

Moving Around Downtown Harvey

The following describes the transportation network and resources within the Transit Oriented Development Zone, including Downtown Harvey and surrounding neighborhood. A discussion of potential opportunities to support TOD and mobility goals are also included to inform the development of the TOD Plan Update. These opportunities to further explore are based on multiple site tours, meetings with City staff and Steering Committee members, and the public during virtual and in-person meetings between March and July 2021.

Street Network + Connectivity

Downtown Harvey offers a traditional, grid-like street network that is well connected and designed for people to walk, roll, bike, ride, or drive around town. The street blocks are generally short (e.g., 600 feet by 200 feet) which can be traveled by foot, wheelchair, scooter or bike in about 5 minutes or less. Buildings are one to three stories with small setbacks from the sidewalks, and on-street parking is available, creating ample distance between moving vehicles and those on the sidewalk. This network creates a pedestrian-oriented environment that supports the comfort and connectivity of walking, rolling, or biking with friends to school, convenience store, or public library.

Throughout the greater TOD zone, the street network generally continues in a grid-like pattern while the street blocks tend to become slightly larger with lots occupied by single-family housing and fewer commercial buildings. The majority of streets stretch in a continuous manner, linking a myriad of neighborhood streets to major arterials, including Park Avenue to the east, 159th Street (US 6) to the south, Park Avenue to the east, and Sibley Boulevard (US 83) to the north.

Most streets are approximately 30 to 48 feet wide curb-to-curb, offering two-way vehicle and bicycle traffic and posted speed limits are between 25 and 30 miles per hour (mph). Based on these right-of-way measurements, the roadways in the downtown area and adjacent neighborhoods are built to handle between 800 to 1,900 vehicles per hour¹, which is equivalent to a bustling downtown network (e.g., Chicago's Loop). In the downtown area, Park Avenue is the widest roadway as it is designed as an urban arterial with four travel lanes (two in each direction) and is the main vehicular route in and around downtown and also accommodates daily influx of general traffic, freight trucks, and bus transit vehicles.

Vehicle Activity


Recent vehicle traffic data is limited within the TOD zone; however, the Illinois Department of Transportation (IDOT) provides an inventory of annual average daily traffic along a few downtown streets. Based on the most recent data, Park Avenue and 154th Street experience the most traffic per day between 4,100 and 4,750 cars traveling along these roadways. Portions of 155th Street experience between 1,950 and 2,250 cars per day, and Center Avenue experiences about 1,000 cars per day, respectively. For reference, major arterial roadways in Harvey, such as Wood Street and Dixie Highway experience an average of 11,000 to 12,000 cars per day².

Based on industry transportation design and engineering standards that peak-hour traffic represents about 10% of average daily traffic, the streets in the TOD zone are only being fully utilized between 25 to 50% during peak commute hours, or about two to three hours per day. In essence, the streets are generally overbuilt to handle beyond current activity levels and much of the right-of-way is not being served by vehicles to its fullest potential. Considering that Harvey streets are within the public realm and public

¹ *Traffic Capacities on Streets and Highways*, H.G. Eckhardt.

² IDOT Annual Average Daily Traffic Count Data; available online at: <https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>

space, this can offer an opportunity to consider other ways to reallocate public right-of-way space, such as traffic calming measures and reduced curb-to-curb distance (“road diets”), widen sidewalks, install bicycle lanes, and reallocate on-street parking within the TOD zone.

<p>Streets + Traffic</p> 	<p>TOD Opportunities</p> <ul style="list-style-type: none"> ▪ Explore traffic calming measures to reduce vehicle speeds ▪ Identify potential intersections for signalization or optimize current signalization to manage traffic flows and provide crossing time for non-auto users ▪ Potential to “road diet” downtown streets to calm traffic and prioritize walking, biking, and safe crossings for persons of all abilities ▪ Align traffic calming measures with Complete Streets initiatives ▪ Minimize number of curb cuts (driveways) along sidewalks to concentrate vehicle access for new developments
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A Transit Hub

Downtown Harvey continues to serve as a major transit hub for the city and the region. The combination of various bus routes traveling in and out of the Pace Suburban Bus Transportation Center and people boarding and departing the Metra Commuter Rail Station generate an average of over 3,400 bus and commuter rail trips per day.

The Pace Transportation Center currently serves 10 bus routes on any given day and at all hours of the day. Approximately 2,900 Pace Bus trips travel to, from, and around the TOD zone per day, which represents about 70% of all daily trips in Harvey (which total about 4,200 bus trips citywide).

While the Transportation Center accommodates the vast majority of Pace Bus trips in Harvey, other key bus stops along 154th and 155th streets and portions of Main Street generate about 50 to 100 bus trips per day (see **Figure X**). The Transportation Center currently comprises a series of bus bays for riders to board, depart, or for buses to dwell during scheduled driver breaks or in between route schedules. An adjacent surface parking lot is also available for both Pace and Metra customers. Pedestrian connections to the Metra station are generally limited a few crosswalks at intersections of 153rd and 154th at Park Avenue.

Pace Bus Trips in Harvey

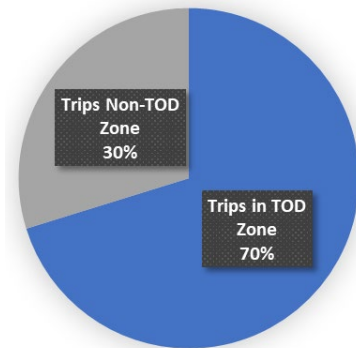
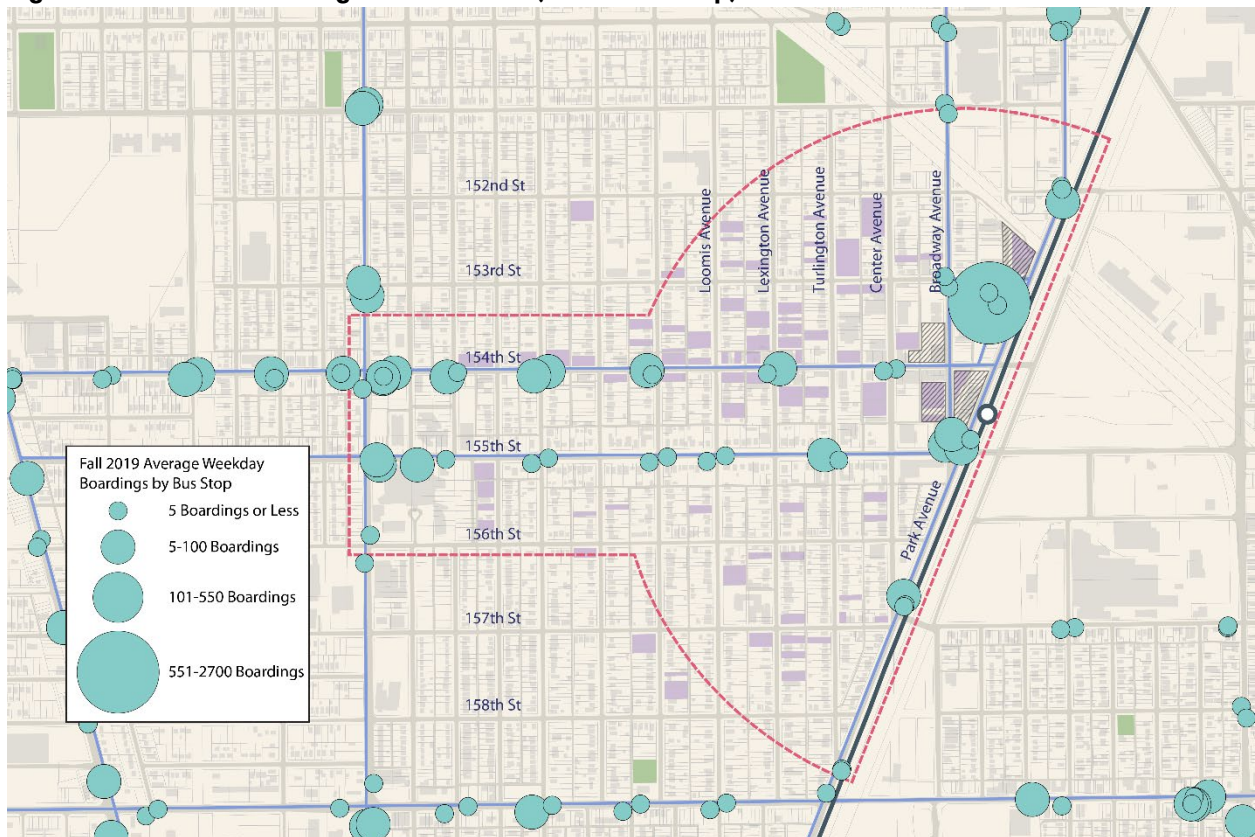
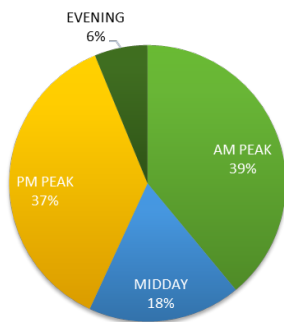


Figure X: Pace Bus Boardings in TOD Zone (2019 Ridership)



Source: Pace Suburban Bus, 2021.

Harvey Metra - Ridership by Time of Day



The Harvey Metra Station experiences about 500 riders per day³, with ridership patterns (boardings and alightings) representing typical commute patterns: most riders arrive to the station in the morning and depart the station in the late afternoon, with few riders arriving or leaving the station midday or in the evening hours.

The majority (approximately 74%) of daily Metra riders access the station by driving alone and parking near the station, while the remaining 26% take the bus, walk, bike, or get dropped off at the station. There are dedicated parking spaces available to Metra riders located adjacent to the Pace Transportation Center, along Park Avenue next to the station entrance, and a


large 828-space surface lot is located east of the station, at Commercial Avenue and 155th Street. Based on 2019 parking data, about 233 spaces of 954 spaces are occupied on a daily basis, which equates to about a 24% of total parking spaces are occupied.

³ Metra ridership data, 2019.

Pace and Metra are currently working on a plan to transform the area between the existing Transportation Center and Metra Station into one, unified, intermodal station. While concepts are still being developed, the overarching goal is to enhance rider experience for all services, create easier access and transition points, improve bus operations, and promote more mobility opportunities to get people to, from, and within the area.



The Pace Pulse Program is currently working to improve bus service along key corridors which includes the Halsted Line⁴. Improvements to bus service between the Harvey Transportation Center and 79th Street in Chicago are planned, including faster service with limited stops, new buses and shelters, real-time bus tracker information, and enhanced ADA-accessible bus platforms.

<p>Public Transit</p> 	<p>TOD Opportunities</p> <ul style="list-style-type: none"> ▪ Leverage Pace Pulse Program and Transportation Center Redesign efforts to: <ul style="list-style-type: none"> ○ Enhance rider experience in downtown ○ Create a destination in the downtown for transit riders, including more retail shops and restaurants ○ Attract more riders to Pace and Metra service and bring more people to Downtown Harvey ▪ Consider modifications to local bus routes to provide more frequent service along moderate to high ridership routes ▪ Conduct bus stop inventory in TOD zone to identify access needs and amenities to accommodate all-weather conditions (shelters, benches, maps, lighting, etc.) ▪ Encourage developers/new businesses to provide transit passes for employees and residents to encourage transit use
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Active Transportation

The traditional, grid-like orientation of the TOD zone and downtown environs allow for a navigable network for those on foot, bike, wheelchair, or other self-propelled mode of transportation.

The majority of streets include continuous sidewalks and curb ramps, linking pedestrians to homes, stores, and other major destinations (e.g., Harvey Metra Station, Thornton Township High School) and most sidewalks are generally 4 to 5 feet in width, allowing for adequate space for those in wheelchairs to safely travel. However, there are portions of the pedestrian network that are missing sidewalks, such as the south side of 151st Street, between Broadway Avenue and Main Street, and intermittent gaps along both sides of Park Avenue north and south of the Harvey Metra Station. The quality of sidewalk conditions also varies throughout the TOD zone, as some sidewalk segments are showing deterioration and are crumbling with overgrown vegetation, while other sidewalks are more maintained. And while the street network allows for one to bike in and around the TOD zone, the city currently does not have a formal,

⁴ Picture and additional information on Pace Pulse Program – Halsted Line available online: <https://www.pacebus.com/project/pulse-halsted-line>

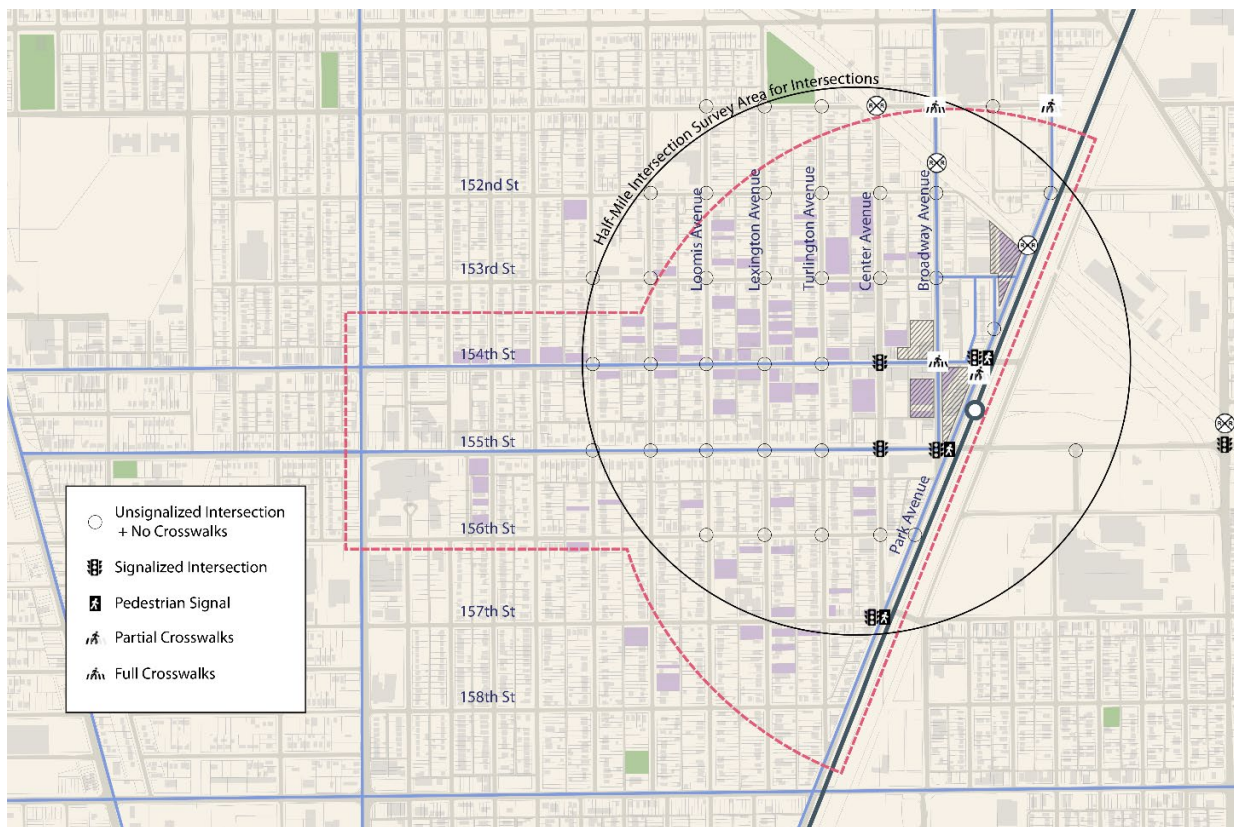
established bicycle network or dedicated bicycle facilities in this area (e.g., off-street multi-use pathways, protected or buffered bicycle lanes, or shared in-road bike paths).

A survey was conducted of pedestrian intersection controls within a half-mile radius of the downtown area (see **Figure X**). Of the 45 total intersections surveyed in the TOD zone half-mile “walkshed”, 40 intersections (90%) are unsignalized with no crosswalks, two intersections are complete with crosswalks along all four legs, and three intersections have pedestrian signals. The intersection of 154th Street at Park Avenue (pictured), which is the primary connection between the Pace Transportation Center and Metra Station, includes a pedestrian signal; however, lacks crosswalks along all three legs and only has a striped crosswalk along the north leg (along Park Avenue). Lastly, the at-grade railroad crossings located in the northern portion of the TOD zone do not include pedestrian-oriented safety treatments, including signage, pedestrian-scaled lighting or gates, or rail crossing treatments for those with disabilities.



154th Street at Park Avenue Intersection (looking south): pedestrian signals are present, but crosswalks are limited and pedestrian crossings are incomplete.

Figure X: Pedestrian Intersection Controls Survey



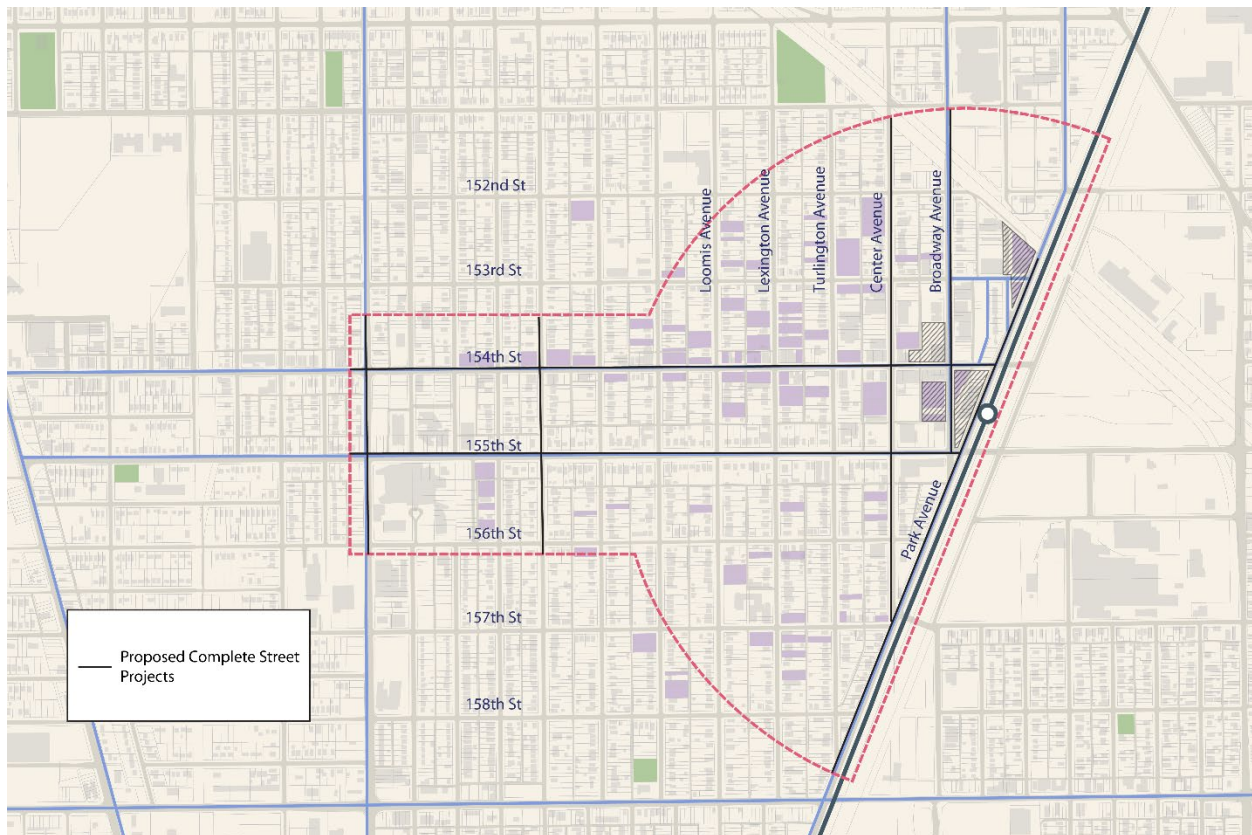
Source: HNTB, 2021.

The City of Harvey has acted towards redressing long-standing issues around pedestrian safety, access, and connectivity in the downtown and across the entire community. Since adoption of the Complete Streets and Green Infrastructure Policy (June 2020), specific measures are underway to plan, design, and build more mobility opportunities and constructed in a sustainable, resilient manner to uphold long-term benefits of these infrastructure investments. To date, the city has identified four Complete Streets projects in the TOD zone (see **Figure X**): Broadway Avenue, Center Avenue, 154th Street and 155th Street, which may include new bikeways, sidewalk improvements, traffic calming treatments, and enhanced street lighting and wayfinding. The 154th Street Complete Streets project is currently underway and will provide new Class III bike path (“sharrows”, pictured) to create shared vehicle-bicycle facilities along the street. The Complete Streets effort is the first step towards establishing a dedicated bicycle network in Harvey.




Example of Class III “Bike Sharrow” (City of Oakland, CA). Source: CityLab, 2015; online.

Figure X: Complete Streets Projects



Source: City of Harvey, 2021.

<p>Active Transportation</p> 	<p>TOD Opportunities</p> <ul style="list-style-type: none"> ▪ Conduct sidewalk inventory to identify areas of repair and potentially widen sidewalks to provide more pedestrian traffic and outdoor dining/social activities ▪ Prioritize street lighting improvements along key walking, biking, and transit corridors ▪ Encourage installation of pedestrian signals at current or planned signalized intersections ▪ Consider mid-block crossings in key desire pathways, supported by traffic calming measures to slow vehicle traffic ▪ Identify at-grade pedestrian improvements at railroad tracks, specifically near greater concentrations of pedestrians (e.g., Thornton Township High School) ▪ Complete pedestrian crosswalks at major pedestrian zones (e.g., at and near Pace Transportation Center and Metra Station) and at all intersections that are currently or planned to be signalized or All-Way STOP-Controlled ▪ Leverage pedestrian and bike improvements with new developments and Complete Streets initiatives, encouraging developers/new businesses to finance improvements ▪ Explore potential “road diets” along downtown streets to include new pedestrian and bicycle access and safety improvements, expanding active transportation network ▪ Identify areas for lighted, secured bike parking in and around major downtown destinations
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Parking Resources

Vehicle parking in the TOD zone comprises a series of publicly available on-street parking spaces and parking lots as well as private surface lots. Public parking is generally not regulated (e.g., time limitations) or priced (e.g., metered). However, parking lots and on-street spaces that serve the Pace Transportation Center and adjacent to the Metra Station include parking pricing, time limitations, and are available only to customers – these are also enforced and monitored. Parking payment in these regulated areas can be done via smart phone or hard currency. Private parking lots are mostly dedicated for employees or customers, and the public are not permitted to park in these locations.

Chapter 16-30 of the Harvey Municipal Code includes permitted uses with the designated TOD Overlay District which encourages a “higher concentration of mixed-use development within close proximity to the downtown Harvey Metra Station and Pace Transportation Center.” The code establishes parking maximums for residential uses: up to 1 space for multi-dwelling units and 3 spaces per single dwelling unit. Parking maximums for commercial uses range between 3 to 4 spaces per 1,000 square feet of space. Shared parking is strongly encouraged if a parking facility can serve multiple adjacent uses, and parking requirements can be reduced if shared parking is considered. Bicycle parking within the TOD Overlay District is also permitted, requiring 2 bike parking spaces for every 20 vehicle parking spaces provided⁵.

The City of Harvey TOD Tax Increment Financing (TIF) District (January 2021) established goals towards optimizing existing parking resources and to leverage parking assets to improve overall transportation and mobility facilities. The following table summarizes key parking objectives within the TOD zone.


⁵ City of Harvey Municipal Code, Chapter 16-30 TOD Overlay District; information available online at: <https://www.codepublishing.com/IL/Harvey/#!/Harvey16/Harvey1630.html>

TOD TIF – Parking Objectives

- Safe pedestrian crossings and convenient parking and drop-off locations should be provided.
- Increase available on-street parking, in particular along Broadway Avenue and both sides of Park Avenue between 154th and 155th streets. On-street parking along these streets should be coordinated with street upgrades and, in the case of Park Avenue, with embankment buffer treatments.
- Seek to provide additional commuter parking spaces west of the railroad embankment, ideally to be shared with other uses in the evenings and on weekends. Potential locations for additional and potential replacement commuter parking include a potential future off-street parking lot accessed from Broadway Avenue and new on-street parking along Park Avenue between 153rd and 157th streets.
- Fare collection boxes or parking meters and appropriate signage will be needed to clearly designate any on-street commuter spaces.
- Improve wayfinding throughout Downtown, including directory signage to assist in accessing public transit, available parking areas and local businesses. Wayfinding signage should be coordinated visually with gateway features.

Source: City of Harvey TOD TIF, January 2021.

The potential redevelopment and redesign of the Harvey Transportation Center and Metra Station may offer new opportunities to modify the amount of public and private parking within the TOD zone. Programmatic measures, such as shared parking, dynamic pricing (e.g., 30-minute, hourly), and regulatory efforts may be explored to ensure that parking resources are being maximized to their fullest potential while also supporting larger city-wide transportation and land-use development goals. In addition, the combination of Complete Streets improvements and redesign of the Pace Transportation Center environs may allow for reallocation of on-street parking spaces and strategic placement of off-street parking to provide greater access and convenience for residents, businesses, customers, and visitors.

<p>Parking Resources</p> 	<p>TOD Opportunities</p> <ul style="list-style-type: none"> ▪ Transform Transportation Center/Metra Station from park-and-ride to Central Parking District to serve multiple downtown businesses ▪ Promote and streamline shared parking agreements with private businesses and avoid building (and financing) new public parking ▪ Encourage on-street parking management through time limits, and enforcement to generate higher turnover and increase curbside utilization, especially in popular zones near the Pace Transportation Center and Metra Station ▪ Consider dynamic parking pricing in popular public on- and off-street spaces ▪ Explore modifications to Transit Oriented Overlay District for developers to consider in-lieu fees, aggressive parking maximums, and other financial requirements to support other transportation services and programs ▪ Increase minimum bike parking ratios (e.g., 5-6 bike spaces per 20 vehicle spaces) ▪ Require Green Parking Design measures into parking design, such as permeable pavers, bioswales, planters, and energy-efficient lighting
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