



Central Harlem Avenue Corridor Study

Steering Committee Meeting #4 – September 25, 2018

Toyota Park

First Name	Last Name	Organization
Cindy	Cambray	CMAP
Jacob	Connor	CTA
Tomohiko	Music	CCDOETH
Abigail	Robinson	IDOT
Allison	Buchwach	Metra
Kelsey	Mulhausen	Southwest Conference of Mayors
Larry	Pierce	Village of Bridgeview
William	Green	Village of Bridgeview
Bill	McKenna	Village of Oak Park
Sonya	Abt	Village of Riverside
Project Team		
Colin	Fleming	Metro Strategies
Ryan	Ruehle	Pace
Charlotte	Obodzinski	Pace
Tom	Robbins	Pace
Jessica	Rybarczyk	Pace

Adam	Eichenberger	Pace
Martin	Sandoval	Pace
Brian	Hacker	RTA
Michael	Groh	Sam Schwartz
Michael	Kritzman	Lakota Group

Meeting Summary

1. Welcome and Introductions

Ryan Ruehle, Pace, welcomed everyone and attendees provided introductions.

2. Open House Recap

Michael Groh, Sam Schwartz, provided a brief summary of the open house conducted in July. The team received valuable feedback regarding background information about the project and received comments regarding existing conditions.

3. Station Area Development Typology

Michael Kritzman, Lakota Group, presented concepts for station area developments that would support transit use. Mike explained the features of the five typology concepts: Major Activity Center; Local Activity Center; Urban Neighborhood; Low Density Neighborhood; and Mixed Residential/Industrial Neighborhood. He also provided recommendations of where these typologies would be best suited along the corridor. Finally, Mike provided development concept renderings to illustrate what potential intersections and sties could look like in the future. These are not intended to be site-specific; concepts could be used or applied throughout the corridor.

4. Station Location Analysis

Michael Groh summarized the station location analysis process. The team relied on a mix of data and sources to develop station locations including: demographics, land use, walk/bike ability, transit access, coverage area, station spacing, and stakeholder feedback. These were all measured, mapped, and weighed, resulting in recommended station location options throughout the corridor. Michael provided a detailed explanation of each strategy and how it would help enhance transit access.

5. Station Locations and Improvements

Michael Groh then provided an overview of each of the station location options throughout the corridor. There are several options for station locations in many areas. Michael explained the benefits and draw-backs of each location option, noting that, in general, far-side intersection locations are preferred. The station locations are listed below, along with comments from Steering Committee members, if applicable.

- North Avenue
- Division Street
 - Oak Park commented that there may be concerns with placing an uncontrolled crosswalk at this location.
 - IDOT indicated they would have to verify the current policy; previous policies discouraged mid-block crossings on busy, four-lane roads.
- Chicago Avenue
- Circle Avenue/South Boulevard
 - Oak Park voiced concerns with the potential increased bus volumes on North Boulevard and South Boulevard due to tight constraints.
 - Pace noted that the number of local buses would be reduced due to Pulse, but understands operationally this is a challenging area.
- Madison Street
- CTA Blue Line
 - It was noted that planned I-290 improvements and timing would dictate the station locations here. A/B would be preferred options without I-290 improvements. Options C/D would require a mid-block crossing

- It was also noted that due to limited right-of-way, a smaller station size/area may be needed here. This could be a “micro” station or simply a vertical marker.
- Roosevelt Road
- 16th Street
- Cermak Road
- 26th Street
- Metra BNSF Station
 - It was noted that the team should look at Metra boarding/alighting numbers to help determine the final location here.
- Ogden Avenue
- Joliet Road/41st Street
- Stevenson Expressway
 - There are ongoing IDOT/Pace discussions regarding a possible in-line station on the Stevenson that would provide a transfer option to Pulse service here.
- Archer Avenue
- 63rd Street
 - This is one of the most challenging locations.
 - Future CREATE project improvements could impact location options here.
- 71st Street

Other Comments:

- Jessica Rybarczyk, Pace, noted there is a lack of streetlighting from 61st Street to 71st Street which makes the area less attractive for transit use.
- There was a comment regarding the timing of TSP implementation. The relevant agencies (IDOT, CDOT, RTA, etc.) are working on TSP implementation. Signal optimization may be the first step and could also lead to transit time improvements.

6. Closing and Next Steps

- Colin Fleming, Metro Strategies, noted there will be a public Open House on October 4 in Oak Park. He encouraged Steering

Committee members to share the Open House flyer with their residents and members.

- Pace and RTA will send a copy of the presentation and report to the Steering Committee for final comment and review.
- Pace and RTA thanked the committee for their participation in the study.