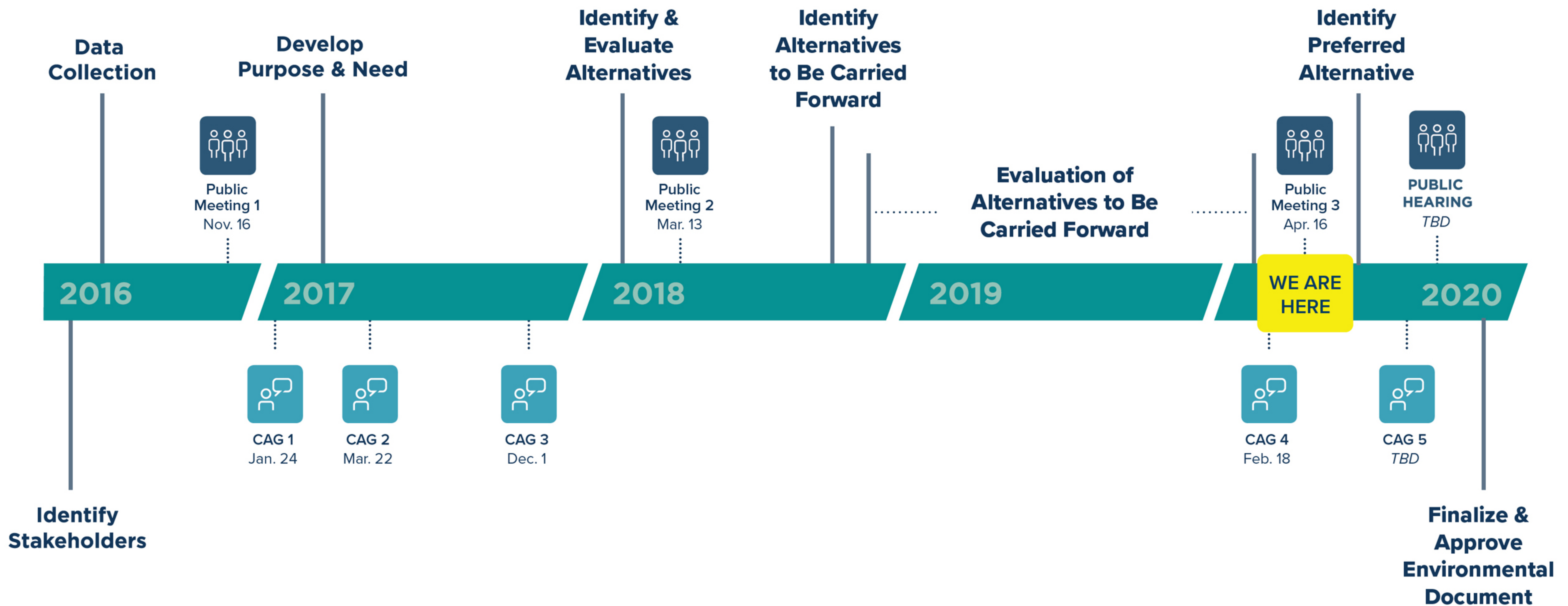


# Phase I Process



**PUBLIC  
MEETINGS**



**COMMUNITY ADVISORY GROUP  
(CAG) MEETINGS**



# 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.



# Purpose and Need Statement

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

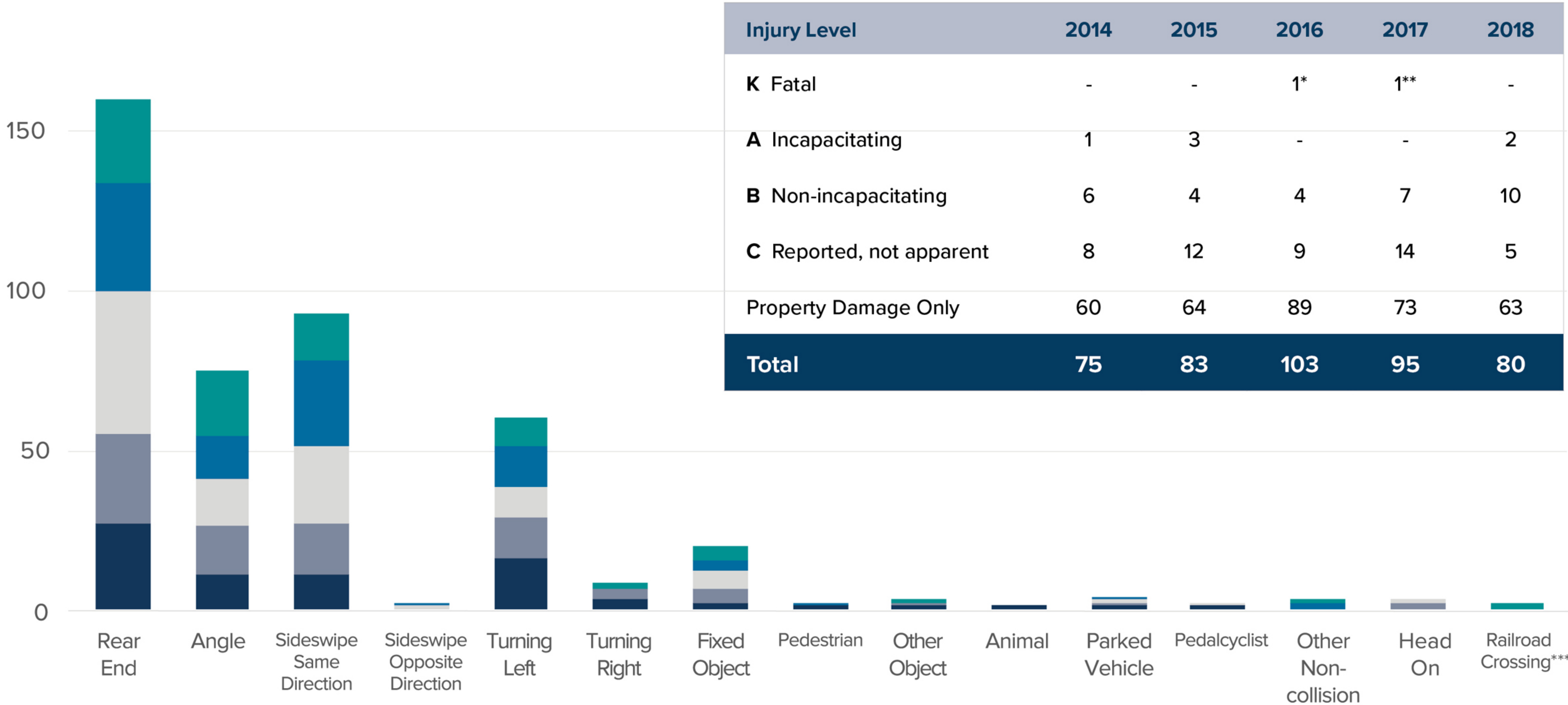
The study team evaluated the following existing conditions and other data to determine the need for improvement:

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



# Crash Study Results

2014–2018



■ 2014 ■ 2015 ■ 2016 ■ 2017 ■ 2018

\*Crash occurred on Harlem Ave. between 63<sup>rd</sup> St. and 65<sup>th</sup> St. and involved an alcohol-impaired driver.  
\*\*Crash occurred at the intersection of 63<sup>rd</sup> St. and Harlem Ave. and involved an alcohol-impaired driver.  
\*\*\*One crash involved a vehicle and train and resulted in 2 injuries, and the other involved a pedestrian and train and resulted in 1 injury.



# 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*



# 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 & 2016 5% reports were not generated*



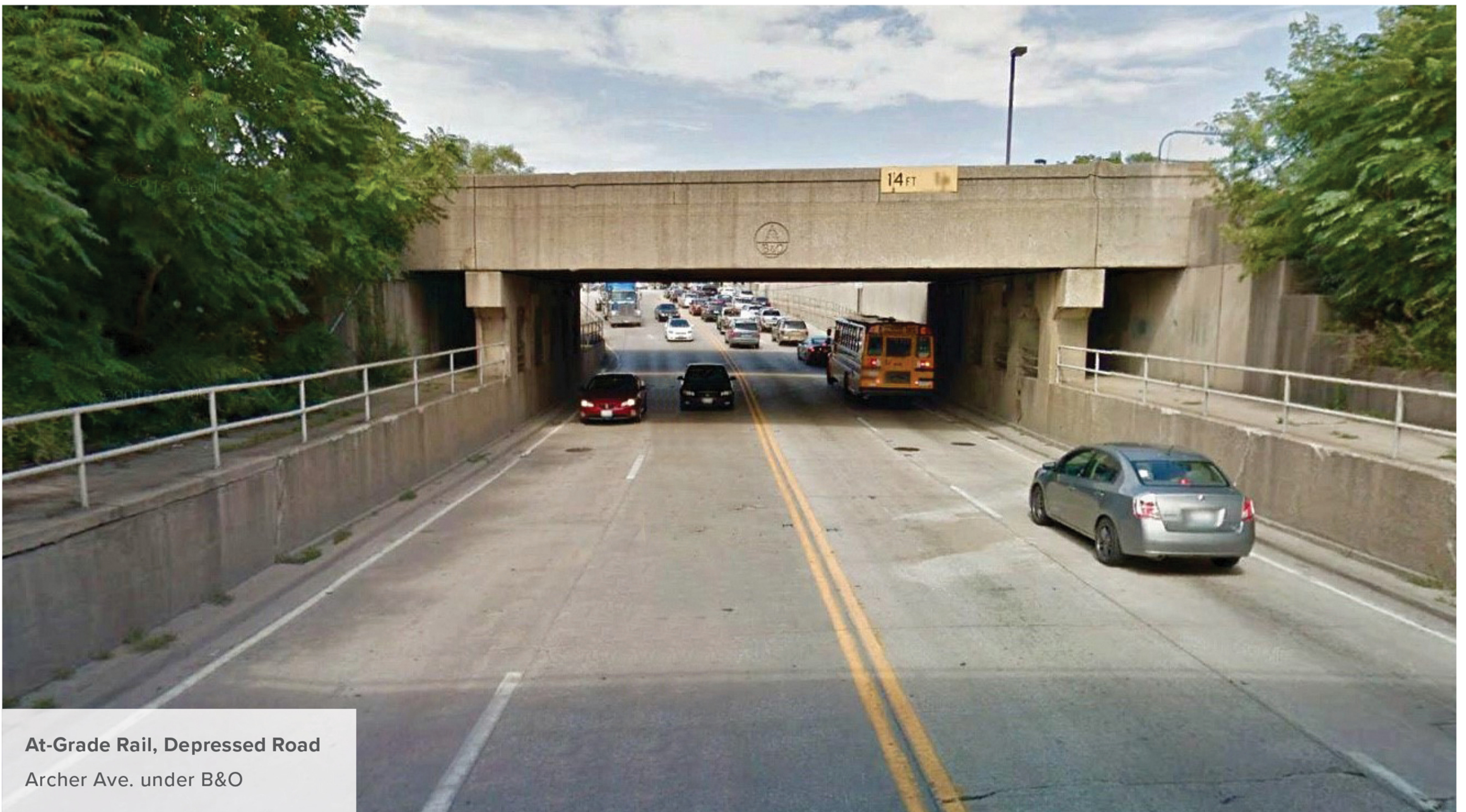


# Grade Separation Examples



Elevated Road, At-Grade Rail

Harlem Ave. over CSX Rail Line and Toyota Park Frontage Rd.



At-Grade Rail, Depressed Road

Archer Ave. under B&O