



**STUDY**

## **Harlem Avenue between 63<sup>rd</sup> and 65<sup>th</sup>**

**Community Advisory Group Meeting #2**

March 22, 2017

Bedford Park Public Library



# Meeting Agenda

1. Welcome/Introductions
2. CAG Meeting #1 Recap
3. Community Context Audit Results
4. Problem Statement
5. Purpose and Need
6. Questions/Break
7. Group Exercise 1
8. Group Exercise 2
9. Next Steps



Hello and thank you for coming to the second CAG meeting for the IL 43 Harlem Avenue Study.

# Project Team Introductions



**Jessica Feliciano, P.E.**  
Project Manager

**Anna Kutryn, P.E.**  
Project Engineer

**Steve Schilke, P.E.**  
Major Projects  
Unit Head

## SUBCONSULTANTS

Dave Palia, Blue Daring  
Veronica Cruz, Blue Daring

**Michael Baker**  
INTERNATIONAL

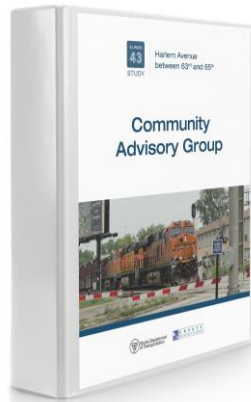
**Wendy L. Vachet,**  
**AICP**  
Environmental & Public  
Involvement Lead

**Isaac Yun, P.E.**  
Project Engineer

**Jim Peyton, P.G.**  
Environmental Support



# CAG Binder



## New handouts include:

- Member List
- Meeting Agenda
- Presentation
- CAG #1 Summary
- CAG #2 Exercises
- Issues and Concerns
- PSG Meeting Dates in SIP



# CAG Meeting #1 Recap

Overview

Exercise Results

# CAG Meeting #1 Topics

## At the first CAG meeting, we discussed...

- The Project History
- The Study Area
- The Project Schedule
- The CSS Process
- Technical Data
- Community Context
- Problem Statement



# CAG Meeting #1 Identified Issues



## Top issues identified include:

- Infrastructure (Pedestrian, ADA)
- Displacement / Relocations
- Traffic Near CPS Schools
- Safety / Emergency Vehicle Blockage
- Construction Timeline / Limited Business Access
- BRC Safety
- Traffic / Congestion
- Regional Impacts
- Economic / Freight
- Drainage / Flooding
- Turning Lanes







# **Community Context Audit Results**

**November 2016 – February 2017**

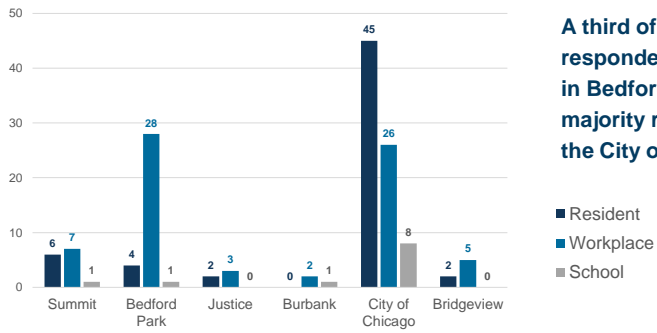
9

At the first meeting, we shared preliminary survey results collected between November 16<sup>th</sup> and December 15<sup>th</sup>. We now have the final survey result, which were compiled between November and February. A total of 106 surveys have been collected to date.

# Community Context Audit Results



## AREA DEMOGRAPHIC



**A third of the respondents work in Bedford Park, but majority reside in the City of Chicago.**

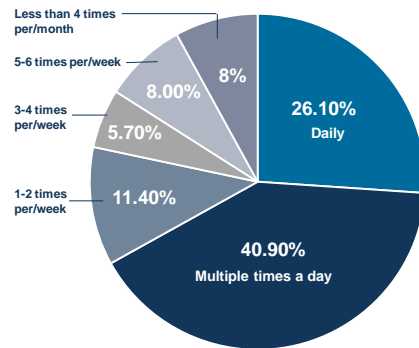


We asked the community what areas they live, work and go to school in and a third of the respondents work in Bedford, but the majority live in Chicago.

# Community Context Audit Results



## TRAVEL FREQUENCY



More than **60%** of respondents travel through the study area daily

**8%** travel through less than 4 times a month

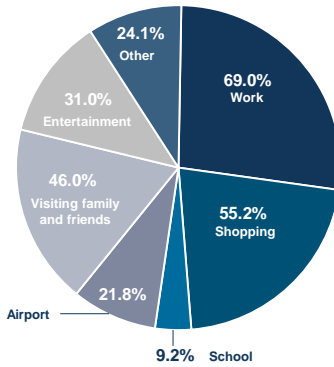


Next, we focused on travel frequency and found out that more than 60% of respondents travel through the study area daily or more than once a day. A small percentage of the community respondents travel through less than 4 times a month.

# Community Context Audit Results



## TRAVEL ACTIVITIES



Approximately  
**70%**  
travel through the  
study area to get to  
and from work



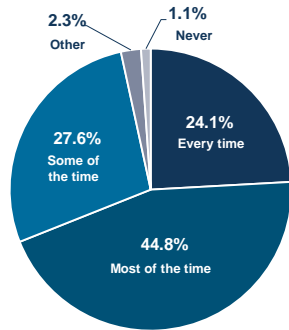
The biggest reason why people travel through the study area is to get to and from work followed by shopping and visiting family and friends.

# Community Context Audit Results

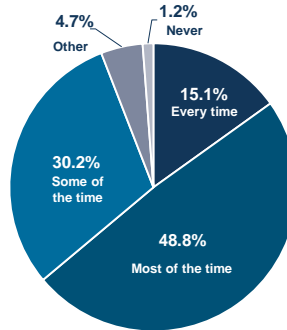


On average, respondents experience delays from 15-30 minutes.

FROM TRAFFIC CONGESTION



FROM TRAIN TRAFFIC



When traveling through the study area, respondents experience delays from 15-30 minutes and almost 50% of respondents encounter congestion or train traffic most of the time.

## Community Context Audit Results



**About 58% of respondents take an alternative route to avoid these intersections.**

### COMMON ALTERNATIVE ROUTES:

- Harlem to Archer to Narragansett
- 63<sup>rd</sup> to Narragansett
- Narragansett near 59<sup>th</sup>
- 59<sup>th</sup> to Archer
- Archer to Cicero



14

Lastly, when asked about regional mobility, 58% of respondents said they take an alternative route to avoid the study area and 93% feel improvements to the study area would benefit them.

Later we will be talking more about what these alternative routes are and what could be done to improve the situation.

# **Problem Statement**

**Refine Statement**

**General Understanding of Agreement**

## Problem Statement



**The at-grade crossings of the BRC tracks at 63<sup>rd</sup> and 65<sup>th</sup> Streets near IL 43 (Harlem Avenue) have limited the mobility and access to the surrounding communities.**

The existing condition creates **travel delays and diversions** that affect all transportation users, especially **emergency vehicles**, transit, and the community.

The delays also **hinder economic development**, make **bicycle and pedestrian movement difficult**, and negatively effects quality of life. In addition, **drainage issues** within the study limits need to be addressed.





# Final Problem Statement



**Do you identify with this  
Problem Statement?**





## **General Understanding of Agreement**

# Purpose and Need

Initial Statement  
Technical Elements

# Initial Purpose and Need Statement



## PURPOSE

**Provide transportation infrastructure to improve mobility, enhance safety, and improve multi-modal connectivity.**

## NEED

**Enhance** safety for all modes of travel

**Improve** multimodal connectivity

**Increase** travel certainty



# Safety



**253 crashes** during the five year analysis period (2010 to 2014)

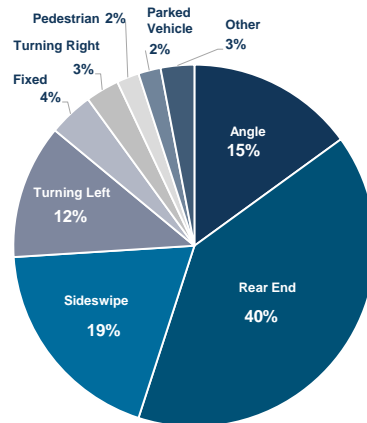
**70 injury crashes**

**2% bicycle/pedestrian**

**Emergency response**

**63<sup>rd</sup> Street**

- 911 Critical Crossing



911 Critical Crossing - When trains are stopped or anticipated to obstruct the crossing, the train crew must notify the BRC immediately. City Ordinance #9-28-030 defines a reporting process that is to be followed for obstructions at 911 critical crossings. When moving or stopped trains obstruct the crossing for more than five minutes, the Chicago Transportation Coordination Office (CTCO) must immediately notify the 911 emergency telephone system, and alert them when the crossing is clear.

# Multi-modal Connectivity



## Trains

Assume no operational changes are proposed under this study



## Trucks

IL 43 (Harlem Avenue) is a Class II truck route within study limits



# Multi-modal Connectivity

ILLINOIS  
43  
STUDY



## Transit

PACE and CTA  
bus service



## Bicycle and Pedestrians

Planned improvements on 63<sup>rd</sup>  
Street and Harlem Avenue



# Multi-modal Connectivity

ILLINOIS  
43  
STUDY

## Existing Bus Routes



General bus routes are from the CTA and RTA. We recently met with PACE and CTA about their plans.



# Multi-modal Connectivity

ILLINOIS  
43  
STUDY

## Existing and Planned Bicycle Routes



Illinois Department of Transportation

CREATE

25

Planned bike routes are from CMAP.

# Increase Travel Reliability



**This element is not easy quantified and we need your input as the community's voice on this issue.**

YOU'LL HELP US UNDERSTAND:

- What creates the *uncertainty*?
- What do you *do about it*?
- Where do you go *instead*?
- What would *improve* these routes?





**Questions / Break**



We will now proceed with our first group exercise – project goals

## Project Goals



**What will a successful outcome look like for this project?**



Illinois Department  
of Transportation



CREATE  
CONNECTIONS TO A BETTER ILLINOIS

## CAG Project Goals



### Transportation improvements could include:

- Improve traffic and freight congestion
- Improve mobility
- Reduce travel time uncertainty
- Improve bicycle and pedestrian movements
- Include drainage
- Consider residential and business impacts
- Improve aesthetics and add functional features such as crosswalks and pedestrian islands



30

Looking beyond stated “positions,” are there common interests/needs that should be incorporated into a few goals for the project?

1. Have you fully considered both the human and natural resources sides of the environmental picture?

2. Is it possible to achieve, at least in part, the project goals that you identified? If not, then consider whether it makes sense to include them.

# Determine Project Goals



## Individual

List the project goals important to you



## Small Group

Discuss individual goals and list the top three of the group



## Large Group

Determine the most important goals of the CAG



## **Group Exercise 2**

**Preliminary Alternatives**

**No Build and Minor Build Alternatives - 2A**

**Major Build Alternatives – 2B**

We will be looking at a range of alternatives that meet the P&N of the project which is the focus of our meeting today. You have two maps in front of you 2A) for drawing in alternative routes that you use to get around the trains (the No-Build), and 2B) for drawing your concepts of how to solve the problem (the build alternatives).



## No-Build Alternative



### The No-Build Alternative is:

- The baseline for our study – what we have right now.
- Required for every project and could be a viable alternative if it meets the Purpose and Need.
- Serves as the benchmark against which the Build Alternatives are evaluated.



Illinois Department  
of Transportation



33

How is travel impacted (where does traffic go instead), business (how do people get to you) , or neighborhood (more traffic, higher speeds) :

- if there is a train at 65<sup>th</sup> street? Is there a difference between AM or PM?
- if there is a train at 63<sup>rd</sup> street? Is there a difference between AM or PM?
- if there is a train at 65<sup>th</sup> and 63<sup>rd</sup> streets? Is there a difference between AM or PM?

## Build Alternative - Minor



### **A build alternative with minor infrastructure improvements to meet the goals of the project.**

Possible solutions for a minor build alternative include:

- Signal improvements
- Turning lanes
- Intersection improvements
- Better use of technology
- Alternate lane configurations
- Any combination



# Discuss No Build and Identify Minor Build Alternatives

ILLINOIS  
43  
STUDY



**Individual**  
List the range of alternatives



**Small Group**  
Identify and sketch the potential solution



**Large Group**  
Discuss concepts in large group forum



## Build Alternative - Major



**A build alternative includes more robust infrastructure improvements to meet the goals of the project.**

Possible solutions for a major build alternative include:

- Intersection reconfiguration
- Intersection relocations
- Grade separations (underpass or overpass)
- Road alterations
- Roadway widening
- Realignment
- Any combination



# Identify Major Build Alternatives

ILLINOIS  
43  
STUDY



**Individual**  
List the range of  
alternatives



**Small Group**  
Identify and sketch the  
potential solution



**Large Group**  
Discuss concepts in  
large group forum



## Recap / Questions

# Next Steps

Meeting #3  
Comments

# CAG Meeting #3

- 1 Present preliminary engineering
- 2 Evaluate Criteria
- 3 Refine the full range of alternatives, identify alternatives
- 4 Refine Purpose and Need Statement







**Thank You!**

[www.il43study.org](http://www.il43study.org)

41