

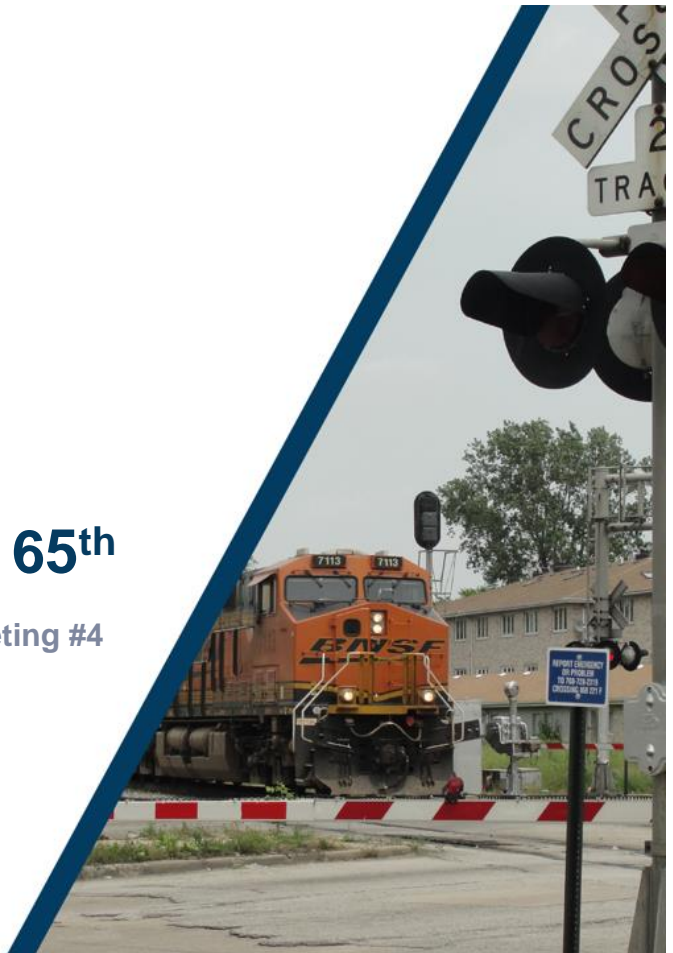


# Harlem Avenue between 63<sup>rd</sup> and 65<sup>th</sup>

Community Advisory Group Meeting #4

February 18, 2020

Bedford Park Public Library



# Meeting Agenda

1. Welcome & Introductions
2. Project Overview & Updates
3. Purpose and Need
4. Range of Alternatives
5. Questions/Break
6. Alternatives Analysis Discussion
7. Group Exercise
8. Next Steps



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KEEPING THE U.S. IN CHARGE

# Welcome and Introductions



# Project Team Introductions



## **Kimberly Murphy, P.E.**

IDOT Consultant Studies Unit Head

## **Jessica Feliciano, P.E.**

IDOT Project Manager

## **Griselda Monsivais, P.E.**

Consultant – Globetrotters

## **Samuel Tuck III, P.E., M.S.**

Bureau Chief Freight Rail Management

## **Michael Baker** INTERNATIONAL

## **Wendy L. Vachet, AICP**

Environmental & Public  
Involvement Lead – Michael Baker

## **Robert Brzezon, P.E.**

Project Manager – Michael Baker

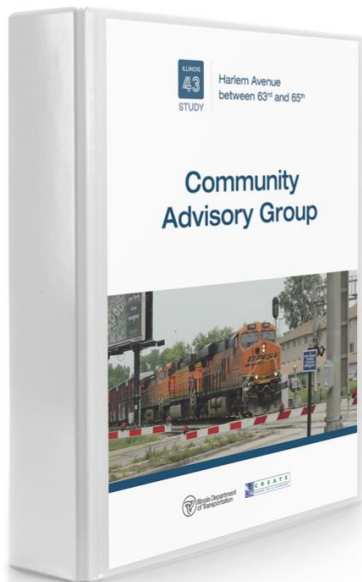
### SUBCONSULTANTS

Dave Palia, Blue Daring

Veronica Cruz, Blue Daring



# CAG Introductions and Handouts



## New handouts include:

- CAG #4 Meeting Agenda
- CAG #3 Summary
- PM #2 Summary
- Alternatives Workbook
- Alternatives Screening Matrix
- Alternatives Exercise & Comment Sheet

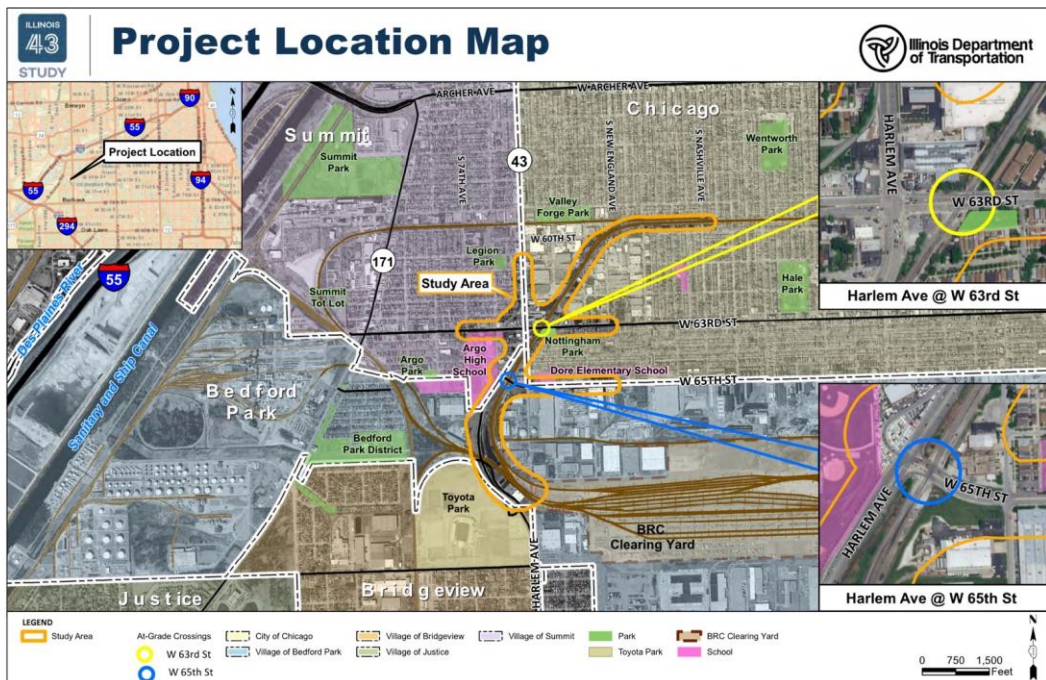


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# Project Overview



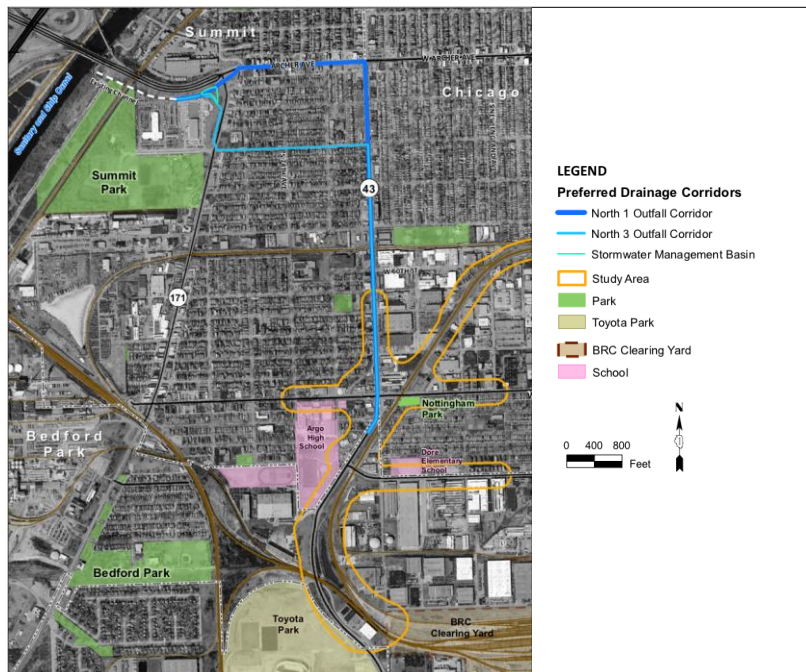
# Project Study Area



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# Preferred Drainage Corridors





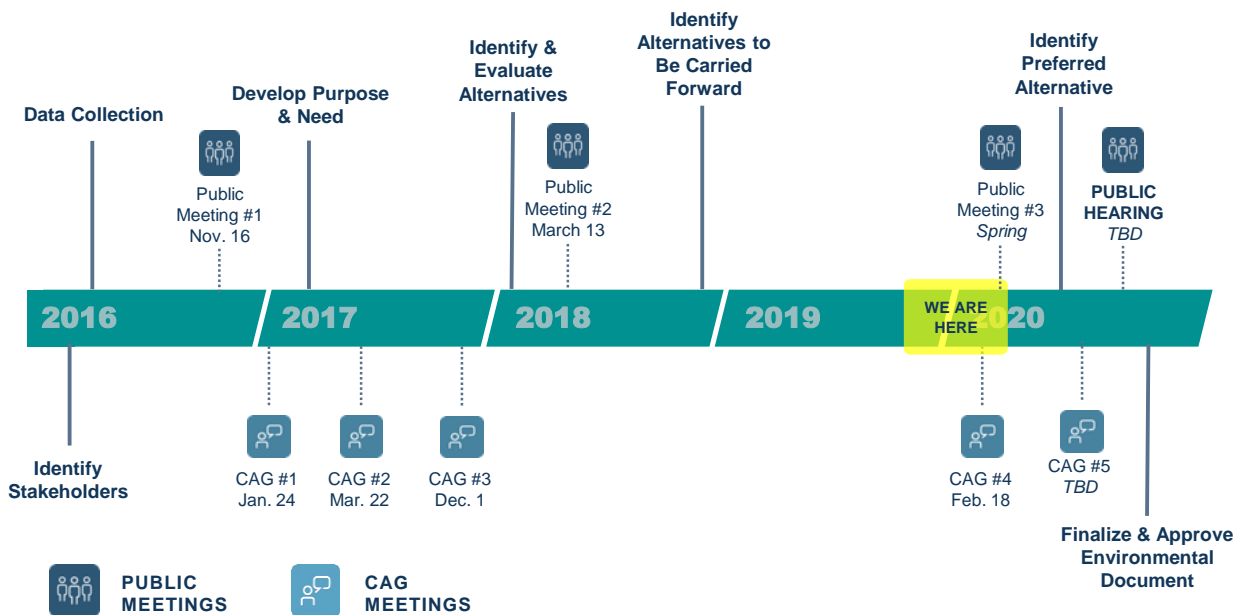
# Project Development Process



NOTE: This improvement is included in the Department's FY 2020-2025 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the later years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.



# Phase I Process



Milestones subject to change

# CAG Meeting #1 – Jan. 24, 2017



## PROBLEM STATEMENT

**The at-grade crossings of the Belt Railway Company of Chicago (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.**

## TOP ISSUES IDENTIFIED

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



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# CAG Meeting #2 – Mar. 22, 2017



## Suggested Improvements:

- Extend or add double right turn lane on Harlem Ave. (northbound) to turn onto 65<sup>th</sup> Street.
- Crosswalk improvements to Harlem Ave. and 63<sup>rd</sup> and 65<sup>th</sup> Streets.
- Increase speed bumps on Nottingham Ave. between 63<sup>rd</sup> and 65<sup>th</sup> Streets.
- Consider adding traffic light on 65<sup>th</sup> Street near new Dore Elementary.
- Overpass or underpass at 63<sup>rd</sup> and 65<sup>th</sup> Streets.
- Add right turn lane on 71<sup>st</sup> Street to south on Harlem Ave.
- Better in/out coordination with Toyota Park.
- Improve traffic signal timing and visibility for ramp – more signage needed.
- Widen Harlem Ave.
- Resurface Nottingham Ave.



# CAG Meeting #3 – Dec. 1, 2017



## Range of Alternatives Comments:

- The Minor Build should be dismissed as it does not improve traffic or other issues previously identified.
- The BRC Elevated / Depressed seems to be the most effective at solving train blockage, but is too costly.
- 63rd St. Elevated and 63rd St. Depressed create free flow of traffic with changes to jughandle and proposed ramps.
- The roundabout option for 65th St. Elevated could be beneficial for traffic flow, but seems confusing and can cause issues with trucks.
- All alternatives will impact property access.
- Depressed alternatives will cause drainage and utility issues.



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# Public Meeting #2 – Mar. 13, 2018



## Range of Alternatives Comments:

- Support for grade separating 65th St.
- Concerns related to construction and maintenance costs.
- Impacts to the residential area near 63rd St.



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# Purpose and Need



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# Purpose and Need Statement



## PURPOSE

**The purpose of the project is to enhance safety, mobility, and improve multi-modal connectivity.**

## NEED

**The needs to be addressed by this project include:**

### Enhance Safety

Vehicular & Pedestrian  
Crashes

Emergency Services

### Increase Mobility

Rail/Highway Conflict

Traffic Analysis

Rail and Roadway  
Operations

### Improve Multimodal Connectivity

Intermodal Transportation

Public Transportation

Non-Motorized Modes





# Safety Discussion



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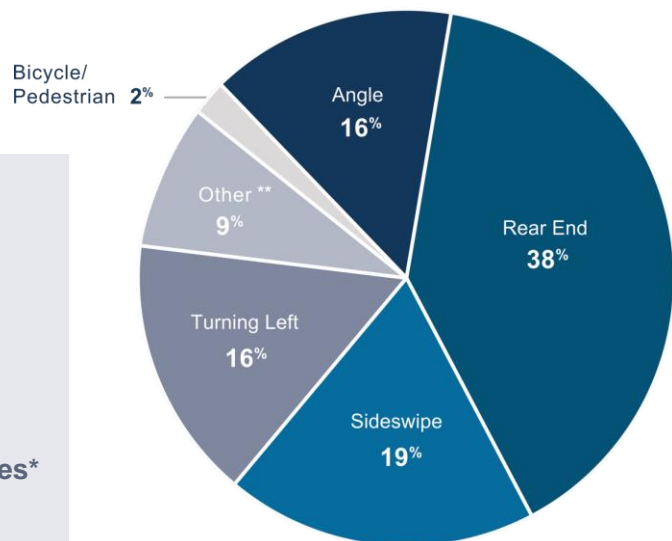
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# Vehicular & Pedestrian Crashes



## CRASH STUDY RESULTS

2010-2015



\*An additional 2 fatalities occurred in crashes in the study area since 2015.



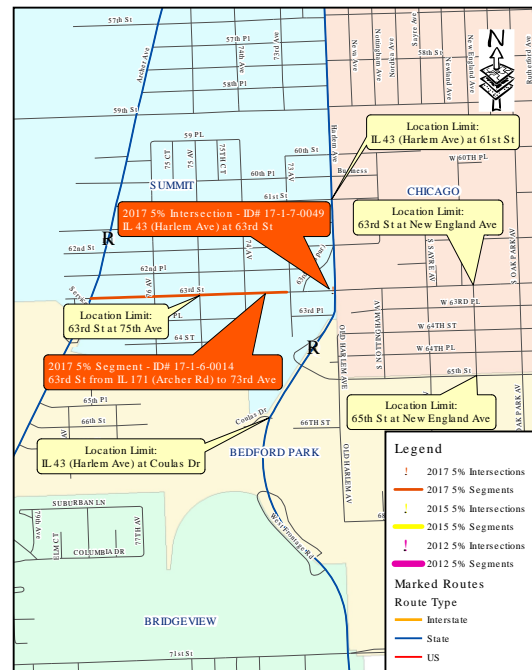
\*\*Includes fixed object, parked vehicles, and non-collision crashes.

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# 5% Locations 2012, 2015, & 2017



Locations along state highways that are identified as 5% locations are within the top 5% of locations statewide with the greatest potential for safety improvement, based on crash severity and frequency.



\*2013, 2014 & 2015 reports were not generated

# Range of Alternatives Discussion



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# Alternatives Considered



No-Build (Baseline)

Group 1 : **Minor Build**

Group 2 : **BRC Elevated/Depressed**

Group 3 : **63<sup>rd</sup> St. Elevated**

Group 4 : **63<sup>rd</sup> St. Depressed**

Group 5 : **65<sup>th</sup> St. Elevated**

Group 6 : **65<sup>th</sup> St. Depressed**

Group 7 : **Combinations**



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# Screening Process



1

**Determine**  
if alternatives  
meet the Purpose  
and Need

2

**Conduct**  
stakeholder outreach  
and analyze BRC  
impacts

3

**Evaluate**  
alternatives  
against criteria



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# Screening Process



Alternatives considered were screened based on their ability to meet the project's Purpose and Need.

No-Build (Baseline)

Group 1 : **Minor Build**

Group 2 : **BRC Elevated/Depressed**

Group 3 : **63<sup>rd</sup> St. Elevated**

Group 4 : **63<sup>rd</sup> St. Depressed**

Group 5 : **65<sup>th</sup> St. Elevated**

Group 6 : **65<sup>th</sup> St. Depressed**

Group 7 : **Combinations**

## LEVEL 1 SCREENING

Minor Build not recommended for further study.

The improvements do not meet the needs identified for the study.



# Screening Process



## Level 1 Screening

# Evaluation and Results

### Group 1: Minor Build

- Improvements are limited to adding storage capacity.
- Existing roadway/rail conflicts remain.
- Improving the intersection will not address safety or capacity needs.



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# Screening Process



Alternatives considered were screened based on stakeholder outreach and impacts to BRC operations.

No-Build (Baseline)

Group 1 : ~~Minor Build~~

**Group 2 : BRC Elevated/Depressed**

Group 3 : 63<sup>rd</sup> St. Elevated

Group 4 : 63<sup>rd</sup> St. Depressed

Group 5 : 65<sup>th</sup> St. Elevated

Group 6 : 65<sup>th</sup> St. Depressed

Group 7 : **Combinations**

## LEVEL 2 SCREENING

BRC Elevated/Depressed alternatives not recommended for further study. Railroad design criteria results in extended project limits and costs that have increased displacements and impacts to businesses and residents.



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# Screening Process



## Level 2 Screening

# Stakeholder Outreach & BRC Impacts

### Group 2: BRC Elevated/Depressed

- Adverse impacts to BRC's operations.
- Live rail traffic during construction.
- Adverse impact to TIF Redevelopment District rail access.
- Depressed alternatives pose major drainage/utility challenges.
- Elevated alternatives increase visual impacts.
- Significantly higher costs.



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# Screening Process



Remaining alternatives to be evaluated for further study and analysis.

No-Build (Baseline)

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 : Combinations**

## LEVEL 3 SCREENING

Alternatives evaluated against an evaluation criteria matrix to determine which will be carried forward and selected as the preferred alternative.

*Group 7 will be on hold from further evaluation until all 63rd street and 65th street alternatives have been screened.*



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# Questions / Break

# Alternatives Analysis Discussion



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# Level 3 Screening



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# Evaluation Criteria



<b>Preliminary Residential Displacements Parcels</b> (Units)	Includes parcels where building is impacted by improvement or access is impacted by retaining wall.
<b>Preliminary Business Displacements Parcels</b> (Units)	Includes parcels where building is impacted by improvement or access is impacted by retaining wall.
<b>Impacts to Nottingham Park</b>	Section 4(f) Resources
<b>Impacts on Community Cohesion</b>	Adverse impact to community cohesion such as fragmenting neighborhoods with a physical disruption.
<b>Multimodal Ease</b> Transit, Bike/Pedestrian	Does not support multimodal transportation.
<b>Community Support</b>	Feedback from prior community meetings.



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# Evaluation Criteria



## Level of Service

Transportation level of service for each alternative.

## Construction Challenges

Considers depressed/elevated alternatives, non-standard bridge configuration, and Harlem Avenue realignment.

## Construction Duration

(Years)

Estimated construction duration.

## Long-Term Maintenance

(Millions of Dollars)

Estimated yearly maintenance cost.

## Project Cost

(Millions of Dollars)

Estimated construction cost.





# Criteria Screening Matrix

	GROUP 3 63 <sup>rd</sup> St. Elevated				GROUP 4 63 <sup>rd</sup> St. Depressed			GROUP 5 65 <sup>th</sup> St. Elevated			GROUP 6 65 <sup>th</sup> St. Depressed	
	6 Elevated with Jughandle	7 Elevated with Ramp	8 Elevated with Harlem Realign	9 Elevated Intersection	10 Depressed with Jughandle	11 Depressed with Ramp	12 Depressed Intersection	13 Elevated with Ramp	14 Elevated Intersection	31 Elevated Roundabout	15 Depressed with Ramp	16 Depressed Intersection
Preliminary Residential Displacements <i>(Properties/Units)</i>	24 / 83	26 / 85	28 / 87	26 / 85	15 / 73	16 / 87	14 / 72	6 / 6	6 / 6	9 / 9	2 / 2	2 / 2
Preliminary Business Displacements <i>(Properties/Units)</i>	13 / 16	25 / 28	25 / 28	25 / 28	12 / 15	25 / 28	25 / 28	14 / 17	14 / 17	15 / 18	11 / 11	11 / 11
Impacts to Nottingham Park <i>Section 4 (f) Resource</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	None	None
Impacts to Community Cohesion	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	No Disruption	No Disruption	No Disruption	No Disruption	No Disruption
Multimodal Ease <i>Transit, Bike/Pedestrian</i>	Limited	Limited	Supported	Supported	Limited	Limited	Supported	Limited	Supported	Limited	Limited	Supported
Community Support	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Supported	Supported	Supported	Supported	Supported
Level of Service	Acceptable	Good	Poor	Poor	Acceptable	Good	Poor	Good	Acceptable	Good	Good	Acceptable
Construction Challenges	Minimal	Moderate	Moderate	Minimal	Moderate	Large	Moderate	Moderate	Minimal	Large	Large	Moderate
Construction Duration <i>in years</i>	2.2	2.6	2.3	2.2	2.8	2.9	2.3	1.9	2.2	2.1	2.7	2.3
Long-Term Maintenance	\$3M	\$4M	\$3M	\$3M	\$5M	\$5M	\$4M	\$4M	\$3M	\$4M	\$5M	\$4M
Preliminary Project Costs	\$65M	\$99M	\$83M	\$83M	\$96M	\$120M	\$108M	\$98M	\$81M	\$105M	\$116M	\$101M

Magnitude Legend
Small/no impact or magnitude
Moderate impact or magnitude
Large impact or magnitude

## Alternatives Studied Further & Dismissed



### Groups 3 & 4

- Preliminary analysis indicates significant residential and commercial displacements as compared to other groups.
- Adversely impacts Nottingham Park, a section 4(f) resource.
- Adversely impacts community cohesion, creating a physical disruption through the Chicago neighborhood.
- Alternatives within these groups that improve the LOS during a train event do not support multimodal transportation.



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# Group Exercise



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Group 5 Alternative 13

# Elevate 65<sup>th</sup> with Ramp



## Displacements (Properties/Units)

Residential **6/6** Business **14/17**

Impacts to Nottingham Park	No
Impacts to Community Cohesion	No Disruption
Multimodal Ease	Limited
Community Support	Supported
Level of Service	Good
Construction Challenges	Moderate
Construction Duration	1.9 yrs
Long-Term Maintenance	\$4M
Preliminary Project Costs	\$98M



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Group 5 Alternative 14

# Elevate 65<sup>th</sup> with Elevated Intersection



## Displacements (Properties/Units)

Residential **6/6** Business **14/17**

Impacts to Nottingham Park	No
Impacts to Community Cohesion	No Disruption
Multimodal Ease	Supported
Community Support	Supported
Level of Service	Acceptable
Construction Challenges	Minimal
Construction Duration	2.2 yrs
Long-Term Maintenance	\$3M
Preliminary Project Costs	\$81M



Group 5 Alternative 31

# Elevate 65<sup>th</sup> with Elevated Intersection



## Displacements (Properties/Units)

Residential **9/9** Business **15/18**

Impacts to Nottingham Park	No
Impacts to Community Cohesion	No Disruption
Multimodal Ease	Limited
Community Support	Supported
Level of Service	Good
Construction Challenges	Large
Construction Duration	2.1 yrs
Long-Term Maintenance	\$4M
Preliminary Project Costs	\$105M



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### Displacements (Properties/Units)

Residential **2/2** Business **11/11**

Impacts to Nottingham Park	No
Impacts to Community Cohesion	No Disruption
Multimodal Ease	Limited
Community Support	Supported
Level of Service	Good
Construction Challenges	Large
Construction Duration	2.7 yrs
Long-Term Maintenance	\$5M
Preliminary Project Costs	\$116M



## Depressed 65<sup>th</sup> with Intersection





**Assess the criteria and determine two alternatives you would like to see carried forward for further study and impact mitigation.**



# Discussion

# Next Steps



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## Next Steps



- 1 Public Meeting #3 – Spring 2020
- 2 Determine preferred alternatives
- 3 Community Advisory Group #5
- 4 Public Hearing – TBD



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# Thank You!

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