

Welcome to the first 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




 Study Location






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, IL. Potential improvements could include grade separation of the BRC 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
preferred
alternative



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 preferred alternative

What are tonight's goals?






PRESENT an overview of the project

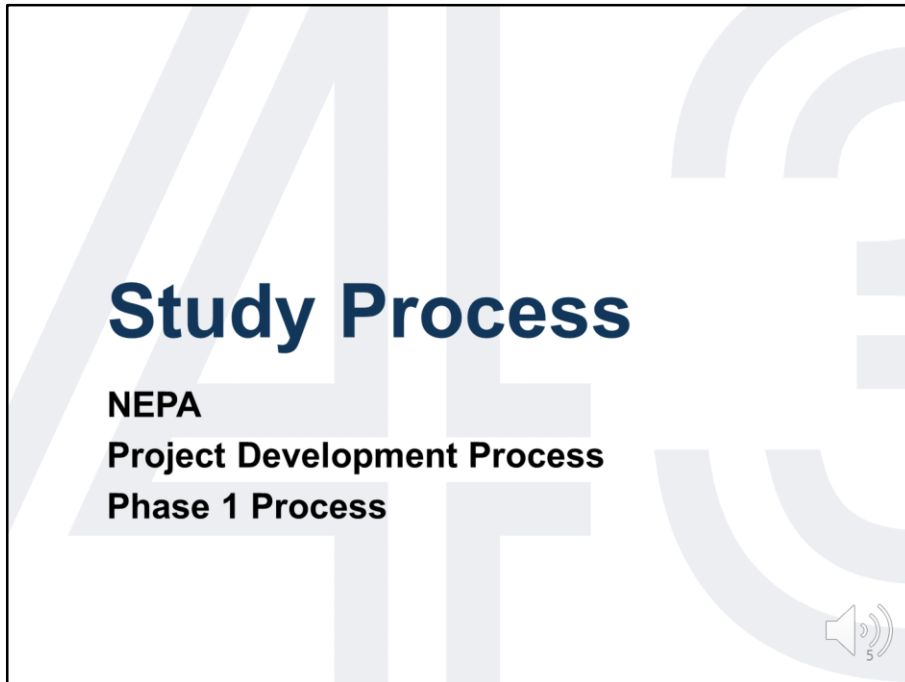
IDENTIFY transportation issues

LEARN about how you can get involved

ANSWER questions and next steps




The purpose of tonight's meeting is to provide information about the IL 43 study, and discuss existing traffic conditions, how you can get involved and how to provide input. We'll also describe the next steps in the study process and answer any questions that you may have.

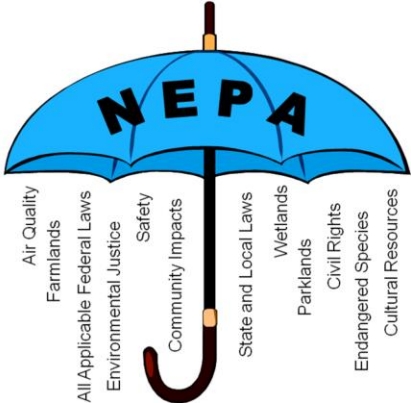



Now, let's go through IDOT's Study Process.


National Environmental Policy Act (NEPA) of 1969


- 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







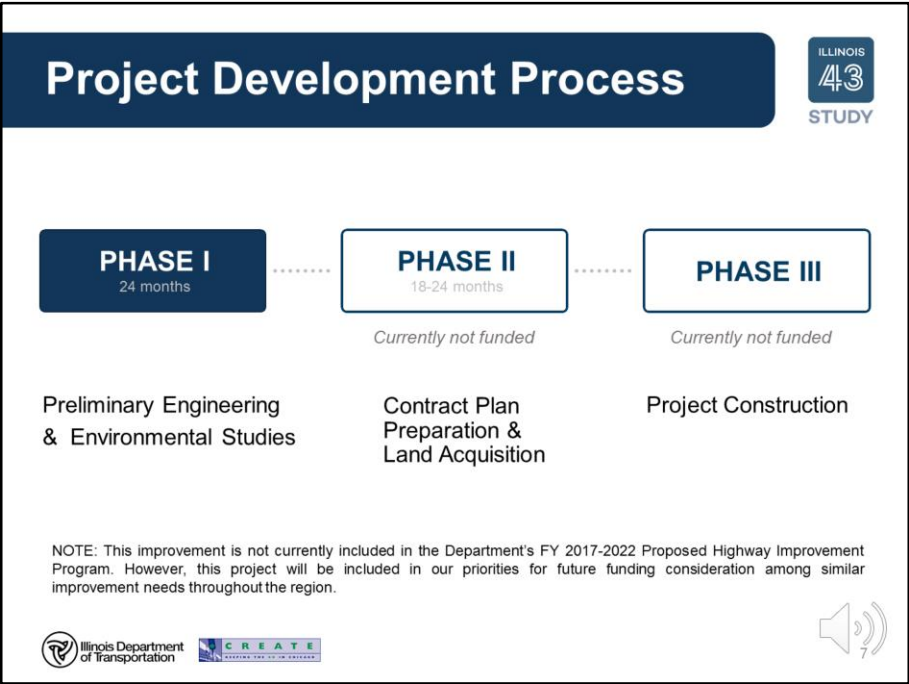




The National Environmental Policy Act of 1969, often referred to as NEPA, is a federal law that outlines policies to protect the environment.

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.



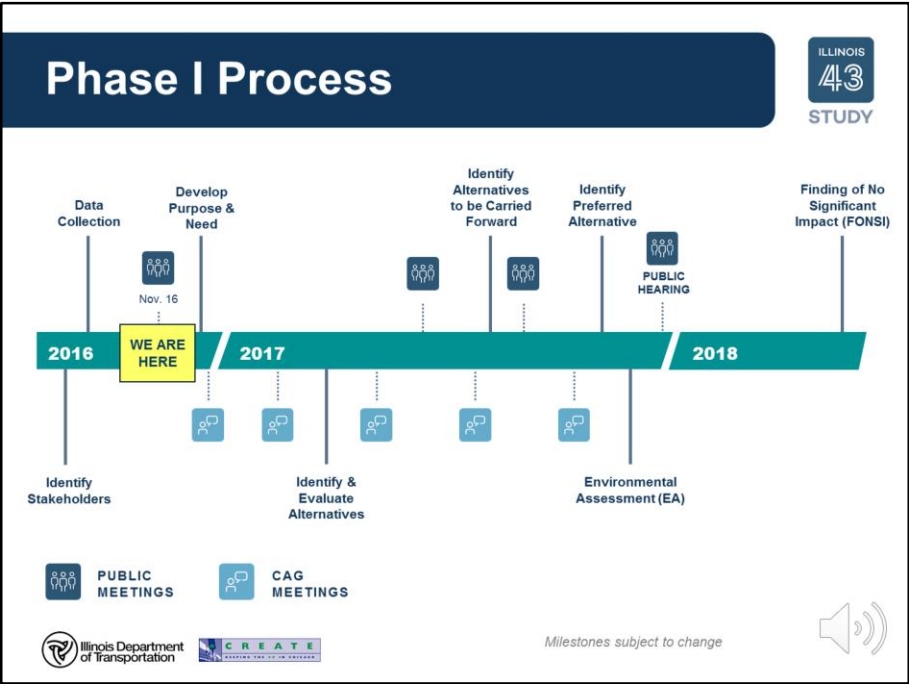
IDOT projects are typically implemented in three distinct phases.

Phase I is often referred to as the preliminary engineering and environmental studies. It involves analyzing existing and future conditions, defining the Purpose and Need for an improvement, and developing and evaluating improvement alternatives. Phase I concludes with the selection of the preferred alternative.

Phase II is the design and land acquisition stage. During this phase, plans are developed and any necessary right of way is acquired.

When all Phase II activities are complete and funding for construction is secured, we begin Phase III – project construction! This is the phase which is most visible to the public.

At this time, only Phase I is funded.




Currently, the study is in the very early stages of the Phase I process. We are proceeding with stakeholder identification and data collection in order to analyze and understand existing and future conditions within the study area.




Let's learn about the study.



Study Area



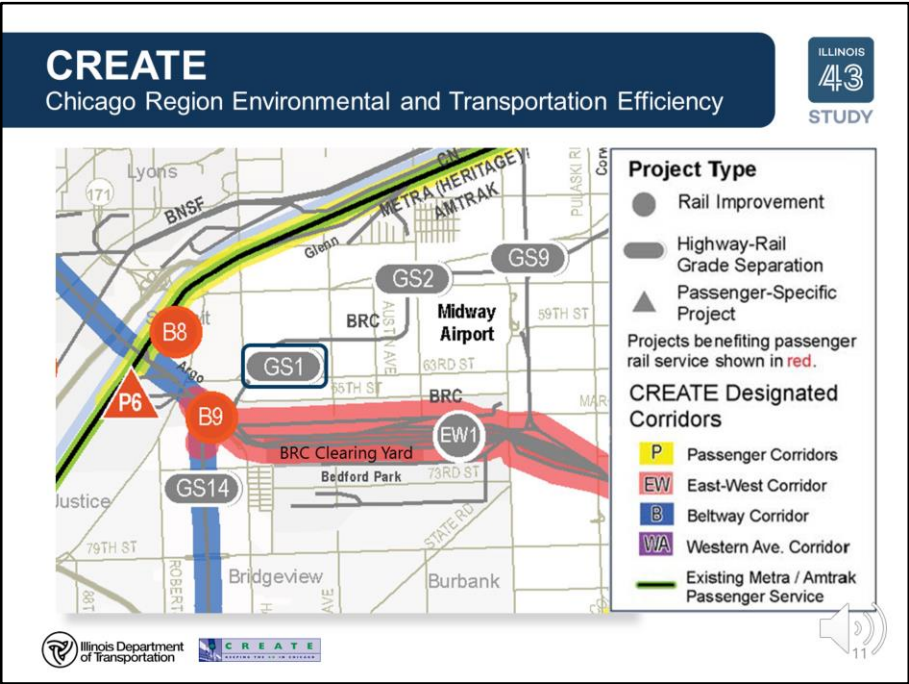
Land-use

- Dense Urban
- Residential
- Commercial/Industrial





The landuse in the area is densely urban with residential, commercial and industrial development.





In 2005, the Chicago Region Environmental and Transportation Efficiency – or CREATE – Program conducted a feasibility study in this area, which was identified by CREATE as GS1.

CREATE is a joint effort of the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR). Its role is to improve the efficiency and reliability of the passenger and freight rail service in the Chicago metropolitan area, reduce delays and congestion, improve safety, and provide economic, environmental and energy benefits for the region.

BRC and the BRC Clearing Yard

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- The GS1 study area is located Northwest of the Clearing Yard
- The Clearing Yard is the largest switching railroad terminal in the United States
 - Used by BNSF, CN, CP, CSX, NS, and UP railroads
- The Belt Railway dispatches more than 8,400 railcars per day and is able to classify between 40 and 50 miles of train every 24 hours.



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CONSTRUCTIVE RESEARCH AND EDUCATION IN TRANSPORTATION


The GS1 study area is located just to the northwest of the Clearing Yard which is owned and operated by the Belt Railway Company of Chicago or BRC

The BRC Clearing Yard is the largest switching intermediate railroad terminal in the United States and is used by multiple railroads.

The Belt Railway dispatches more than 8,400 railcars per day and is able to classify between 40 and 50 miles of train, or groups of rail vehicles, every 24 hours.




Project History

2005 CREATE GS-1 Feasibility Studies



Critical Roadway/Railroad Intersection

<ul style="list-style-type: none">▪ Daily traffic<ul style="list-style-type: none">• 15,500 vehicles including 192 buses	<ul style="list-style-type: none">▪ 33 trains▪ Slow train speeds (10-25 mph) due to the BRC Clearing Yard	<ul style="list-style-type: none">▪ “911 Critical Crossings”<ul style="list-style-type: none">• Critical access points for emergency services
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The CREATE study found:

- 15,500 vehicles, including 192 CTA and Pace buses, use the state-designated truck routes daily.
- 33 trains per day pass thru adjacent crossings
- Trains must move at slow speeds (10-25 mph) due to the BRC Clearing Yard and local rail customers.
- Crossings at this location are designated as “911 Critical” meaning they are critical for providing access to emergency services

The CREATE Feasibility Analysis concluded that the project should move forward as an area-wide transportation improvement.

The IL 43 study will consider the GS1 study results.

Data Collection

- Environmental and Community Resources
- Daily Traffic Volumes
- Train Volumes
- At-Grade Crossing Characteristics
- Crash History



Let's look at what we know now.

Environmental and Community Resources

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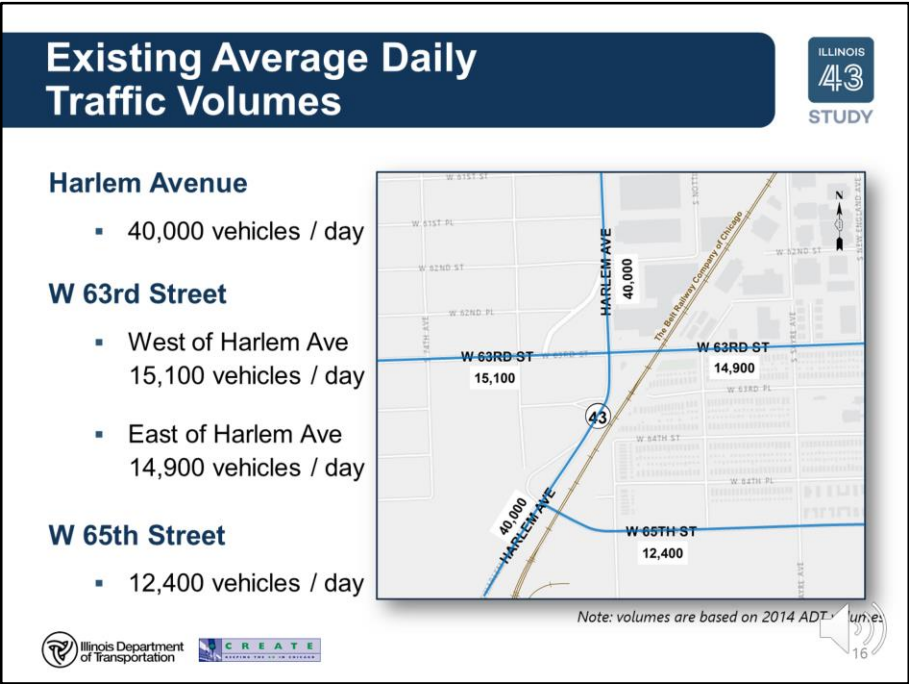
- Social/Economic
- Natural Resources
- Cultural Resources
- Air Quality
- Water Resources
- Traffic Noise
- Special Lands



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Environmental and community resources are evaluated as part of the NEPA Process and cover a broad range of social, natural, cultural, physical and quality of life issues for the project Study Area.



This is a busy area! 40,000 vehicles use Harlem Avenue every day. More than 14,000 vehicles per day travel along 63rd Street and more than 12,000 travel along 65th Street.

Traffic Examples



IL 43 & 63rd Street

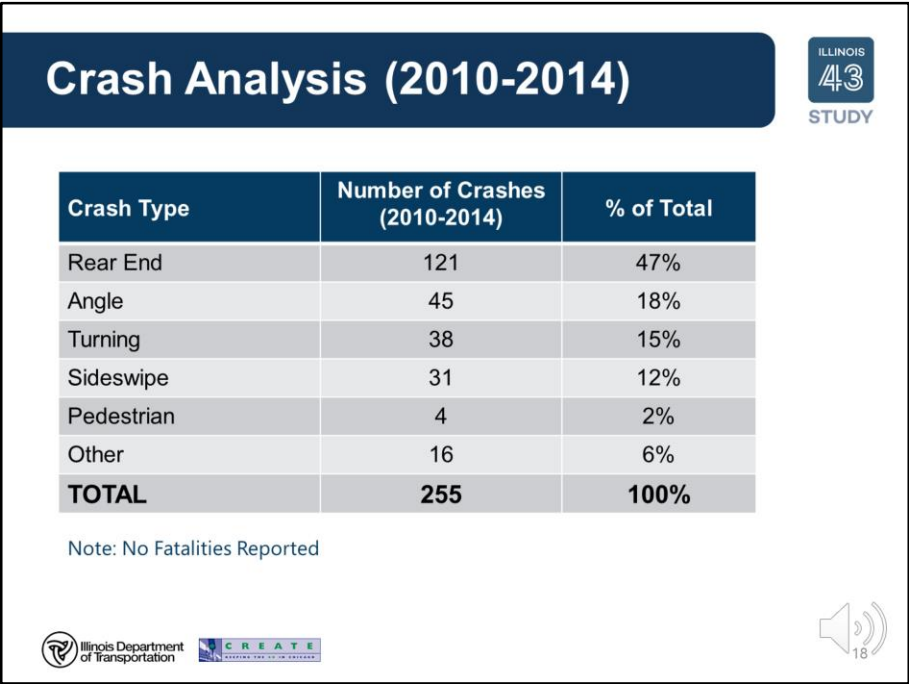
- 2 tracks
- 33 trains per day at 10-25 mph



IL 43 & 65th Street



The railroad crossing at the intersections of Harlem Ave with 63rd and 65th Streets has two tracks. As many as 33 trains per day operate on the tracks at 10-25 miles per hour.



With such a busy area, accidents happen. A total of 255 crashes occurred over four years with 47% of them being rear-end collisions. 65% of those rear-end collisions occurred at the intersections of 63rd Street and 65th Street with IL 43. Rear end collisions are often attributed to congested conditions. There were no fatalities between 2010 and 2014.

Public Involvement



Your input is critical to the study process.

Context Sensitive Solutions (CSS)

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The CSS Process makes sure...

- Scenic, aesthetic, historic, and environmental resources are considered
- Stakeholders are engaged
- Stakeholders' views are considered

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graph TD; CSS[Context Sensitive Solutions] -.-> Environment[Environment]; CSS -.-> Community[Community]; CSS -.-> Safety[Safety]; CSS -.-> Usability[Usability]; Usability -.-> Multimodalism[Multimodalism]
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IDOT uses the Context Sensitive Solutions Process or CSS to make sure...

The project keeps scenic, aesthetic, historic, and environmental resources in mind while improving safety and mobility.

Stakeholders are engaged in a collaborative way.

And Stakeholder’s views are carefully considered

What is a Stakeholder?

Stakeholders provide important input for planning and design decisions. They can include:

- Residents
- Property Owners
- Businesses
- Commuters
- Special Interest Groups
- Government Officials
- Utility Providers
- Local, Regional, State, and Federal Agencies



A stakeholder is a person or organization that helps IDOT understand needs and concerns regarding the transportation system and provides important input for planning and design decisions.

Stakeholders can include:

Residents, Property Owners, Businesses, Commuters, Special Interest Groups, Government Officials, Utility Providers, and Local, Regional, State, and Federal Agencies

Stakeholder Involvement Plan (SIP)



The SIP provides a framework for implementing a meaningful plan and engaging stakeholders. It is publicly available and in it you'll find:

- A list of stakeholders
- The roles and responsibilities of participants
- A description of ways stakeholders can participate
- A tentative schedule of public involvement activities






A stakeholder involvement plan – or SIP -- was developed to provide a guide for implementing a meaningful public involvement plan for the study and a framework for engaging stakeholders.

The Stakeholder Involvement Plan (SIP) includes:

A list of stakeholders


The roles and responsibilities of participants

A description of ways stakeholders can participate


And a tentative schedule of public involvement activities

Project Study Group (PSG)


The PSG is a multi-disciplinary team conducting this study.



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U.S. Department of Transportation
Federal Highway Administration




Michael Baker
INTERNATIONAL


- PSG objectives include:
 - Verifying that all requirements are met
 - Making final decisions on the project



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The Project Study Group – or PSG -- is a multi-disciplinary group organized to conduct this study.

It is comprised of the lead agencies – IDOT & FHWA – and the lead engineering consultant – Michael Baker International.




The primary objectives of the PSG are:


- Verifying that all requirements are met
- Making final decisions on the project

Community Advisory Group (CAG)

The CAG is a group of stakeholders that represents the community.

- CAG members:
 - Provide insight into issues and concerns
 - Identify and evaluate potential alternatives and solutions
 - Meet in daytime workshops





The Community Advisory Group – or CAG -- is a group of stakeholders that represents the community.

It consists of volunteers who:

- Provide insight into issues and concerns
- Identify and evaluate potential alternatives and solutions
- Meet in daytime workshops

Getting Involved



It is very important that you are involved in this process.
After all, this is your neighborhood, and these are your roads.

Feedback

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Complete
the questionnaire



Join
the Community
Advisory Group



Submit
comments on
the project website



Attend
future public or
community meetings



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Here’s what you can do.

Complete the questionnaire to tell us what would make your experience better.



Submit comments in writing tonight or on the project website.


Volunteer to join the Community Advisory Group.

Attend future public meetings, or stay informed through other community meetings at local schools, churches, and chambers of commerce.

Next Steps

- Form Community Advisory Group
- Analyze existing conditions and deficiencies
- Review issues and concerns
- Develop project Purpose and Need





Following this meeting, the next steps include:

- Forming the Community Advisory Group
- Analyzing existing conditions and deficiencies
- Reviewing issues identified through data collection and received comments
- Developing the project Purpose and Need.



We want to thank you for participating in the first Public Meeting.

Please proceed to the next room to view the exhibits, meet with the Project Team, and fill out a comment sheet.

If you have any more questions, please visit the project website to learn more.