

# Central Avenue at BRC Railroad Grade Separation Study CAG Meeting #3 Summary

## Summary

The third Community Advisory Group (CAG) meeting for the Central Avenue at BRC Railroad Grade Separation Study was held on November 19, 2013, at the Garfield Ridge Public Library at 6348 W. Archer Avenue, Chicago IL 60638 from 1:30 p.m. – 3:30 p.m. The meeting included the following:

- PowerPoint presentation
- Copies of the CAG Meeting #2 summary and the CAG #3 presentation were passed out to each CAG member to include in their binders
- Facilitated discussion and evaluation of the Range of Alternatives

To announce the November 19, 2013 CAG meeting, an E-invitation and printed invitation were created (note: printed invitations were sent to those that requested them in their CAG membership forms). The invitations were sent out on November 4, 2013 to 30 CAG members. The meeting was attended by twelve (12) CAG members (see attached Sign-In Sheet) and eight (8) project team members.

### PowerPoint Presentation

The major topics of the PowerPoint presentation were:

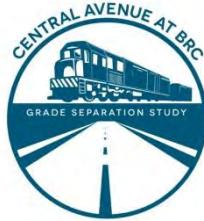
- Recap of CAG Meeting #2
- Review and finalization of Problem Statement
- Review of Purpose and Need
- Alternative Metrics Discussion
- Discussion of Range of Alternatives

### Finalization of Problem Statement

The project team presented the revised Problem Statement that included the recommendations from CAG Meeting #2. The project team also responded to a list of questions and concerns that were brought up by one CAG member at the last CAG meeting regarding the draft Problem Statement. Although this CAG member still disagreed with the Problem Statement that was presented, the CAG was able to come to a consensus and the Problem Statement was finalized.

### Review of Purpose & Need

The project purpose and need statement was reviewed as it pertains to the problem statement. The three key elements are reducing congestion, enhancing safety, and improving multimodal connectivity. Data related to the congestion aspect of the purpose and need was explained. A summary of traffic delay estimates was presented in terms of “level of service” (LOS) as defined by the Highway Capacity Manual from the Transportation Research Board. The manual provides the means for calculating an average intersection delay in seconds. A letter grade



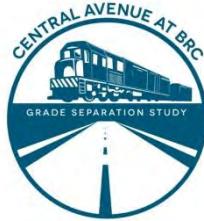
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between A and F is used to represent the LOS based on the average intersection delay. The calculations were adjusted to simulate the effect of train blockages at the BRC crossing. The data shows that if no improvements are done, the intersection of Central Avenue and Archer Avenue will experience a LOS of F in the peak morning hour, and a LOS of E in the peak evening hour. Likewise, the intersection of Central Avenue and 55<sup>th</sup> Street will experience a LOS of F in the peak morning hour, and a LOS of C in the peak evening hour.

## Facilitated Discussion of the Range of Alternatives

The project team presented the Range of Alternatives and an initial list of metrics that will be used to evaluate each alternative. Pros and cons for each of the alternatives were discussed along with properties that would be affected. In addition to the No-Build alternative, the range included the following:

CU1	Central under the BRC. Central/Archer intersection is depressed below existing grade. Retaining walls through the underpass along Central and along Archer at the intersection
CU2-NEN	Central under both BRC and Archer. Longer underpass on Central but Archer stays at its current grade. Connection between Central and Archer is via a "jughandle" ramp in the NE quadrant with the curved part of the ramp connecting to Central N of the intersection. Retaining walls through the underpass along Central.
CU2-NWN	Central under both BRC and Archer. Similar to the above except the connection between Central and Archer is via a "jughandle" ramp in the NW quadrant with the curved part of the ramp connecting to Central N of the intersection. Retaining walls through the underpass along Central.
CU2-NEE	Central under both BRC and Archer. Similar to the above except the connection between Central and Archer is via a "jughandle" ramp in the NE quadrant with the curved part of the ramp connecting to Archer E of the intersection. Retaining walls through the underpass along Central and along the ramp.
CU2-NWW	Central under both BRC and Archer. Similar to the above except the connection between Central and Archer is via a "jughandle" ramp in the NW quadrant with the curved part of the ramp connecting to Archer W of the intersection. Retaining walls through the underpass along Central and along the ramp.
CU2-SEE	Central under both BRC and Archer. Similar to the above except the connection between Central and Archer is via a "jughandle" ramp in the SE quadrant with the curved part of the ramp connecting to Archer E of the intersection. Connection of the ramp to Central is in the underpass between the two bridges. Retaining walls through the underpass along Central and along the ramp.
CU2-SWW	Central under both BRC and Archer. Similar to the above except the connection between Central and Archer is via a "jughandle" ramp in the SW quadrant with the curved part of the ramp connecting to Archer W of the intersection. Connection of the ramp to Central is in the underpass between the two bridges. Retaining walls through the underpass along Central and along the ramp.



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CU3	Central under the BRC. Similar to CU1 except the alignment of Central is shifted to the W. Central/Archer intersection is depressed below existing grade. Retaining walls through the underpass along Central and along Archer at the intersection. Retaining walls through the underpass along Central.
RUX	BRC under Central and 55 <sup>th</sup> with BRC on its existing alignment. Lowering of the rail line extends beyond Laramie to the E and beyond 59 <sup>th</sup> to the S in order to be gradual enough for trains to traverse. Retaining walls on both sides of the BRC through the depressed area.
RUS	BRC under Central and 55 <sup>th</sup> with BRC alignment shifted to the NW in the curve. Lowering of the rail line extends beyond Laramie to the E and beyond 59 <sup>th</sup> to the S in order to be gradual enough for trains to traverse. Retaining walls on both sides of the BRC through the depressed area.

## Alternative Metrics Discussion

The CAG was asked for input on the list of metrics. CAG members were asked to review the list of metrics and pick the three that they believed were most important to the community. The top three choices for each CAG member were tallied on a chart and are summarized below. The project team presented the Range of Alternatives again and asked the CAG members if any of the alternatives should be eliminated based on the metrics that were discussed. The CAG came to a consensus that 6 of the 11 alternatives should be eliminated and these recommendations were recorded on a flip chart (see attached).

- 8 Residential Displacement
- 7 Business Relocations
- 3 Property Access Change
- 1 Redevelopment Opportunity
- 3 Proximity to Church/School
- 0 Environmental Impacts
- 0 Construction Cost
- 0 Construction Time
- 3 Travel Delay
- 1 Access to Interstates
- 6 Safety
- 1 Multi-Modal
- 3 Community Cohesion

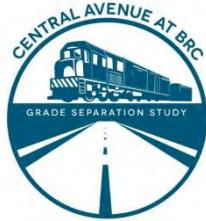
## Next Steps

The PSG will finalize the formal Purpose & Need document and consider the input on the Range of Alternatives. The project team will continue refining the Range of Alternatives and will present the results at the next CAG meeting tentatively scheduled for mid January.



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## Summary of Comments

The following is a list of comments and questions heard during the meeting:

1. One CAG member was concerned that an underpass at Central Avenue would lead to an increase in truck traffic on Central Avenue.

*Response: A traffic model will be done for each alternative that will allow the project team to see how future traffic (including truck traffic) will be affected by each alternative. If an increase in truck traffic is seen along Central Avenue, one measure that could be proposed is a weight limit on Central Avenue to deter trucks from using portions that are not under state jurisdiction.*

2. Is the train delay only 4 ½ minutes?

*Response: Field observations were conducted on Sept 26th, Sept 27th and again on Nov 12<sup>th</sup>. Gate down times were observed from 1 min 30 sec to 12 min. The average time was approximately 4 min 15 sec. Field observations show trains running between 14 and 24 MPH. The future BRC train traffic will close the gate for 5 min 30 sec based on 8,000 ft trains running at 19 MPH (~20MPH). 7 of the 34 observed train crossings (20%) exceeded the future 5 min 30 sec duration. Using a 5 min 30 sec gate down time duration is a reasonable assumption. The delays at this location are anticipated to increase with the increase in vehicular traffic volumes. Longer trains in the future will increase gate times, making it more difficult to dissipate traffic queues after a train event in the peak traffic hours. Train crossing times are sporadic with many instances of two trains within one hour or even back to back trains which further increase the gate down time durations.*

3. What is the reason for this study?

*Response: To provide a transportation infrastructure improvement in the Central Avenue corridor that reduces congestion, enhances safety, and improves multimodal connectivity in the study area.*

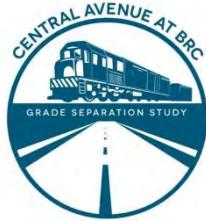
4. One CAG member requested more information on the 911 critical crossing designations.

*Response: The CREATE program, as well as the City of Chicago's Office of Emergency Communications and Communications, has identified this crossing as a critical crossing for delivery of emergency services to the City of Chicago. When trains are stopped or anticipated to obstruct the crossing for more than ten minutes, the train crew must notify the railroad immediately. City Ordinance #9-28-030 defines a reporting process that is to be followed for obstructions at 911 critical crossings. When moving or stopped trains obstruct the crossing for more than five minutes, the Chicago Transportation Coordination Office must immediately notify the 911 emergency telephone system, and alert them when the crossing is clear.*



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5. Why is a study being done for this crossing and not 63<sup>rd</sup> and Harlem? The congestion at 63<sup>rd</sup> and Harlem seems to be worse than at Central Avenue and the BRC.

*Response: The 63<sup>rd</sup> and Harlem crossing has been identified in the CREATE program and will eventually be studied. This project focuses only on the crossing at Central Avenue and the BRC railroad. The Central Avenue at the BRC Railroad Grade Separation Study along with the Central Avenue Connector Project helps to alleviate congestion on Harlem Avenue and Cicero Avenue.*

6. Where is the project team getting the future traffic data? It does not seem realistic.

*Response: The future traffic data comes from the Chicago Metropolitan Agency for Planning (CMAP) and is based on models of population and employment trends in the area.*

7. Is this the same type of study that was done for the crossing at Harlem Avenue and 71<sup>st</sup>?

*Yes, both of these projects are part of the CREATE program. Part of this program is that the Railroad agrees to pay 5% of the project cost.*

8. The project team should study the jug handle that exists at Cicero Avenue and Ogden Avenue to see how it impacted the surrounding businesses.

*Response: The project team will research this to aid in the development of similar alternatives for this project.*

9. Can an s-curve be added to the southern portion of Alternative CU3 to move the proposed alignment closer to the existing intersection of 55<sup>th</sup> and Central?

*Response: The project team will look in this as the alternatives are further refined.*

10. Alternative CU4 will take many years to coordinate with the Federal Aviation Administration (FAA) due to its proximity to an existing runway and airport parking lot.

*Response: The CAG came to a consensus that this alternative should be eliminated based on reasons of its circuitous routing.*

11. How soon will this project be constructed?

*Response: Currently, this project is not in the Illinois Department of Transportation's (IDOT) 6 year plan. Although there is partial funding for construction, there is no funding for Phase II engineering at this time.*



# CAG #3 ROSTER

Central Avenue at BRC Railroad Grade Separation Study

Meeting Date: November 19, 2013

#	Last Name	First Name	Organization	Email	Phone	Primary CAG Representative?	Attendance	
1	Chalabian	Jack	Chicago Transit Authority	<a href="mailto:jchalabian@transitchicago.com">jchalabian@transitchicago.com</a>	312-681-4176	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
2	Mahone	Duane	PACE Bus	<a href="mailto:duane.mahone@pacebus.com">duane.mahone@pacebus.com</a>	847-228-2369	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
3	Rod	Adam	City of Chicago	<a href="mailto:arod@ohare.com">arod@ohare.com</a>	773-894-6907	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
4	Ahmed	Akheel	Chicago Transit Authority	<a href="mailto:aahmed@transitchicago.com">aahmed@transitchicago.com</a>	312-681-4180	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
5	Joe	Garcia	11th Legislative District	<a href="mailto:jg@joegarcia.co">jg@joegarcia.co</a>	708.656.2002	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
6	Zilka	Marie	Clearing Civic League	<a href="mailto:zilk74@sbcglobal.net">zilk74@sbcglobal.net</a>	773-586-4378	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
7	Lopresti	Phillip	Vittum Park Civic League	<a href="mailto:phillyboomboom@hotmail.com">phillyboomboom@hotmail.com</a>	773-581-1287	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
8	Deeman	Richard	Vittum Park Civic League	<a href="mailto:rjdeeman4906@aol.com">rjdeeman4906@aol.com</a>	773-581-4623	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
9	Barton	Sophia	Garfield Ridge Civic League	<a href="mailto:ssvs42@att.net">ssvs42@att.net</a>	773-735-3415	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
10	Barton	Vincent	Garfield Ridge Civic League	<a href="mailto:ssvs42@att.net">ssvs42@att.net</a>	773-735-3415	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
11	Techman	Richard	Garfield Ridge Civic League	<a href="mailto:garfieldridgecivicleague@yahoo.com">garfieldridgecivicleague@yahoo.com</a>	773-585-9094	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
12	Pukala	Henry	Garfield Ridge Civic League	<a href="mailto:hpuakala57@gmail.com">hpuakala57@gmail.com</a>	773-562-0071	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
13	Nowicki	John	Garfield Ridge Civic League	<a href="mailto:johnnowicki16@yahoo.com">johnnowicki16@yahoo.com</a>	312-259-6893	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
14	Kozak	Ed	Garfield Ridge Civic League	no email	-	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT
15	Cummings	Anita	United Business Association of Midway	<a href="mailto:amconsultinghr@aol.com">amconsultinghr@aol.com</a>	773-771-4180	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
16	DeLaurentis	Michael	Congressman Lipinski's Office	no email	773-524-7463	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> PRESENT
17	Martinez	Alice		<a href="mailto:acmartinez@cps.edu">acmartinez@cps.edu</a>	773-542-9030 X1245	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> PRESENT

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#	Last Name	First Name	Organization	Email	Phone	Primary CAG Representative?	Attendance
18	Cacciottolo	Al	City of Chicago	<a href="mailto:alc22@sbcglobal.net">alc22@sbcglobal.net</a>	773-716-9902	<input checked="" type="checkbox"/> YES <input type="checkbox"/> YES	<input type="checkbox"/> NO <input type="checkbox"/> NO
19	Winter	D.		no email	-	<input type="checkbox"/> YES	<input type="checkbox"/> NO
20	Sima	Paul		<a href="mailto:paul.sima@ymail.com">paul.sima@ymail.com</a>	773-767-6868	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
21	Sima	Celina		<a href="mailto:celina.sima@gmail.com">celina.sima@gmail.com</a>	773-767-6868		<input type="checkbox"/> PRESENT
22	Khudeira	Soliman	City of Chicago	<a href="mailto:soliman.khudeira@cityofchicago.org">soliman.khudeira@cityofchicago.org</a>	3112-744-9605	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
23	Alonzo	Joe	City of Chicago	<a href="mailto:Joe.Alonzo@cityofchicago.org">Joe.Alonzo@cityofchicago.org</a>	312-744-1731	<input type="checkbox"/> YES	<input type="checkbox"/> NO
24	Sriver	Jeff	City of Chicago	<a href="mailto:jeffrey.sriver@cityofchicago.org">jeffrey.sriver@cityofchicago.org</a>	312-744-7080	<input type="checkbox"/> YES	<input type="checkbox"/> NO
25	Maloy	Sean	Village of Bedford Park	<a href="mailto:smaloy@bedfordparkfd.org">smaloy@bedfordparkfd.org</a>	708-563-4510	<input type="checkbox"/> YES	<input type="checkbox"/> NO
26	Ponio	Jerry	Village of Bedford Park	<a href="mailto:jponio@bedfordparkfd.org">jponio@bedfordparkfd.org</a>	708-563-4510	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
27	Dybala	Mary Ann	Garfield Ridge Chamber of Commerce	<a href="mailto:inrealty sells@yahoo.com">inrealty sells@yahoo.com</a>	773-767-0014	<input type="checkbox"/> YES	<input type="checkbox"/> NO
28	Brown	Mary Ellen	Midway Storage	<a href="mailto:meb6128@live.com">meb6128@live.com</a>	773-297-4975	<input type="checkbox"/> YES	<input type="checkbox"/> NO
29	Youkhana	Eddie	EZ Park	<a href="mailto:eddieyoukhana@gmail.com">eddieyoukhana@gmail.com</a>		<input type="checkbox"/> YES	<input type="checkbox"/> NO
30	Youkhana	Yonathan	EZ Park	<a href="mailto:yyoukhana@aol.com">yyoukhana@aol.com</a>		<input type="checkbox"/> YES	<input type="checkbox"/> NO
<b>Advisors</b>							
1	Peterson	Mark	Illinois Department of Transportation				<input type="checkbox"/> PRESENT
2	Murphy	Kimberly	Illinois Department of Transportation				<input type="checkbox"/> PRESENT
3	Baniewicz	Tom	Illinois Department of Transportation				<input checked="" type="checkbox"/> PRESENT
4	Kushto	Emily	Illinois Department of Transportation				<input checked="" type="checkbox"/> PRESENT
5	Hurley	Mike	RWA				<input type="checkbox"/> PRESENT
6	Trotter	Jakita	Illinois Department of Transportation				<input type="checkbox"/> PRESENT

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#	Last Name	First Name	Organization	Email	Phone	Primary CAG Representative?	Attendance
7	Olsen	Bill	IOOT PMC				<input checked="" type="checkbox"/>
8	Norton	Beth	IOOT PMC				<input checked="" type="checkbox"/>
<b>Consultants</b>							
1	Pechnick	Pat	HDR			<input checked="" type="checkbox"/>	PRESENT
2	Mikottis	Steve	HDR			<input checked="" type="checkbox"/>	PRESENT
3	Gonzalez	Janet	HDR			<input type="checkbox"/>	PRESENT
4	Dovalovsky	Stacie	CDI			<input checked="" type="checkbox"/>	PRESENT
5	Acevedo	Antonio	CDI			<input checked="" type="checkbox"/>	PRESENT
6							
7							

Hurckes                    Jerry                    Cong. Lipinski's Office                    312.886.0481                    PRESENT

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## 7. Alternatives Evaluation

### Weighting of Metrics

11 12 13 14 15

Residential Displacement	1	2	3	4	5	6	7	8	9	10
Business Relocations	1	2	3	4	5	6	7	8	9	10
Property Access Change	1	2	3	4	5	6	7	8	9	10
Redevelopment Opportunity	1	2	3	4	5	6	7	8	9	10
Proximity to Church/School	1	2	3	4	5	6	7	8	9	10
Environmental Impacts	1	2	3	4	5	6	7	8	9	10
Construction Cost	1	2	3	4	5	6	7	8	9	10
Construction Time	1	2	3	4	5	6	7	8	9	10
Travel Delay	1	2	3	4	5	6	7	8	9	10
Access to Interstates	1	2	3	4	5	6	7	8	9	10
Safety	1	2	3	4	5	6	7	8	9	10
Multi-Modal	1	2	3	4	5	6	7	8	9	10
Community Cohesion	1	2	3	4	5	6	7	8	9	10

Others to consider:

FAA / AIRPORT  
- \$\$  
- time

TRUCK TRAFFIC



CONCERN ABOUT  
TRUCKS ON  
CENTRAL

METRICS - can add  
- SEE CHART

ALTERNATIVES -

- SEE SEPARATE PAGE

COMPARE: CICERO & OGDEN  
at 26<sup>th</sup> &

63<sup>rd</sup> & 65<sup>th</sup> need a look at congestion

OTHER NOTES:

- MEET W/ BUSINESS COMMUNITY
- DRIVEWAY IMPACTS
- TIME FOR CONSTRUCTION

## ALT. DISCUSSION:

- CU1
- CU2-NEN - OUT
- CU2- NWN - OUT (RES./SCHOOL)
- CU2-SEE
- CU2-SWW
- CU2-NEE - OUT
- CU2 -NWW - OUT (RES./SCHOOL)
- CU3
- RUX - OUT (COST)
- CU4 - OUT -(FAA ISSUES)
- AGI