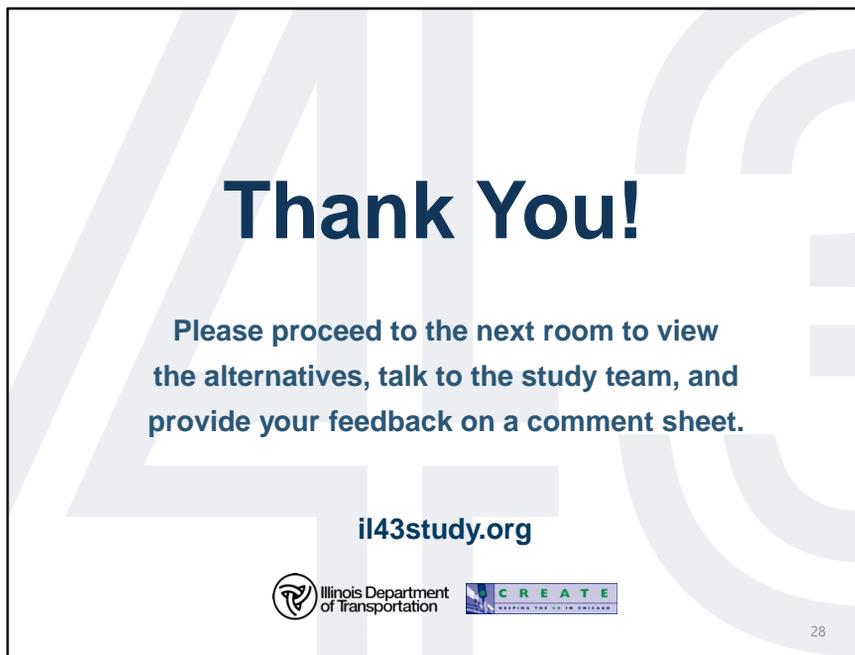
RECEIVE additional input to identify the preferred alternative.



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Following this meeting, the study team will:

- Review and consider all written, verbal, and online comments received.
- Conduct a detailed analysis of all alternatives.
- Present a smaller group of alternatives at the next public meeting, which is anticipated for Summer 2018, and,
- Receive additional input to identify the preferred alternative.



We want to thank you for participating in this Public Meeting.

Please proceed to the next room to view the alternatives, talk to the study team, and provide your feedback on a comment sheet.

For more information, please visit the project website, il43study.org, which will be updated throughout the study as milestones are reached.