



ARCHER AVENUE AT BELT RAILWAY COMPANY OF CHICAGO (BRC) GRADE SEPARATION STUDY – GS9

COMMUNITY ADVISORY GROUP MEETING
FEBRUARY 7, 2017



MEETING AGENDA



— — — **Introductions**

— — — **Purpose of the CAG Meetings**

— — — **Overview of the Project**

— — — **Stakeholder Involvement Process**

— — — **Community Advisory Group (CAG) Defined**

— — — **Project Details**

— — — **Next Steps**



ARCHER AVENUE
AT BRC GRADE
SEPARATION
STUDY



Introduction



INTRODUCTIONS



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CREATE Program



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Dolan McMillan
Deputy Project Manager



Kim Morreale
Public Involvement Principal

Berenice Vallecillos
Public Involvement Manager

COMMUNITY ADVISORY GROUP (CAG)



Advocacy Groups



**Business Owners
Property Owners**



Elected Officials



Residents



Regulatory Agencies



Purpose of the CAG Meeting



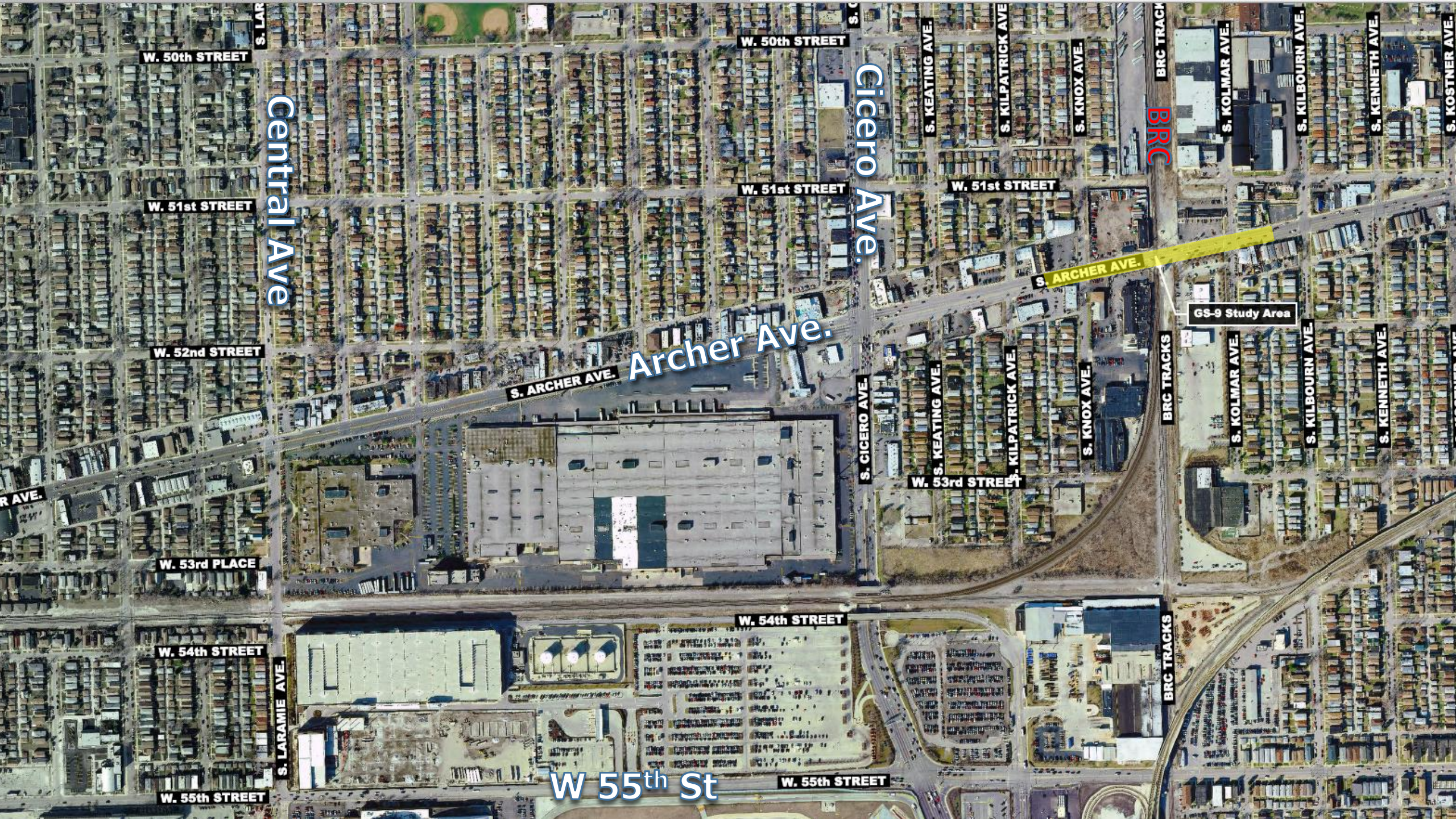
PURPOSE OF A CAG MEETING



- — — **Introduce the Project Team**
- — — **Introduce the Project**
- — — **Present Existing Conditions**
- — — **Overview of the Phase I Design Process**
- — — **Define Roles of CAG**



Overview of the Project



Central Ave

Cicero Ave.

Archer Ave.

W 55th St

BRC

GS-9 Study Area

BRC TRACKS

BRC TRACKS

W. 50th STREET

W. 50th STREET

W. 51st STREET

W. 51st STREET

W. 51st STREET

W. 52nd STREET

S. ARCHER AVE.

S. CICERO AVE.

S. KEATING AVE.

S. KILPATRICK AVE.

S. KNOX AVE.

W. 53rd STREET

W. 53rd PLACE

W. 54th STREET

W. 54th STREET

S. LARAMIE AVE.

W. 55th STREET

W. 55th STREET

S. KOLMAR AVE.

S. KILBOURN AVE.

S. KENNETH AVE.

S. KOLMAR AVE.

S. KILBOURN AVE.

S. KENNETH AVE.

S. KOSTNER AVE.



WESTERN AUTO REPAIR
5318 S. ARCHER AVE.

LIQUOR DEPOT
5308 S. ARCHER AVE.

DOLPHIN CARTAGE INC.
5282 S. KNOX AVE.

5248 S. ARCHER AVE.

PACHECO TIRE SHOP
5101 S. KILBOURN AVE.

OSTARR CORP.
5242 S. ARCHER AVE.

MORAN BODY SHOP
5243 S. ARCHER AVE.

HERTZ RENT A CAR
5259 S. ARCHER AVE.

**ALL SEASONS
HAND CAR WASH**
5285 S. ARCHER AVE.

WARATEK AUTO SERVICES
5315 S. ARCHER AVE.

GS-9 Study Area

PROJECT BENEFITS



Improve safety



**Improve pedestrian
/cyclist path**



Reduce congestion



Improve air quality



Eliminate delays



**Easier access for
emergency responders**



Improve aesthetics



Economic benefits

PROJECT SCHEDULE





Questions?





CREATE Program



GS9 IS PART OF CREATE

The Archer Avenue at BRC Grade Separation Study is one project from the **Chicago Region Environmental and Transportation Efficiency (CREATE) Program**

www.createprogram.org



GS9 is part of CREATE





GS9 is
part of
CREATE





Questions?





Overview of the Project



PLANNING PROCESS

Project implementation process

PHASE I

- Preliminary engineering/alternative analysis
- Environmental studies (noise/air/historic/etc.)
- Public and agency coordination
- Design report approval expected end of 2017

PHASE II

- Final design
- Contract plans
- Land acquisition/CDOT contacts property owners
- Timeframe to be determined

PHASE III

- Construction Phase
- Timeframe to be determined

Phase I – Preliminary Engineering



- ✓ **Data collection** (roadway, utilities, traffic, railroad)
- ✓ **Purpose and need**
- ✓ **Identify options/alternatives**
- ✓ **Develop feasible alternative to carry forward**
- ✓ **Evaluate and redefine preferred alternative**
- ✓ **Obtain approval of preferred alternative**

Phase I – Preliminary Engineering

— — — National Environmental Policy Act (NEPA) - 1969

- Primary national charter for the protection of the environment
- Full range of reasonable alternatives, including “no-build”
- Comprehensive environmental review (avoid, minimize, mitigate impacts)
- Public involvement
- Formal documentation/disclosure

Phase I – Preliminary Engineering

Context Sensitive Solution (CSS)

- — — CSS is a collaborative, interdisciplinary and holistic approach to the development of transportation projects and will be employed to gather diverse and representative stakeholder input throughout the study
- — — This approach will provide regular project updates and work through key milestones with stakeholders

Phase I – Preliminary Engineering

Context Sensitive Solution (CSS)

— — — Guiding Principles

- Shared stakeholder vision
- Comprehensive understanding of contexts
- Increased communication and collaboration
- Sensitivity to the environment
- Exercises design flexibility



Questions?





Stakeholder Involvement Process



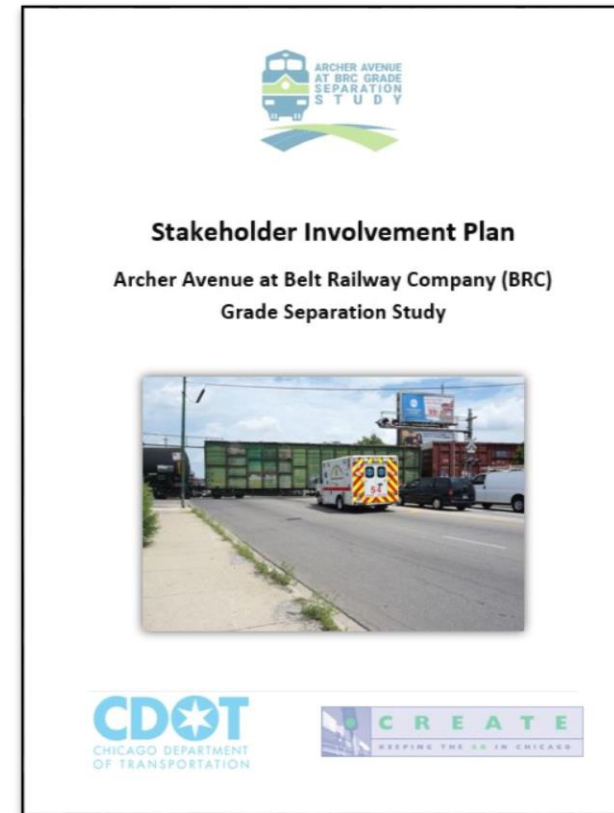
STAKEHOLDERS



- — — **Property owners**
- — — **Residents**
- — — **Business interests**
- — — **Elected officials**
- — — **Regulatory agencies**
- — — **Advocacy and special interest groups**
- — — **Travelers and general public**

STAKEHOLDER INVOLVEMENT PLAN (SIP)

— — — SIP is a blueprint used to effectively obtain public involvement and define methods and tools to engage, educate, and build consensus among all stakeholders in the decision-making process for this project.



STAKEHOLDER INVOLVEMENT PLAN (SIP)



--- **Goals**

- Identify key stakeholders
- Identify the Project Study Group (PSG)
- Identify the Community Advisory Group (CAG)
- Establish the timing and type of involvement with all stakeholders
- Establish stakeholder requirements for providing timely input to the project study process

PUBLIC INVOLVEMENT OPPORTUNITIES

PHASE 1

- Community Advisory Group meetings
- Public meeting in fall 2017





ARCHER AVENUE
AT BRC GRADE
SEPARATION
STUDY

CAG Defined



— — — Membership

- Approximately 15 to 20 stakeholder representatives who cover a broad range of community interests

— — — Role

- Identify criteria that reflect ideas and interest of the community
- Assist in development of Problem Statement
- Provide input on Purpose and Need Statement
- Provide input on Alternatives
- Comment on public involvement activities

CAG RESPONSIBILITIES



- — — **Attend meetings, participate in discussions and review materials**
- — — **Support the CSS process**
- — — **List concerns/issues**
- — — **Serve as communication conduit**
- — — **Work towards general understanding of project-related issues**

CAG GROUND RULES



- — — Stakeholder input is valued and will be considered to yield the best solutions to identified problems**
- — — Keep an open mind and participate openly and honestly**
- — — Work collaboratively and cooperatively to seek consensus**
- — — The Project must progress at a reasonable pace, based on project schedule**

CAG GROUND RULES (CONT.)

- — — **The role of the CAG is to advise the Project Study Group (PSG). The PSG seeks consensus of stakeholders on project decisions; however, the final project decisions will be made by CDOT**
- — — **CDOT decisions must be made in a clear and transparent manner and stakeholders should agree their input has been duly considered**
- — — **Members of the media are welcome at all stakeholder meetings; however, they must remain in the role of observers, not participants**



Questions?





ARCHER AVENUE
AT BRC GRADE
SEPARATION
STUDY



Project Details



- — — Located along Archer Avenue between Cicero and Kostner Avenues in the communities of Archer Heights and Garfield Ridge
- — — Will explore the opportunity to build a grade separation at the intersection of Archer Avenue and the BRC railroad
- — — Will be accomplished by creating an overpass or underpass for vehicles using Archer Avenue at this location
(BRC Options have already been ruled out)

PROJECT DETAILS



--- **18,600**
vehicles daily

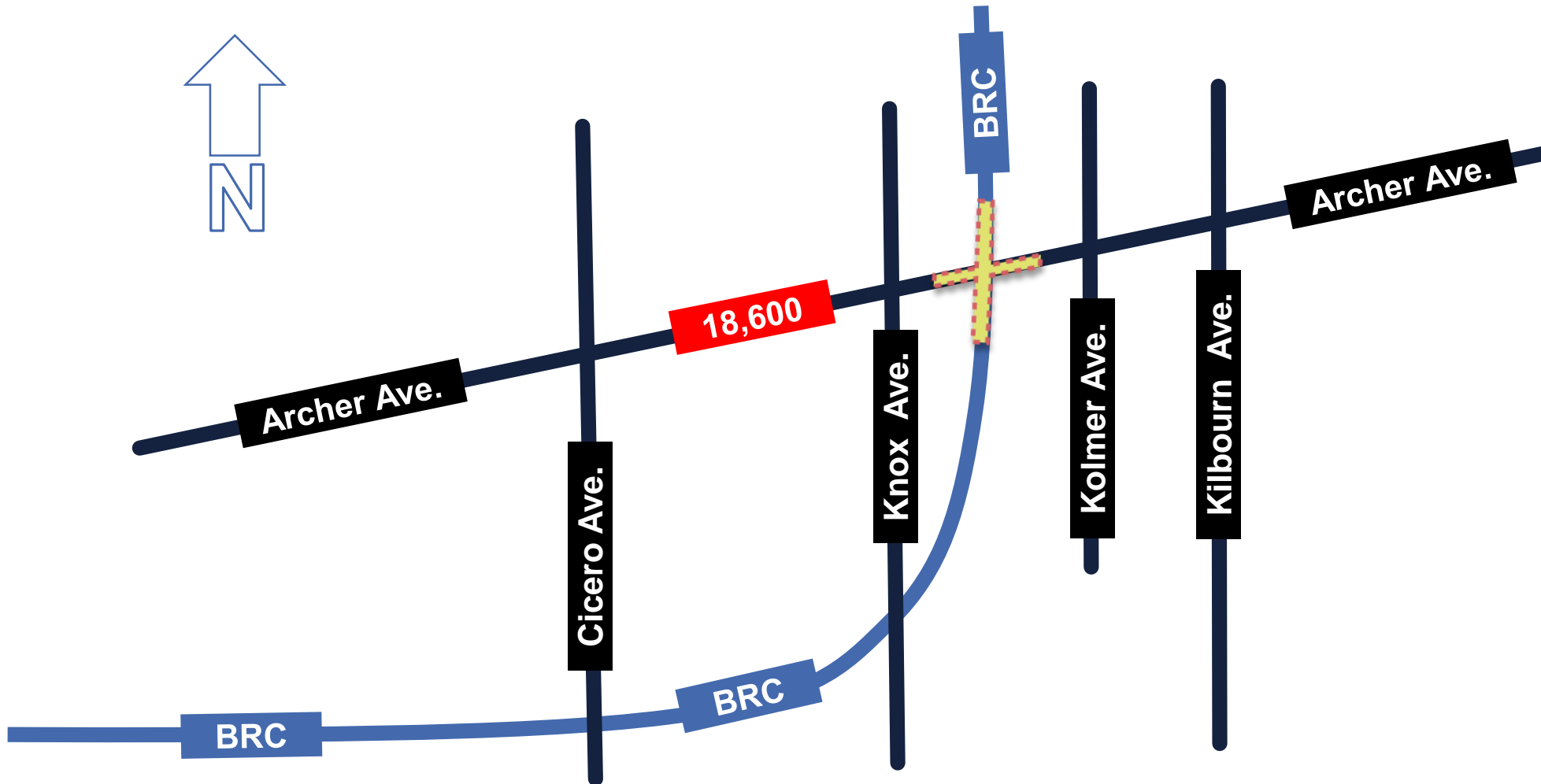
--- **59,600**
hours of delay yearly

--- **259**
CTA buses (#62) daily

--- **32**
freight daily

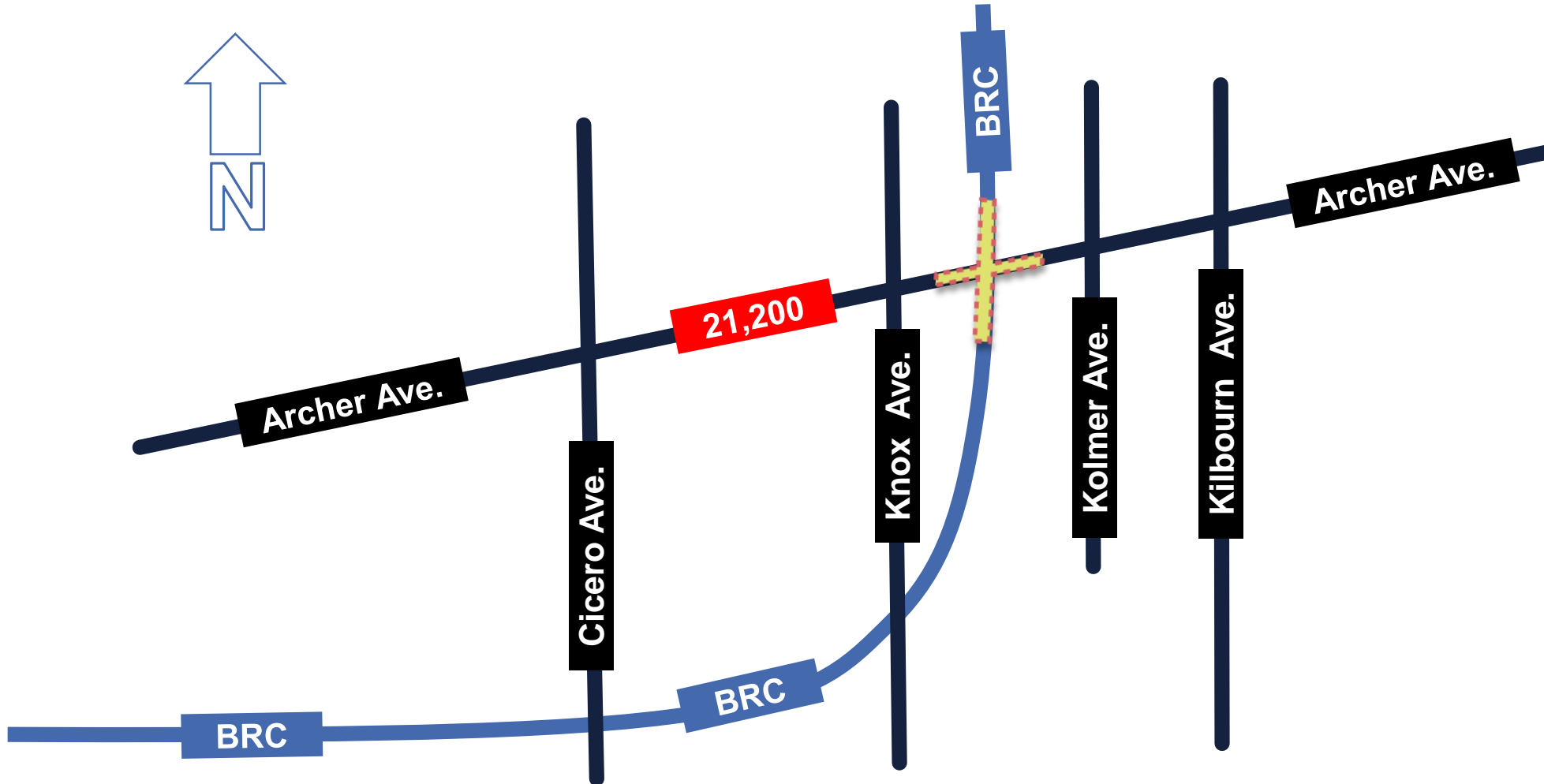
EXISTING 2010 AVERAGE DAILY TRAFFIC VOLUMES - PROJECT DETAILS

----- Existing 2010 average daily traffic volumes



PROJECTED 2040 AVERAGE DAILY TRAFFIC VOLUMES - PROJECT DETAILS

----- Projected 2040 average daily traffic volumes



STUDY AREA CHARACTERISTICS - PROJECT DETAILS



Study Area:

- Mixed land use:
 - Residential
 - Commercial
 - Light industrial
- Multiple Wards
 - 14th Ward (Ald. Burke)
 - 23rd Ward (Ald. Zalewski)
- Multiple Communities:
 - Archer Heights
 - Garfield Ridge
- Midway Airport
- Major RR Corridor (BRC)
- Areas with Limited Access
- Limited bicycle and ped facilities

BELT RAILWAY COMPANY OF CHICAGO- PROJECT DETAILS



The Belt:

- Largest switching terminal railroad in the USA.
- Handle over 8,400 rail cars per day!

At-Grade Characteristics:

- 2 Tracks at Archer
- Turnout immediately south of the crossing (2 additional tracks)
- Up to 32 Trains daily at 25mph (40mph design speed) (operates 24-7)

CRASH DATA - PROJECT DETAILS

----- CRASH DATA

- 42 collisions since 2010
- No collisions between vehicle and train

Belt Railway of Chicago at Approx. 5266 South Archer Ave Crash Detail Summary													
ACCIDENT TYPE	YEAR										Total		Percent of Crashes
	2010		2011		2012		2013		2014				
	No. of Crashes	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Injuries	
Angle	1	2	1	1	0	0	1	0	0	0	3	3	7%
Animal	0	0	0	0	0	0	0	0	0	0	0	0	0%
Fixed Object	0	0	0	0	3	3	1	0	1	0	5	3	12%
Head On	0	0	0	0	0	0	0	0	0	0	0	0	0%
Other Non-Collision	0	0	1	0	0	0	0	0	0	0	1	0	2%
Other Object	0	0	0	0	0	0	0	0	0	0	0	0	0%
Overtuned	1	1	0	0	0	0	0	0	0	0	1	1	2%
Parked Motor Vehicle	0	0	0	0	0	0	0	0	1	0	1	0	2%
Pedalcyclist	0	0	0	0	0	0	0	0	0	0	0	0	0%
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0%
Railroad Train	0	0	0	0	0	0	0	0	0	0	0	0	0%
Rear End	4	2	6	3	6	0	1	0	4	3	21	8	50%
Sideswipe Opposite Direction	0	0	0	0	0	0	0	0	0	0	0	0	0%
Sideswipe Same Direction	3	0	1	0	0	0	0	0	1	0	5	0	12%
Turning	0	0	2	0	2	2	1	0	0	0	5	2	12%
Not Reported	0	0	0	0	0	0	0	0	0	0	0	0	0%
TOTAL	9	5	11	4	11	5	4	0	7	3	42	17	100%

CRASH SEVERITY DATA - PROJECT DETAILS

----- AT ARCHER AVE.

- Fatal Crashes – 0
- Type A Injury – 0 [Incapacitating injury (paralysis, broken/distorted limbs, etc.)]
- Type B Injury – 6 (9.5%) [Non-incapacitating but visible (bruising, swelling, limping, etc.)]
- Type C Injury - 11 (16.7%) [Probable but not-visible (stiff neck, muscle pain, etc.)]

Belt Railway of Chicago at Approx. 5266 South Archer Ave Injury Crash Detail Summary

Injury Type	2010			2011			2012			2013			2014			Total			Percent of Crashes
	No. of Crashes	No. of Injuries	No. of Fatalities	No. of Crashes	No. of Injuries	No. of Fatalities	No. of Crashes	No. of Injuries	No. of Fatalities	No. of Crashes	No. of Injuries	No. of Fatalities	No. of Crashes	No. of Injuries	No. of Fatalities	No. of Crashes	No. of Injuries	No. of Fatalities	
K	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
B	2	3	0	0	0	0	2	3	0	0	0	0	0	0	0	4	6	0	9.5%
C	1	2	0	3	4	0	1	2	0	0	0	0	2	3	0	7	11	0	16.7%
PD	6	0	0	8	0	0	8	0	0	4	0	0	5	0	0	31	0	0	73.8%
Total	9	5	0	11	4	0	11	5	0	4	0	0	7	3	0	42	17	0	100.0%

----- REAR-END COLLISIONS



Source: Google Streetview

- — — **Improves safety at this location by eliminating the potential for collisions**
- — — **Improves traffic flow by eliminating delays**
- — — **Eliminates delay issues related to emergency vehicles**
 - Project intersection is designated as “911 critical crossing”
- — — **Improves the Archer Heights and Garfield Ridge community areas**
 - Incorporation of aesthetic enhancements and pedestrian improvements

KEY CHALLENGES - PROJECT DETAILS

- Access to surrounding properties
- Constructability
- Maintenance of Traffic
 - Roadway and Pedestrians
 - Railroad
- Proximity to Midway Airport
 - Height ordinance
- Utilities





Questions?





Next Steps



- — — **Meeting minutes to follow**
- — — **Next CAG meetings (all on Tuesdays 10:30 a.m. – 12:00 p.m.)**
 - 2nd CAG: Tuesday, **May 9, 2017** - Introduction of grade separation alternatives, CAG comments and input
 - 3rd CAG: Tuesday, **July 11, 2017** - Discuss the range of alternatives, CAG comments and input
- — — **Project website: www.archerbrc.com**



**Thank you
Questions?**