



CENTRAL AVENUE AT BRC  
GRADE SEPARATION STUDY

**COMMUNITY ADVISORY GROUP  
MEETING**

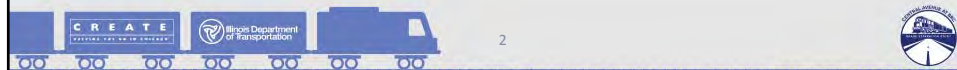
August 27, 2013




 Illinois Department of Transportation

**CREATE**  
KEEPING THE GO IN CHICAGO


## Meeting Agenda

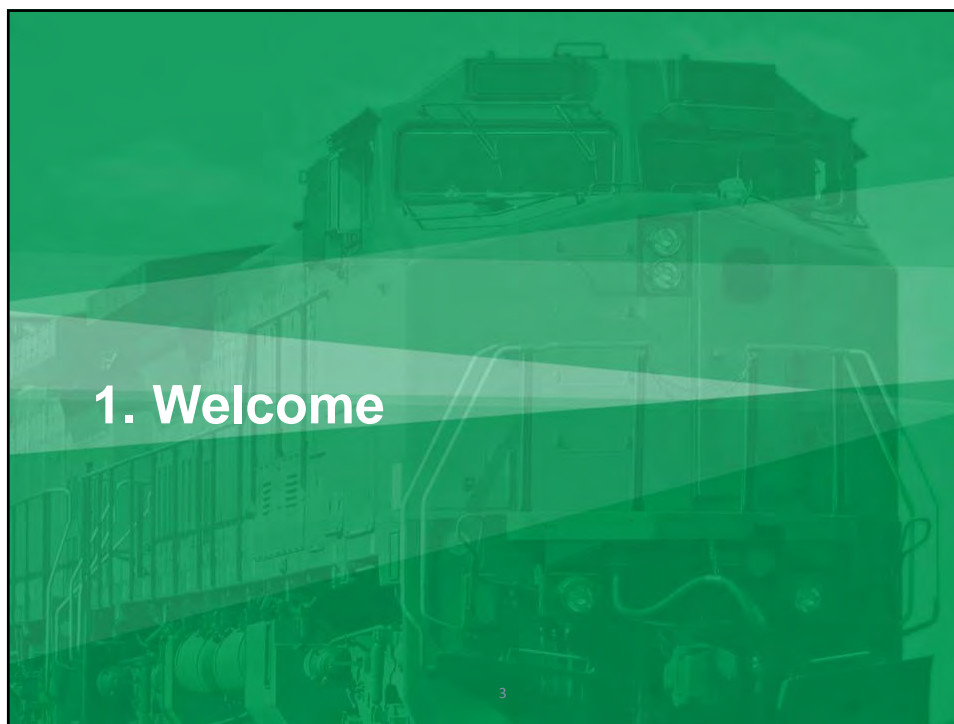
1. Welcome (5 min)
2. Planning Process (10 min)
3. CAG Defined (10 min)
4. Study Overview (15 min)
5. Public Meeting #1 Review (10 min)
6. Breakout Session (60 min)
7. Closing Remarks / Next Steps (10 min)



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1. Welcome

## Project Team Introductions



Illinois Department of Transportation



**John Baczek**  
Section Chief of Programming

**Kimberly Murphy**  
Consultant Studies Unit Head

**Mark Peterson**  
Project Manager

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**Pat Pechnick**  
Project Manager

**Steve Mikottis**  
Project Engineer

**Janet Gonzalez**  
Project Planner / Public Involvement

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**Stacie Dovalovksy**  
CSS / Public Involvement



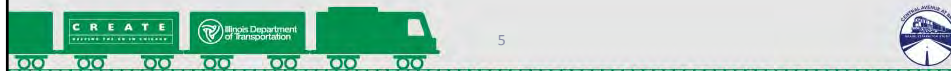
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## 1. Welcome

### CAG Introductions

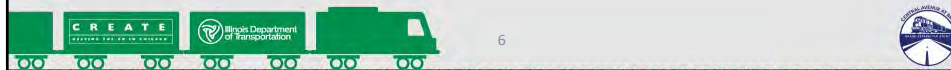
- Community Advisory Group (CAG)
  - Residents
  - Business Owners
  - Advocacy Groups
  - Elected Officials

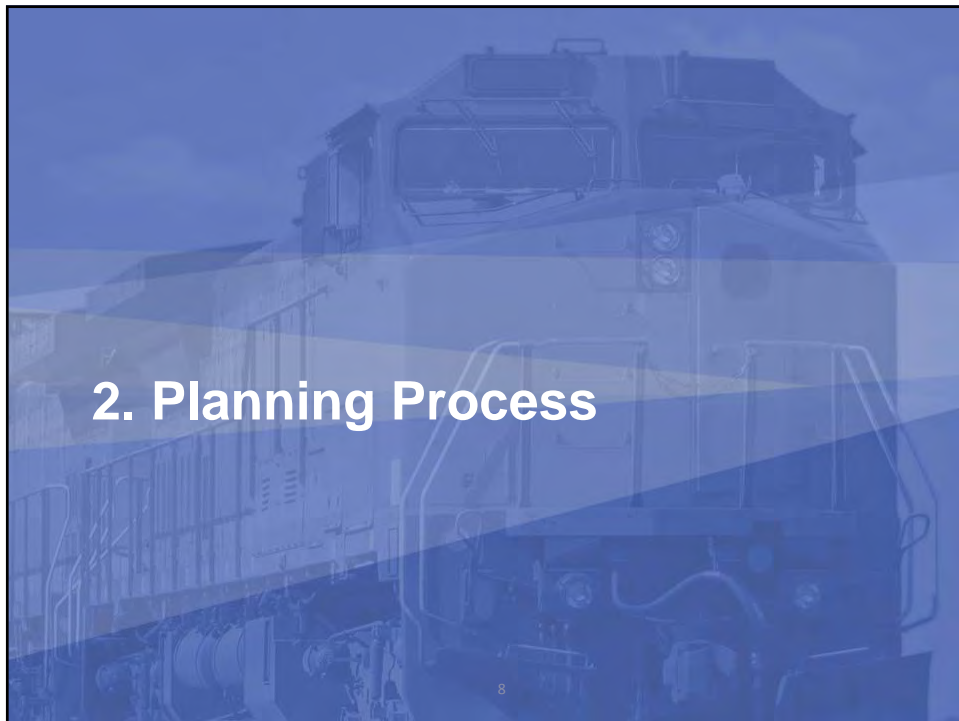


## 1. Welcome

### Purpose of the Meeting

- Introduce Project Team
- Phase I Study Process, NEPA Process, CSS
- Define Roles of the CAG
- Present Study background
- Review Results of Public Meeting #1
- Facilitated Discussion
  - Define a Problem Statement
  - Introduce the Purpose and Need



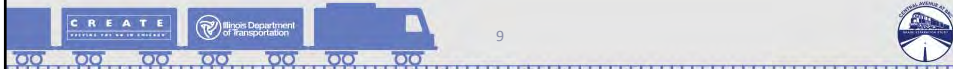


## 2. Planning Process

# Project Implementation Process

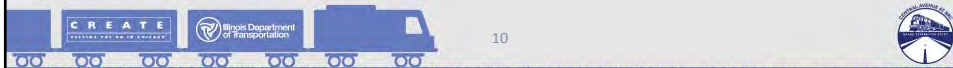
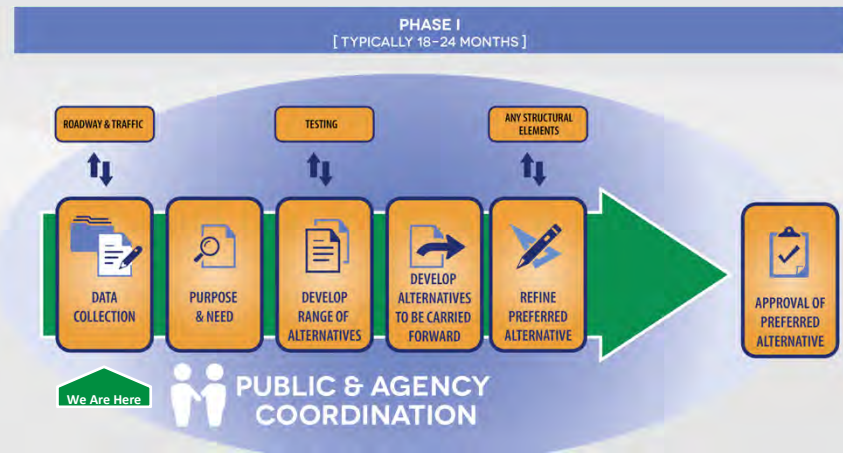


NOTE: The Department's FY 2014-2019 Proposed Multimodal Transportation Improvement Program includes \$2,000,000 to complete the Phase I engineering as well as partial funding in the amount of \$15,000,000 for construction. The Department's FY 2014-2019 Proposed Multimodal Transportation Improvement Program does not include funding for Phase II Engineering, Land Acquisition, or Construction Engineering.



## 2. Planning Process

# Phase I Study Process



## 2. Planning Process

### NEPA Process

- National Environmental Policy Act (NEPA) – 1969
  - Primary national charter for the protection of the environment
  - Full range of reasonable alternatives, including “no-build” alternative must be considered
  - Comprehensive environmental review (avoid, minimize, mitigate impacts)
  - Public involvement
  - Formal documentation/disclosure



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## 2. Planning Process

### Context Sensitive Solutions (CSS)

#### CSS Defined

*“...a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.”*

- Federal Highway Administration



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## 2. Planning Process

### Context Sensitive Solutions (CSS)

- CSS Guiding Principles
  - Involves stakeholders in the process
  - Balance many factors
  - Address all modes of transportation
  - Use multiple types of expertise
  - Use flexibility in design
  - Incorporate aesthetics
  - Achieve a **general understanding of agreement** among stakeholders



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## 2. Planning Process

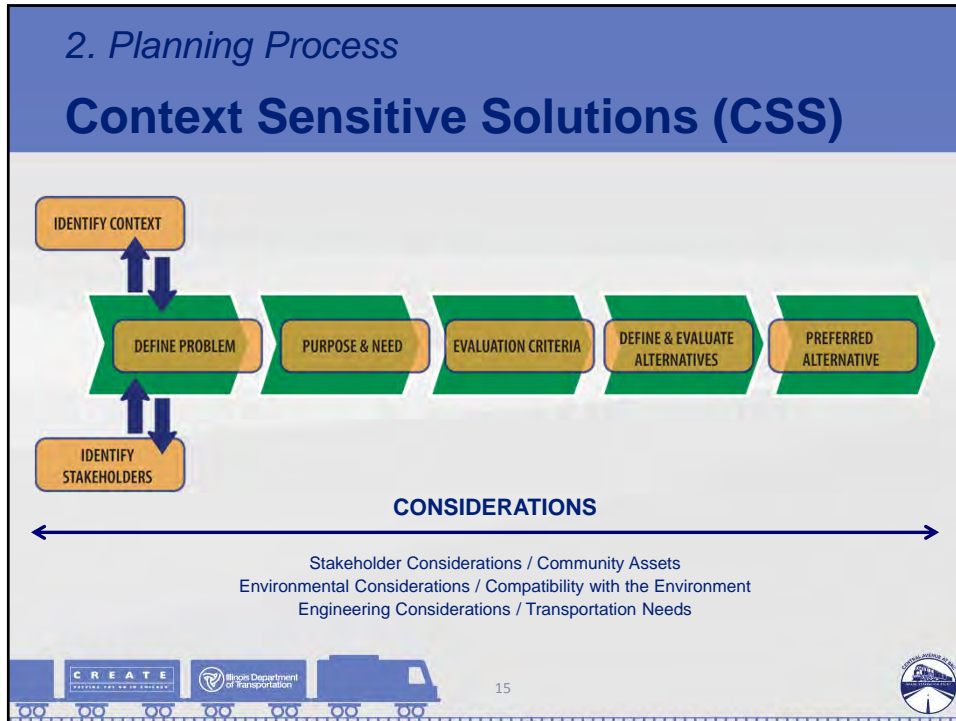
### Context Sensitive Solutions (CSS)

- CSS Elements
  - Considers the project's context
  - Fosters communication and collaboration
  - Sensitive to the environment
  - Exercises design flexibility



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## 2. Planning Process

# Stakeholder Involvement Plan

- Purpose
  - Living framework for stakeholder involvement
  - Identifies roles and responsibilities of project participants
  - Establishes timing of stakeholder activities
  - Sets ground rules for participation
  - Documents CAG activities

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## 2. Planning Process

# Stakeholder Involvement Plan

- Stakeholders
  - Property Owners
  - Residents
  - Business Interests
  - Elected Officials
  - Regulatory Agencies
  - Policy Advocates & Special Interest Groups
  - Travelers & General Public



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Questions?



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### 3. CAG Defined

## Responsibilities

- **Membership**
  - Approximately 15-25 stakeholder representatives
  - Broad range of community interests
- **General Responsibilities**
  - Attend meetings, participate in discussions, and review all materials
  - Support the CSS process
  - Identify issues and resources
  - Serve as communication conduit
  - Work toward a general understanding of project related issues

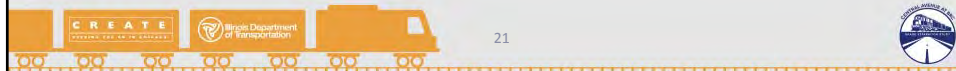


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### 3. CAG Defined

## Role of the CAG

- Identify criteria that reflect the ideas and interests of the entire community
- Develop a Problem Statement
- Provide input on Purpose and Need Statement
- Provide input on alternatives
- Comment on public involvement activities

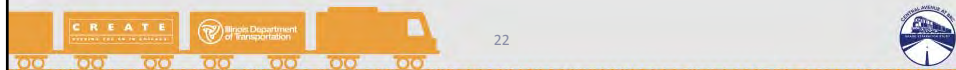


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### 3. CAG Defined

## General Agreement

Everyone's voice is heard and considered in the process, seeking an agreement of most participants. The intent is to maximize stakeholder participation and ownership of project decisions. General agreement may or may not be achieved on every issue. *The Project Study Group may elect to move the process forward in instances where consensus cannot be achieved.*



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### 3. CAG Defined

## Ground Rules (1 of 3)

- The purpose of the Stakeholder Involvement Process is to gather and consider input on the project in order to produce the best solutions to the problems identified.
- All input from all participants in the process is valued and considered.
- All participants must come to the process with an open mind and participate openly and honestly.
- All participants must treat each other with respect and dignity.



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### 3. CAG Defined

## Ground Rules (2 of 3)

- The list of stakeholders is subject to revision at any time.
- Minutes of Community Advisory Group meetings will be maintained by the Project Study Group.
- Members of the media are welcome at all CAG meetings, but must remain in the role of observers, not participants in the process.
- The project must progress at a reasonable pace, based on the original project schedule.
- A general agreement of stakeholder concurrence on project choices will be sought.



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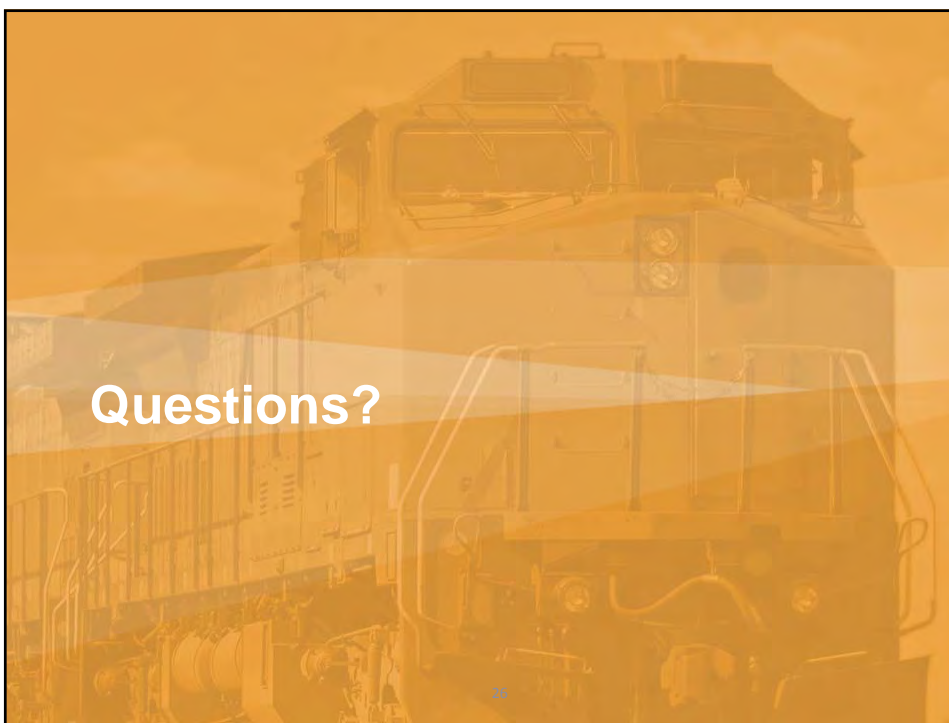
### 3. CAG Defined

## Ground Rules (3 of 3)

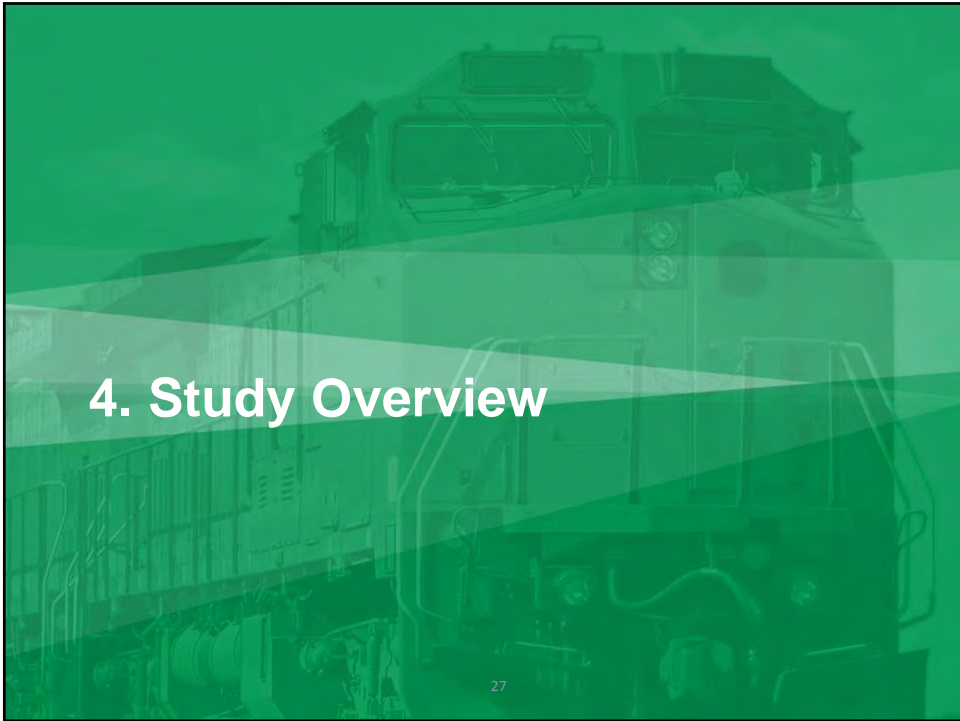
- All participants understand that topics will not be re-revisited once the issues have been addressed and a general understanding is reached.
- All decisions made by the Illinois Department of Transportation (IDOT) must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been actively solicited and duly considered.
- The Project Study Group (PSG) will make a final recommendation on a preferred alternative.



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4. Study Overview

### Study Area

Distance From Archer Ave: 315 feet  
Distance From W 54th: 103 feet

Project Location

Study Area

Chicago Midway Airport

Chicago Midway In

W 51st St

S. Lawler Ave

S. Mayfield Ave

Central Ave

W 58th St

CREATE  
ILLINOIS PARTNERS FOR THE FUTURE

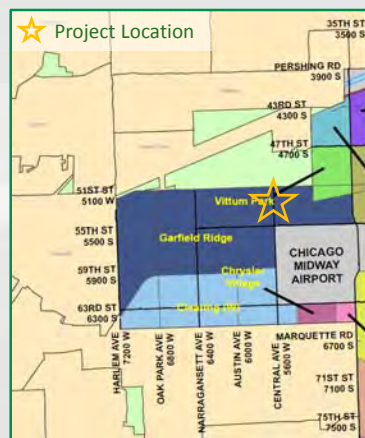
Illinois Department of Transportation

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## 4. Study Overview

### Study Area

- **Community:** Garfield Ridge community on the southwest side of the City of Chicago
- **Limits:** 51<sup>st</sup> St (N) – 58<sup>th</sup> St (S), Lawler Ave (E) – Mayfield Ave (W)
- **Railroad:** Belt Railway Company of Chicago (BRC)
- **Major Roadways:** Central Ave, Archer Ave, W 55<sup>th</sup> St
- **Land Use:** Residential, commercial, general infrastructure

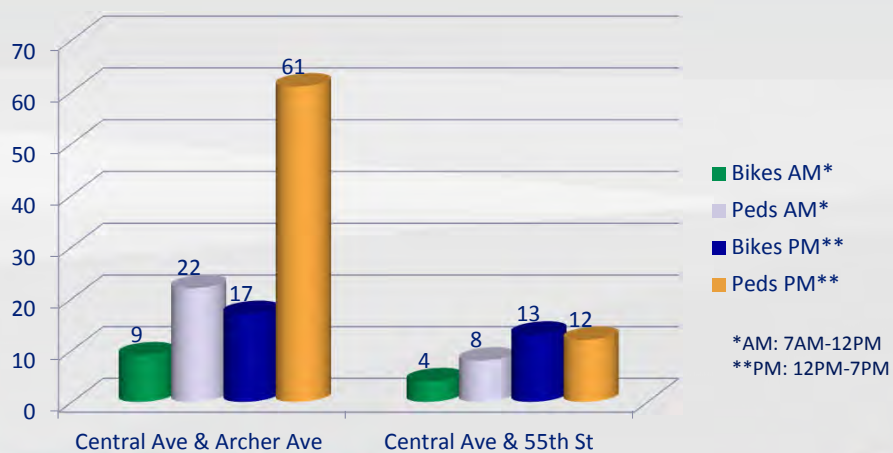


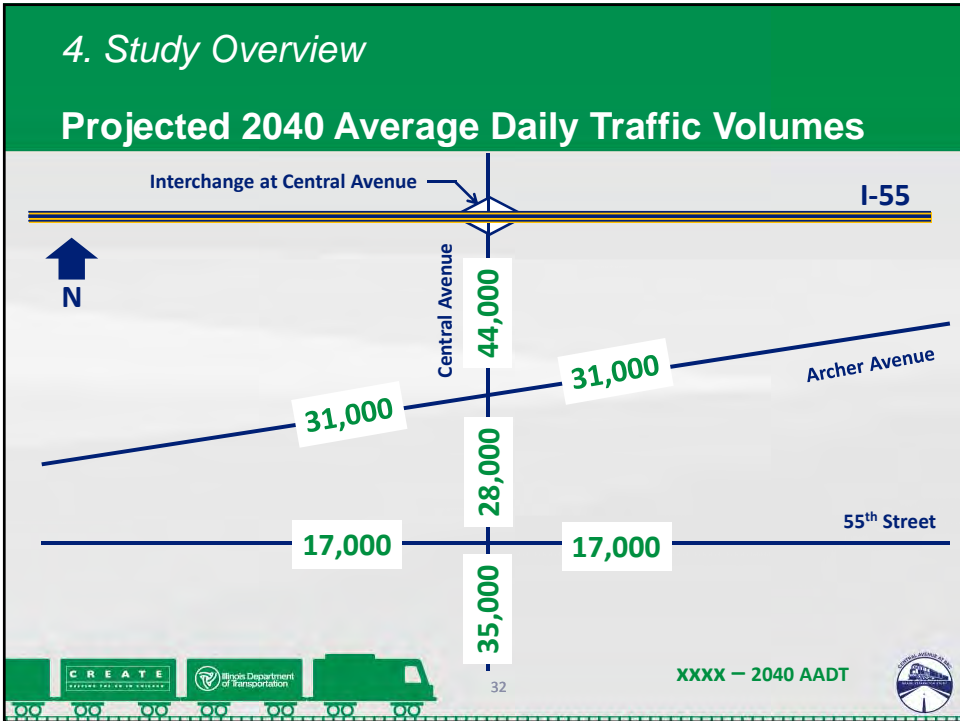
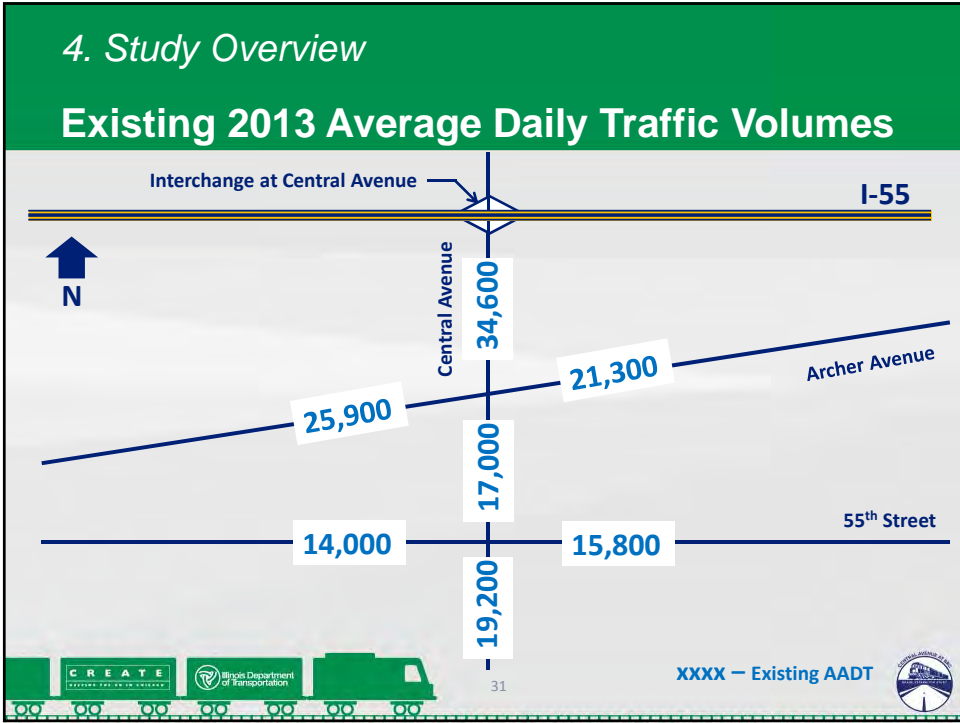
Neighborhood Map



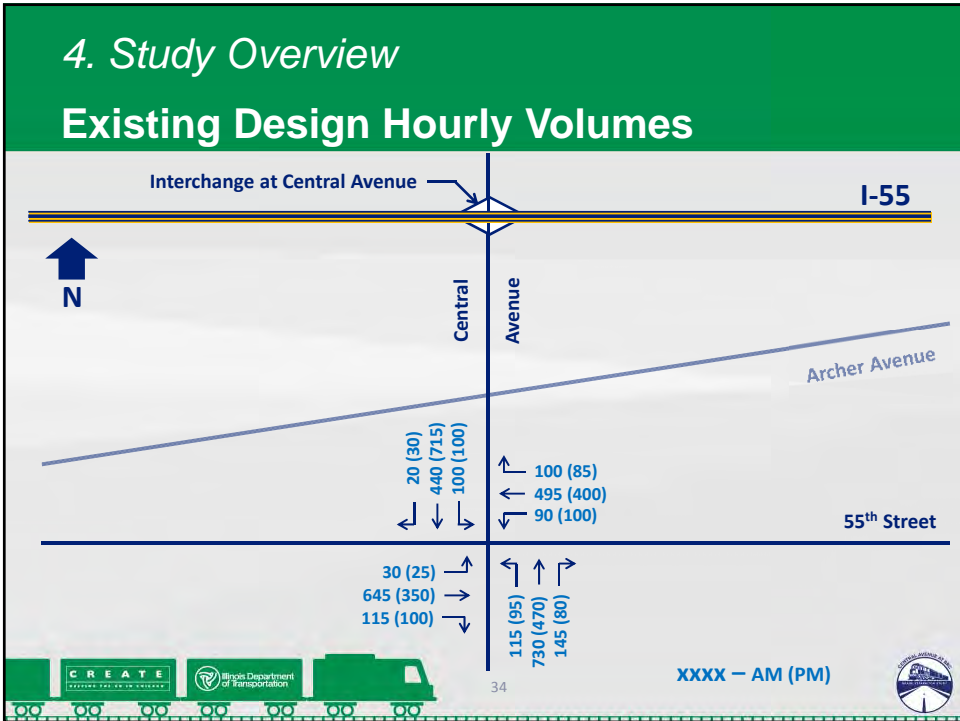
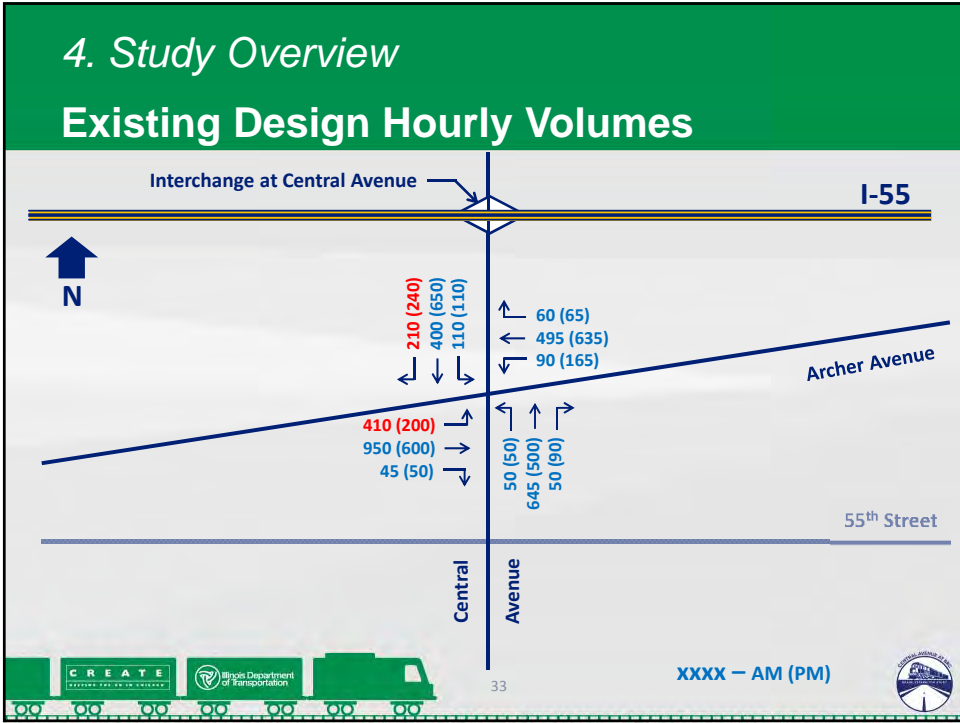
## 4. Study Overview

### Existing 2013 Pedestrian/Bicycle Traffic Volumes









4. Study Overview

# At-Grade Crossing Characteristics

- **Tracks: 2**
- **Average Number of Daily Trains: ~30 daily, 20 mph**



4. Study Overview

# Vehicle Exposure Rates

Year	ADT Volumes	No. of Trains/Day	Vehicular Exposure
2013	17,000 vpd	32	544,000
2040	28,000 vpd	31*	868,000
2040	28,000 vpd	24*	672,000

\* The number of trains/day for future scenario without full implementation of the CREATE program is 31, and 24 with full implementation of CREATE.



#### 4. Study Overview

### Crash Data Summary – 55<sup>th</sup> St @ Central Ave

Type of Collision	2008		2009		2010		2011		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Angle	6	30	3	17	11	38	5	26	<b>25</b>	<b>29</b>
Rear End	5	25	7	39	6	21	6	32	<b>24</b>	<b>28</b>
Turning	7	35	7	39	8	28	7	37	<b>29</b>	<b>34</b>
Other	2	10	1	5	4	13	1	5	<b>8</b>	<b>9</b>



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#### 4. Study Overview

### Crash Data Summary – Archer Ave @ Central

Type of Collision	2008		2009		2010		2011		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Angle	6	20	2	12	3	18	2	12	<b>13</b>	<b>16</b>
Rear End	13	43	8	50	5	29	6	35	<b>32</b>	<b>40</b>
Turning	8	27	6	38	6	35	5	29	<b>25</b>	<b>31</b>
Other	3	10	0	0	3	18	4	24	<b>10</b>	<b>13</b>



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#### 4. Study Overview

### Crash Data Summary – Central Ave

Type of Collision	2008		2009		2010		2011		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Angle	3	18	0	0	1	14	0	0	4	11
Rear End	6	35	2	40	3	43	3	50	14	40
Turning	5	29	0	0	2	29	2	33	9	26
Other	3	18	3	60	1	14	1	17	8	23



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#### 4. Study Overview

### Crash Data Summary – Crossing Accidents

- 17 crashes since 1957
- Records show for the past 12 years there has not been a collision between a vehicle and a train.
- The last recorded collision occurred in 2001.

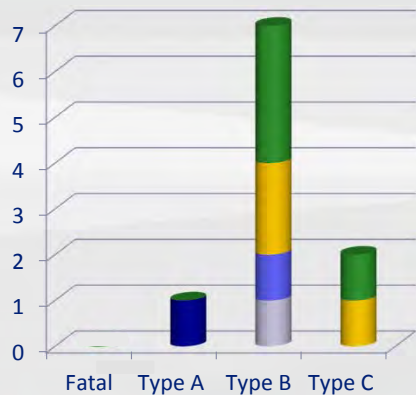


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## 4. Study Overview

# Crash Severity (2008-2011)



- Archer Ave E/O Central Ave
- Archer Ave W/O Central Ave
- Central Ave S/O BRC
- Central Ave N/O BRC
- 55th St W/O Central Ave

**Fatal** | Crash in which at least one person dies within 30 days of crash.

**Type A** | Any injury, other than fatal in which there is an incapacitating injury.

**Type B** | Any injury, other than a fatal or incapacitating.

**Type C** | Any injury reported or claimed that is not listed above.



Questions?



## 5. Public Meeting #1 Review

### Overview

- June 26, 2013 Kennedy High School - 31 attendees
- Video presentation provided an overview of the study process
- Exhibit boards provided key data
- Brochure handout provided summary of project
- Direct comments on aerial images
- Comment forms, Community Context Audit, and CAG membership forms were made available



## 5. Public Meeting #1 Review

### Overview

#### Comment Form highlights

- Eliminate crossing since redundant
- Questions on traffic counts
- Concerns for traffic reroutes to Archer Ave to get around traffic generated by slow/frequent trains blocking other crossings



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## 5. Public Meeting #1 Review

### Overview

#### Comment Form highlights

- Archer widening as an option
- Railroad grade separation is needed
- Transportation should allow for more activity that encourages community success
- Expedite the process



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## 5. Public Meeting #1 Review

# Community Context Audit

- **The context of a transportation project consists of:**
  - *Visible Context:* physical elements within the study area.
  - *Invisible Context:* how people value and relate to the visible elements in the study area.
- **Community Context Audit Form:**
  - Used in development of Problem Statement.
  - Effective tool for making good decisions.
  - Leads to a quality design.



## 5. Public Meeting #1 Review

# Community Context Audit

## What We Heard

- **Community Cohesiveness**
  - Garfield Ridge Neighborhood Watch
  - Taxpayer advocacy
  - Church activities
  - Government
  - Social groups / activities
  - Transportation
  - Safety

**COMMUNITY CONTEXT AUDIT FORM**  
CENTRAL AVENUE AT BELT RAILWAY CORRIDOR RAILROAD GRADE SEPARATION STUDY

This audit is designed to take a first-hand assessment of the community's history of heritage, present conditions and anticipated conditions. It is an important first step in understanding the true nature of the project and its impact on the community, and in identifying existing and potential transportation, mobility and public safety issues, opportunities and challenges. It is a key component of the project's planning process.

The Study Team is to identify a representative number of individuals within the context of the community and that the community is able to address all needs of the community. The information you provide will help us to better understand the needs of the community and to develop a project that meets the needs of the community. It is important that the Study Team understand the needs of the community and not make any assumptions on their behalf.

Please and the Study Team on the right if you need more copies. Please submit this form to any Study Team member or to the Virginia Department of Transportation, Bureau of Engineering, 400 West Page Street, 201 West Corner Court, Charlottesville, VA 22904.

Thank you for your time. Your input is important!

**Community Objectives**

1. What are the most important objectives that you participate in?
2. What are there any other groups that you are involved with within the community? If so, what are they and how often do they meet and how often do they meet?
3. What do you think is a shared business/industry/community, what organizations have a role?
4. If you had to describe your community, what would you say?
5. What do you think are the biggest challenges in addressing the community?





## 5. Public Meeting #1 Review

# Community Context Audit

### What We Heard

- Accessibility
  - Public transportation
  - Bicycling / walking / auto
  - Train crossings
- Surroundings
  - Cleanliness
  - Parks / open space
  - Vacant buildings

**Accessibility**

6. Please provide some information on how important the various modes of transportation are to you and what are they used?

- a. Public Transportation
- b. Bicycling or Walking
- c. Auto

7. What is your biggest transportation concern in the community?

8. What are you thoughts on the existing or grade crossing on Central Avenue with regard to how it impacts your travel?

9. How do your children get to school? Do they cross any major streets? If so, please identify.

**Local Economy**

10. How often do you patronize local businesses along the Archer Avenue corridor?

11. What's important to you as a consumer or business owner regarding commerce in the community?

12. What is your sense of the relationship between residents and businesses?

**Surroundings**

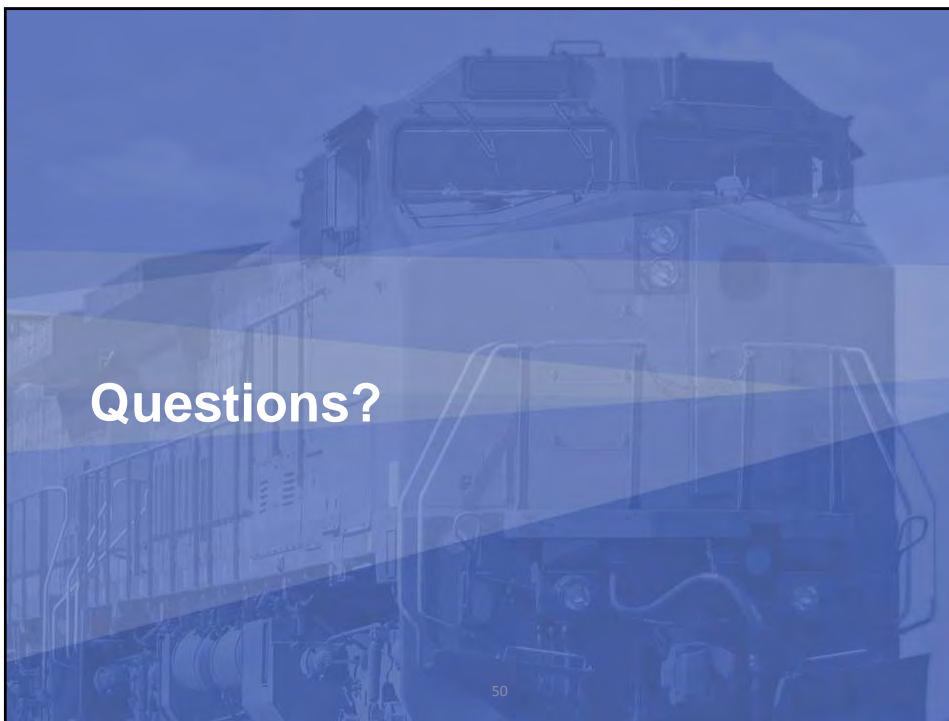
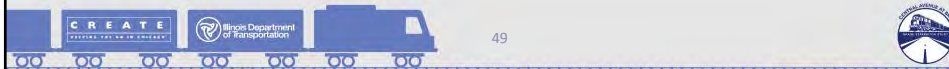
13. If you had to take one photograph to capture the essence of Garfield Ridge, what would it be?

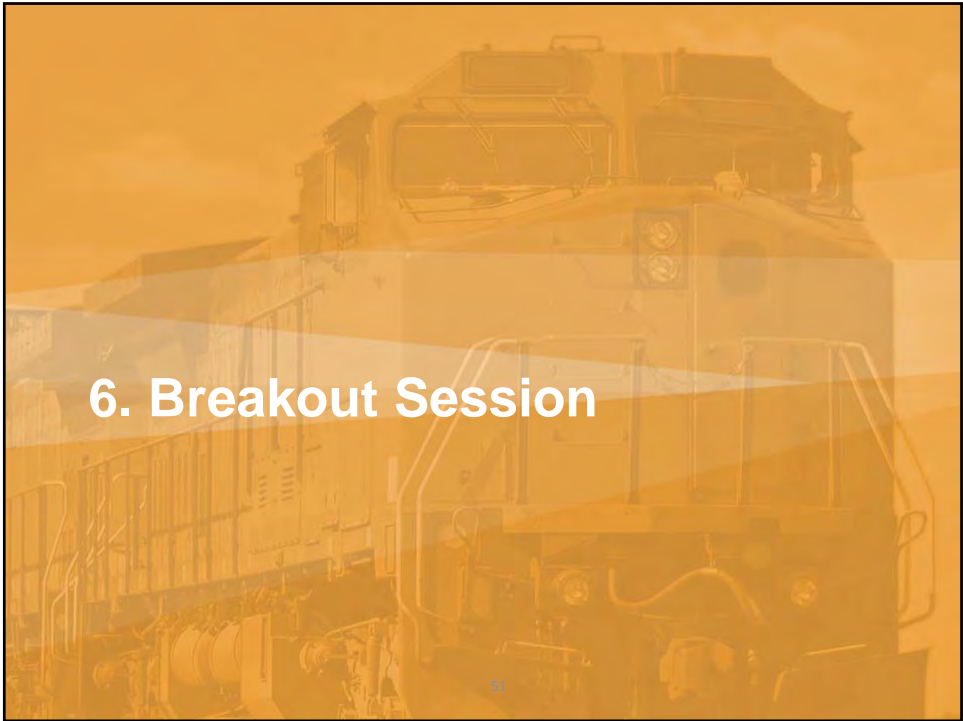
14. What is important to you from a visual aspect?

15. What is important to your community, what is considered a nuisance or an eyesore?

16. What are the most important places or objects that need to be preserved and/or protected in your community?

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## 6. Breakout Session

### Process

#### Group Exercise Process

- Meet in a group and identify issues and concerns
- Group results
- Issues and concerns will be used to draft a *Problem Statement*, which will assist in the development of the *Purpose and Need Statement*



## 6. Breakout Session

### Exercise

#### As a group

- List issues and concerns that are important for you along the project corridor
- Keep an open mind, there are no wrong answers
- Select most prominent issues from group list
- Facilitated discussion of similar issues and clustering



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## 6. Breakout Session

### Problem Statement Development

#### What is a Problem Statement?

- Summarizes the issues and concerns within the project area
- States the important aspects of the project area
- Provides focus in developing the more detailed *Purpose and Need Statement*



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6. Breakout Session

## Formulate a Problem Statement

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6. Breakout Session

## Purpose and Need Statement

The *Purpose and Need Statement* is intended to clarify the expected outcome of a public expenditure and to justify that expenditure – what is to be accomplished and why it is necessary.



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## 6. Breakout Session

### Purpose and Need Statements

- Purpose – Why is the project proposed?
  - Intended outcomes
  - Objectives to address needs
  - Achievable and specific
  - Helps to develop reasonable range of alternatives and to evaluate potential solutions
- Need – Why is the project needed?
  - Key problems to address any underlying causes
  - Factual and quantifiable
  - Supports purpose statement

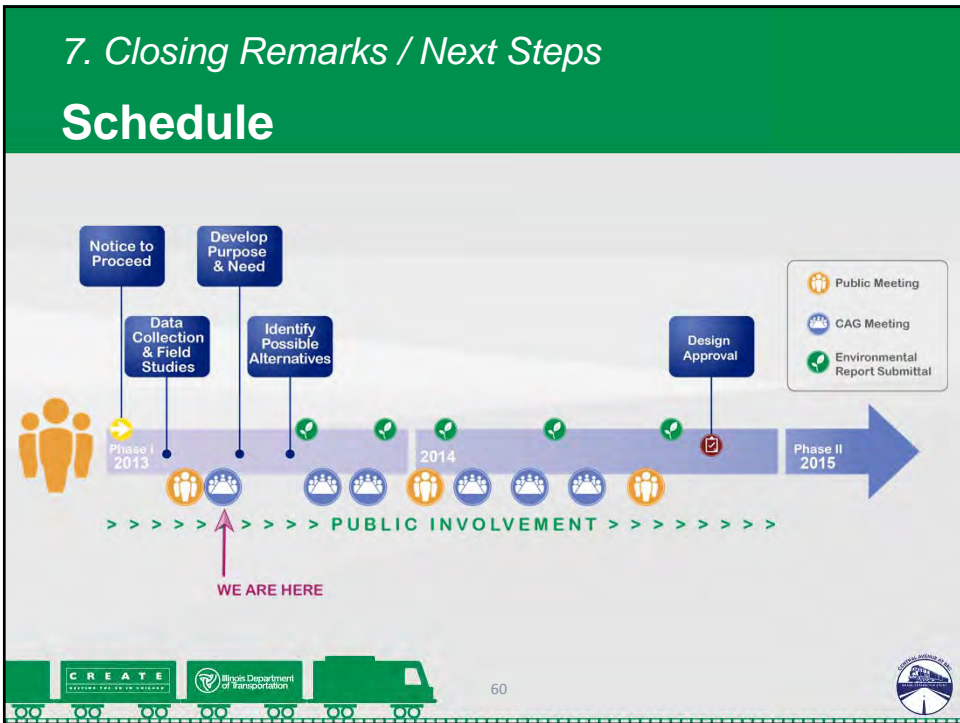
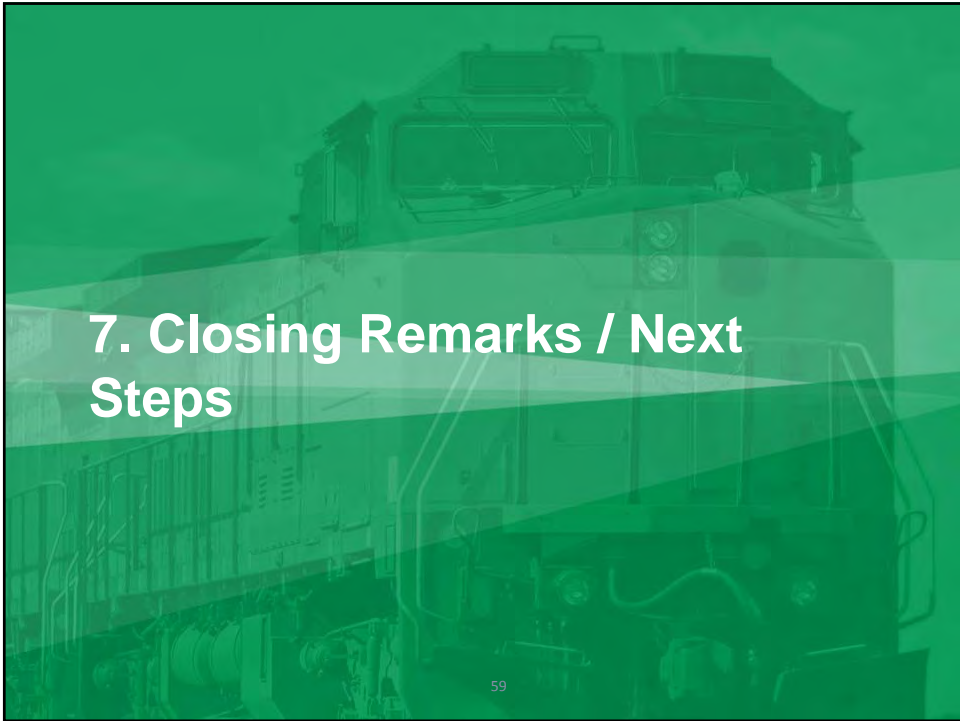


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Questions?

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## 7. Closing Remarks / Next Steps

### Next Steps

- Meeting minutes to follow
- Upcoming CAG Meetings (tentative)
  - October 8
  - Nov 19
- Upcoming Public Meeting #2
  - January 2014
- Contact:
  - **Visit** the project website: [www.centralbrc.org](http://www.centralbrc.org)
  - **Email** the team: [centralbrc@hdrinc.com](mailto:centralbrc@hdrinc.com)
  - **Mail** written comments to:  
Illinois Department of Transportation  
Bureau of Programming  
Attn: Mark Peterson  
201 West Center Court  
Schaumburg, IL 60196-1096



Questions?

