

# APPENDIX

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**Meeting Summaries**

**Community Input Survey Results**

**Existing Conditions Report**

# MEETING SUMMARIES

The following meeting summaries document meetings with the Steering Committee and Public.

A list of meeting summaries follows below:

October 29 2015	Steering Committee Kickoff
March 3 2016	Steering Committee Meeting #2
May 3 2016	Public Informational Meeting
July 19 2016	Steering Committee Meeting #3
September 2-3 2016	Taste of Melrose Community Event
December 15 2016	East Corridor Joint Public Meeting - Elmwood Park Economic Development Committee
January 10 2017	West Corridor Joint Public Meeting - Melrose Park Planning and Zoning Board
March 16 2016	Steering Committee Meeting #4
March 22 2016	Public Review Meeting



# MEETING SUMMARY

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

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The following summarizes comments gathered during the Steering Committee Kickoff Meeting. This meeting took place October 23<sup>rd</sup>, 2015 at 10am at Northlake City Hall. The meeting agenda, sign-in sheet and other meeting materials are attached to this summary.

After introductions, the Consultant Team presented an overview about the project objectives and scope of work. The corridor study is focused on improving public transit efficiency and connectivity along North Avenue. This effort includes collaboration with nine corridor communities between Harlem Avenue and York Street to address pedestrian access issues, transit connections, traffic conditions and economic development opportunities.

General roles and responsibilities of the Consultant Team include the following:

- Teska Associates (Teska) – project management, public outreach, urban design and site planning
- Business Districts Inc (BDI) – market analysis and economic development
- Gewalt Hamilton Associates (GHA) – transportation analysis and planning
- Fish Transportation Group (FTG) – transit and traffic analysis and planning

The Team presented a summary of planning activities completed to date. These include the following:

1. Outreach materials and activities:
  - a. Teska discussed the project website: <http://northavenuecorridorstudy.com/>
  - b. Teska presented printed project branding materials including the project logo and project counter cards for distribution to the communities.
2. Data analysis:
  - a. GHA discussed roadway data that was gathered, including the following physical attributes: handicap ramps; signals; traffic signals; pedestrian signals; countdown timers; bus stops; bus shelters; sidewalks; sidewalk gaps; deteriorated sidewalks and crosswalks.



- b. GHA performed signal cabinet inspections at all traffic signals
  - c. Fish Transportation Group documented traffic counts for the following intersections:
    - i. North Ave and Harlem Ave
    - ii. North Ave and 5<sup>th</sup> Ave
    - iii. North Ave and 25<sup>th</sup> Ave
    - iv. North Ave and Manheim Road
    - v. North Ave and York Street
    - vi. *Note that North Ave and 19<sup>th</sup> is currently under construction and as a result, traffic counts could not be completed.*
3. Preliminary mapping:
- a. Teska assembled available GIS data from Cook and DuPage Counties to create an overall base map and base map enlargements for the study area. These maps were provided as large exhibits and were utilized during the committee mapping activity.

The Committee participated in the following two activities:

#### Activity 1: Group Mapping Activity

The group discussed relevant planning and construction efforts that are underway within the corridor study area. As the group discussed, the consultant team documented notes on the large format map enlargements. The annotated maps are included in this summary. A list of discussion points are organized by enlargement sheet below:

#### Entire Study Area

- IDOT has prioritized improvements to ADA access ramps
- Pace is currently working on a study to transition existing flag stops to posted stops. Locations have been evaluated and may be influenced by the current study
- Pace stops should be considered a 'sense of place'
- CMAQ funding may be explored for future improvements. RTA has announced the second round of TAP funds, which may be considered for smaller projects.
- The West Central Municipal Conference is working on a North Ave Smart Corridor Study, which includes studies for ITS. Study limits are North Ave between the City of Chicago and DuPage County Line.
- IDOT may consider narrowing North Avenue travel lanes as part of this study



#### Sheet 1 Enlargement Area – York Street to I-294

- CMAQ funding has been awarded for new interchange improvements at I-294 and North Ave. This includes bridge widening at select locations
- Pace is currently exploring possibilities to work with the Tollway to provide expanded service along I-294 towards the north.
- Tollway is in early planning phases to explore tollway reconstruction between Balmoral and 95<sup>th</sup>. Anticipated construction date is 2020.
- Elmhurst: Former hospital site south of Field Elementary School is a current housing development, including 56 homes (NIDI development)

#### Sheet 2: I-294 to Roberta Avenue

- City of Northlake: Exploring a city center concept as part of the CMAP comprehensive plan near the SE intersection of North Ave and Wolf Road (behind Walgreens)
- A new Senior Facility was recently constructed at the SW corner of North Ave and Wolf Road.
- Businesses appear to operate successfully along the frontage roads
- A new truck stop was recently constructed near the SW corner of North Ave and Lake Ave.
- City of Northlake has explored a potential bike route along Northwest Ave.

#### Sheet 3: Roberta Ave to Indian Boundary Road

- See the West Central Municipal Bike Plan for surrounding bike networks and potential connections from North Ave.
- A trail exists along Addison Creek . Explore the possibilities to connect this trail to Northlake towards the west.
- The intersection at Mannheim Road is a significant pedestrian barrier that should be evaluated. Mannheim Road is a major Pace route that will connect to other Pace Pulse lines. The line runs to O-Hare towards the north and La Grange towards the south.
- Melrose Park has planned a bike path that extends along North Ave between Cornell Ave and Thatcher. Construction is anticipated in 2016.

#### Sheet 4: Indian Boundary Dr to 7<sup>th</sup> Ave

- Silver Creek Culvert exists at 20<sup>th</sup> Ave and North Ave
- A new Chick Fil A development has been recently constructed at Winston Plaza Shopping Center.
- At the North Ave and George Street signalized intersection, the roadways are not aligned. Can this be studied for a straightened alignment?



#### Sheet 5: 7<sup>th</sup> Ave to Lathrop Ave

- Maywood Park Racetrack has closed
- Triton College is currently working on a biking study. Has been awarded.
- Melrose Park has planned a bike path that extends along North Ave between Cornell Ave and Thatcher. Construction is anticipated in 2016.
- A temporary installation occurred that promoted small scale homes in the area (this is no longer exists)
- River Forest: A TIF is under consideration between Thatcher and Harlem

#### Sheet 6: Lathrop Ave to Harlem Ave

- A TIF / Business District exists at North Ave and Harlem Ave
- Harlem Ave is considered a future Pace ART/CTA corridor. There are many Pace/CTA transfers at this intersection.
- CTA has bus turnaround challenges – currently operating in the parking lot behind Sears. IDOT will not permit a signal at Neva (too close to Harlem)
- Elmwood Park/River Forest are interested in improved streetscapes along North Ave
- Elmwood Park is exploring a community center concept at the NW corner of Harlem Ave and North Ave (new Walgreens in this area)
- Restaurant Row in Elmwood Park is a major community destination. Parking is an issue for businesses. A new 11 space lot has been approved. The community is exploring a shared parking option at another nearby lot.

#### Activity 2: Worksheet Activity

The consultant team discussed next steps regarding the upcoming outreach efforts. These include outreach to the communities and stakeholder interviews. The committee was asked to fill out a worksheet that included the following prompts:

1. **RELEVANT PLANNING AND/OR CONSTRUCTION EFFORTS:** Provide any items relevant to the North Ave corridor area.
2. **PEOPLE WE SHOULD CONTACT TO ASSIST WITH PUBLIC OUTREACH:** Provide contacts for folks who can help us get the word out about the study (such as local media contacts, municipal IT departments, local churches, local schools)
3. **PEOPLE WE SHOULD REACH OUT TO FOR KEY PERSON INTERVIEWS:** Provide contacts for key stakeholders with an interest in the corridor. We will discuss with them to understand how North Ave can better serve their needs. (such as major employers, property owners, activity centers)



After the meeting, these prompts were forwarded to the Committee. A response was requested by November 6, 2015.

#### Next Steps

The consultant team will continue to document data, including reviewing relevant planning studies by each municipality and agency.

The consultant team will summarize all data collected as an Existing Conditions Report.

The Team will conduct upcoming outreach activities including:

- Monitor the project website;
- Design Pace Car Cards to be installed at bus interiors;
- Prepare the community input survey;
- Schedule and participate in interview meetings with stakeholders.

The next Steering Committee meeting is anticipated for December.

The meeting adjourned at approximately 11.30am

Encl:

Meeting agenda

Meeting sign in sheet

Group Worksheets collected to date

Annotated map exhibits



# MEETING AGENDA

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

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1. **Who we are** | Introductions
2. **What the project is about** | Project objectives and scope
3. **What the consultant team is up to** | Outreach, website, data & analysis, mapping
4. **What the Steering Committee can to do help**
  - a. Relevant planning and construction efforts (*group mapping activity*)
  - b. People we should reach out to (*worksheet activity*)
    - i. Municipal/agency contacts for public outreach
    - ii. Key person interview contacts
5. **Our Next Steps**
  - a. Data Collection, Existing Conditions Report
  - b. Distribute Outreach Materials
6. **Adjourn**



<http://northavenuecorridorstudy.com/>

# SIGN-IN SHEET

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

Name	Municipality/Agency	Email
Bridget Lane	BDI	
Cindy Fish	Fish Transp. Grp	cfish@fishtrans.net
Dominic Suardini	teska	
Bill Guizre	GHA	bguizre@gha-engineers.com
Eric Newallyn	Pace	eric.newallyn@pacebus.com
✓ John Anderson	Village of River Forest	janderson@vrf.us
Eileen Franz	City of Elmhurst	eileen.franz@elmhurst.org
David Tomzik	Pace	david.tomzik@pacebus.com
Adrienne Wuellner	Pace	Adrienne.Wuellner@pacebus.com
✓ Chris Rose	Pace	Christine.Rose@pacebus.com
Tammy Wierciak	WCMC	twierciak@westcook.org
PAUL A. VOLPE	VILLAGE OF ELMWOOD PARK	PVOLPE@ELMWOODPARK.ORG
Bill McKenna	Oak Park	mckenna@oak-park.us
JASON SALLEY	IDOT	JASON.SALLEY@ILLINOIS.GOV
ERIC TARASKA	CBREL / NORTHLAKE	ETARASKA@CBREL.COM





# WORKSHEET

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

#### 1. RELEVANT PLANNING AND/OR CONSTRUCTION EFFORTS:

- PARKING @ 74th + NORTH AVE = RESTAURANT ROW
- WALGREEN'S - NORTH + HARLEM
- TIF @ NORTH + HARLEM
- BUS DISTRICT - NORTH AVE + HARLEM AVE

#### 2. PEOPLE WE SHOULD CONTACT TO ASSIST WITH PUBLIC OUTREACH:

(local media contacts, IT departments, local churches, schools)

KIM PARRILLI 708-452-3914

#### 3. PEOPLE WE SHOULD REACH OUT TO FOR KEY PERSON INTERVIEWS:

(key stakeholders, major employers, major activity centers)

- ANGELO COLLINO - TRUSTEE + OWNER OF MASSA CAFE -  
- ANGELO@ALAMODEFOODS.COM
- PETER VOLPE - CHAIRMAN OF E.P. ECONOMIC DEVELOPMENT COMMISSION  
(773) 988-0507

TREVON  
DICK



# WORKSHEET

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

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1. RELEVANT PLANNING AND/OR CONSTRUCTION EFFORTS:

AS I'M SURE YOU KNOW, A NUMBER OF COMPREHENSIVE AND SUBAREA PLANS HAVE BEEN DONE. IF YOU HAVE ANY QUESTIONS ABOUT NORTHLAKE'S PLANS PLEASE LET ME KNOW.

2. PEOPLE WE SHOULD CONTACT TO ASSIST WITH PUBLIC OUTREACH:

*(local media contacts, IT departments, local churches, schools)*

N/A.

3. PEOPLE WE SHOULD REACH OUT TO FOR KEY PERSON INTERVIEWS:

*(key stakeholders, major employers, major activity centers)*

KINDY KRULW - FOREST PRESERVES OF COOK COUNTY  
JOHN ONEIL - CHAP - "BIKE PLANNING GURU"



# WORKSHEET

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

Village of River Forest

1. RELEVANT PLANNING AND/OR CONSTRUCTION EFFORTS:

North Avenue TIF District being established

2. PEOPLE WE SHOULD CONTACT TO ASSIST WITH PUBLIC OUTREACH:

*(local media contacts, IT departments, local churches, schools)*

?

3. PEOPLE WE SHOULD REACH OUT TO FOR KEY PERSON INTERVIEWS:

*(key stakeholders, major employers, major activity centers)*

Village Administrator, Eric Palm



# WORKSHEET

## Steering Committee Kickoff

### Pace North Avenue Corridor Study

23 October 2015, 10am

Northlake City Hall, 55 E North Avenue

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1. RELEVANT PLANNING AND/OR CONSTRUCTION EFFORTS:

2. PEOPLE WE SHOULD CONTACT TO ASSIST WITH PUBLIC OUTREACH:

*(local media contacts, IT departments, local churches, schools)*

3. PEOPLE WE SHOULD REACH OUT TO FOR KEY PERSON INTERVIEWS:

*(key stakeholders, major employers, major activity centers)*

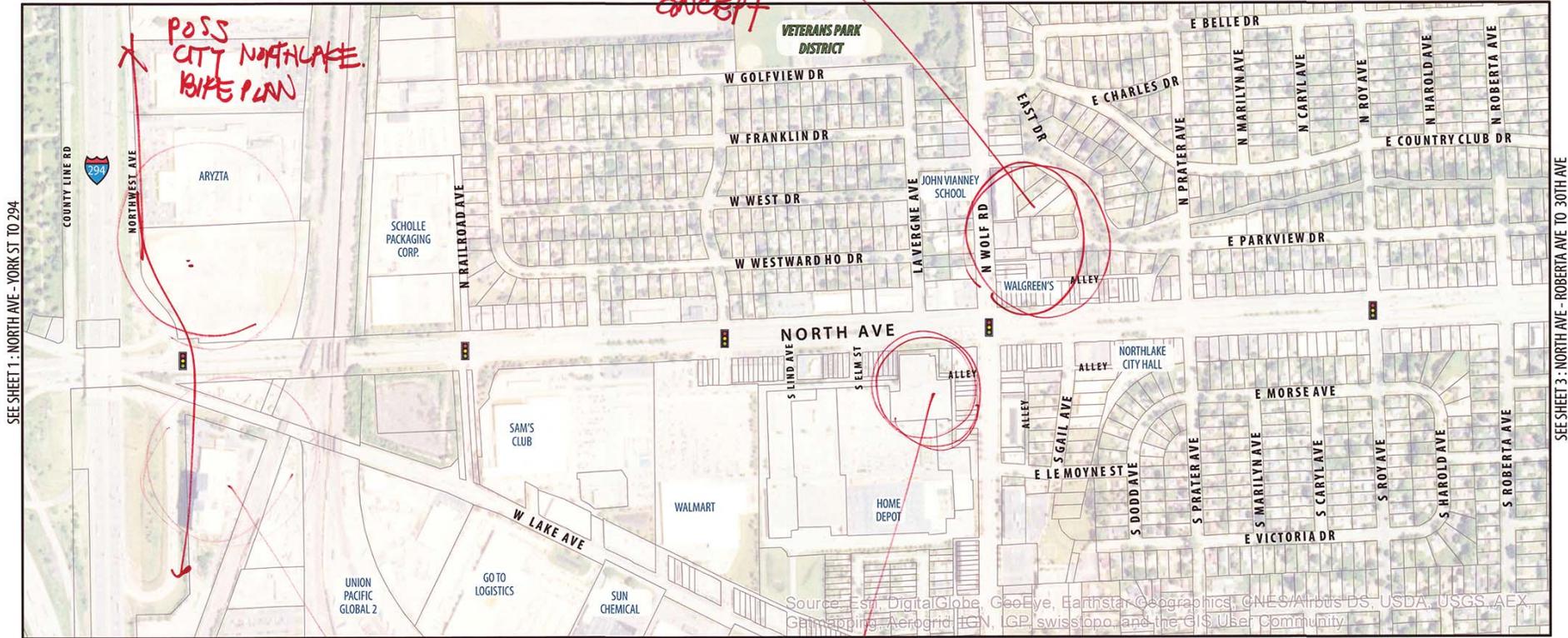
Adrian Fisher @ Triton  
adrianfisher@triton.edu



FRONTAGE ROADS  
BUSINESS USES OF

NORTH LAKE  
CORP PLAN.  
CITY CENTER  
CONCEPT

POSS  
CITY NORTH LAKE  
BIKE PLAN



SEE SHEET 1: NORTH AVE - YORK ST TO 294

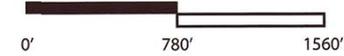
SEE SHEET 3: NORTH AVE - ROBERTA AVE TO 30TH AVE

Key Map



TRUCK STOP.

NORTH LAKE  
NEW SENIOR FACILITY



# Pace North Avenue Corridor Plan

Existing Conditions: Sheet 2 - 294 to Roberta Ave

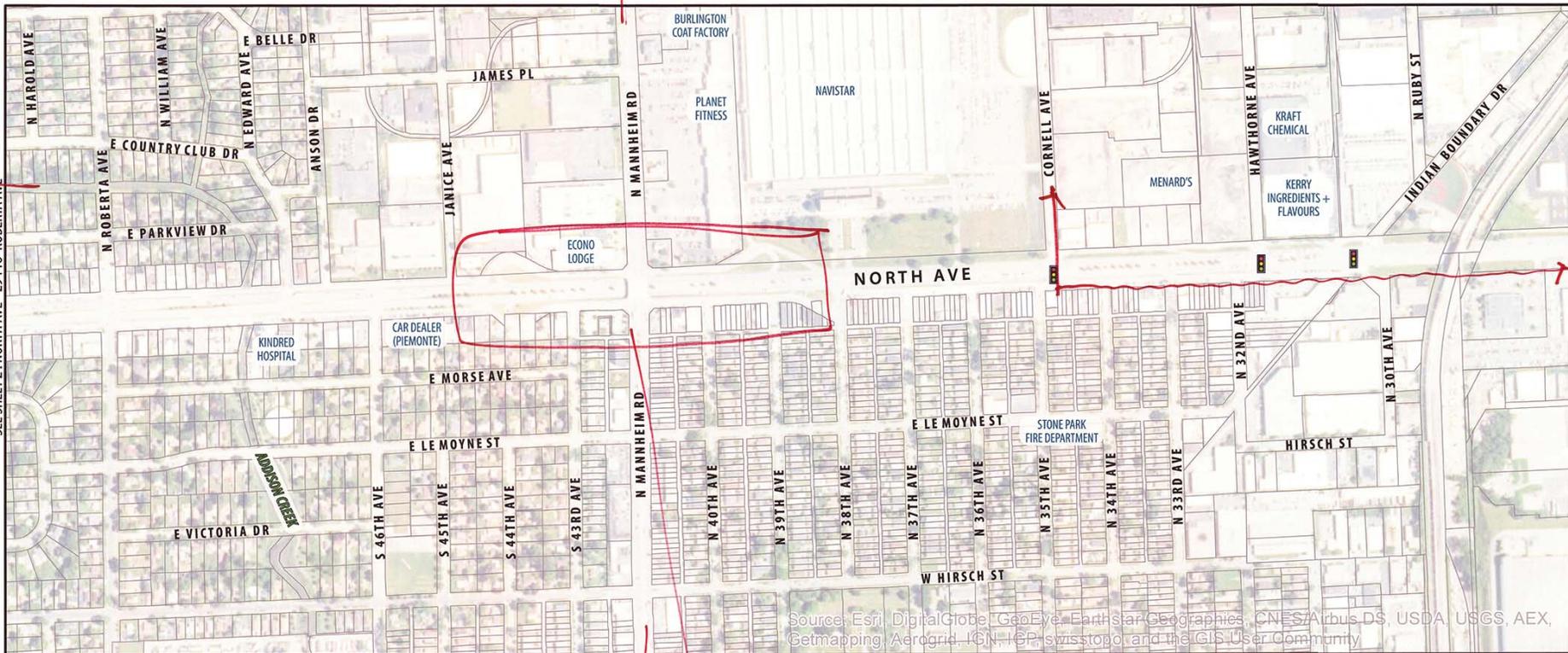


October 23, 2015

W. CENTRAL MUNI. BIKE PLAN.

OHAVE  
CONNECTS TO OTHER PACE PULSE DEMASTER.

EXIST TRAIL  
@ SOUTH  
CAN IT  
CONNECT  
TO  
N. AVE



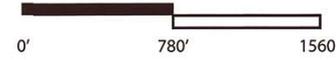
MELP  
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TO  
THAT  
2010  
CONSTR

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Key Map



PEO BARRIER  
LO  
TRANSIT



# Pace North Avenue Corridor Plan

Existing Conditions: Sheet 3 - Roberta Ave to Indian Boundary Dr

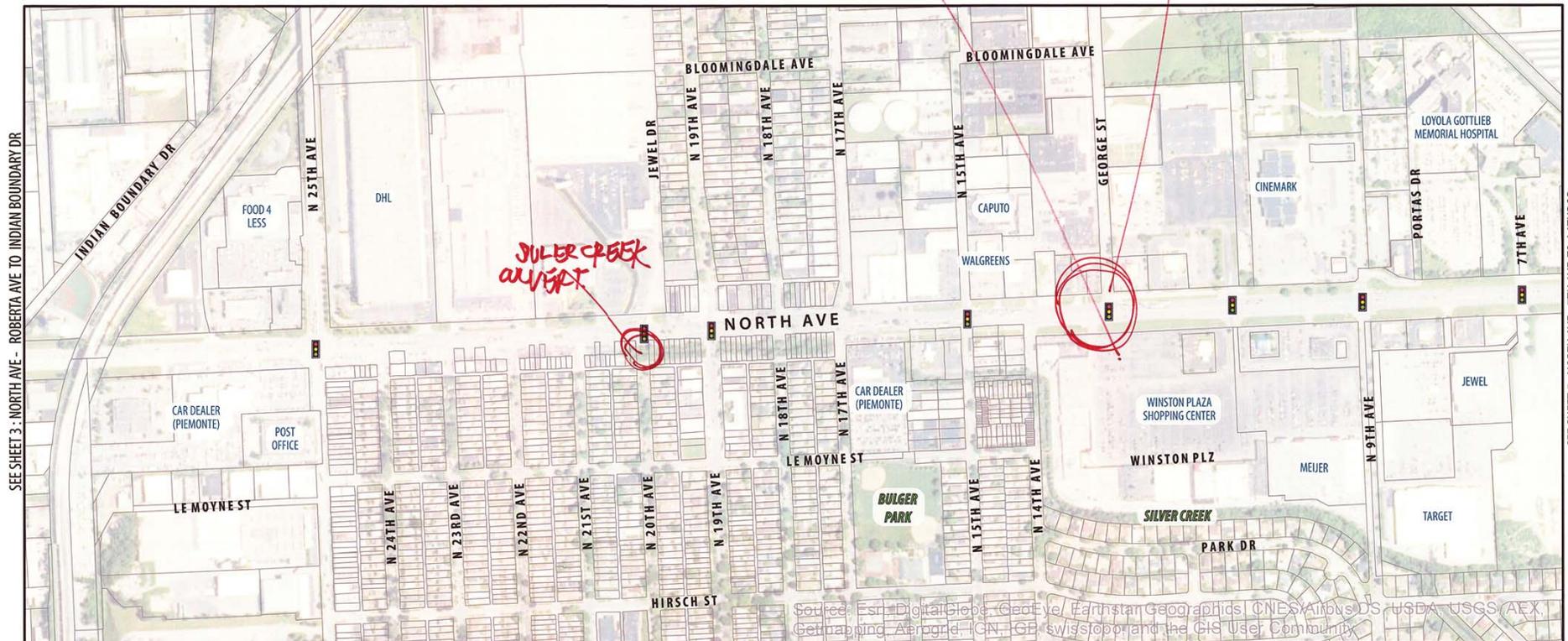


October 23, 2015

MEN CNICK FIL-A-  
OUTLOT DEVELOPMENT.

CAN INTERSECT  
BE STRAIGHTENED?

SILVER CREEK  
AVENUE

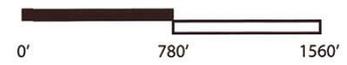


SEE SHEET 3: NORTH AVE - ROBERTA AVE TO INDIAN BOUNDARY DR

SEE SHEET 5: NORTH AVE - 7TH AVE TO LATHROP

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aergrid, IGN, IGP, swisstopo, and the GIS User Community

Key Map



# Pace North Avenue Corridor Plan

Existing Conditions: Sheet 4 - Indian Boundary Dr to 7th Ave



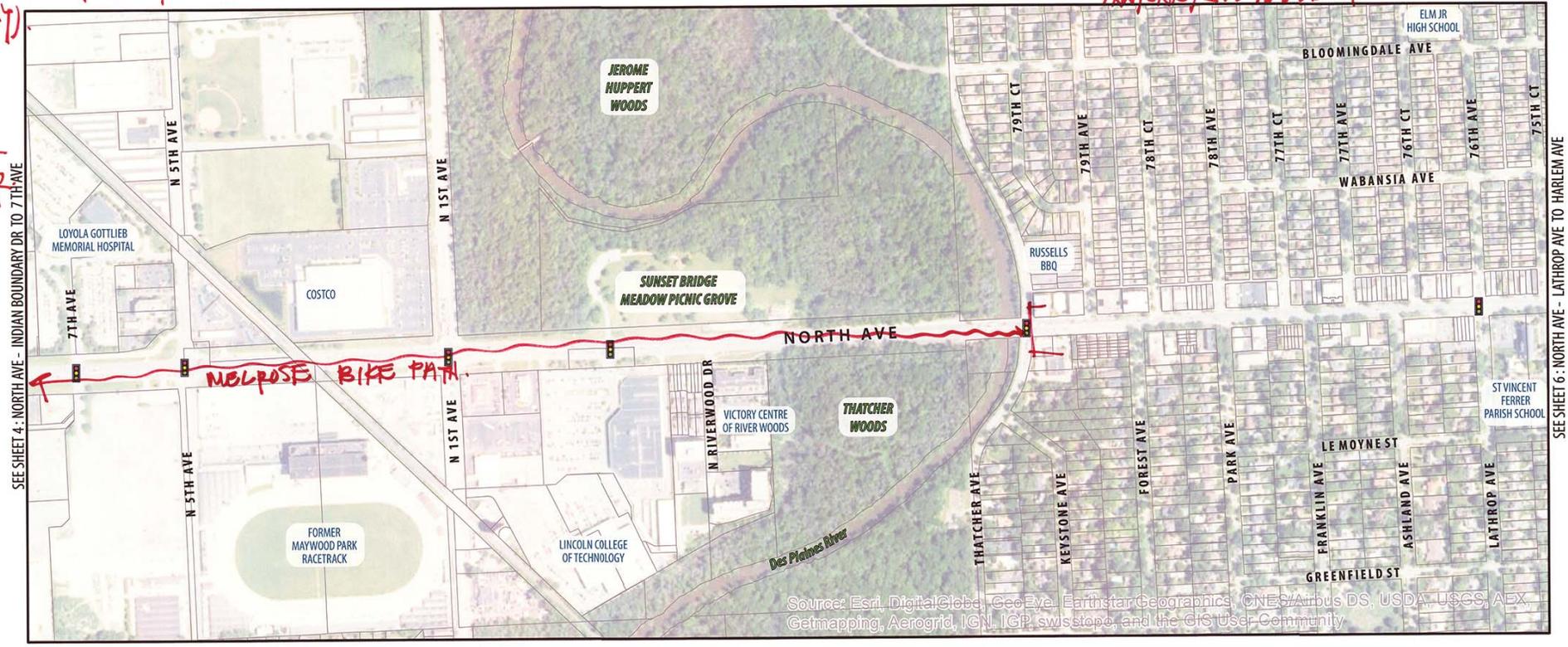
October 23, 2015

TRITON BIKE STUDY  
BIKING STUDY - AWARDED

(TAMM)

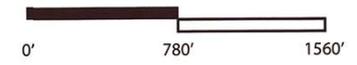
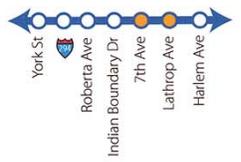
RIVER FOREST  
TIF - ON SIDEBED.  
THATCHER TO HARLEM

CONSTR  
TRAILER  
TIM  
HAMES



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Key Map

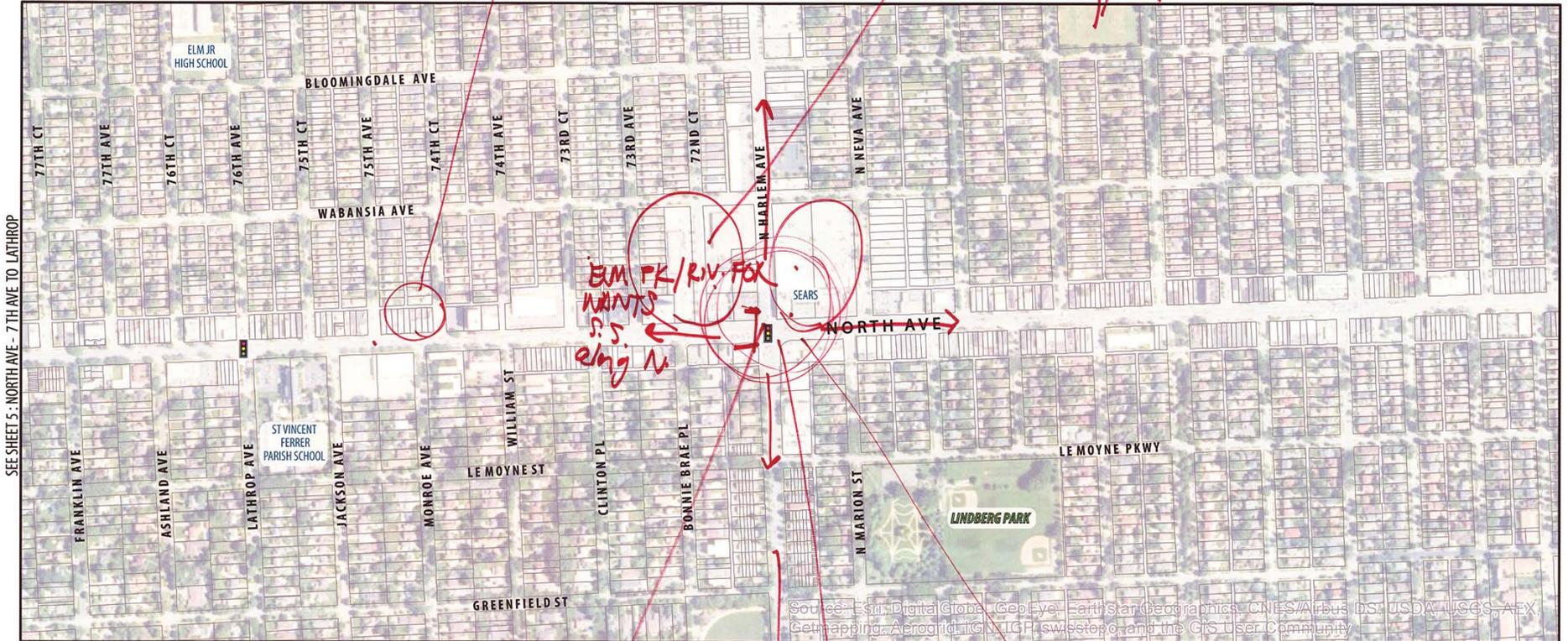


# Pace North Avenue Corridor Plan

Existing Conditions: Sheet 5 - 7th Ave to Lathrop Ave



October 23, 2015



SEE SHEET 5: NORTH AVE - 7TH AVE TO LATHROP

SHARED PARKING OPTION @ 3500 LOT.

REST. ROW. ELM. PARK SURFACE PARKING, 11 SP.

COMM. CENTER IDEA: NEW PARKING/WAGS.

EUM PK/RIV. FOX MOUNTS P.S. Ring N

PACES TRANSFERS

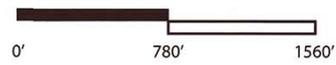
FUTURE PACE NET / CITA COLLECTOR

CITA BUS TURNAROUND CHALLENGES.

NEW WAGS.

NORTH HARLEM TIP BUSINESS DIST.

Key Map



# Pace North Avenue Corridor Plan

Existing Conditions: Sheet 6 - Lathrop Ave to Harlem Ave



October 23, 2015



# MEETING SUMMARY

## Steering Committee Meeting #2

### Pace North Avenue Corridor Study

03 March 2016, 10.30am

Northlake City Hall, 55 E North Avenue

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The following summarizes comments gathered during the Steering Committee Meeting. This meeting took place March 3<sup>rd</sup>, 2016 at 10.30am at Northlake City Hall. The meeting agenda, sign-in sheet and other meeting materials are attached to this summary.

Prior to the meeting, the Consultant Team provided the Existing Conditions Summary to the Committee. A copy of the summary may be downloaded from the project website:

<http://northavenuecorridorstudy.com/documents/>

The Team presented a summary of outreach activities completed to date. These include the following:

1. Outreach materials and activities:
  - a. Public Input Survey - launched in January and has 536 responses to date
  - b. Stakeholder Interviews – conducted February 16 & 18
  - c. Bus Rider Survey – conducted February 23

The Team presented an overview of the Existing Conditions Summary via power point presentation. The presentation may be downloaded from the project website:

<http://northavenuecorridorstudy.com/documents/>

The presentation is organized by the following sections:

1. Public Outreach
2. Past Planning Initiatives
3. Transportation Network
4. Transit Systems & Pedestrian Connections
5. Urban Design
6. Demographics
7. Opportunities



The Committee participated in the following activity:

1. Big Ideas Activity: The Committee was provided worksheets that requested input on “big concerns” and “big ideas”. After the Committee filled out the worksheets, each participant reported to the group their top concern and top idea. A list of top responses follows below:
  - a. Top Ideas
    - i. Increase landscape
    - ii. Address appearances on the street, such as crumbling medians and curbs
    - iii. Address connectivity
    - iv. Address cross access
    - v. Improve streetscape and bike/pedestrian connections
    - vi. Provide more outreach to corridor employers to better understand their transit needs
    - vii. Provide better access to bus stops and cross streets
    - viii. More crosswalks
    - ix. Make the corridor more vibrant, it has a haphazard, old and tired appearance
    - x. Need multiple crossings
    - xi. Increase pedestrian access
    - xii. Design redevelopment to support access to transit
    - xiii. Retrofit parking lots to accommodate improved pedestrian access
  - b. Top Concerns
    - i. Impacts of improved streetscape amenities on communities’ finances and personnel;
    - ii. Maintenance
    - iii. Funding

A question was raised regarding the Level of Service (LOS) for the intersection of Wolf Road and North Ave. This information was unavailable at the time of the presentation, and will be added to the Existing Conditions Summary. New Wolf Road intersection data follows below.

1. LOS information for the intersection of Wolf Road and North Avenue.
  - a. Weekday AM Peak Hour: Overall LOS = C; Northbound and Southbound through Movements on Wolf Road = LOS E; all other movements and approaches LOS D or better.
  - b. Weekday PM Peak Hour: Overall LOS = D; Northbound through movements, southbound left-turns and through movements = LOS E; all other movements and approaches LOS D or better.



## Next Steps

1. Committee's Next Steps
  - a. The Team is requesting community assistance to spread the word about the survey.
  - b. Report Comments due to Teska - March 18
2. Team's Next Steps
  - a. Finalize and distribute survey data
  - b. Plan for a Public Information Meeting (*spring*)
  - c. Coordinate preliminary recommendations with the transit agencies (*spring*)
  - d. Next Steering Committee meeting: (*summer*)

The meeting adjourned at approximately noon

Encl:

Meeting agenda

Existing Conditions: Pedestrian Hot Spots & Economic Impact

Meeting sign in sheet

Group Worksheets collected to date



# MEETING AGENDA

## Steering Committee Meeting #2

### Pace North Avenue Corridor Study

03 March 2016, 10.30 am

Northlake City Hall, 55 E North Avenue

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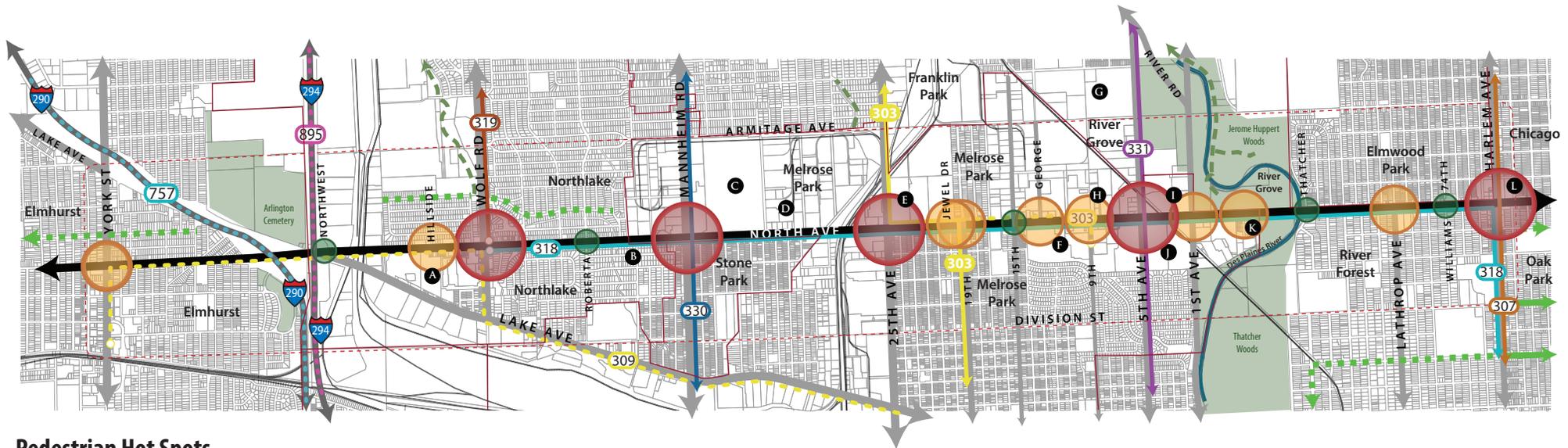
1. **Introductions**
2. **Work completed to date** | data collection and outreach activities
3. **Existing conditions summary** | team presentation
4. **Corridor concerns & opportunities** | group worksheet activity
5. **Committee's Next Steps**
  - a. Help us get more survey responses – **take a poster!**
  - b. Report Comments due to Teska - **March 18**
6. **Team's Next Steps**
  - a. Finalize and distribute survey data
  - b. Public Information Meeting (*spring*) - **location suggestions are welcome!**
  - c. Coordinate preliminary recommendations with the transit agencies (*spring*)
  - d. Next Steering Committee meeting: (*summer*)
7. **Adjourn**



<http://northavenuecorridorstudy.com/>

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**Pace North Avenue Corridor Study**  
Teska Associates | Business Districts, Inc. | Gewalt Hamilton Associates | Fish Transportation Group  
Jodi Mariano, Teska Associates, [JMariano@TeskaAssociates.com](mailto:JMariano@TeskaAssociates.com), 847.869.2015  
Erik Llewellyn, Pace Suburban Bus, [Erik.Llewellyn@pacebus.com](mailto:Erik.Llewellyn@pacebus.com), 847.228.2336



### Pedestrian Hot Spots

#### Major

Total Bus Activity On + Offs (People)



#### Intermediate

Total Bus Activity On + Offs (People)



#### Moderate

Total Bus Activity On + Offs (People)



### Legend

#### Transportation

- Bike Path (off-street)
- Bike FriendlyRoute
- Dedicated Bike Route
- PACE Bus Routes
- Corridor Study Area

#### Regional/Community Anchors

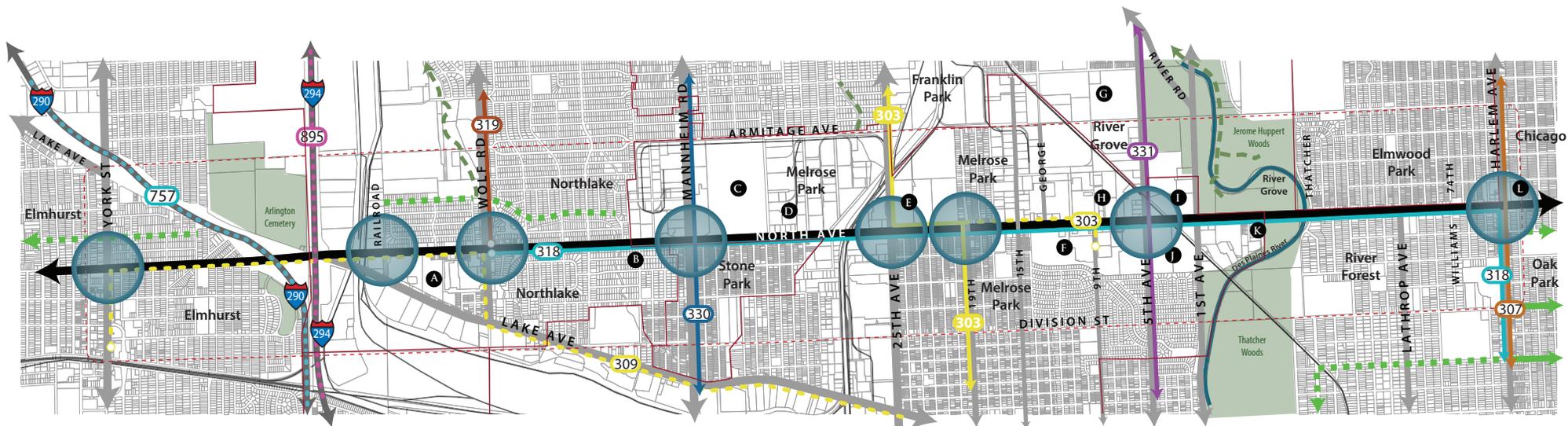
- |  |   |   |                                     |
|--|---|---|-------------------------------------|
| <b>A</b> Northlake Commons<br>Sams Club/<br>Walmart/<br>Home Depot | <b>D</b> Menards                          | <b>H</b> Loyola Gottlieb<br>Memorial Hospital | <b>K</b> Residences of<br>Riverwood |
| <b>B</b> Kindred Hospital  | <b>E</b> DHL                              | <b>I</b> Costco                               | <b>L</b> Sears                      |
| <b>C</b> Navistar  | <b>F</b> Winston Plaza<br>Shopping Center | <b>J</b> Former Maywood<br>Park Racetrack     |                                     |
|  | <b>G</b> Triton College                   |   |                                     |



# Pace North Avenue Corridor Plan

Existing Conditions: Pedestrian Hot Spots

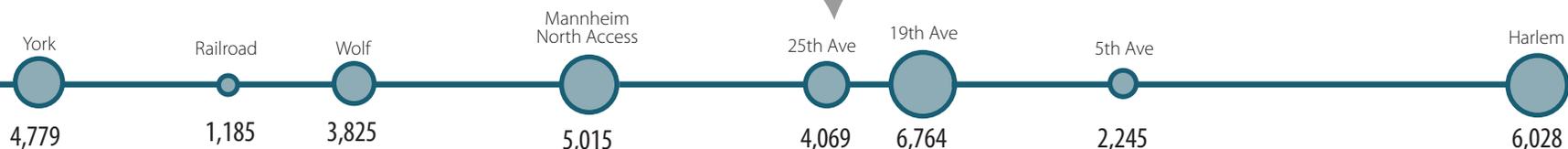




### Economic Impact

#### 1/2 Mile Residents

(People)



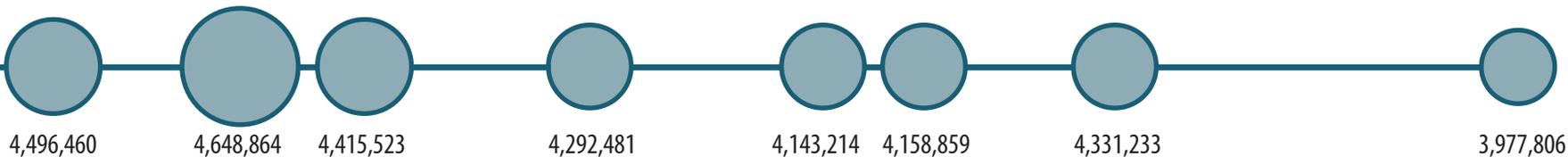
#### 1/2 Mile Employees

(People)



#### 30 Min Residents

(People)



### Legend

#### Transportation

- Bike Path (off-street)
- Bike FriendlyRoute
- Dedicated Bike Route
- PACE Bus Routes
- Corridor Study Area

#### Regional/Community Anchors

- A** Northlake Commons  
Sams Club/  
Walmart/  
Home Depot
- B** Kindred Hospital
- C** Navistar
- D** Menards
- E** DHL
- F** Winston Plaza  
Shopping Center
- G** Triton College
- H** Loyola Gottlieb  
Memorial Hospital
- I** Costco
- J** Former Maywood  
Park Racetrack
- K** Residences of  
Riverwood
- L** Sears



# Pace North Avenue Corridor Plan

Existing Conditions: Economic Impact



February 26, 2016

NORTH AVENUE STEEPING COMMITTEE #2.  
NORTHLAKE CITY HALL

03/03

MARCH 3 2014 10<sup>30</sup> AM.

SIGN IN SHEET.

NAME	AGENCY/MUNICIPALITY	E-MAIL
JEFF LOSTER	VILLAGE OF RIVER FOREST	jloster@urf.us NORTHLAKECITY.COM
NORMAN NISSEN	NORTHLAKE POLICE	NNISSEN@
ERIC TRAMKA	CBREL	E.TRAMKA@CBREL.COM
Ed Stoeltinga	Hancock/Melrose Park	elstoeltinga@ehancock.com
JASON SALLEY	IDOT	JASON.SALLEY@ILLINOIS.GOV
CHRIS ROSE	Pace Bus	Christine.Rose@Pacebus.com
Thomas Robbins	Pace Bus	Thomas.robbins@pacebus.com
Lynn Means	GHA	lmeans@gha-engineers.com
Eric Hewelley	Pace	eric.hewelley@pacebus.com
David Tomzick	Pace	David.Tomzick@pacebus.com
Heather Tabbert	RTA	tabberth@rtachicago.org
Eileen Franz	City of Elmhurst	eileen.franz@elmhurst.org
Bill Guvere	GITA	bguvere@gha-engineers.com
Domine Suardini	TESKA	dsuardini@teskaassociates.com
Bridget Lane	BDI	blane@business-districts.org
Cindy Fish	FTG	cfish@fishtrans.net
LEN CANNATA	WCME	L.CANNATA@Westcash.org
Jodi Mariano	TESKA	JMARIANO@TESKAASSOCIATES.COM



## WORKSHOP ACTIVITY

What are your concerns along the corridor?



 My biggest concern regarding **businesses** is

*Keeping the storefronts  
occupied*

 My biggest concern regarding **appearance** is

*Crumbling Medians,  
Old Streetlighting*

 My biggest concern regarding **the pedestrian/bike network** is \_\_\_\_\_

*Lack of Clearly Segregated  
Paths*

 My biggest concern regarding **transit** is \_\_\_\_\_

*Lack of Access  
Shelters*

 My biggest concern regarding **the roadway/intersections** is \_\_\_\_\_

*Signal Intersections  
And Smart Corridors*

 My biggest **general** concern is \_\_\_\_\_

*Funding After  
Planning*



# WORKSHOP ACTIVITY

What are your big ideas for the corridor?

 My big idea for **businesses** is \_\_\_\_\_  
*Just keeping storefronts*  
*Full*

 My big idea for **appearance** is \_\_\_\_\_  
*Sustainable Landscaping*  
*w/ Low MAINTENANCE*  
*Costs*

 My big idea for **the pedestrian/bike network** is \_\_\_\_\_  
*Connectivity w/ Des Moines*  
*Trail*

 My big idea for **transit** is \_\_\_\_\_  
*Appealing Shelters w/*  
*Real time information*

 My big idea for **the roadway/intersections** is \_\_\_\_\_  
*Signal Interconnects*

 My big idea in **general** is \_\_\_\_\_



# WORKSHOP ACTIVITY

What are your big ideas for the corridor?



My big idea for **businesses** is to have

down to the street.



My big idea for **appearance** is intake

signs on the left hand side  
numbers and types



My big idea for **the pedestrian/bike network** is bikes/pedals

across to business adjacent to  
corridor



My big idea for **transit** is can't be stops

to some local ones.



My big idea for **the roadway/intersections** is crosswalks, pedals, etc. etc.

and pedals with the signal



My big idea in **general** is improvement

across.



## WORKSHOP ACTIVITY

What are your concerns along the corridor?



 My biggest concern regarding **businesses** is how far out from the main the  
main

 My biggest concern regarding **appearance** is the large number of signs in the  
corridor

 My biggest concern regarding **the pedestrian/bike network** is safety

 My biggest concern regarding **transit** is safe  
access to bus stops

 My biggest concern regarding **the roadway/intersections** is pedestrian  
being able to safely cross

 My biggest **general** concern is improvement  
for pedestrian/bike/travel users



## WORKSHOP ACTIVITY

What are your concerns along the corridor?

 My biggest concern regarding **businesses** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest concern regarding **appearance** is crumbling medians  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest concern regarding **the pedestrian/bike network** is connectivity to dest's. away from corridor  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest concern regarding **transit** is Bus shelters near traffic  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest concern regarding **the roadway/intersections** is Ped crossing signals  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest **general** concern is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# WORKSHOP ACTIVITY

What are your big ideas for the corridor?



 My big idea for **businesses** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **appearance** is \_\_\_\_\_  
*Replace medians*  
*& curbs*  
\_\_\_\_\_

 My big idea for **the pedestrian/bike network** is \_\_\_\_\_  
*Extend bike path*  
*links.*  
\_\_\_\_\_

 My big idea for **transit** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **the roadway/intersections** is *evaluate signals,*  
*replace ~~to~~ with*  
*countdowns*  
\_\_\_\_\_

 My big idea in **general** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## WORKSHOP ACTIVITY

What are your concerns along the corridor?

 My biggest concern regarding **businesses** is

CONNECTIVITY / ACCESS

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 My biggest concern regarding **appearance** is

DRAWING IN PEDESTRIANS TO

LOCAL BUSINESS.

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 My biggest concern regarding **the pedestrian/bike network** is CONNECTIVITY /

ACCESS

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 My biggest concern regarding **transit** is \_\_\_\_\_

PEDESTRIAN ACCESS / ADA

COMPLIANCE, PEDESTRIAN

STRUCTURE.

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 My biggest concern regarding **the roadway/intersections** is \_\_\_\_\_

SAFE TRAFFIC FLOW

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 My biggest **general** concern is PEDESTRIAN

SAFETY / ACCESSIBILITY

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# WORKSHOP ACTIVITY

What are your big ideas for the corridor?



 My big idea for **businesses** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **appearance** is \_\_\_\_\_  
*STREET SCAPE*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **the pedestrian/bike network** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **transit** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **the roadway/intersections** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea in **general** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# WORKSHOP ACTIVITY

What are your big ideas for the corridor?



 My big idea for **businesses** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **appearance** is \_\_\_\_\_  
LANDSCAPING - AREA  
IS CURRENTLY STARK  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **the pedestrian/bike network** is \_\_\_\_\_  
WORK W/ COMMUNITIES  
TO CREATE CONNECTION PTS  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **transit** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea for **the roadway/intersections** is MORE WELL-DEFINED  
CROSSWALKS & PROVIDE  
MORE TIME FOR CROSSING  
\_\_\_\_\_  
\_\_\_\_\_

 My big idea in **general** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# WORKSHOP ACTIVITY

What are your concerns along the corridor?

 My biggest concern regarding **businesses** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest concern regarding **appearance** is \_\_\_\_\_  
THE CORRIDOR ISN'T  
VERY AESTHETICALLY PLEASING  
THOUGH LANDSCAPING BZINES  
FINANCIAL NEEDS

 My biggest concern regarding **the pedestrian/bike network** is ACCESSIBILITY  
INTO COMMUNITIES  
\_\_\_\_\_

 My biggest concern regarding **transit** is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

 My biggest concern regarding **the roadway/intersections** is \_\_\_\_\_  
WIDTH/TIMING  
CHALLENGES FOR  
PEDESTRIANS

 My biggest **general** concern is \_\_\_\_\_  
CONSISTENCY  
~~REGARDING~~ THROUGH  
THE CORRIDOR  
\_\_\_\_\_  
\_\_\_\_\_



# MEETING SUMMARY

## Public Informational Meeting

### Pace North Avenue Corridor Study

03 May 2016, 7.00 pm

Bulger Park Facility, 1601 Hirsch Street, Melrose Park

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The following summarizes comments gathered during the Public Informational Meeting. This meeting took place May 3<sup>rd</sup>, 2016 at 7:00 pm at the Bulger Park Facility in Melrose Park. The sign-in sheet and other meeting materials are attached to this summary.

Prior to the meeting, the Consultant Team and Pace Suburban Bus notified the community of the public meeting via the following methods:

1. Email reminders to the Steering Committee, Interviewees and Survey Respondents;
2. Announcement flyers posted at Village / City Halls, park district buildings, corridor businesses and in Pace bus interiors;
3. Announcements and flyers posted via municipal websites, park district websites and social media outlets;
4. Announcements via Pace and RTA social media outlets.

The purpose of the public informational meeting was to educate the corridor communities about the corridor plan and listen to their input. The format of the meeting was an open house. Exhibits and input activities were located throughout the room and consultant team members were available to provide assistance and interpretation as needed.

The following exhibits were posted throughout the room:

1. Transportation and Transit Exhibits
2. Survey Summary Exhibit
3. Site Enhancement Opportunity Exhibits

Bound copies of the Existing Conditions Report and Survey Response Data Report were available for review.



The following input activities were available:

1. Transportation and Transit Opportunity Stickers
  - a. Existing Transportation and Transit Exhibits were displayed throughout the room. Participants were invited to add opportunity stickers on the exhibits. Opportunity Stickers were provided for the following categories:
    - i. Bike Improvements
    - ii. Site/Building Improvements
    - iii. Roadway Improvements
    - iv. Bus Stop Improvements
    - v. Landscape/Streetscape Improvements
    - vi. Sidewalk/Crossing Improvements
    - vii. Other





2. Site Development Opportunity Comments

a. Site Enhancement Opportunity areas were displayed throughout the room. Participants were invited to provide written comments on the exhibit boards. Comments include the following:

i. Site #1, Former Maywood Race Track Property:

1. Paved bike trail along the Des Plaines River – connect with other paved/crushed gravel trails.





ii. Site #2, Sears Property:

1. Find funding to tear down existing Sears so Continental Developers Plan (Marianos at NW corner of Sears site and smaller Sears at SE corner) can be implemented.
2. Minimize parking lots fronting North Ave, need pedestrian friendly retail.
3. Get law changed so bus traffic can be considered for transit-oriented development. Put TOD on/near North/Harlem corner
4. Find a way to eliminate panhandlers and homeless residing on south wall of Sears building.
5. Find a way to minimize trash accumulation .
6. Make Neva 2-way north of North Ave.
7. Hobby Lobby/ Michaels Arts and Crafts.
8. Golden Corral/Old Country Buffet.



**Pace North Avenue Corridor Study**

Teska Associates | Business Districts, Inc. | Gewalt Hamilton Associates | Fish Transportation Group



The following verbal comments were collected:

1. Participants noted a general desire for improved sidewalks and bike facilities throughout the corridor.
2. Comments were made to improve the overall image and appearance of the corridor, specifically towards the east / Harlem Ave area.
3. One participant reported a desire for improved community paratransit service in Melrose Park and was not aware that regular Pace bus service existed along the corridor.

### Meeting photos



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### Pace North Avenue Corridor Study



The meeting adjourned at approximately 9.00pm.

Encl:

Announcement poster

Meeting sign in sheet

# PACE NORTH AVENUE CORRIDOR STUDY

What works? What doesn't? Help complete the street!



## OPEN HOUSE: TUESDAY, MAY 3RD FROM 7-9PM

Thank you for taking the survey – please join us at an Open House to review existing conditions and help us plan for a more complete street!

**When:** Tuesday May 3rd, 7-9 pm

**Where:** Bulger Park Facility | 1601 Hirsch St | Melrose Park



## REUNION PUBLICA: MARTES, 3 DE MAYO, DE 7-9 PM

El Estudio del Corredor de la Avenida North para Pace  
*¿Que funciona? ¿Qué no? Ayuda completar la calle!*

Gracias por tomar la encuesta - por favor únase con nosotros en la reunión pública para revisar las condiciones existentes y ayudarnos a planificar una calle más completa!

**Cuándo:** martes, 3 de mayo de 7-9 pm

**Dónde:** Bulger Park Facility | 1601 Hirsch St | Melrose Park

[WWW.NORTHAVENUECORRIDORSTUDY.COM](http://WWW.NORTHAVENUECORRIDORSTUDY.COM)



# Sign-in Sheet

Pace North Avenue Corridor Study | Public Informational Meeting #1  
03 May 2016, 7-9 pm | Bulger Park Facility, 1601 Hirsch Street, Melrose Park

Name	Community	Email
Joseph Krizan	Melrose Park	josephkrizan@yahoo.com
RENEE JONES	Melrose PK	SEN0J723@COMCAST.NET
Will Gillespie	Oak Park	gillespie_w@rtachicago.org
Judith Alexander	" "	opfolk@comcast.net



# MEETING SUMMARY

## Steering Committee Meeting #3

### Pace North Avenue Corridor Study

19 July 2016, 10am  
Northlake City Hall, 55 E North Avenue

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The following summarizes comments gathered during the Steering Committee Meeting. This meeting took place July 19<sup>th</sup>, 2016 at 10.00am at Northlake City Hall. The meeting agenda, sign-in sheet and other meeting materials are attached to this summary.

The Team presented a summary of the activities that have taken place since the last Steering Committee Meeting in March, including:

1. Transit Agency Meeting (April)
2. Public Informational Meeting (May)

The Team presented an overview of draft corridor recommendations. The draft recommendations are the result of previous meetings and outreach activities. Group comments and discussion points are indicated below in *italics*.

The draft recommendations are organized by the following sections:

1. Transit Systems and Pedestrian Connections
  - a. Entire corridor including special focus on the Mannheim Road interchange
    - i. *Need to address pedestrian connections between the existing sidewalks east of I-294 and Berteau Ave west of I-290, as pedestrians are traveling this area.*
    - ii. *The proposed traffic signal at 1<sup>st</sup> Ave and Streibey is currently being evaluated by GHA for IDOT as part of a separate effort. This could be a key connection between the Cook County Forest Preserve and Triton College.*
    - iii. *Mannheim Road alternative would allow for transit vehicles to travel across the intersection on a separate bus-only phase. This would also allow for pedestrian crossings across the intersection.*



- iv. IDOT is identifying North Ave. improvements, including intersection/signal improvements, as an alternative route for the I-290 reconstruction project.
- v. North Ave. commuter bike path is currently under construction. Will need to address signage, particularly at driveways/curb cuts.

## 2. Development Site Concepts

### a. Former Maywood Track / Menards Site

- i. The group discussed the importance of this site and redevelopment challenges including Cook County Jurisdiction, potential environmental issues and impacts on the surrounding communities. Pace connections to the CTA Green and Blue Line provide important access to this area. The group agreed that input by the surrounding communities and Cook County is a critical next step.

### b. Sears Site

- i. Should separate the CTA rerouting project as a short term improvement that can occur exclusive of the site redevelopment.

## 3. Site Enhancement Typologies

### a. Single Family Typology

### b. Manufacturing Typology

### c. Semi-Urban Typology

- i. Pace indicated that maintaining clear views between the bus driver and waiting passengers needs to be addressed. One option that could be considered could be a blinking light to alert drivers that riders are waiting in the shelter. This was implemented on a previous Pace corridor. The Kindred Hospital is a corridor example of a crossing on the outside area of the frontage road. The crossing is designed with a raised crosswalk for better view of pedestrians. Realigning the frontage road would only occur if this was needed as an intersection improvement.

### d. Large Format Typology

### e. Urban Typology



The Committee participated in the following activity:

1. Preference Activity: The Committee was provided a worksheet that asked “Which concepts offer the best community value?” After the Committee filled out the worksheets, each participant reported to the group their top idea. A list of top responses and discussion points follows below:
  - a. Improve intersections – address ‘low hanging’ fruit to improve intersections including curb realignment, ADA ramps and crosswalks, and updated signalization.
  - b. Enhance parkways – improve the appearance of these areas towards making North Ave look like a ‘gateway’ into the surrounding communities, including connected sidewalks, parkway trees, banners and lighting, bioswales and plantings.
  - c. Connect bike routes – Improve access between Triton College and the Forest Preserve at key points such as the signal at 1<sup>st</sup> and Streibey.
  - d. Improve the Mannheim Rd Intersection – This is the gateway to O’Hare Airport and a critical interchange within the corridor.
  - e. Guide Development Vision for the Former Maywood Race Track / Menards Site – Make capital improvements to set up redevelopment of this site, such as roadway connections, transit improvements and pathway connections. Scans of the groups’ worksheets are included in the attached. The committee was asked to prioritize their top three concept improvements. A tally of all worksheets follows in the table below. The improvements with the most votes are highlighted in yellow:

#	Concept	Committee Votes	Totals
01	Improve Intersections	1, 1, 1	3
02	Enhance Parkways	1, 1, 1, 1, 1, 1	6
03	Connect Bike Routes	1, 1	2
04	Update Pace Stops/Shelters	1, 1, 1, 1, 1, 1, 1	7
05	Enhance Viaducts	1	1
06	Improve Mannheim Rd Intersections	1	1
07	Guide Development Vision for Former Maywood Race Track/Menards Site	1, 1, 1, 1	4
08	Guide Development Vision for Sears Site		
09	Conduct a comprehensive zoning review/code enforcement analysis		
10	Establish funding mechanisms and guidelines for site/façade enhancements	1	1



#### Next Steps

1. Continue to coordinate with the transit and roadway agencies
2. Meet with communities to discuss draft recommendations (July/Aug)
3. Gather community input at the Taste of Melrose (Sept)
4. Final Steering Committee Meeting (Winter)

The meeting adjourned at approximately noon

Encl:

Meeting agenda

Meeting sign in sheet

Group Activity Board and Group Worksheets collected to date



# MEETING AGENDA

## Steering Committee Meeting #3 Pace North Avenue Corridor Study

19 July 2016, 10am

Northlake City Hall, 55 E North Avenue

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1. **Introductions**
2. **What we've been up to** | Transit Agency Mtg (April); Public Info Mtg (May)
3. **Where we're headed next** | Community Meetings (July/Aug); Taste of Melrose (Sept)
4. **Corridor concepts** | presentation
5. **Group activity** | which concepts offer the best community value?
6. **Committee's Next Steps**
  - a. Available community meetings and schedules
  - b. Visit us at the Taste of Melrose – Friday/Saturday
7. **Team's Next Steps**
  - a. Outreach and Corridor Plan development
  - b. Final Steering Committee meeting: (*winter*)
8. **Adjourn**



<http://northavenuecorridorstudy.com/>



# Sign-in Sheet

## Steering Committee Meeting #2

### Pace North Avenue Corridor Study

19 July 2016, 10 am

Northlake City Hall, 55 E North Avenue

Name	Municipality/Agency	Email
Dominic Suardini	Teska	dsuardini@teskaassociates.com
Brydget Lane	BDI	
CINDY FISH	FTG	
BILL GRIEVE	GHA	bgrieve@gha-engineers.com
Justin Opitz	GHA	jopitz@gha-engineers.com
Tomohiko Music	Cook County DOTD	tomohiko.music@cookcountyl.gov
CHRISTINA ARTHUR	CTA	carthur@transitchicago.com
Erik Llewellyn	Pace	erik.llewellyn@pacebus.com
David Tomzick	Pace	david.tomzick@pacebus.com
Tom Robbins	Pace	Thomas.Robbins@pacebus.com
Michael Fricano	WCMP	mfricano@westcook.org

#### Pace North Avenue Corridor Study

Teska Associates | Business Districts, Inc. | Gewalt Hamilton Associates | Fish Transportation Group  
 Jodi Mariano, Teska Associates, [JMariano@TeskaAssociates.com](mailto:JMariano@TeskaAssociates.com), 847.869.2015  
 Erik Llewellyn, Pace Suburban Bus, [Erik.Llewellyn@pacebus.com](mailto:Erik.Llewellyn@pacebus.com), 847.228.2336



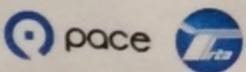
# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

Transportation Systems / Pedestrian Connections

Site Redevelopment

Site Enhancements

#	Concept	Committee Comments
01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	LOW HANGING FRUIT.
02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	MAKE IT LOOK LIKE A GATEWAY.
03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	ACCESS TO F.P. @ STRIBBY/TRITON
04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	
05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
06	<b>Improve Mannheim Rd Intersection</b>	GATEWAY TO SHARE.
07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	CAPITAL IMPROVEMENT TO SET UP DEVELOPMENT.
08	<b>Guide Development Vision for Sears Site</b>	
09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	



**Pace North Avenue Corridor Plan**

Steering Committee Meeting #3 | Preference Activity



July 19, 2016

# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

	#	Concept	Committee Comments
Transportation Systems / Pedestrian Connections	01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	
	02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	①
	03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	③.2 } FEEL THESE BOTH PROVIDE OPPORTUNITY AND ARE NEEDED FOR CURRENT USERS AND WILL PROMOTE FUTURE USERS
	04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	③
	05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
	06	<b>Improve Mannheim Rd Intersection</b>	
Site Redevelopment	07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	②
Site Enhancements	08	<b>Guide Development Vision for Sears Site</b>	
	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
	10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	

# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

Transportation Systems / Pedestrian Connections	#	Concept	Committee Comments
	01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	
	02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	
	03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	
	04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	# 1 Priority
	05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
	06	<b>Improve Mannheim Rd Intersection</b>	# 3
Site Redevelopment	07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	# 2
	08	<b>Guide Development Vision for Sears Site</b>	
Site Enhancements	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
	10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	



# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

	#	Concept	Committee Comments
Transportation Systems / Pedestrian Connections	01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	
	02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	
	03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	Both
	04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	
	05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
	06	<b>Improve Mannheim Rd Intersection</b>	
Site Redevelopment	07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	?
	08	<b>Guide Development Vision for Sears Site</b>	?
Site Enhancements	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
	10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	



# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

	#	Concept	Committee Comments
Transportation Systems / Pedestrian Connections	01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	
	02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	
	03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	
	04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	
	05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
Site Redevelopment	06	<b>Improve Mannheim Rd Intersection</b>	<i>pedestrian crossing improvements in all directions current dem/milk has pedestrian</i>
	07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	<i>need a champion worth thru COM. to coordinate</i>
Site Enhancements	08	<b>Guide Development Vision for Sears Site</b>	
	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	<i>can be later activity</i>
	10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	<i>follow up later activity</i>



# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

	#	Concept	Committee Comments
Transportation Systems / Pedestrian Connections	01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	3
	02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	1
	03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	
	04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	2
	05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
Site Redevelopment	06	<b>Improve Mannheim Rd Intersection</b>	*Gateway to W. Cook
	07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	
Site Enhancements	08	<b>Guide Development Vision for Sears Site</b>	
	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
	10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	



# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

	#	Concept	Committee Comments
Transportation Systems / Pedestrian Connections	01	<b>Improve intersections</b> - curb realignment - ADA ramp/crosswalks - updated signalization	
	02	<b>Enhance Parkways</b> - connected sidewalks - parkway trees - lighting/banners - bioswales/plantings	Help to Establish Identity! 2.
	03	<b>Connect Bike Routes</b> - marked routes - wayfinding signage	
	04	<b>Update Pace Stops/Shelters</b> - far side stops - connections to land uses - streetscape amenities / signage	3.
	05	<b>Enhance Viaducts</b> - sidewalks - lighting / public art	
	06	<b>Improve Mannheim Rd Intersection</b>	
Site Redevelopment	07	<b>Guide Development Vision for Former Maywood Race Track/Menards Site</b>	Highest Potential but biggest risk catalyst 1.
	08	<b>Guide Development Vision for Sears Site</b>	
Site Enhancements	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
	10	<b>Establish funding mechanisms &amp; guidelines for site / facade enhancements</b>	

# WHICH CONCEPTS OFFER THE BEST COMMUNITY VALUE?

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	09	<b>Conduct a comprehensive zoning review/ code enforcement analysis</b>	
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# COMMUNITY EVENT SUMMARY

## Taste of Melrose

### Pace North Avenue Corridor Study

September 2 – 3, 2016

Village of Melrose Park Civic Center

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The following summarizes comments gathered during the Taste of Melrose Community Event. This event took place September 2-4, 2016. The Teska Team participated in the event the following dates and times:

- Friday Sept 2<sup>nd</sup>, 4:30 – 7:30pm
- Saturday September 3<sup>rd</sup>, noon – 5pm

The Taste of Melrose was selected as an appropriate event due to its proximity to North Ave, central location among corridor communities, and its popularity among community members from the Melrose Park area as well as surrounding communities.

The purpose of participating in this event was to promote the corridor planning study and solicit community input regarding transportation issues along the corridor. The Teska team and representatives from Pace attended a booth which included project materials, maps and an input activity idea board. The idea board had the following prompt at the top of the page: *“Getting around North Avenue would be better if...”*

Participants were encouraged to provide their inputs in the word bubbles directly below the prompt.

Photographs from the event are on the following pages and a list of all inputs follow below, organized by topic:

#### PEDESTRIAN / BIKE ACCESS

1. More room for pedestrians/bikes under 290/294/RRs
2. Pedestrian crossing at Elmwood Park hot dog stand
3. Better sidewalks on the north side
4. Sidewalks / Bike Path
5. Crossing at George is dangerous



6. Better access for people with disabilities
7. Need a sidewalk under bridge at Indian Boundary Road
8. Bike lanes, make biking easier
9. Safety cautions, “deer crossings”
10. See pets around
11. Make area around movie theater, Baker’s Square, Olive Garden, mall across street more walkable
12. Advertise (commuter) bike path
13. Sidewalk at Mannheim east or Mannheim over North
14. Look both ways
15. Make bike path longer
16. Needs elevator at Blue Line Station
17. No smooth path at Blue Line Station from #318 Pace

#### BUS TRANSIT

1. Make #318 go further to Elmhurst
2. Make buses run more frequently, especially on weekends

#### STREETSCAPE ENHANCEMENTS / BEAUTIFICATION

1. Better lights
2. Clean up North and Harlem litter in front of Walgreens
3. Clean up around Walgreens, EP (Elmwood Park) (it’s better but keep it up please!)
4. Clean up litter, cans, etc. Beautify with plants, etc on the sidewalks, clean up small business – make more appealing
5. Make the small businesses clean up/beautify
6. Curbs in Melrose Park are cracked and crumbling
7. Trees were removed from medians and stumps look bad, improve landscaping
8. Clean up woods along North Ave at bridge
9. Pretty!
10. Add artwork / sculptures in median
11. Beautification, needs more flower
12. Flowers everywhere
13. Trees, landscaping, green buffer big buildings
14. Northlake has done a good job with flowers
15. 15<sup>th</sup> and North, fix path at creek, not ADA safe, fix sidewalk and fence
16. See happy people
17. Add more trees



18. Fix weeds in median
19. More street lights on Thatcher and North

#### AUTOMOBILE ACCESS

1. No double parking
2. Street light by 93<sup>rd</sup> Ct in EP
3. Better synchronize the lights (signals)
4. Whatever it takes to move it faster
5. Better roads, brighter lights off of North Ave
6. Fill in the pot holes
7. To get into the parking lot, slow the traffic (Winston Plaza)

#### ECONOMIC DEVELOPMENT / SITE DEVELOPMENT

1. Turn race track into natural area / park / environmental education – no more mixed use developments
2. Maywood Race Track should be a Nature Park and Cultural Center
3. Need better businesses. No more auto uses or banks. Like upscale look of stores in Hillside at Mannheim and 290
4. Add senior condos at Maywood Park
5. Parks / playground, splash pad and residences at Maywood Race Track
6. Add more downtown restaurants like Portillos and Chick-Fil-A
7. Schools
8. More restaurants, Red Lobster
9. Recreational parks
10. Better shops, Kohls
11. KMART
12. Mixed use housing by the woods for seniors and new families
13. Nice restaurants, no chains
14. Needs restaurants A&W, Long John Silvers
15. Like Victory Center Senior Housing, add more at Maywood (Race Track)
16. Better shopping center, Saks, Lord & Taylor, Nordstroms, Boutiques

This information will be reviewed with the Steering Committee and Transit Agencies and incorporated as appropriate into the plan development as appropriate.







## Recorriendo a North Avenue sería mejor si...

K-Mart

Mixed use Housing  
by the woods. For  
Seniors and new families

Bike  
Lanes



NICE RESTAURANTS  
NO CHAINS.

See Pets  
Around

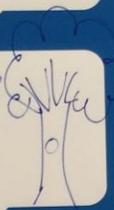
Fill in the  
POT HOLES  
JT goose

Needs Restaurants  
A+W / Long John Silvers

15th + NORTH  
FIX PATH @  
CREEK  
NOT ADA SAFE  
FIX SIDEWALK / FENCES

see happy people;

add more  
trees



Make area around  
movie theater / Baker's Sq. /  
Olive Garden / Mall across st.  
more walkable

LIKE VICTORY CENTER  
SENIOR HOUSING  
ADD MORE AT MAPWOOD

Sidewalk for  
bicycles

To get into the  
parking lot,  
slow the traffic.

fix weeds in  
median.

ADVERTISE BIKE PATH  
SIDEWALK @ Manchester E of  
Manchester over North

more street  
lights on  
Thatcher & North

Better Shopping Center  
Saks, Lord + Taylor, Nordstroms  
Boutiques

LOOK Both ways  
Epic  
Duran

Make bike path  
longer.

Make bus run more  
frequently

Needs ~~bus~~ elevator  
at Blue line station.

NO SMOOTH PATIL  
AT BLUE LINE STATION  
(FROM #318 PACE).

Pace North Avenue Corridor Study  
El Estudio del Corredor de la Avenida North para Pace  
[www.northavenuecorridorstudy.com](http://www.northavenuecorridorstudy.com)





# Getting around North Avenue would be better if ...

## Recorriendo a North Avenue sería mejor si ...

- BETTER SIDEWALKS ON THE NORTH SIDE
- ADD SENIOR CONDOS AT MAPLEWOOD PARK.
- better synchronize the lights (signals)
- 1) Side Walks  
2) Bike path
- CROSSWALK @ GEORGE IS DANGEROUS
- PRETTY!
- Whatever it takes to move it faster
- Side WALKS
- Better access for people with disabilities
- Add artwork/ sculptures in Median.
- beautification needs more flowers
- Flowers ART WORK
- Need a sidewalk under bridge at Indian Boundary Road
- PARKS/PARKGROUND SPLASH PAD + RESIDENCES AT MAPLEWOOD RACE TRACK.
- TREES LANDSCAPING GREEN. BUFFER Big BUILDINGS.
- add more sit down restaurants like Patillos and One-Pal-A.
- BIKE LANES Make biking easier
- Schauks  
- Better roads  
- Brighter lights off of North Ave
- NORTHLAKE HAS DONE A GOOD JOB WITH FLOWERS
- More Restaurants is Red Lobster is diverse
- recreational parks  
- Bike lanes  
- safety cautions  
- "deer crossings"
- NICE SIDEWALKS
- Better shops Kohl's



# Recorriendo a North Avenue sería mejor si...

More Room for pedestrians/bikes under 290/294/RRs  
Better lights

Pedestrian crossing by Elmwood park Hot dog stand

NO Double parking

clean up North & Harlem litter in front of Walgreens Co

Turn race track into natural area/park/ environmental education - No more mixed-use developments

Clean up around Walgreens, EP (it's better but keep it up please!)

CLEAN UP LITTER-CANS, ETC  
BEAUTIFY WITH PLANTS ETC ON THE SIDEWALKS  
CLEAN UP SMALL BUSINESS MAKE MORE APPEALING

MAKE #318 go farther to Elmhurst

Street light by 73rd Ct in EP

Make the small businesses clean up/beautify

Make buses run more frequently especially on weekends.

CURBS IN MELROSE PARK ARE CRACKED & CRUMBLY

TREES WERE REMOVED FROM MEDIANS + STUMPS LOOK BAD - IMPROVE LANDSCAPING

Northwood Pace track should be a Native Park and cultural center

Need better businesses  
No more auto uses or banks like upscale look of stores in Hillside @ Mannheim + 290

CLEAN UP WOODS ALONG NORTH AVE AT BRIDGE



# MEETING SUMMARY

## Elmwood Park Economic Development Commission/ Public Meeting #2

### Pace North Avenue Corridor Study

15 December 2016, 7.00 pm

Elmwood Park Village Hall, 11 Conti Parkway, Elmwood Park

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The following summarizes comments gathered during the Elmwood Park Economic Development Commission (EDC) / Public Meeting #2. This meeting took place December 15, 2016 at 7:00 pm at the Elmwood Park Village Hall during a regularly scheduled EDC Meeting. This meeting was publicly noticed and special invitations were extended to Elmwood Park, River Forest, Oak Park and Chicago's 29<sup>th</sup> Ward Office. The sign-in sheet and other meeting materials are attached to this summary.

This meeting was the first of two public meetings designed to reach out to preexisting community planning organizations with stakeholder interest in the corridor. This meeting focused on corridor conditions and recommendations for the east sections of the corridor in the communities of Elmwood Park, River Forest, Oak Park and Chicago's 29<sup>th</sup> Ward. The format of the meeting was a projector style presentation, followed by group discussion and open house. Large format exhibits were located throughout the room for reference and to facilitate open house style discussion after the formal presentation and meeting.

The following exhibits were posted throughout the room:

1. Transportation and Transit Exhibits
2. Urban Design Typology Exhibits
3. Sears Site Development Diagram



The following summarizes the group's comments and discussion points:

1. The proposed CTA layover identified in Elmwood Park next to the Sears automotive service center area caused concern as idling buses are perceived as too close to the surrounding residential area. The group discussed possibilities to absorb the bus layover area into the development, closer to the commercial area. The group preferred that the layover area stay on the Chicago side in the Sears redevelopment site area and make accommodations for the buses to turn onto North Ave. However, right turns are preferred by the CTA;
2. The proposed traffic signal at 74<sup>th</sup> Court was considered a positive element of the plan. The group understands that a warrant study would be required and noted that during previous discussions with IDOT, this signal was not considered warranted due to proximity to the signal at Lathrop Ave;
3. The group expressed a desire to enhance pedestrian scale lighting, such as lighted bollards;
4. Certain participants were not aware of Pace Bus operations and the group discussed an opportunity to educate the general public about the Pace Bus system, including scheduling and bike accommodations. A suggestion was made to link the Village websites to the Pace Tracker App. It was also suggested that the Village and Pace work with employers, especially along restaurant row to educate them about how Pace service can be an option for employees and reduce employee parking needs;
5. As Pace is transitioning to a posted stop system, participants provided the following recommendations:
  - a. Provide additional westbound posted stops between Thatcher and Harlem (currently, two stops are provided)
  - b. Improve Pace Bus Stop Signage
6. The group generally agreed with improved landscape and streetscape improvements depicted in the urban design typology concepts.

The meeting adjourned at approximately 8.00pm.

Encl:

Meeting sign in sheet;

Meeting presentation is uploaded to the project website:

<https://northavenuecorridorstudy.com/documents/>



NORTH AVENUE CORRIDOR STUDY



# Sign-in Sheet

Pace North Avenue Corridor Study | Public Meeting #2

15 December 2016, 7pm

Elmwood Park Village Hall, 11 Conti Parkway, Elmwood Park

Name	Community	Email
BINA CONTE	ELMWOOD PARK	BGALLO519@GMAIL.COM
Peter VOLPE	ELMWOOD PARK	PAV822@SBCGLOBAL.NET
ANGELO LALLINO	ELMWOOD PARK	angelo@alamadefoods.com
Joseph Zuccheri	Elmwood Park	drzuccheri@gmail.com
Tammie Grossman	Village Oak Park	TGrossman@oak-park.us
Cara Parlicek	Village of Oak Park	cparlicek@oak-park.us
Erik Llewellyn	Pace	erik.llewellyn@pacebus.com
Tom Robbins	Pace	Thomas.Robbins@pacebus.com
Gabe Caporale	ELMWOOD PK	gcaporale@CaporaleRealty.com
Judith Alexander	Oak Park	opfdk@comcast.net

**Pace North Avenue Corridor Study**

Teska Associates | Business Districts, Inc. | Gewalt Hamilton Associates | Fish Transportation Group  
 Jodi Mariano, Teska Associates, [JMariano@TeskaAssociates.com](mailto:JMariano@TeskaAssociates.com), 847.869.2015  
 Erik Llewellyn, Pace Suburban Bus, [Erik.Llewellyn@pacebus.com](mailto:Erik.Llewellyn@pacebus.com), 847.228.2336



# MEETING SUMMARY

## Melrose Park Planning and Zoning Board /

## Public Meeting #2 (*part 2*)

## Pace North Avenue Corridor Study

10 January 2017, 6.00 pm

Melrose Park Village Hall, 1000 North 25<sup>th</sup> Avenue, Melrose Park

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The following summarizes comments gathered during the Melrose Park Planning and Zoning Board (P&Z) / Public Meeting #2. This meeting took place January 10, 2017 at 6:00 pm at the Melrose Park Village Hall during a regularly scheduled EDC Meeting. This meeting was publicly noticed and special invitations were extended to Elmhurst, Northlake, Stone Park and Melrose Park. The sign-in sheet and other meeting materials are attached to this summary.

This meeting was the second of two public meetings designed to reach out to preexisting community planning organizations with stakeholder interest in the corridor. This meeting focused on corridor conditions and recommendations for the west sections of the corridor in the communities of Elmhurst, Northlake, Stone Park and Melrose Park. The format of the meeting was a projector style presentation, followed by group discussion and open house. Large format exhibits were located throughout the room for reference and to facilitate open house style discussion after the formal presentation and meeting.

The following exhibits were posted throughout the room:

1. Transportation and Transit Exhibits
2. Urban Design Typology Exhibits
3. Former Maywood Park Racetrack Site Development Diagram



The following summarizes the group's comments and discussion points:

1. Pedestrian access along North Ave beneath I-290/I-294 is lacking. The group reviewed the concept shown in the presentation and agreed the proposed path would improve the area.
2. All underpasses along North Ave are unfriendly to pedestrians and the group agreed these should be improved.
3. A suggestion was made to identify pedestrian access near the Concordia Retirement Community as a priority project.
4. During development review, the P&Z Board reviews proposed developments for setbacks and parking requirements. Instead of revising the parking code, the Board indicated a preference to continue the practice of reviewing variances to accommodate different projects on a case by case basis.
5. The group agreed with the concept to improve the Mannheim Rd intersection to better accommodate pedestrians, bicyclists and transit riders.
6. The group reviewed the proposed Pace Pulse concept and station locations. The group generally agreed with suggestion locations. There was a comment that a Pace representative had recently discussed new bus shelters with the Village.
7. One of 2 rear pedestrian connectors at the rear of Winston Plaza had been removed due to structural stability issues, however the group agreed this type of improvement is a positive attribute to the corridor to promote better connections.
8. The 5<sup>th</sup> Ave intersection was discussed as a potential improvement area per a recent discussion with Board members. A copy of a presentation titled 'Melrose Park Active Transportation Plan Village Board Presentation' (dated 01/09/2017) was provided. In this presentation an example of a pedestrian enhancement at 5<sup>th</sup> Ave is depicted in concept form. The group discussed this is an important intersection to be improved. The group also discussed that the RTA recently awarded implementation funding through the Access to Transit Program (in partnership with CMAQ) for improvements to the Wolf Road/North Ave intersection.
9. The commuter bike path was discussed as a positive improvement along North Ave between Thatcher and Mannheim. Members of the group indicated they were not aware this functions as a bike path and suggested adding wayfinding or directional signage.
10. The former Maywood Park Racetrack Site was discussed as a significant redevelopment opportunity. The group reviewed a conceptual land use/circulation plan that depicts a high quality mixed community.
11. The group reviewed design improvements and discussed properties along the corridor which extend private parking areas onto public rights of way. The P&Z Board were unsure how these properties were granted approval to extend improvements into the public right of way but



generally agreed with the concept to maintain landscaped setbacks from the roadway in keeping with their current review practices.

12. The group reviewed conceptual wayfinding signage and discussed that these types of projects could be applied to the corridor areas, especially those areas along the recently constructed commuter bike path.

The meeting adjourned at approximately 7.00pm.

Encl:

Meeting sign in sheet;

Meeting presentation is uploaded to the project website:

<https://northavenuecorridorstudy.com/documents/>



# Sign-in Sheet

Pace North Avenue Corridor Study | Public Meeting #2

10 January 2017, 6pm

Melrose Park Village Hall, 1000 North 25<sup>th</sup> Avenue, Melrose Park

Name	Community	Email
Vanessa Reflores	VILLAGE of MP PLANNING & Zoning Board	Vraflores@gmail.com
JESSE MACIAS	MP PLANNING & ZONING	jessemaciasva@gmail.com
John Cervone	MP Planning & zoning	jcervone@me.com
ERIC TRASKA	CITY OF NORTHLAKE	ETRASKA@CBBEL.COM
Sergio Aguirre	M.P. Planning & Zoning	CZISergio@aol.com
Ralph Sorce	Village of Melrose	RSorce@melrosepark.org
RACHEL NEVINS	OPART VISIT SILE CLUB & UP	RNEVINS@ATT.NET
Claudia Castro	Village of M.P. Planning & Zoning Board	Claudiacastralaw@gmail.com
Michael Hasting	ETA	hastingm@trchicago.org
Erik Llewellyn	Pace	erik.llewellyn@pacebus.com
DAVID MILAN	NORTHLAKE	DAVID.MILAN49413@ATT.NET

**Pace North Avenue Corridor Study**

Teska Associates | Business Districts, Inc. | Gewalt Hamilton Associates | Fish Transportation Group  
 Jodi Mariano, Teska Associates, [JMariano@TeskaAssociates.com](mailto:JMariano@TeskaAssociates.com), 847.869.2015  
 Erik Llewellyn, Pace Suburban Bus, [Erik.Llewellyn@pacebus.com](mailto:Erik.Llewellyn@pacebus.com), 847.228.2336



# MEETING SUMMARY

## Steering Committee Meeting #4

### Pace North Avenue Corridor Study

16 March 2017, 10am

Northlake City Hall, 55 E North Avenue

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The following summarizes comments gathered during the Steering Committee Meeting. This meeting took place March 16<sup>th</sup>, 2017 at 10.00am at Northlake City Hall. The meeting agenda, sign-in sheet and other meeting materials are attached to this summary.

The Team presented a summary of the activities that have taken place since the last Steering Committee Meeting in July, including:

1. Taste of Melrose (August 2016)
2. Elmwood Park EDC and east corridor communities (December 2016)
3. Melrose Park Planning & Zoning Board and west corridor communities (January 2017)

The Team presented corridor concept updates. The concept updates are the result of previous meetings and outreach activities. The corridor concept updates are described below. Group comments and discussion points are indicated below in *italics*:

1. Former Maywood Race Track/ Menards Site: Based on input gathered during the last steering meeting, a simplified site plan concept has been developed to describe the overall land use, traffic, and pedestrian circulation patterns. During some follow up discussions with Triton College, it was noted that privately developed housing could be considered a benefit to the college.
2. Sears Site: Based on input gathered during the last steering meeting, a simplified site plan concept has been developed to describe the overall land use, traffic, and pedestrian circulation patterns. It was reported that during the Elmwood Park EDC meeting concerns were noted regarding the proximity of the proposed bus layover area to existing residential areas. It was recommended that CTA continue discussions with Elmwood Park regarding the bus rerouting concept.



3. Pedestrian Connection – Elmhurst to Northlake pedestrian connections: Based on a request from the last steering committee meeting that a pedestrian access be provided, a concept was evaluated that includes connections along the south side of North Avenue between Clinton Ave (Elmhurst) and the proposed tollway realignment at Northwest Ave (Northlake). The connections include at grade crossings, underpass crossings at existing underpass areas and a proposed new underpass crossing.
4. ART station area enlargements / Mannheim Intersection: Based on Pace ridership data as documented on the 'Hot Spots' map, a series of ART Station Area Enlargement diagrams were prepared. The diagrams depict proposed Pulse Stations within the context of existing and proposed transportation concepts. *It was noted that should these station areas not be developed as Pulse Stations, the diagrams could be applied to regular bus stop locations. Regarding the Mannheim Road concepts, it was noted that Option B is not preferred by Pace due to concerns regarding the ability for signalization to accommodate new bus phasing. It was noted that Option A is preferred but would need to be evaluated further during engineering. It was also noted that the potential site redevelopment areas identified in the concepts are under IDOT jurisdiction and may be considered for much needed flood control. Regarding the frontage roads in the corridor, it was noted that IDOT leases many of the frontage roads to communities or have transferred them to communities via a jurisdictional transfer. Per IDOT adjacent property owners are permitted to park on these properties, however they are not permitted to construct permanent structures (such as signs, curb and gutter, lighting, etc.). Pace staff added that seven corridors have been identified as priority ART corridors, and at this time, North Ave. is not on this list. However, the list of priority corridors can change based on community's actions to make a corridor more transit-friendly. Harlem Ave is also considered a future ART corridor. The CTA noted that they are looking for a station area near the SW corner of North /Harlem but there are conflicts with the existing gas station access, alleyway and nearby residential properties. A representative from River Forest noted that North Ave is under consideration for a TIF. IDOT staff also added that improvements to North Ave. have been developed in advance of the I-290 reconstruction project. There could be opportunities for communities to partner with IDOT on projects related to signals (optimizing, updating, modernization), ADA accommodations, and resurfacing of cross-streets. Any updating of signals could also benefit Pace's TSP program which is a component of ART.*
5. Wayfinding signage concepts: A wayfinding signage concept was presented that incorporates a stylized 'N' for North Ave. *It was suggested that wayfinding signage be applied to the recently constructed North Ave commuter bike path as a support to the planned regulatory signage for this area. It was noted that for regional trail users, wayfinding signage is not as helpful as consistent trail markers, such as brightly colored bollards.*



The Committee discussed Pace’s Transit Supportive Guidelines and the resources available by Pace to partner with communities in reviewing developments to be more transit friendly. The committee was provided checklist excerpts from this document as well as a weblink.

The Committee discussed implementation projects and possible actions to increase North Avenues’ readiness for an ART corridor. The following items were discussed. Additional items suggested by the committee are included in italics below:

#### **Commitment from Partners**

- Triton-operated Shuttle
- Melrose Park dial-a-ride
- North Avenue Commuter Bike Path
- Local Bicycle planning – facilities & parking
- RTA Access to Transit projects:
  - Melrose Park (Metra station improvements) / Northlake (Wolf Rd Intersection)
- RTA Planning Studies:
  - Melrose Park (Broadway Ave Corridor)/ River Grove (TOD Plan)

#### **ITEP Applications:**

- Elmwood Park/River Forest Streetscape Plan
- *River Forest is working on an Invest in Cook County Grant for an upcoming bike plan*
- *Potentials for improved connections from the Forest Preserve*
- *IDOT I290 reconstruction is under evaluation and would impact North Ave, including plans for resurfacing and updating ADA and traffic signal optimization and modernization along North Ave.*
- *Oak Park is conducting a study along North Ave east of Harlem Ave (in conjunction with CDOT)*

#### **Implementation Actions**

- Reference *Pace Transit Supportive Guidelines /Checklist* to identify actions to become a more transit-friendly community



- Utilize Pace Development Review Program - Pace offers Design Review Assistance For Transit (D.R.A.F.T.) program to help coordinate efforts between private development, municipal services & infrastructure plans, and bus transit services and facilities
- Apply for RTA Access to Transit Improvements
  - *This program is a resource for implementation of projects and may include development of Zoning Codes or TIF districts. In response to the question regarding whether engineering studies could be conducted, it was noted that RTA has not funded an engineering study as part of this program; however, there is a category for 'innovative projects' which could be considered.*
- Continue to implement Posted Stops
- Communities adopt/support North Ave Corridor recommendations
- Consider potential for medium and long term corridor segments
  - Harlem to Wolf Road
  - Wolf Road to York Ave.
- *IDOT: The Elgin O'Hare Western Access Interchange is planned, linking SE travel along the Tri-State to EB travel along North Ave.*
- *Pace: opportunities to partner with communities to make bus stops ADA accessible*
- *Melrose Park: improvements to the landscaped medians are under evaluation*
- *Melrose Park: as part of the commuter bike path project, painted striping and regulatory signage is anticipated to be installed.*

#### Next Steps

1. Final Public Open House Meeting (Planned March 22, 2017)
2. The team will produce a draft and final report for Pace/RTA/Committee review.

The meeting adjourned at approximately noon

Encl:

Meeting agenda

Meeting sign in sheet

Implementation activity notes



# Sign-in Sheet

## Steering Committee Meeting #4

### Pace North Avenue Corridor Study

16 March 2017, 10.00 am

Northlake City Hall, 55 E North Avenue

Name	Municipality/Agency	Email
Dominic Suardini	Teska Associates	dsuardini@teskaassociates.com
Brydget Lane	BDI	
Cindy Fish	FTG	
Lynn Means	GHA	
Benet Haller	DPD, CHICAGO	CBHALLER@CITYOFCHICAGO.ORG
Thomas Robbins	Pace Bus	
Charlotte Obodzinski	Pace	Charlotte.obodzinski@pacebus.com
Erik Llewellyn	Pace	erik.llewellyn@pacebus.com
JACK CHALABIAN	CTA	JCHALABIAN@transitchicago.com
Christina Arthur	CTA	carthur@transitchicago.com

**Pace North Avenue Corridor Study**

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 Jodi Mariano, Teska Associates, [JMariano@TeskaAssociates.com](mailto:JMariano@TeskaAssociates.com), 847.869.2015  
 Erik Llewellyn, Pace Suburban Bus, [Erik.Llewellyn@pacebus.com](mailto:Erik.Llewellyn@pacebus.com), 847.228.2336





# WHAT'S NEXT FOR NORTH?

## POSITIONING NORTH AVE AS AN ART PRIORITY CORRIDOR

### Commitment from Partners

Triton-operated Shuttle	
Melrose Park dial-a-ride	
North Avenue Commuter Bike Path	
Local Bicycle planning – facilities & parking <i>River Forest - Invest in Cook Co. for bike plan.</i>	
RTA Access to Transit projects: <ul style="list-style-type: none"> <li>• Melrose Park (Metra station improvements)</li> <li>• Northlake (Wolf Rd Intersection)</li> </ul>	
RTA Planning Studies: <ul style="list-style-type: none"> <li>• Melrose Park (Broadway Ave Corridor)</li> <li>• River Grove (TOD Plan)</li> </ul>	
ITEP Applications: <ul style="list-style-type: none"> <li>• Elmwood Park/River Forest Streetscape Plan</li> </ul>	
<i>Forest Pros. Connections to comm. - kindly.</i>	
<i>IDOT 1290 → N. Ave. Resurfacing / ADA / Signalization.</i>	
<i>CBOT / Oak Park IDOT Study E. of Harlem.</i>	



# WHAT'S NEXT FOR NORTH?

## POSITIONING NORTH AVE AS AN ART PRIORITY CORRIDOR

### Implementation Actions

Reference <i>Pace Transit Supportive Guidelines</i> /Checklist to identify actions to become a more transit-friendly community	
Utilize Pace Development Review Program - Pace offers Design Review Assistance For Transit (D.R.A.F.T.) program to help coordinate efforts between private development, municipal services & infrastructure plans, and bus transit services and facilities	
Apply for RTA Access to Transit Improvements <i>resource for implementation - Zoning Codes / TIF districts</i>	<i>'Innovative Proj.'</i>
Continue to implement Posted Stops	
Communities adopt/support North Ave Corridor recommendations	
Consider potential for medium and long term corridor segments <ul style="list-style-type: none"> <li>• Harlem to Wolf Road</li> <li>• Wolf Road to York Ave.</li> </ul>	
<i>Elgin &amp; Hare W. Access - <del>prev</del> Interchange - SB Tri State to EB N. AVE</i>	
<i>Pace make stops ADA accessible / park w/dmm.</i>	



# MEETING SUMMARY

## Public Open House Review Meeting

## Pace North Avenue Corridor Study

22 March 2017, 5:00-8:00 pm

Elmhurst Public Library, 125 S Prospect Ave, Elmhurst

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The following summarizes comments gathered during the Public Open House Review Meeting. This meeting took place March 22<sup>nd</sup> at 5:00 pm at the Elmhurst Public Library in Elmhurst. The sign-in sheet and other meeting materials are attached to this summary.

Prior to the meeting, the Consultant Team and Pace Suburban Bus notified the community of the public meeting via the following methods:

1. Email invitations to the Steering Committee, Interviewees and Survey Respondents;
2. Announcement flyers posted at Village / City Halls, Library, park district buildings, corridor businesses and in Pace bus shelters;
3. Announcements and flyers posted to municipal websites, park district websites and social media outlets;
4. Announcements via Pace and RTA social media outlets;
5. Newspaper article announcement in Chicago Tribune Local.

The purpose of the public informational meeting was to educate the corridor communities about the corridor plan and listen to their input. The format of the meeting was an open house. Exhibits and input activities were located throughout the room and consultant team members were available to provide assistance and interpretation as needed.

The following exhibits were posted throughout the room:

1. Overall Corridor Organization
2. Hot Spots and Market Impact
3. Transportation Systems and Pedestrian Connections Maps
4. Transportation Systems and Pedestrian Connections Sections
5. Redevelopment Site Concepts for Maywood Racetrack and Sears Sites
6. Corridor Typology Renderings



7. Pace Pulse Station Guidelines
8. Wayfinding Signage Concepts

Bound copies of the Existing Conditions Report and Survey Response Data Report were available for review.

The following input activities were available:

1. Exhibits were posted around the room with post it notes to receive input. The following items were discussed:
  - a. Section drawings that depicted turn lanes were perceived as adding an additional travel lane to North Ave. So as to minimize confusion, these drawings will be revised to reflect roadway sections taken at non-turn lane areas.
  - b. Some participants noted they were not sure what the North Ave commuter bike path is. It was suggested that wayfinding signage could help clarify the commuter path functions and access points; it was perceived as a wide sidewalk
  - c. The corridor needs to be more attractive
  - d. Pedestrian connections under I-294 are important
  - e. Bike connections are important – many local & regional bike routes are nearby and there needs to be a way to connect these together
2. 'What's next for North' activity. The following items were noted:
  - a. Study should influence the North Avenue Smart Corridor (ITS) Study currently underway between York and Cicero
3. Comments box. Comment cards and box were provided. No written comments were received.



Meeting Photos:







### WHAT'S NEXT FOR NORTH AVE? .....and what would you like to see happen next?

<b>Pace/Community partnerships</b>	<ul style="list-style-type: none"> <li>• Triton operated shuttle</li> <li>• Melrose Park dial-a-ride</li> <li>• Bus service improvements</li> <li>• Implement posted stop program</li> <li>• Technical assistance and development review through Pace Transit Supportive Guidelines and Pace Development Review Program (D.R.A.F.T.)</li> </ul>	RTA
<b>RTA/Community partnerships</b>	<ul style="list-style-type: none"> <li>• Melrose Park (Access to Transit Program, Metra Station Improvements)</li> <li>• Northlake (Access to Transit Program, Wolf Road Intersection)</li> </ul>	
<b>IDOT Planning &amp; Improvements</b>	<ul style="list-style-type: none"> <li>• Elgin O'Hare Western Access Interchange</li> <li>• Surface Improvements to North Ave coordinated with I-290 Reconstruction</li> </ul>	* don't replace (its there) TTC to make
<b>Community construction projects</b>	<ul style="list-style-type: none"> <li>• North Avenue Bike Path, striping and signage (Melrose Park)</li> <li>• North Avenue Median Improvements (Melrose Park)</li> </ul>	
<b>Community streetscape grant applications</b>	<ul style="list-style-type: none"> <li>• Elmwood Park/River Forest Streetscape (ITEP)</li> </ul>	
<b>Community planning projects</b>	<ul style="list-style-type: none"> <li>• Oak Park / CDOT corridor study (east of Harlem)</li> </ul>	

Next Steps: As this is the final public meeting, the consultant team will incorporate comments into a draft report for RTA/Pace review.

The meeting adjourned at approximately 8:00pm.

Encl: Announcement poster; Meeting sign in sheet

**We heard your great ideas...  
Now it's time to view the plan!**

## **OPEN HOUSE**

**Wednesday March 22  
5:00-8:00pm  
Elmhurst Public Library  
125 S Prospect Ave  
Elmhurst**

**This meeting is not an Elmhurst Public Library activity**

**Visit the project website at**

**[northavenuecorridorstudy.com](http://northavenuecorridorstudy.com)**



**Regional  
Transportation  
Authority**



# **PACE NORTH AVENUE CORRIDOR PLAN**

**Funded by the Regional Transportation Authority (RTA),  
the North Avenue Corridor Study is a planning initiative of Pace Suburban Bus.**

**Escuchamos sus gran ideas...  
Ahora es el momento de ver el plan!**

## **CASA ABIERTA**

**Miercoles, 22 de Marzo**

**5:00-8:00pm**

**Biblioteca Publica de Elmhurst**

**125 S Prospect Ave**

**Elmhurst**

**Esta reunion no es una actividad de la  
Biblioteca Publica de Elmhurst**

**Visite el sitio web  
del proyecto al**



**[northavenuecorridorstudy.com](http://northavenuecorridorstudy.com)**



**Regional  
Transportation  
Authority**



## **EL PLAN DE PACE NORTH AVENUE CORRIDOR**

**Fundado por la Autoridad Regional de Transporte (RTA por sus siglas en Inglés),  
el Estudio de Pace North Avenue Corridor es una iniciativa de planificacion de  
Pace Suburban Bus**



# Sign-in Sheet

Pace North Avenue Corridor Study | Final Public Open House  
 22 March, 5-8 pm | Elmhurst Public Library | 125 Prospect Ave, Elmhurst

Name	Community	Email
Andrew Wimberly	Arlington Heights	awimber2@illinois.edu
FRANK KONDOR	ELMHURST	FJKONDOR@EXCITE.COM
MARY SOBA	ELMHURST	MARYS1428@yahoo.com
Eileen Franz	Elmhurst	eileen.franz@elmhurst.org
David Wilson	Oak Park	davidwilson10@comcast.net
Jimmy Robinson	Wheaton	jrobinson@burnsmcd.com
Theresa Pelletier	IDOT/Epstein	theresa.pelletier@illinois.gov
MARILYN THOMAS	RIVER FOREST	
Steve Brown	Oak Park	sjbrown@hntb.com
Gael Ronnan	Elmhurst	Samronnan@comcast.net
Michael Fricano	WCMC	mfricano@westcook.org
Ann Messina	Elmhurst	smkamessina@gmail.com
Diana Love	Brookview	da.love@sbcglobal.net



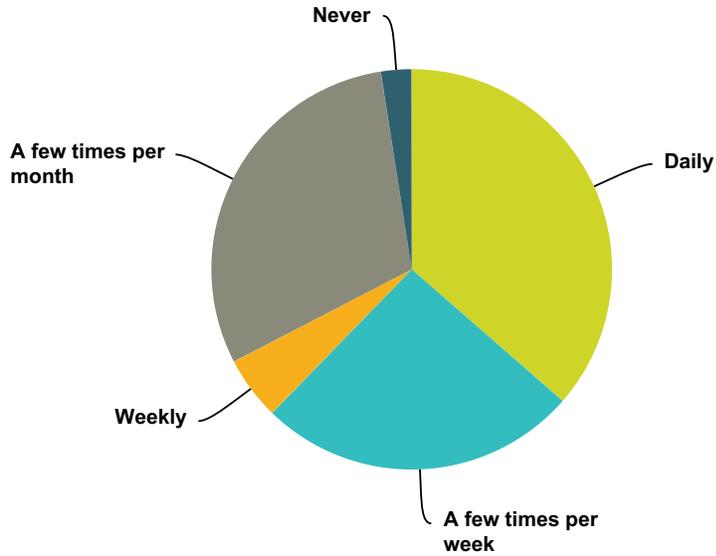
# COMMUNITY INPUT SURVEY RESULTS

The community input survey results follow.

A community input survey was distributed throughout with the help of our Steering Committee and stakeholders, including links via municipal websites, intranets and postings throughout the communities. The survey was also distributed on Pace buses in paper form (02.23.2016) and entered into the web based system for inclusion in the overall survey data response. The surveys were available in English and Spanish languages. The survey was open for approximately three months and yielded approximately 500 responses. Survey results are on the following pages.

### Q1 In an average month, how often do you travel on North Avenue?

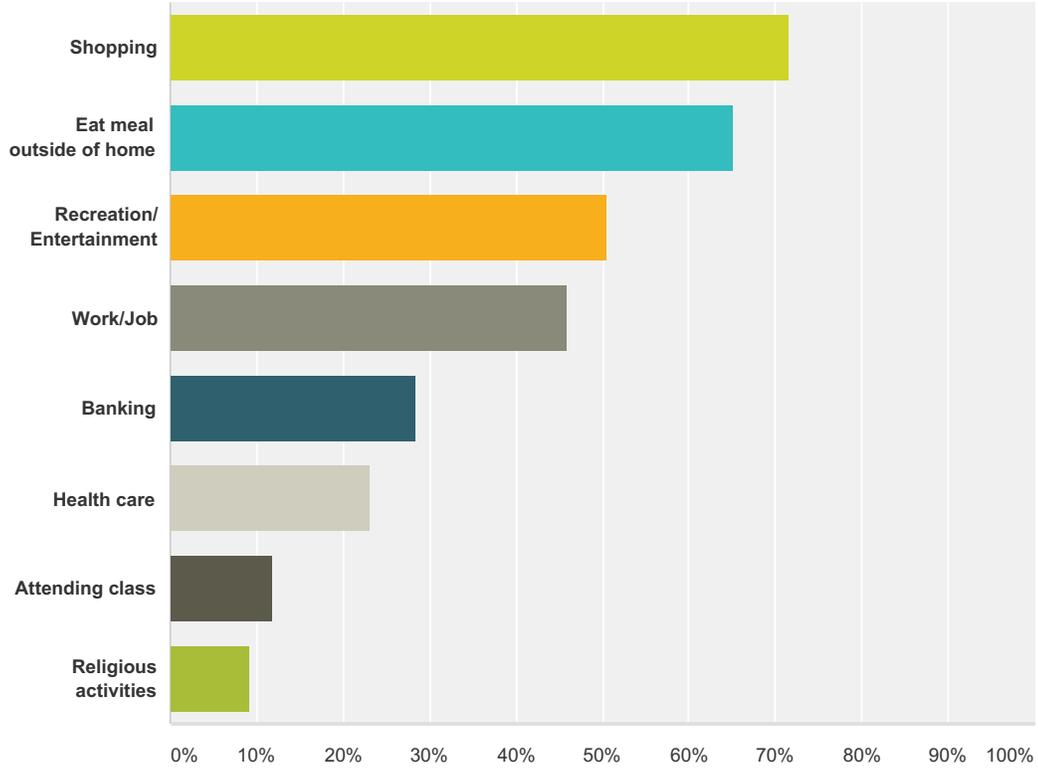
Answered: 607 Skipped: 12



Answer Choices	Responses	
Daily	36.41%	221
A few times per week	25.86%	157
Weekly	5.11%	31
A few times per month	30.15%	183
Never	2.47%	15
<b>Total</b>		<b>607</b>

**Q2 From the list below, select the reasons for your trips during the past year to North Avenue. (Select all that apply)**

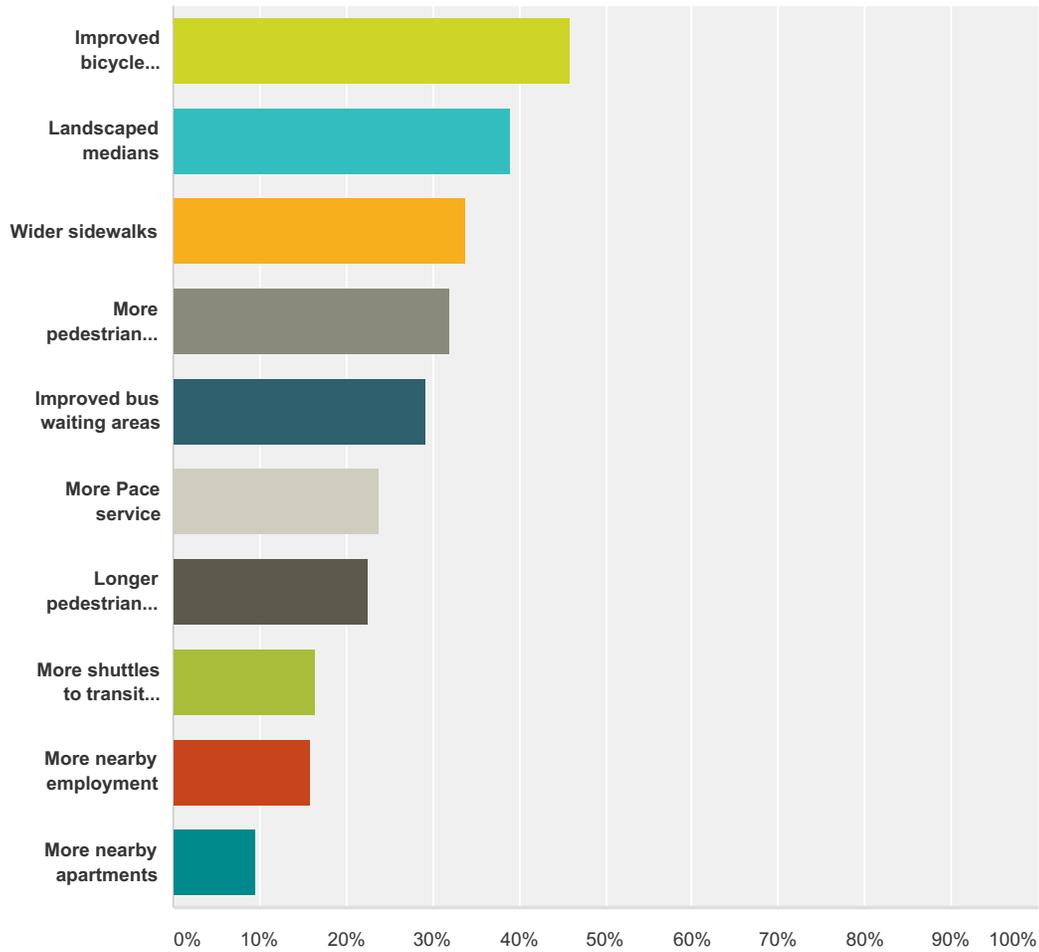
Answered: 579 Skipped: 40



Answer Choices	Responses	Count
Shopping	71.68%	415
Eat meal outside of home	65.11%	377
Recreation/ Entertainment	50.43%	292
Work/Job	45.94%	266
Banking	28.32%	164
Health care	23.14%	134
Attending class	11.92%	69
Religious activities	9.15%	53
<b>Total Respondents: 579</b>		

### Q3 What changes would most improve North Avenue? (Choose up to 3)

Answered: 544 Skipped: 75



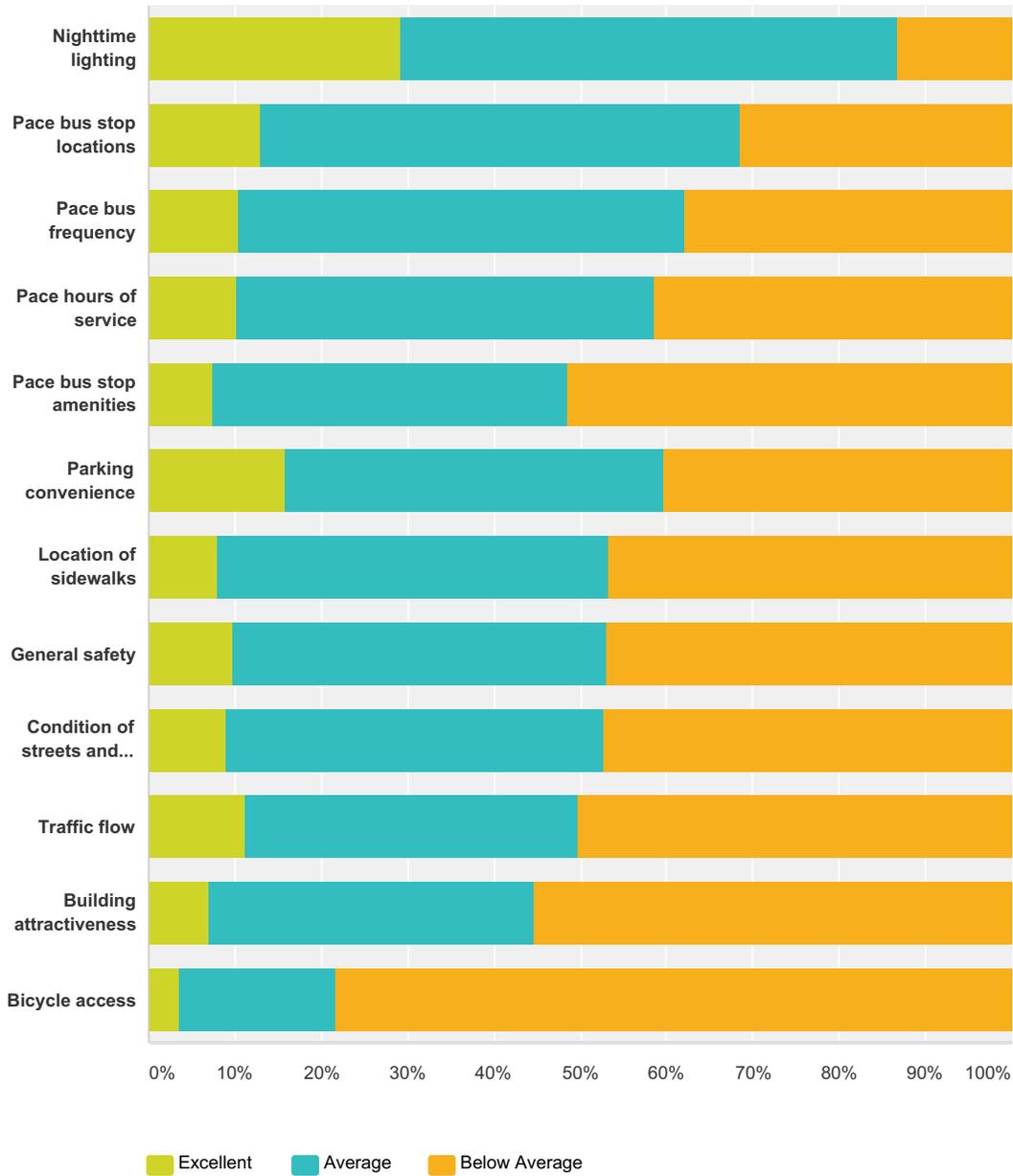
Answer Choices	Responses
Improved bicycle connections and facilities	45.96% 250
Landscaped medians	38.97% 212
Wider sidewalks	33.82% 184
More pedestrian crossings	31.99% 174
Improved bus waiting areas	29.23% 159
More Pace service	23.90% 130
Longer pedestrian crossing times at signals	22.61% 123
More shuttles to transit connections (i.e., Triton shuttle, Melrose Park dial-a-ride)	16.54% 90
More nearby employment	15.81% 86
More nearby apartments	9.56% 52

# Review Draft North Avenue

Total Respondents: 544

### Q4 Rate your overall satisfaction with these factors as they apply to North Avenue:

Answered: 556 Skipped: 63



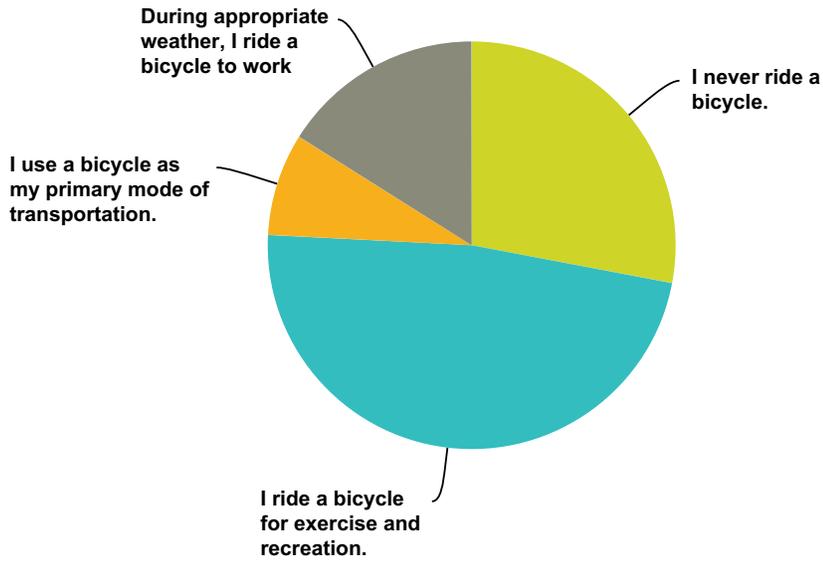
	Excellent	Average	Below Average	Total
Nighttime lighting	29.32% 151	57.48% 296	13.20% 68	515
Pace bus stop locations	13.12% 37	55.32% 156	31.56% 89	282
Pace bus frequency	10.37% 28	51.85% 140	37.78% 102	270
Pace hours of service	10.16% 25	48.37% 119	41.46% 102	246

## Review Draft North Avenue

Pace bus stop amenities	<b>7.36%</b> 19	<b>41.09%</b> 106	<b>51.55%</b> 133	258
Parking convenience	<b>15.87%</b> 76	<b>43.84%</b> 210	<b>40.29%</b> 193	479
Location of sidewalks	<b>7.97%</b> 40	<b>45.42%</b> 228	<b>46.61%</b> 234	502
General safety	<b>9.79%</b> 51	<b>43.38%</b> 226	<b>46.83%</b> 244	521
Condition of streets and sidewalks	<b>8.96%</b> 48	<b>43.66%</b> 234	<b>47.39%</b> 254	536
Traffic flow	<b>11.15%</b> 60	<b>38.48%</b> 207	<b>50.37%</b> 271	538
Building attractiveness	<b>7.01%</b> 37	<b>37.69%</b> 199	<b>55.30%</b> 292	528
Bicycle access	<b>3.67%</b> 16	<b>17.89%</b> 78	<b>78.44%</b> 342	436

### Q5 When do you ride a bicycle?

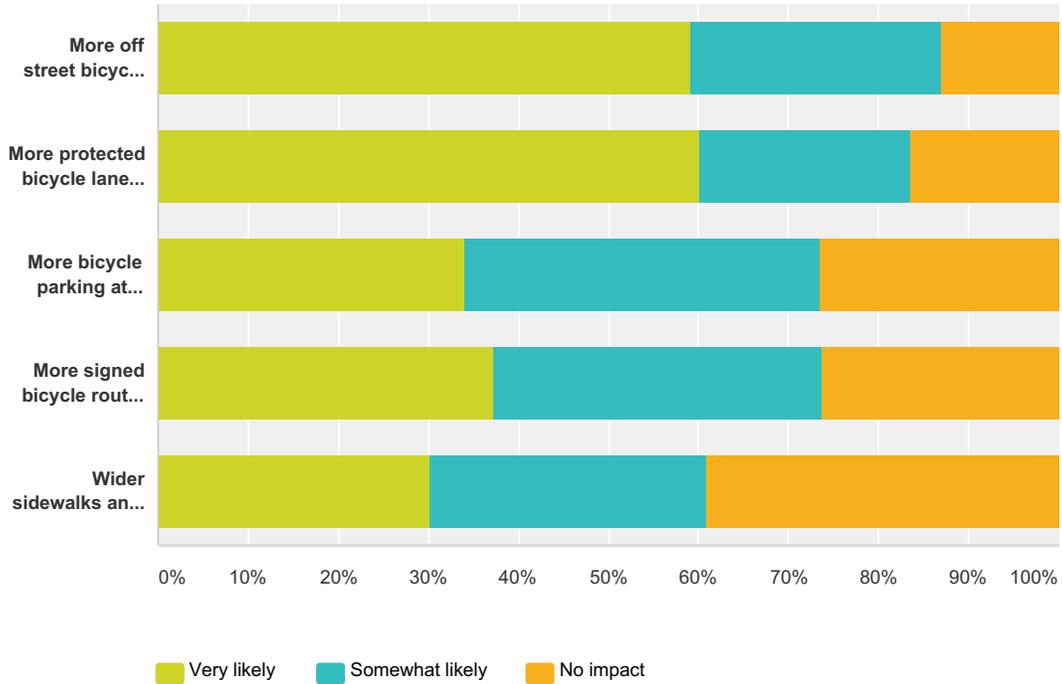
Answered: 554 Skipped: 65



Answer Choices	Responses	
I never ride a bicycle.	27.98%	155
I ride a bicycle for exercise and recreation.	47.83%	265
I use a bicycle as my primary mode of transportation.	8.12%	45
During appropriate weather, I ride a bicycle to work	16.06%	89
<b>Total</b>		<b>554</b>

### Q6 How likely are you to increase your bicycling frequency if these changes are made?

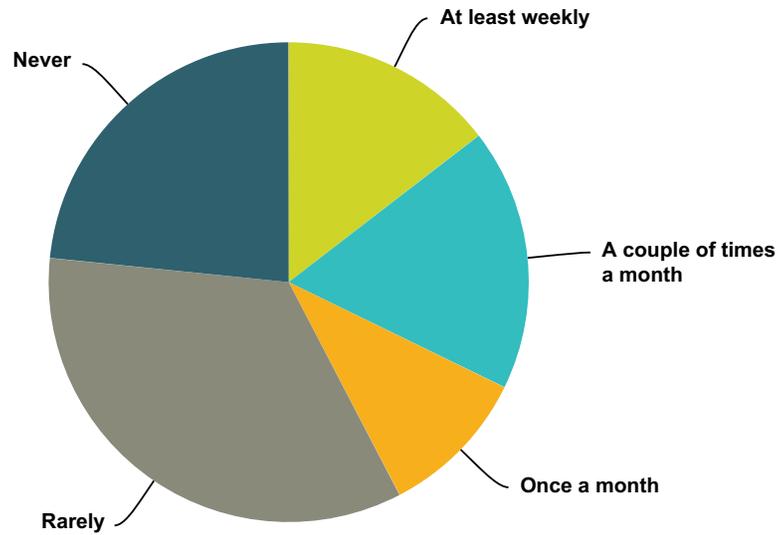
Answered: 392 Skipped: 227



	Very likely	Somewhat likely	No impact	Total
More off street bicycle paths	59.13% 230	27.76% 108	13.11% 51	389
More protected bicycle lanes on streets through barriers or landscaping	60.05% 233	23.45% 91	16.49% 64	388
More bicycle parking at businesses	34.04% 129	39.58% 150	26.39% 100	379
More signed bicycle routes on streets	37.31% 144	36.53% 141	26.17% 101	386
Wider sidewalks and wider setbacks of commercial buildings from the sidewalk	30.21% 116	30.73% 118	39.06% 150	384

### Q7 How often do you walk to a destination located along North Avenue?

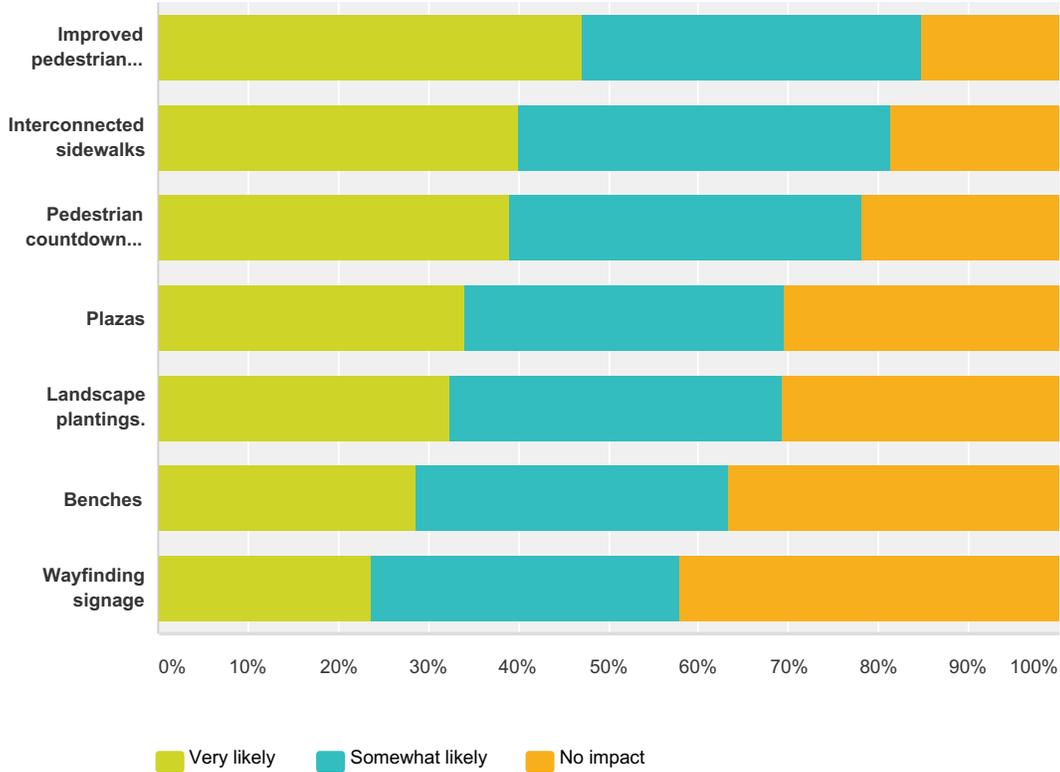
Answered: 543 Skipped: 76



Answer Choices	Responses	
At least weekly	14.55%	79
A couple of times a month	17.68%	96
Once a month	10.13%	55
Rarely	34.25%	186
Never	23.39%	127
<b>Total</b>		<b>543</b>

### Q8 How likely would you be to walk more often to a destination located along North Avenue if the these changes are made?

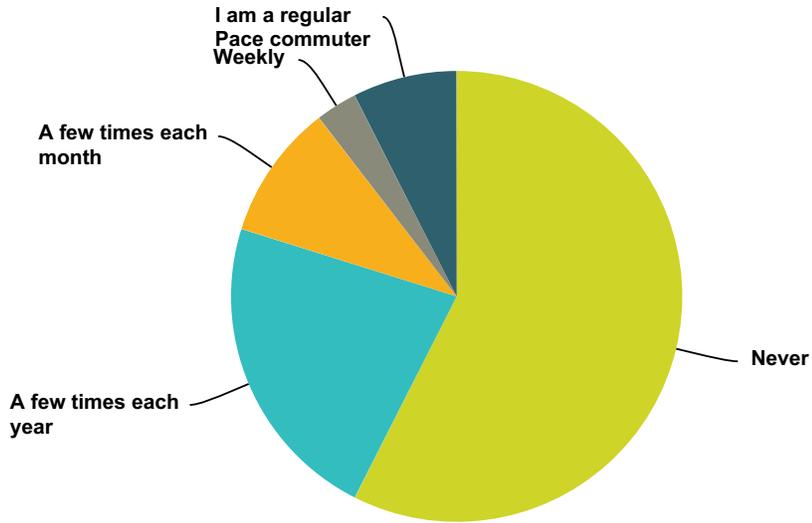
Answered: 412 Skipped: 207



	Very likely	Somewhat likely	No impact	Total
Improved pedestrian crossings	47.15% 190	37.72% 152	15.14% 61	403
Interconnected sidewalks	40.15% 161	41.15% 165	18.70% 75	401
Pedestrian countdown timers at signalized intersections	39.05% 157	39.05% 157	21.89% 88	402
Plazas	34.10% 133	35.38% 138	30.51% 119	390
Landscape plantings.	32.50% 130	36.75% 147	30.75% 123	400
Benches	28.61% 113	34.68% 137	36.71% 145	395
Wayfinding signage	23.65% 92	34.19% 133	42.16% 164	389

### Q9 How frequently do you use Pace Service?

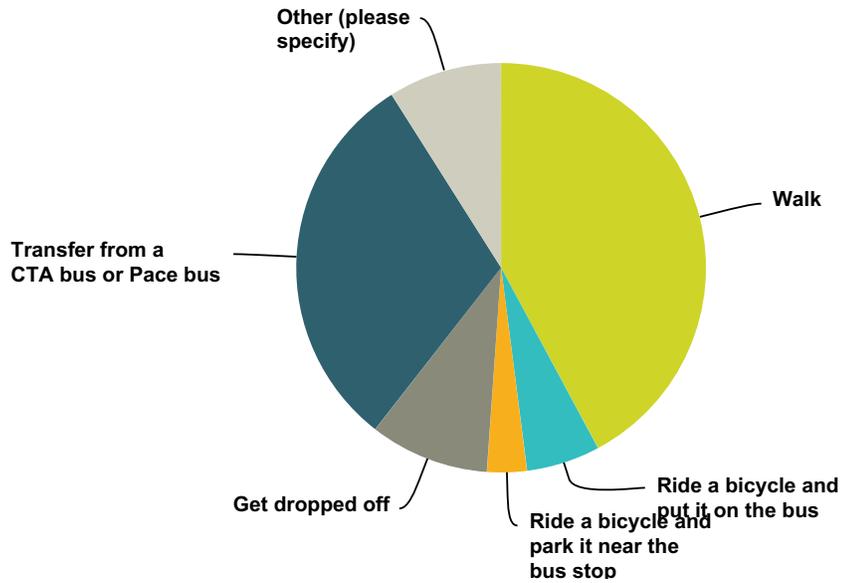
Answered: 536 Skipped: 83



Answer Choices	Responses	
Never	57.46%	308
A few times each year	22.39%	120
A few times each month	9.70%	52
Weekly	2.99%	16
I am a regular Pace commuter	7.46%	40
<b>Total</b>		<b>536</b>

### Q10 How do you usually travel to a Pace bus stop on North Avenue ?

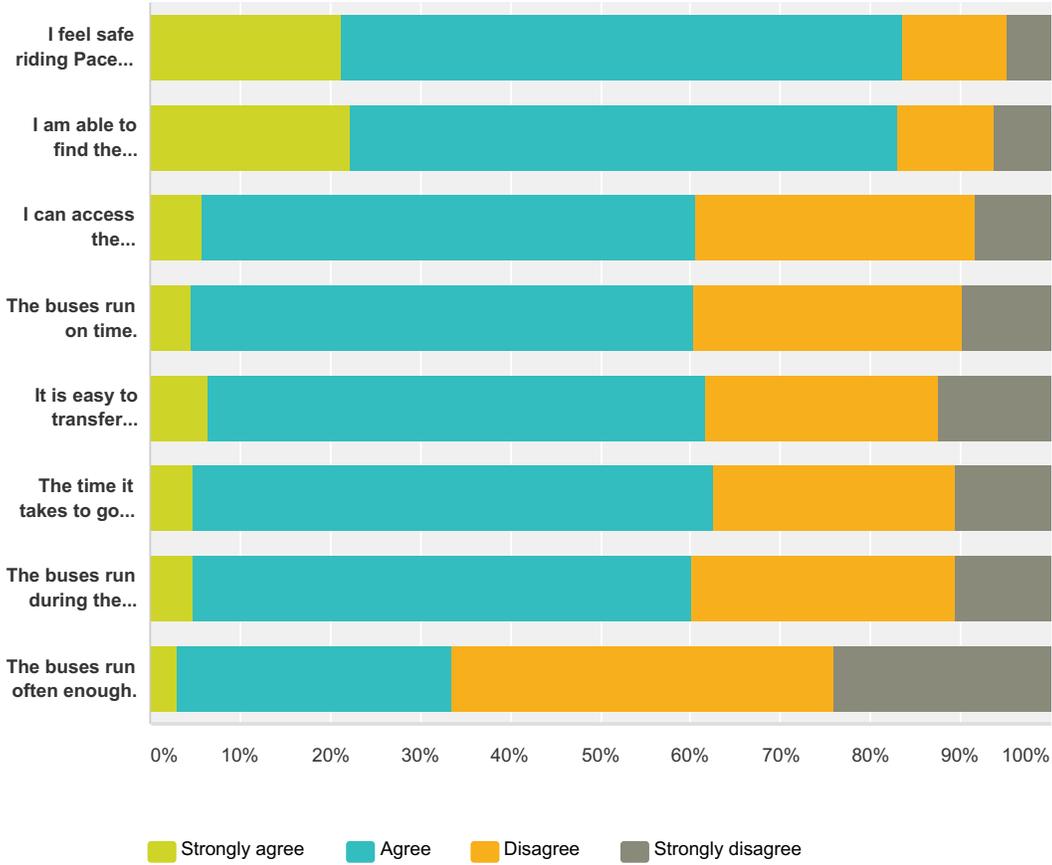
Answered: 223 Skipped: 396



Answer Choices	Responses	
Walk	42.15%	94
Ride a bicycle and put it on the bus	5.83%	13
Ride a bicycle and park it near the bus stop	3.14%	7
Get dropped off	9.42%	21
Transfer from a CTA bus or Pace bus	30.49%	68
Other (please specify)	8.97%	20
<b>Total</b>		<b>223</b>

### Q11 Please review these statements and mark the answer that best describes your experience with Pace service

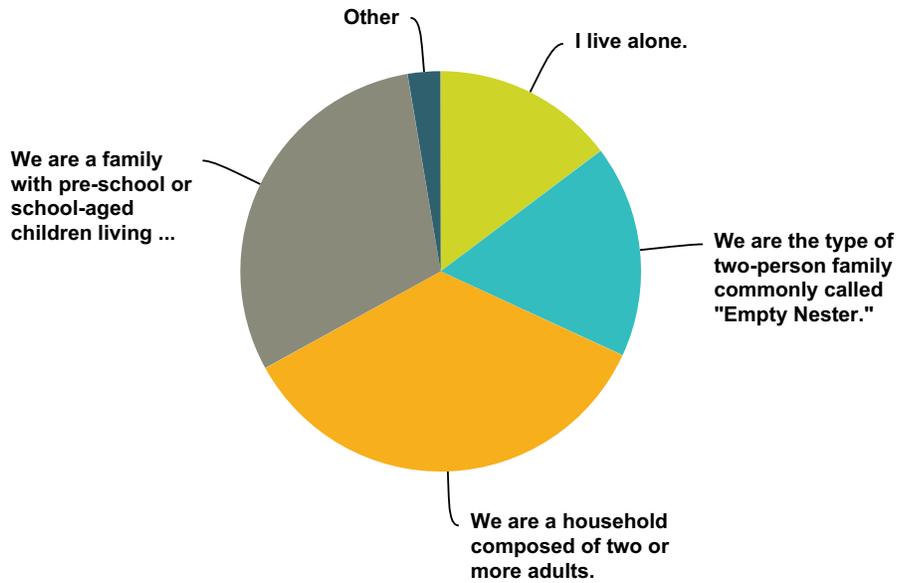
Answered: 227 Skipped: 392



	Strongly agree	Agree	Disagree	Strongly disagree	Total
I feel safe riding Pace buses.	21.15% 44	62.50% 130	11.54% 24	4.81% 10	208
I am able to find the information I need about Pace. (routes, schedules, delays, etc.)	22.27% 47	60.66% 128	10.90% 23	6.16% 13	211
I can access the destinations that I need to get to by riding Pace buses.	5.91% 12	54.68% 111	31.03% 63	8.37% 17	203
The buses run on time.	4.64% 9	55.67% 108	29.90% 58	9.79% 19	194
It is easy to transfer between Pace buses.	6.47% 11	55.29% 94	25.88% 44	12.35% 21	170
The time it takes to go places on Pace buses is reasonable.	4.81% 10	57.69% 120	26.92% 56	10.58% 22	208
The buses run during the times that I need to travel.	4.85% 10	55.34% 114	29.13% 60	10.68% 22	206
The buses run often enough.	3.00% 6	30.50% 61	42.50% 85	24.00% 48	200

### Q12 Choose the answer that best describes your household.

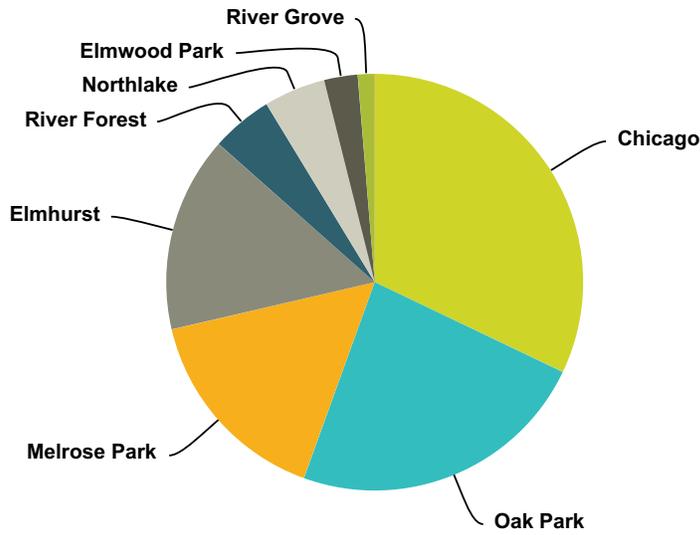
Answered: 530 Skipped: 89



Answer Choices	Responses	
I live alone.	14.72%	78
We are the type of two-person family commonly called "Empty Nester."	17.17%	91
We are a household composed of two or more adults.	35.09%	186
We are a family with pre-school or school-aged children living in the home.	30.38%	161
Other	2.64%	14
<b>Total</b>		<b>530</b>

### Q13 In which community is your home located?

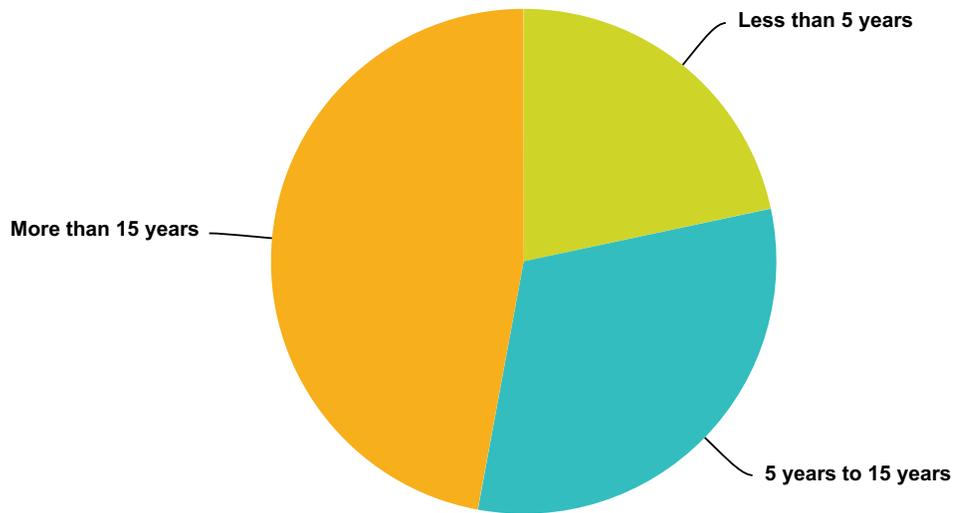
Answered: 461 Skipped: 158



Answer Choices	Responses	
Chicago	32.10%	148
Oak Park	23.43%	108
Melrose Park	15.84%	73
Elmhurst	15.18%	70
River Forest	4.77%	22
Northlake	4.77%	22
Elmwood Park	2.60%	12
River Grove	1.30%	6
Stone Park	0.00%	0
<b>Total</b>		<b>461</b>

### Q14 How long have you lived in your community?

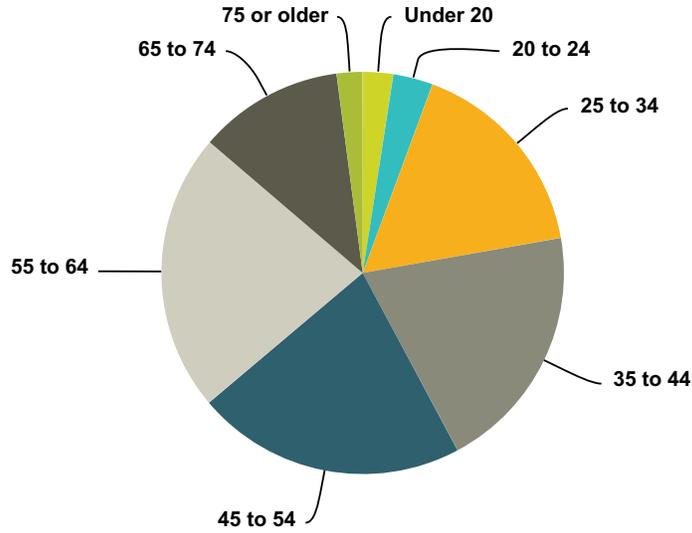
Answered: 531 Skipped: 88



Answer Choices	Responses	
Less than 5 years	21.66%	115
5 years to 15 years	31.26%	166
More than 15 years	47.08%	250
<b>Total</b>		<b>531</b>

### Q15 Please choose the category that matches your age.

Answered: 531 Skipped: 88



Answer Choices	Responses	
Under 20	2.45%	13
20 to 24	3.20%	17
25 to 34	16.57%	88
35 to 44	19.96%	106
45 to 54	21.66%	115
55 to 64	22.41%	119
65 to 74	11.68%	62
75 or older	2.07%	11
<b>Total</b>		<b>531</b>

**Q16 Any Comments?**

Answered: 151 Skipped: 468

**Q17 If you would like to learn the results of this survey and occasionally be asked to provide additional comments on North Avenue, please provide this information. Note that your information will not be shared with any other users.**

Answered: 195 Skipped: 424

Answer Choices	Responses	
Name:	98.46%	192
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address:	98.46%	192
Phone Number	0.00%	0

# EXISTING CONDITIONS REPORT

The existing conditions report follows.



# North Avenue Corridor Study

EXISTING CONDITIONS SUMMARY

04 . 08 . 2016



# NORTH AVENUE CORRIDOR :

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INTRODUCTION  
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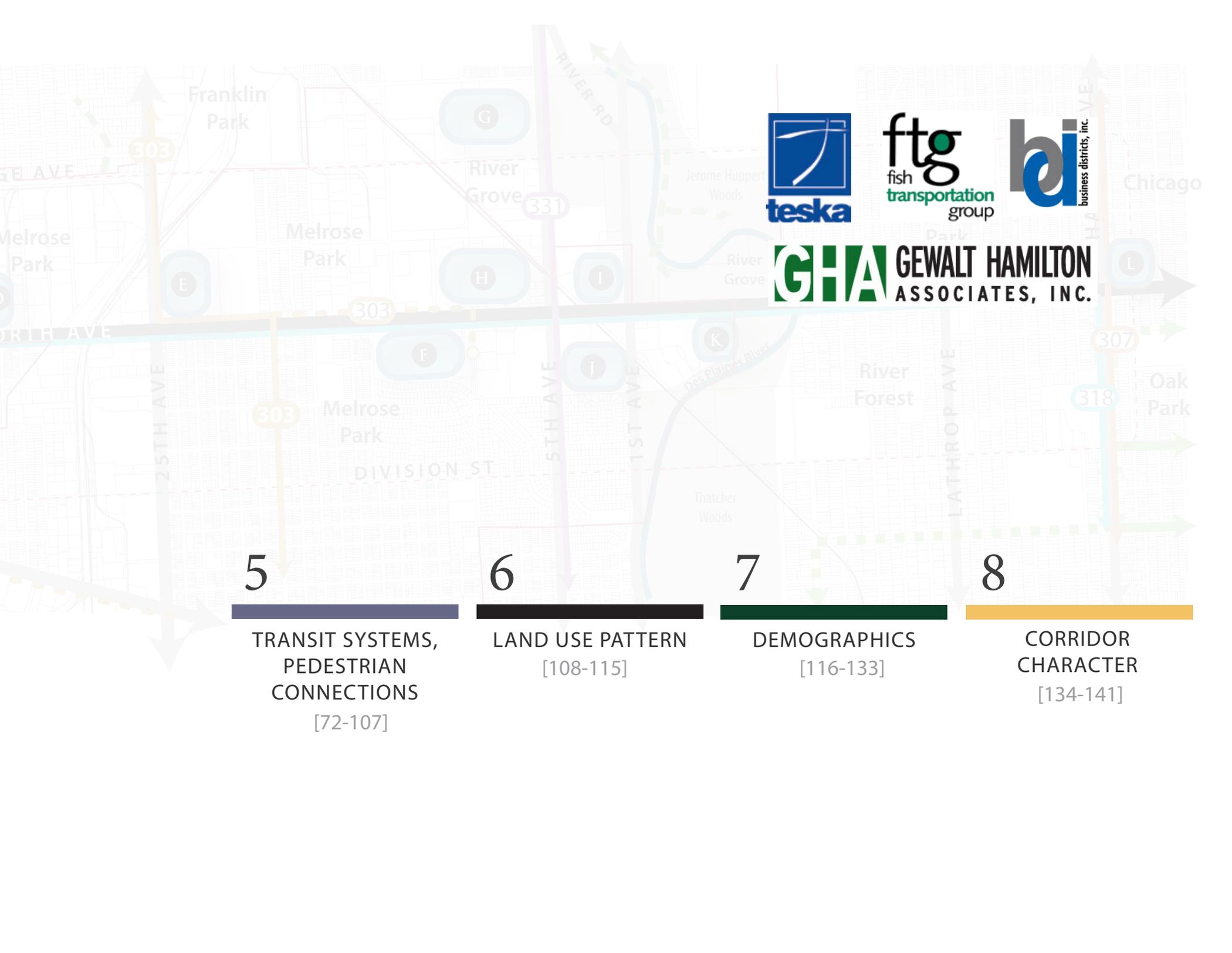
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**GHA** GEWALT HAMILTON ASSOCIATES, INC.

5



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# 1 INTRODUCTION

The North Avenue Corridor traverses nine communities over a distance of more than seven miles. As one of the well-established automobile oriented corridors in Chicago's metropolitan area, the corridor carries up to 53,000 vehicles per day and includes a variety of roadway conditions, Pace bus transit connections, and development typologies.

The Study Area includes North Avenue between Harlem Avenue to the east and York Street to the west. The corridor study area includes those properties located approximately one-quarter mile from North Avenue to the north and south of the corridor.

The following describes Existing Conditions that have been gathered for the Pace North Avenue Corridor assignment. This data will become the basis upon which the team will discuss with the Steering Committee and prepare planning recommendations.

For many of the nine communities that intersect North Avenue, the corridor serves as a gateway into the communities, providing access to transit, goods, services and an introduction to community character. The corridor intersects the following communities:

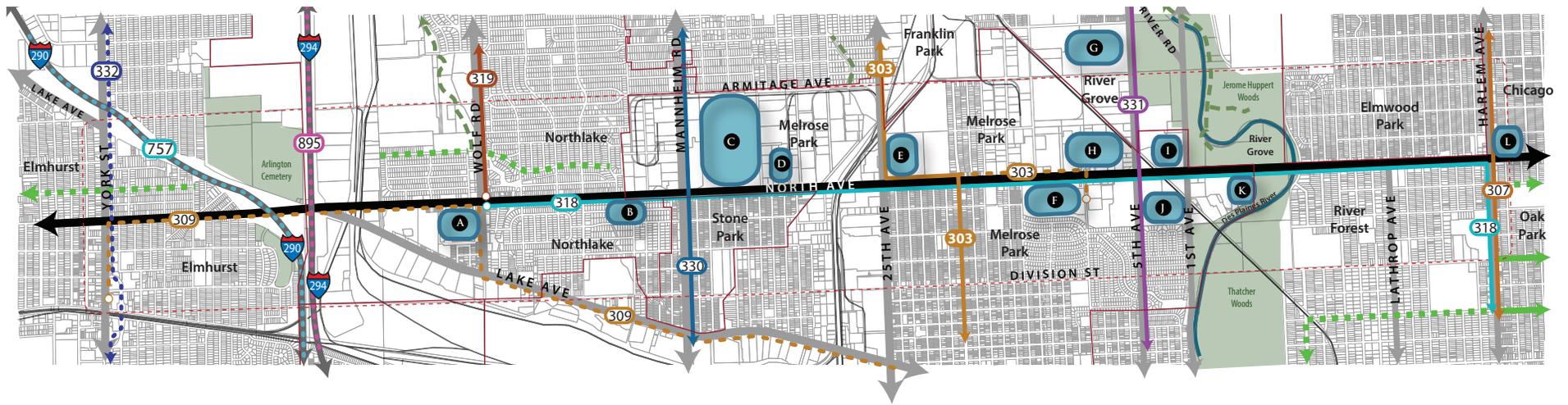
- City of Elmhurst
- City of Northlake
- Village of Stone Park
- Village of Melrose Park
- Village of River Grove
- Village of River Forest
- Village of Elmwood Park
- Village of Oak Park
- City of Chicago

Regional agencies have an interest to ensure the corridor maintains its function in the region. The lead sponsor of this assignment is Pace Suburban Bus and the corridor study involves the following agencies:

- Pace Suburban Bus (Pace)
- Regional Transportation Authority (RTA)
- Chicago Transit Authority (CTA)
- Illinois Department of Transportation (IDOT)
- West Central Municipal Conference (WCMC)
- Chicago Metropolitan Agency for Planning (CMAP)
- Cook County
- DuPage County

Technical data was acquired from the communities and agencies as available and related to the Corridor Study scope. Planimetric data related to Transportation, Transit and Land Use is prepared in the Consultant Team's Geographic Information System (GIS) version 9.3. All exhibits presented herein are prepared in Adobe Illustrator Creative Suite 6.

# Existing Conditions: Overall Corridor Plan



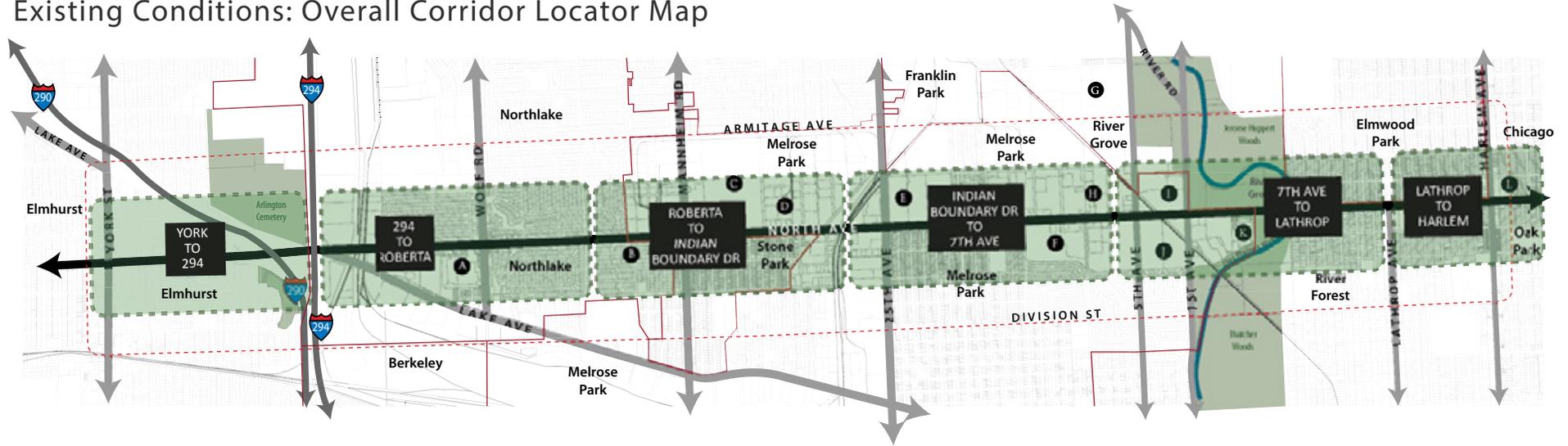
## Legend

- Bike Path (off-street)
- Bike Friendly Route
- Dedicated Bike Route
- PACE Bus Routes  
303, 307, 309  
318, 319, 330  
331, 332
- Corridor Study Area
- Regional Anchors

## Regional/Community Anchors

- |   |   |
|---|---|
| <b>A</b> Sams Club/<br>Walmart/<br>Home Depot | <b>G</b> Triton College                       |
| <b>B</b> Kindred Hospital                     | <b>H</b> Loyola Gottlieb<br>Memorial Hospital |
| <b>C</b> Navistar                             | <b>I</b> Costco                               |
| <b>D</b> Menards                              | <b>J</b> Former Maywood<br>Park Racetrack     |
| <b>E</b> DHL                                  | <b>K</b> Residences of<br>Riverwood           |
| <b>F</b> Winston Plaza<br>Shopping Center     | <b>L</b> Sears                                |

## Existing Conditions: Overall Corridor Locator Map



The map above shows the seven mile North Ave. corridor in entirety. Due to the size of the study area and need to identify detailed conditions, the following sheet organization is used for all exhibits:

Section 1: York St. to 294

Section 2: 294 to Roberta Ave.

Section 3: Roberta Ave. to Indian Boundary Dr.

Section 4: Indian Boundary Dr. to 7th Ave.

Section 5: 7th Ave. to Lathrop Ave.

Section 6: Lathrop Ave. to Harlem Ave.

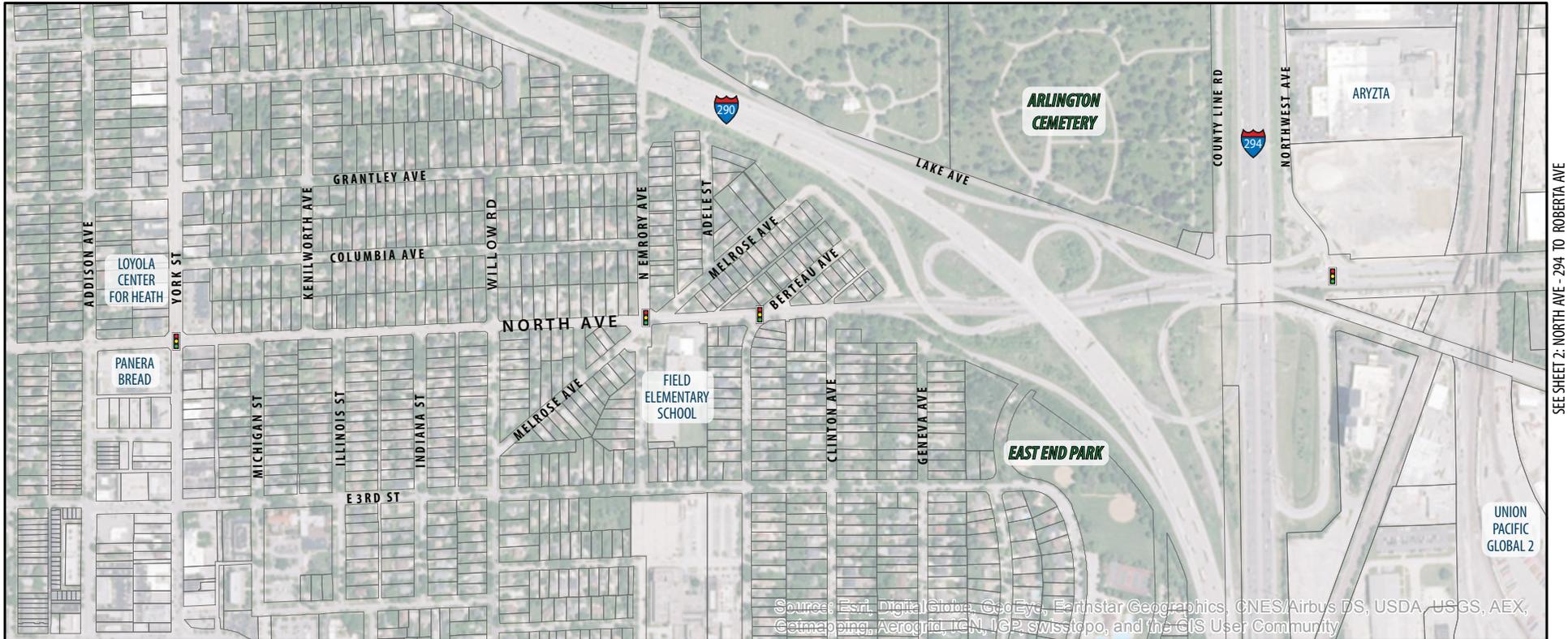
### Legend

Corridor Study Area

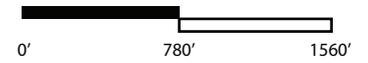
### Regional/Community Anchors

- |   |   |
|---|---|
| <b>A</b> Sams Club/<br>Walmart/<br>Home Depot | <b>G</b> Triton College                       |
| <b>B</b> Kindred Hospital                     | <b>H</b> Loyola Gottlieb<br>Memorial Hospital |
| <b>C</b> Navistar                             | <b>I</b> Costco                               |
| <b>D</b> Menards                              | <b>J</b> Former Maywood<br>Park Racetrack     |
| <b>E</b> DHL                                  | <b>K</b> Residences of<br>Riverwood           |
| <b>F</b> Winston Plaza<br>Shopping Center     | <b>L</b> Sears                                |

# Existing Conditions: Section 1- York St. to 294

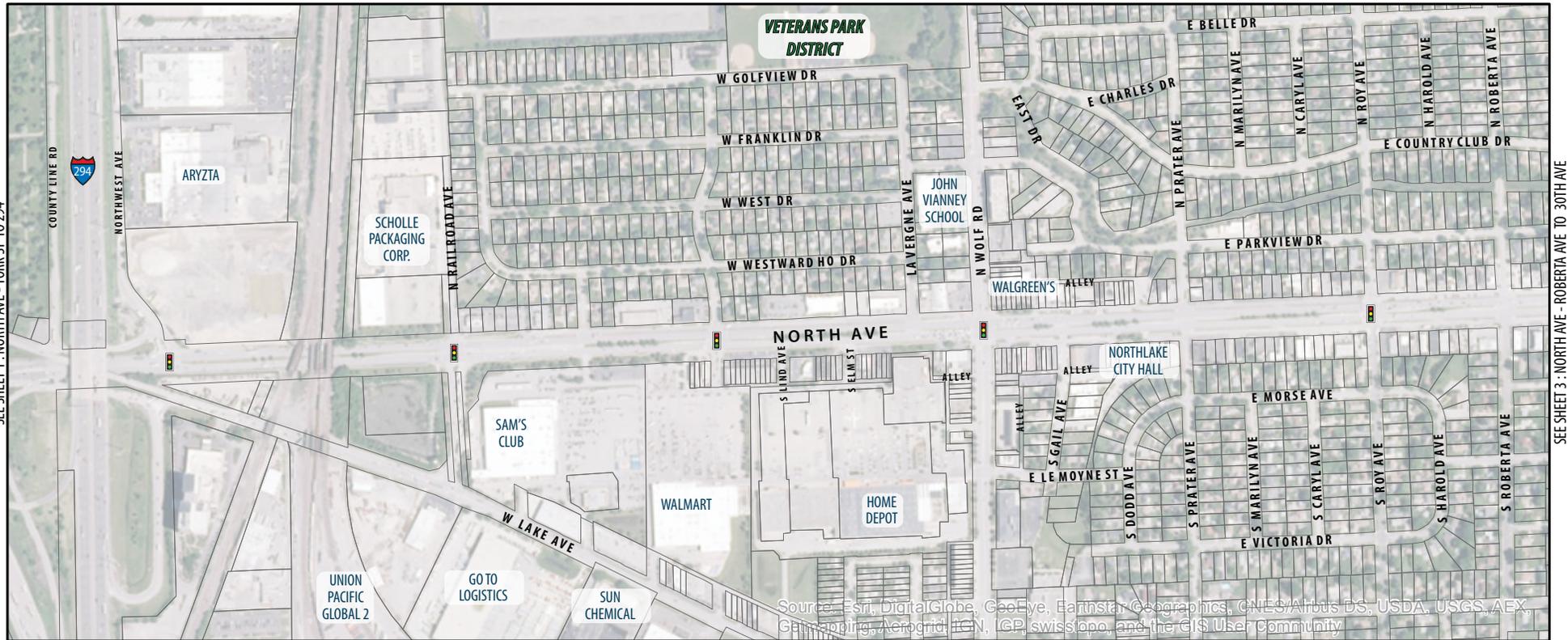


## Key Map



SEE SHEET 2: NORTH AVE - 294 TO ROBERTA AVE

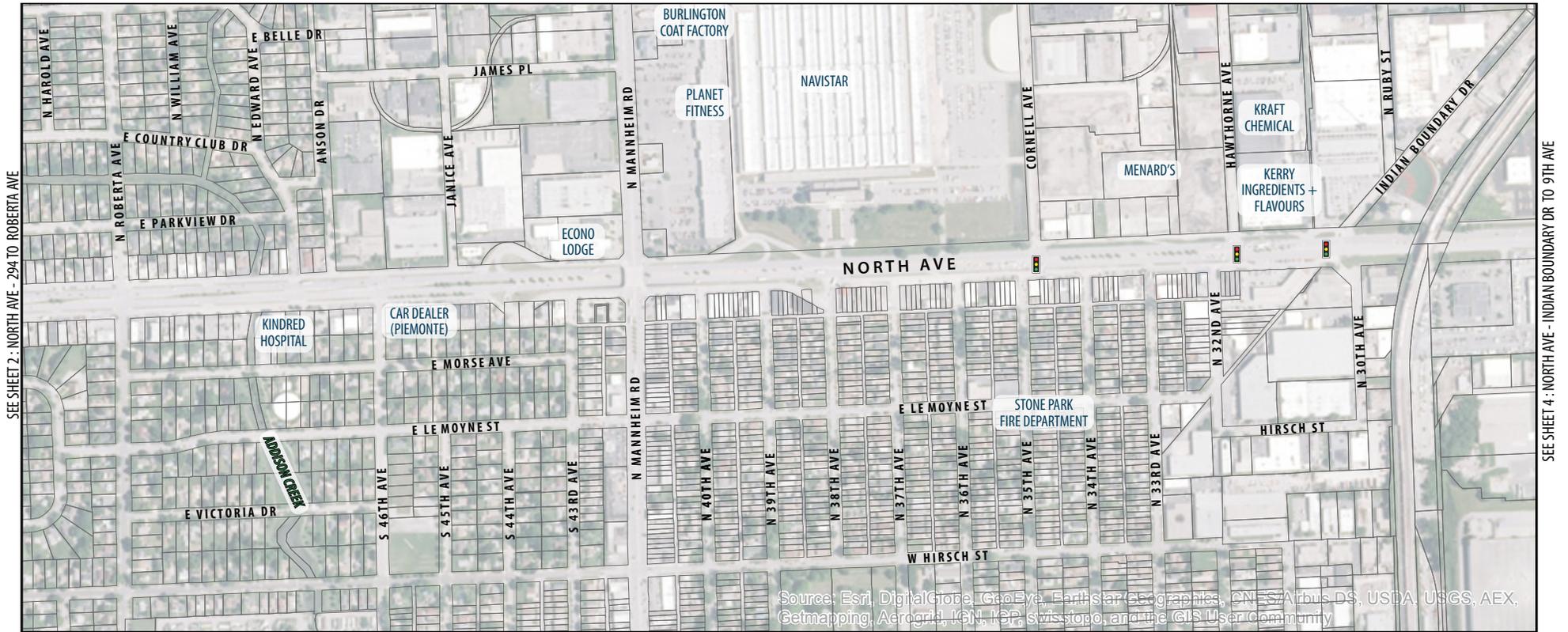
# Existing Conditions: Section 2- 294 to Roberta Ave.



## Key Map

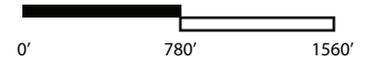


# Existing Conditions: Section 3- Roberta Ave. to Indian Boundary Dr.

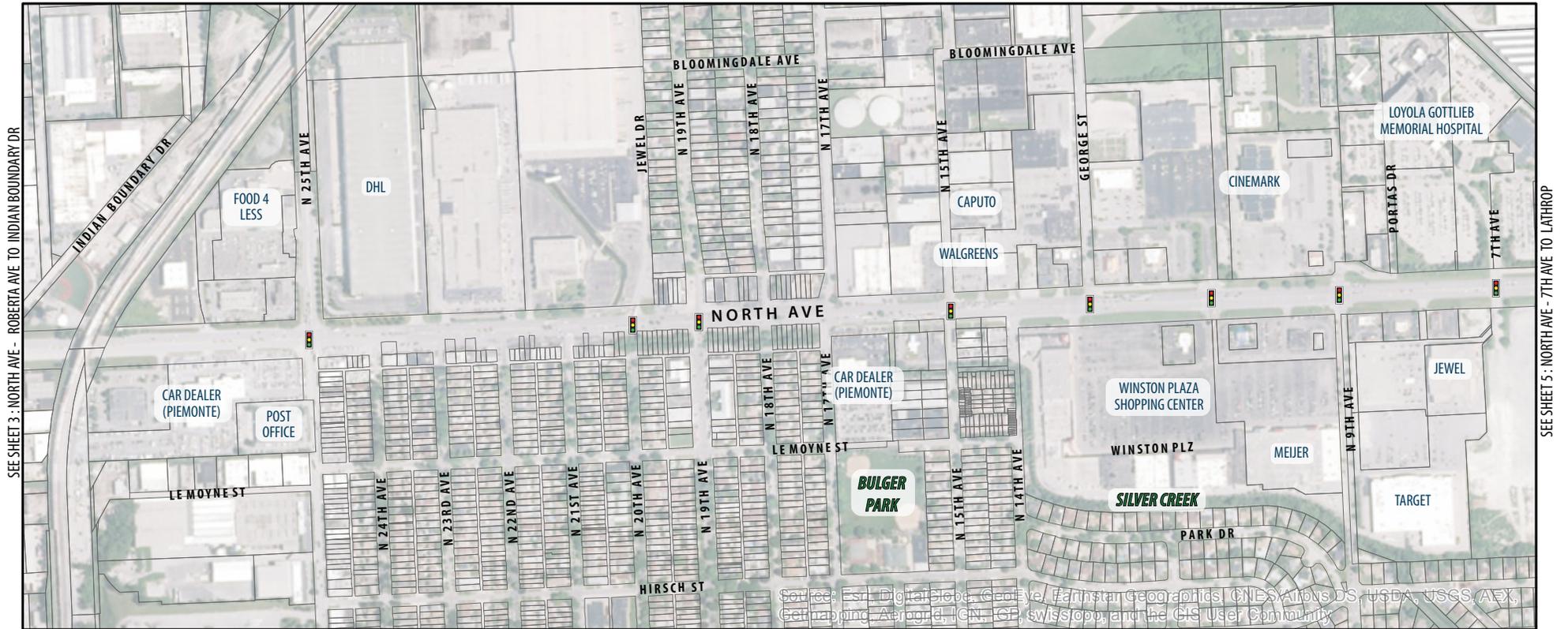


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

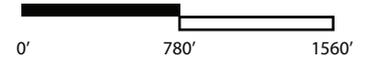
## Key Map



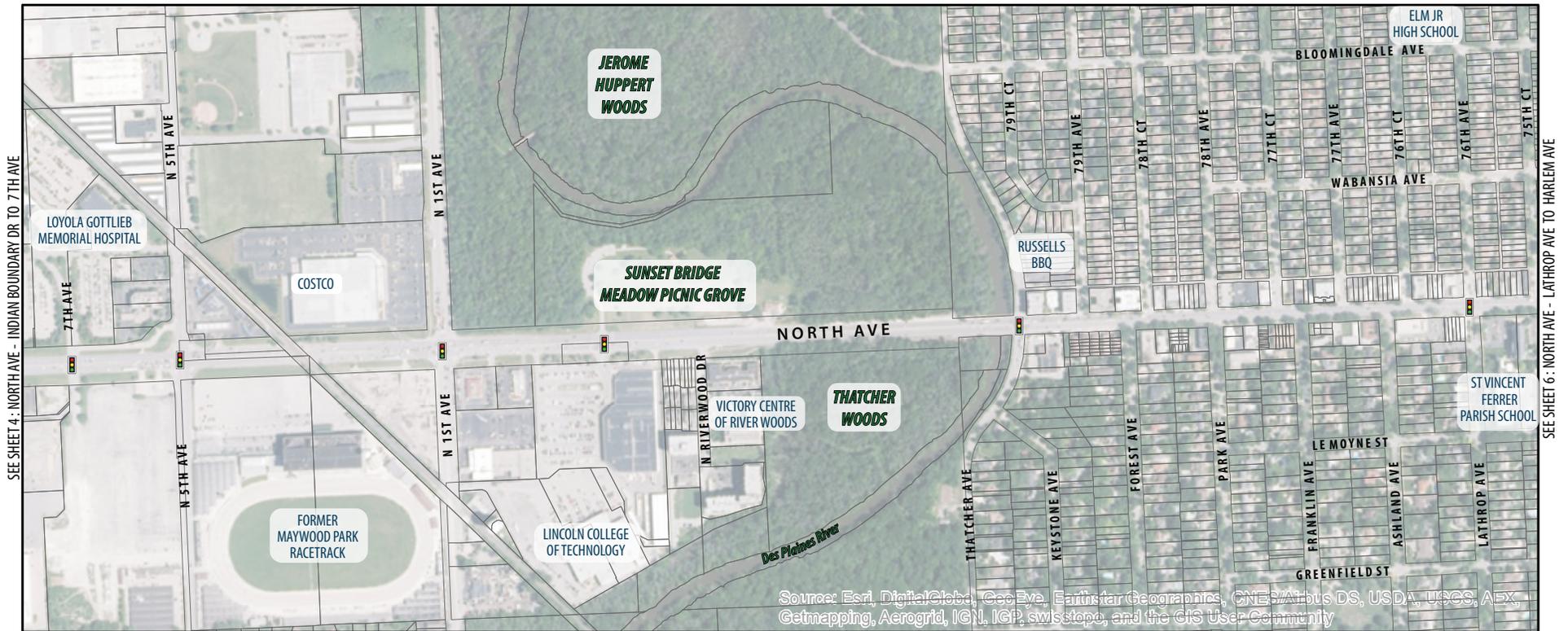
# Existing Conditions: Section 4- Indian Boundary Dr. to 7th Ave.



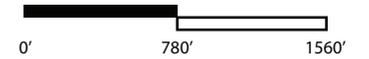
## Key Map



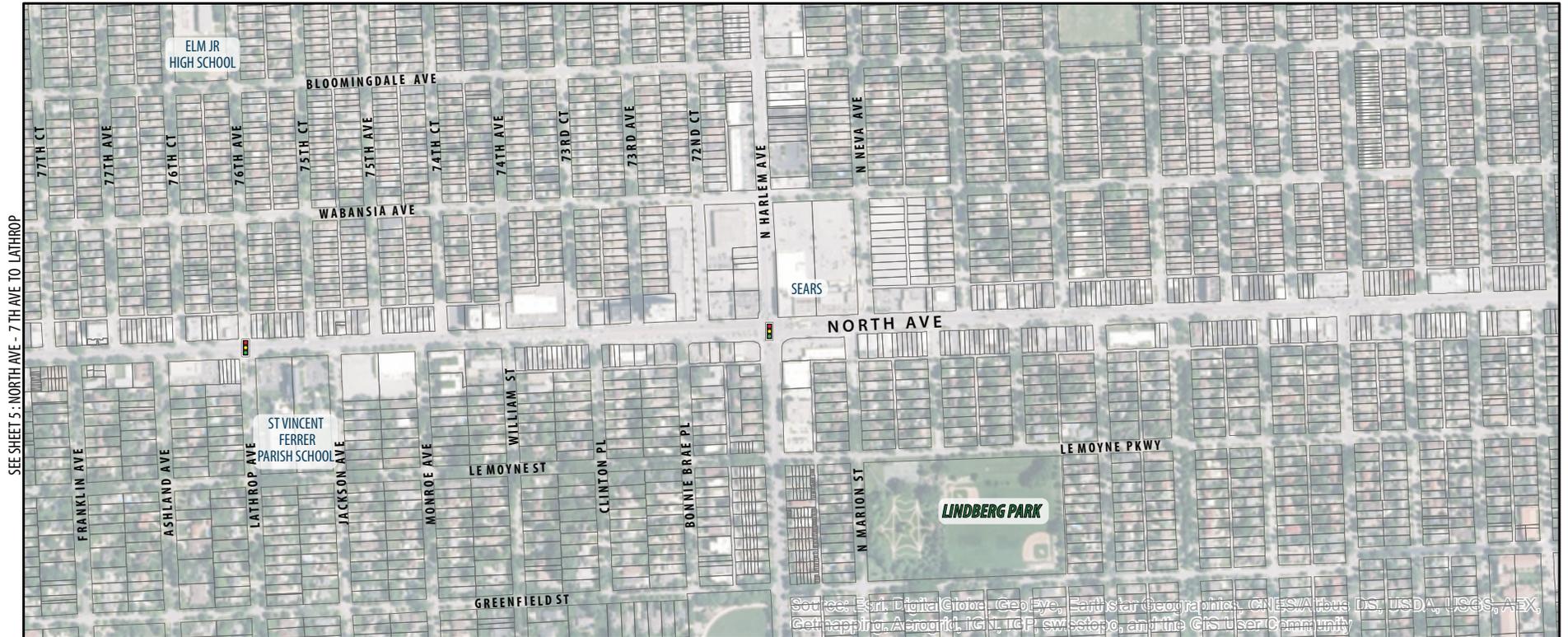
# Existing Conditions: Section 5- 7th Ave. to Lathrop Ave.



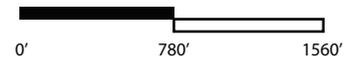
## Key Map



# Existing Conditions: Section 6: Lathrop Ave. to Harlem Ave.



## Key Map



## 2 COMMUNITY PLANS AND STUDIES

In addition to North Avenue's function as a major east-west arterial, the Corridor also functions as an important access and gateway to the nine communities it serves.

Past plans and studies have been gathered and reviewed for each of the corridor communities as they are available. The summary that follows includes overviews of these plans with a special focus on how the North Avenue corridor fits into the communities it serves.

### **CITY OF ELMHURST**



Incorporated as a City in 1910, Elmhurst occupies both DuPage and Cook Counties and includes approximately 10 square miles of land. As of the 2010 census, Elmhurst had a total population of 44,121. Early settlement patterns dates back to the early 1800's when European-American immigrants settled along the Salt Creek.

Transportation Access: Among Elmhurst's strongest assets is its direct access to I-290/I-294/I-88, Metra commuter rail and Pace suburban bus access. Pace Suburban Buses operate along North Avenue and York Street. The Elmhurst Metra Station is located just south of North Avenue along the Union Pacific West Line.

#### Community Plans Reviewed:

Elmhurst Comprehensive Plan: The Comprehensive Plan (2009) identifies major goals and objectives for the community.

Goals and objectives are summarized as they relate to North Avenue below:

- Land Use and Development: Within neighborhoods, goals include preservation and protection of existing character, including maintaining quality infrastructure and aesthetic appearances of neighborhood communities. Within the downtown area and commercial areas, goals include maintaining the vibrant downtown character while also protecting the small-town character, diverse housing choices and cultural events.

- Sub-Areas: Nine subareas were evaluated as part of this effort. Of these subareas, the following two subareas fall within the North Avenue Corridor Study Area:

- o Subarea #4 – Elmhurst Memorial Hospital (Berteau location). This subarea was evaluated for development prior to the current Nitti Development which includes 56 high end single family homes within a single family residential neighborhood.

- o Subarea #5 – North York Street and Grand Avenue Corridors. These corridors were evaluated for their functions as gateway entrances to the City, providing high traffic, high-visibility and linkages to the surrounding region. The recommendations for this subarea include support for York Street as a commercial corridor, including transitioning existing isolated single-family homes and industrial uses to commercial development.

- Transportation: The Future Vehicular Transportation Framework acknowledges North Ave as an IDOT arterial. The I-294/ North Avenue Scissor Interchange is highlighted as a priority area. The Future Pedestrian and Bicycle Framework identifies North Avenue as a Pace Bus Route and a roadway that is eligible for complete streets treatments. A planned north – south bikeway connection is planned along Emroy Avenue, aligned with one of two pedestrian underpasses located along North Avenue. This bikeway connection would serve the new Nitti Development, among other neighborhoods.

- Natural Resources: Although Elmhurst supports many local parks and open spaces, including the Salt Creek Greenway, Illinois Prairie Path and Elmhurst Great Western Prairie, limited parks and open spaces exist within the North Avenue Corridor study area.

- o East End Park is a 13-acre park located along 3rd Street west of I-290/I-294. The park includes a large pool, playground, sports fields, lighted tennis and basketball courts.

- Urban Design Framework: York Street is identified as providing auto oriented service and sales providing gateway opportunities to the Elmhurst Downtown Area. Visual and functional linkages are recommended via streetscape and signage improvements, such as landscaping, lighting, paving, street furniture, and public art.

### North York Street Corridor Plan:

The North York Street Corridor study area spans between North Street to the south and Grand Avenue to the north. The Corridor Plan included outreach to the community, an evaluation of corridor land uses and recommendations for design guidelines, assessment and evaluation for improved transportation and mobility, recommendations for stormwater management, streetscape and urban design recommendations, and an evaluation of economic development and implementation. A goal of the corridor plan is to unify York Street with Elmhurst's downtown area towards the south. The intersection of North Avenue and York Street is characterized as part of the south zone, including a strong land use and character mix that resembles the City Centre and an auto-centric environment that is considered inhospitable to pedestrians.

The Recommended Land Use Plan along North Ave between Kenilworth Ave and Addison Ave identifies future commercial corridor land uses. Recommended land uses located between North Avenue and the I-290 ramp identifies commercial node uses, described as high-intensity retail and commercial destinations, such as 'big box' developments. Isolated single family homes within this area are recommended to be converted to office or commercial uses with considerations for new commercial developments as sites become available.

Design Guidelines for the corridor include treatments that would visually connect the corridor to the City Centre including buildings fronting onto North York Street, strong pedestrian linkages, ADA access and attractive streetscape improvements. Design guidelines also address recommendations for high quality, visually attractive building treatments, freestanding signs, parking lots, landscaping and pedestrian amenities.

Transportation Recommendations for the south portion of York Street, north of North Ave include a proposed traffic signal at York St and Grantley Ave, curb cut consolidation along York Street, and potential cross-access at adjacent sites.

Pedestrian and bike enhancements at the intersection of York St and North Ave include key intersection enhancements, crosswalk enhancements and a proposed continuous carriage walk along York Street. A planned bike route is designated along Grantley Ave, which crosses York St, just north of North Avenue.

Transit enhancements along York Street includes support for existing Pace Bus Route #332 with proposed sheltered Pace Bus Stops and Proposed Signed Pace Bus Stops at designated locations along York Street, north of North Ave.

The Streetscape and Urban Design Plan recommends the City continue to expand its existing gateways and

wayfinding signage program. Recommendations for prominent intersections, such as North Ave and York Street includes masonry planter treatments, tree plantings, sidewalk enhancements, decorative traffic signals, ladder crosswalks across York Street and brick paver crosswalks across intersecting local streets. Continuous carriage sidewalks, tree grates and decorative roadway lighting with banners are recommended.

Recent Initiatives:

Following the adoption of a York Street Corridor Plan, the City has commenced a York Street Corridor Streetscape assignment which is designed to address the streetscape and urban design items identified in the Comprehensive Plan.

Other significant developments include:

- The Nitti Development, including 56 single family homes at the former 12 acre Elmhurst Hospital site.
- The Hahn Street Site, a new mixed use development located in the north section of downtown Elmhurst between York and Hahn Streets and North and Addison Avenues. The development includes 20,000 sf of storefront space and 82 condominiums in 3 stories above. This development is developed by Morningside Group and Gammonly Group.

How North Ave fits:

North Avenue is a major corridor providing access to the community from the west and east. Within Elmhurst, North Ave is primarily a single family residential neighborhood between I-294/I-290 and York Street. The residential community in this area is served by continuous sidewalks and pedestrian underpass facilities. The intersection of York Street and North Avenue is noted as a significant intersection for the community, providing functional and visual access between the developing York Street corridor and Elmhurst's vibrant downtown area located towards the south.

York Theater



Image credit: City of Elmhurst

Elmhurst Art Museum



Image credit: Elmhurst Art Museum



## NORTHLAKE

Named for the city's two major thoroughfares, North Avenue and Lake Street, the City of Northlake spans three square miles along Addison Creek in west central Cook County. Major community growth occurred during World War II when a Buick defense factory was built in nearby Melrose Park. Northlake's agricultural land was converted to residential buildings to house plant workers. Upon construction of the Tri-State Tollway in the 1950's, the City's western border attracted significant industrial developments, establishing Northlake early on as a major employment base. Due to proximity to O'Hare International Airport, Northlake has also attracted logistics and freight-forwarded businesses.

### Community Plans Reviewed:

City of Northlake Comprehensive Plan (CMAP, May 20, 2013)

The Comprehensive Plan is a guide for the community to make informed decisions about land use, transportation, infrastructure, and capital improvements within Northlake. Plan priorities include: strengthening the City's residential neighborhoods and its commercial and industrial businesses; enhancement of pedestrian amenities; and improving the appearance of Northlake's commercial districts. Other relevant issues include mitigating intermittent flooding of Addison Creek. In addition to items traditionally addressed in Comprehensive Plans, Northlake's Comprehensive Plan addresses issues such as health, an aging population and diversity.

Comprehensive Plan goals and recommendations that are relevant to the North Avenue Corridor Study include the following:

- Land Use Goals and Objectives: Ensure a well-balanced land use pattern in Northlake that provides a variety of living, shopping and recreation opportunities within proximity of all residential neighborhoods.
  - o Community is 'built out' with little room for large-scale development. Focus on redevelopment and infill development.
  - o Promote a mixed-use development near the intersection of North Avenue and Wolf Road.
- Residential Goals and Objectives: Create an appropriate balance of housing types to support current residents, seniors, and younger families.
  - o Work with property owners to improve the appearance and quality of older apartment buildings along the North Avenue Corridor.

-Commercial and industrial goals and objectives: Support existing businesses and attract new commercial and industrial uses including desirable retail, restaurants, and shopping.

- o Support corridor commercial/mixed-use along North Avenue.
- o Improve the appearance of the City's gateways and commercial corridors, such as North Ave.
- o Attract desired quality businesses to Northlake.
- o Work with the Northlake Chamber of Commerce to promote 'shop local' programs.

-Transportation Goals and Objectives: Strengthen Northlake's transportation system by supporting a multi-modal environment that includes vehicles, pedestrians, bicyclists, and bus transit.

- o Install pedestrian features along North Avenue's frontage roads.
- o Work with Pace to improve public transit.
- o Work with Illinois Department of Transportation (IDOT) to improve traffic flow along North Avenue.
- o The Plan identifies working with IDOT regarding the planned improvement of installing direct access from I-294 (southbound) to North Avenue (eastbound). As this project has recently been funded, continued coordination between IDOT and Northlake will be required, as well as incorporating these plans into the Corridor Study.

- Natural environment Goals and Objectives: Work with and support the Park Districts in providing high-quality parks, open space, and recreational opportunities to residents of Northlake.

- o Undertake projects that minimize flooding along Addison Creek.

NorthLake Annual 5k



Image credit: City of NorthLake

#### How North Ave fits:

As a major commercial and employment corridor providing access to commercial properties and employment centers east of the I-290/I-294 Interchanges, the community will see some impact along with the planned intersection improvement at I-294. This is an opportunity to improve other areas of the corridor including proposed economic development at North Avenue and Wolf Road and improvements to existing corridor commercial properties.

## STONE PARK

Located in Cook County, the Village of Stone Park was incorporated in 1939 and named for Clement Stone, who purchased most of the land when it was still fields of corn. The Village occupies 0.34 square miles and is home to 4,946 residents as of the 2010 census.

### Community Plans Reviewed:

At the time of this corridor study, no past plans or studies for Stone Park have been located.

Performance at Casa de Italia



Image credit: Casa de Italia



## MELROSE PARK

Melrose Park spans the north and south sides of North Avenue and covers 4.24 square miles. The Village was incorporated in 1882 and as of the 2010 census, includes a population of 25,411 residents. This working class Chicago suburb included the region's oldest amusement park, Kiddieland, which closed in 2010. The Village has long been known for its industry and was home to a number of manufacturers including National Malleable & Steel Castings, the American Brake Shoes & Foundry Company, and the Edward Hines Lumber Company.

### Community Plans Reviewed:

Broadway Avenue Corridor Plan (October, 2015). Broadway Avenue forms the Village's "Downtown Center", including walkable shops and dining, access to Metra and Pace Suburban Bus, Village Hall, and Library among other cultural and institutional destinations. The Broadway Avenue Corridor Plan addresses Broadway Avenue between North Ave to the north and Main Street to the South and provides recommendations for land use & zoning, urban design, transportation and economic development opportunities.

Located between North Ave and Lemoyne St, the Broadway Avenue / North Commercial Subarea is identified in the plan as the North Gateway to the Broadway Avenue Corridor. This area includes a mixture of commercial and

residential uses, including a number of medical offices, limited retail and multifamily residential uses. This area fills a need for these kinds of uses in the corridor and community and provides an effective land use transitional area between the intensive North Avenue Corridor and single-family neighborhoods to the south.

As this area is well established, the plan recommendations focus on physical improvements to public rights-of-way that advance the community's goals for improved overall appearances and an expression of community identity along the corridor. Recommended transportation improvements at the North Ave/Broadway Ave intersection include high visibility crosswalks, ADA-accessible ramps and pedestrian count-down signals to improve pedestrian safety. Recommended urban design features along Broadway Ave include a landscaped median, gateway signage, lighting, banners, and a mid-block pedestrian crossing. Redevelopment considerations for this area include recommendations for infill development, such as a small office, medical use or multi-family residential use. The recommendation is that any future redevelopment minimizes the impact on the surrounding neighborhood thru buffering techniques such as landscaping and fencing treatments.

Recent Initiatives:

The North Avenue Commuter Bicycle Path is an approved and funded project. The proposed path is located within North Avenue right-of-way and the alignment is along the north side of North Avenue, crossing the east leg of Broadway Avenue to the south side of North Avenue. Construction is anticipated in 2016.

The Silver Creek Watershed Committee addresses erosion and stabilization issues along the Creek. Located behind Winston Plaza and in Andy Frenzel Park, the community has organized cleanup days and has worked with the IL EPA to maintain and improve the Creek.

Melrose Chalk-fest



Image credit:  
Regional Transportation Authority Mapping and Statistics (RTAMS)

Image credit:  
Chalkchamps Chicago

Downtown Melrose Park



How North Ave fits:

North Avenue serves the community as a major commercial corridor thru the Village, but also as a gateway to the Broadway Avenue commercial area, which functions as the cultural center of the community.



## RIVER GROVE

Named for the old growth Ash trees that lined the Des Plaines River, River Grove was home to impressively large Ash trees prior to their being affected by extinction as a result of the recent Emerald Ash Borer. As of the 2010 census, the population was 10,227 residents within 2.39 square miles of area. River Grove has a train station located along Metra's North Central Service and Milwaukee District/West Line which provide service from Chicago to Antioch and Elgin respectively. In addition to elementary and high schools, the Village is home to Triton College, which also includes the Cernan Earth and Space Center planetarium.

### Community Plans Reviewed:

Grand Avenue Village Center Plan, A document of the Village of River Grove Comprehensive Plan (March 2005) This document is focused on the Village's commercial center, the Grand Avenue corridor located east of the Des Plaines River. Although the Grand Avenue corridor is located approximately 2 miles north of the North Avenue corridor study area, there are considerations for related components such as transportation access, wayfinding and relationships between the Village, Des Plaines River and North Ave Corridor.

The Grand Avenue corridor plan makes recommendations for economic development, beautification and transportation enhancements.

### River Grove Thatcher Avenue TOD Plan (June 2014)

As a follow up to the 2005 Grand Avenue Village Center Plan, this study provided a detailed analysis of the targeted 2.16-acre development site adjacent to the River Grove Metra station. Included in this study is a branding package and a suite of design for the production of marketing materials, redevelopment site concepts and policy tools prepared for the Village's use in leveraging private investment.

How North Ave fits:

Although located 2 miles north of the North Avenue corridor study area, Grand Avenue is impacted by conditions along North Avenue, namely roadway access along Thatcher Avenue and 1st Avenue. In addition, the Des Plaines River Trail provides pedestrian and bike access to the Village.

Community Tree Lighting Festival



Image credit: Village of River Grove



## RIVER FOREST

Located approximately 10 miles west of Chicago's Loop, River Forest is closely tied to its Oak Park neighbor to the east. The Village occupies approximately 2.5 square miles and includes a population of 11,172 (2010 Census.) Early settlers in the 1830s were attracted to this area to mill timber located along the Des Plaines River. River Forest was the location of the first train station on the first railroad line extending west from Chicago in 1849. This spurred major growth when residents of Chicago chose to leave the City and live in the suburbs as 'commuters'. River Forest incorporated in 1880 and established itself as a dry community, distinguishing itself from neighboring communities. Settlement patterns at this time included large and expensive homes. Three major institutions developed in the early 1900s, including Concordia College, Rosary College and the Priory of St. Dominic and St. Thomas. Together these institutions occupy 110 acres of land.

### Community Plans Reviewed:

Comprehensive Plan (November 2003)

The Comprehensive Plan identifies the following goals for the community:

- Support a physically distinctive and high-quality community environment.
- Achieve a balanced pattern of development that provides for well deigned, compatible and economically sustainable uses.
- Protect and enhance neighborhood character.
- Maintain strong public and private partnerships throughout the Village.
- Enhance and improve quality of life through the provision of quality facilities and services.

North Avenue forms the northern edge of the Village and spans between the Des Plaines River to the west and Harlem Avenue to the east. A mixture of land uses and parcel sizes along this corridor include Commercial, Multi-Family Residential, Mixed-Use and Public/Semi-Public (Institutional). Single family residential properties abut the corridor properties immediately to the south. The Plan recommends supporting the existing land use mix along North Avenue and commercial infill of properties as they are available. The plan also recommends maintaining the character of adjacent single family residential properties.

Several institutions are located along and nearby to North Avenue, including Dominican University, St. Vincent School and Church, Concordia University, and Dominican University. These large institutions are generally located within single family neighborhoods.

North Avenue is identified as a major arterial street thru the Village, supporting Pace bus route # 318. The Des Plaines River Trail intersects North Avenue at Thatcher Avenue, a collector street located towards the west.

The North Avenue Corridor Plan is defined as a subarea within the Comprehensive Plan. The Goal of this plan is to “establish an attractive and vital commercial environment along North Avenue while accommodating appropriate residential and institutional uses and ensuring compatibility of adjacent land uses.”

Objectives include the following:

- Attract commercial development that is reflective of community character.
- Provide appropriate screening between commercial properties and residential neighborhoods to the south.
- Improve the overall appearance of the corridor that it is reflective of community character. Special focus should be placed on gateways to the community such as Harlem and Thatcher Ave. Lake Street streetscape guidelines should be applied to North Ave as appropriate.
- Coordinate planning, land development and infrastructure improvements with adjacent communities.
- Seek redevelopments that enhance the Village’s tax base.
- Work with IDOT to improve traffic flow without widening the roadway or removing on-street parking.
- Minimize commercial traffic in adjacent neighborhoods.
- Develop additional off-street parking to better accommodate businesses. Consider shared parking arrangements where possible.
- Scale redevelopment efforts based on deep versus shallow lot sizes.
- Minimize curb cuts along North Avenue and encourage side street access as available.
- Utilize existing plans and policies in place to support quality development. Develop design and development guidelines for this purpose.

Village of River Forest Corridors Plan (February 2010)

The Corridors Plan outlines strategies and recommendations for the major corridors in River Forest, including North Avenue, Lake Street, Madison Street and Harlem Avenue. The corridors plan outlines the Village’s long-range plan for improvement, redevelopment, beautification and overall revitalization.

Carrying 35,000 autos per day, North Avenue is the most heavily trafficked corridor in the Village. The corridor is a significant commercial area, contributing to the economic health of the community, it is also challenged by the following conditions:

- Shallow lot depths;
- Limited parking;
- Adjacency to residential areas which limits abilities for expansion of commercial properties;
- Obsolete/dated building inventory;
- Image and appearance does not match the Village's identity.

The Corridors Plan identifies the following core principles:

- Promote responsible economic development;
- Support historic character and context;
- Protect and enhance residential neighborhoods;
- Encourage sustainable development practices;

Commercial redevelopment strategies include the following:

- Alley shifting. This strategy considers commercial property expansion into the east-west alleyway. Circulation is incorporated into the commercial property's parking area and enables some modest expansion of the shallow lot.
- Expansion into residential properties. Where feasible, commercial property expansion can be considered but must consider appropriate screening against the abutting residential uses.

Transportation recommendations include the following:

Short term improvements:

- Install pedestrian countdown timers at Harlem, Lathrop, and Thatcher
- Prepare traffic studies for potential cul-de-sacs
- Improve striped pedestrian crosswalks.
- Minimize curb cuts

Long term improvements

- Cul-de-sac Forest Ave to accommodate removal of existing nose-in parking from North Ave
- Develop streetscape / lighting plan for eastern half of corridor. Improved on-street parking is recommended between Monroe St and Bonnie Brae Rd.
- Coordinate a complete restriping of existing parking spaces on street with future IDOT resurfacing project.
- Relocate existing Pace bus shelter at Lathrop Ave to former Dominick's site in conjunction with streetscape enhancement project or redevelopment/renovation of former Dominick's site.

Streetscape development strategies include the following:

- Gateway signage – proposed at Thatcher Ave and Lathrop Ave
- Wayfinding signage – proposed at Park Ave for Dominican University
- Bike racks
- Enhanced pedestrian crosswalks – proposed at all cross streets along North Ave
- Street trees and planters – street trees proposed along North Ave
- Street lights and banners – banners proposed along North Ave
- Bollard lighting
- Wrought iron fencing
- Street furniture

Cul-de-sacs and parking reconfigurations were explored to improve traffic flow and safety. The following roadways were considered as potential cul-de-sac sites:

- Forest Ave    - Ashland Ave    - Monroe Ave
- William St    - Clinton Pl    - Bonnie Brae Pl

Trailside Museum of Natural History



Image credit: Daily Herald

#### How North Ave fits:

Forming the northern edge of this community, North Avenue serves institutional, residential and mixed commercial uses. Larger scale uses have a greater impact on the residential properties which abut them. These conditions have influenced studies that address the interface between expanding developments and their residential neighbors, particularly items such as traffic patterns, alleyway treatments and landscape buffering.



## ELMWOOD PARK

Located in Cook County, Elmwood Park occupies just under 2 square miles in area. The community's population was 24,883 at the 2010 census. Under the previous name of Orison, this was primarily a farming community throughout the early 1800s. After the Chicago and Pacific Railroad laid tracks and built the station at 75th Avenue in the 1870s, Elmwood Park's suburban development began, including a large development called Westwood Development, including 1,679 brick bungalows and 146 business lots. This laid the foundation for settlement patterns in the Village which includes an urban grid pattern of streets, commercial corridors and development surrounding the train station.

### Community Plans Reviewed:

Village of Elmwood Park Comprehensive Plan (CMAP, March 12, 2013): Following the Village's previous Comprehensive Plan that was adopted in 1995, the Village produced a new Comprehensive Plan that reflects current realities, challenges and opportunities. The plan is designed to build upon recent initiatives by the community focused on infrastructure, commercial development and transit oriented development. Relevant goals and recommendations outlined in the Comprehensive Plan include the following:

- Land Use: Elmwood Park will be a livable community with complementary and coordinated land use areas contributing to a high quality of life. The land use pattern immediately adjacent to North Avenue, includes mixed uses with commercial nodes at the east and west gateways to the community. North of the commercial corridor is a single family residential community.
- Housing: Elmwood Park will be a desirable community with strong well-maintained residential neighborhoods and a range of housing options that positively contribute to the character and value of the community. The single and multi-family residential parcels within the North Avenue corridor study area are relatively stable.
- Economic Development: Elmwood Park will be a vibrant community with active and appealing commercial areas that feature a mix of businesses and contribute to a competitive local economy. The Village is primarily a residential community with a relatively small amount of land dedicated to commercial, mixed-use and industrial uses, which has an impact on retail sales revenues. The majority of the Village's commercial space is concentrated along the commercial corridors, including North Avenue.

- The Village desires to strengthen its commercial areas and local economy. Relevant to the North Avenue corridor, is the strategy to redevelop the commercial node located at the NW corner of Harlem and North Avenues. Proposed development scenarios are intended to occupy the site area with a more efficient development that presents commercial frontages to North Ave and Harlem Ave and maintain clustered parking behind building developments.

- Other relevant recommendations include:

- o Create design guidelines for commercial areas;

- o Evaluate the Village's existing cost share façade improvement program and consider modifications to update the program;

- o Consider creating Special Service Areas (SSA's) to support community areas and stimulate revitalization.

This is particularly suggested for Restaurant Row, a cluster of restaurants located along North Avenue, and may fund enhancements such as streetscape, façade improvements, snow and trash removal, marketing and special events.

- Transportation: Elmwood Park will offer accessible, safe, and high-quality local and regional transportation options for all modes of travel. North Avenue is an IDOT controlled principal arterial. Pace Suburban Bus (Pace) and the Chicago Transit Authority (CTA) provide the Village with multiple bus connections to the City of Chicago and surrounding suburbs. The intersection of North and Harlem Avenues is associated with a high number of automobile crashes which is a concern for the community. An existing network of bike facilities includes designated Elmwood Park Bike Routes within the Village, local bicycle networks surrounding the Village, and the nearby Des Plaines River Trail. Proposed bike trails and connections include a new bike facility located at 75th and North Avenue, extending north into the community.

Recommendations relevant to North Avenue include:

- Improve the physical infrastructure and street design to accommodate efficient and safe multi-modal transportation systems, including:
  - o Adoption of a complete streets policy that supports all transportation users.
  - o Establish a way-finding system that directs all users to community destinations.
  - o Expand pedestrian enhancements to major corridors, including sidewalk enhancements, planters, site furnishings and lighting. The Village has complete streetscape projects in other portions of the community and has applied for ITEP funding to extend a North Avenue streetscape project that was initiated in 2005.
  - o Improve bicycle infrastructure, including wayfinding signage, improved crossings and increased bicycle parking at retail corridors.
  - o Create design guidelines for parking lots and facilities, including improved parking lot appearances and landscape screening.
  - o Conduct a parking study, including considerations for shared parking facilities.
  
- Promote transportation options that support multiple modes of transportation throughout the Village, including:
  - o Initiate marketing campaigns that encourage residents to utilize non-automobile travel modes for Local trips.
  - o Create and distribute a "Transit Access Guide" that orients users to the multiple transit options available.
  - o Increase visibility of transit information through highly visible signage and brochures.

Natural Resources: Elmwood Park will practice sustainable management of natural resources, including greater access to parks and open space, improved flood mitigation and stormwater management and reduced energy use. The plan identifies existing and proposed flood alleviation strategies throughout the community, including box culverts, green alleys and storage facilities. The area located along North Avenue adjacent to the Des Plaines River is noted as an area that is prone to flooding.

Recent Initiatives:

The Village has recently acquired land and is developing a small parking lot nearby to Restaurant Row.

How North Ave fits:

As a significant commercial corridor providing access along the southern portion of Elmwood Park, North Avenue is a gateway to the community from the south. The commercial corridor and well-established Restaurant Row in particular includes community destinations that should be supported through visibility, access and parking. Opportunities to develop the NW corner of Harlem and North Avenues should be considered throughout the North Avenue Corridor Study.

Elmwood Park Pool Party



Image credit: Village of Elmwood Park

Cernan Earth and Space Center



Image credit: Cernan Earth and Space Center



## OAK PARK

Located immediately west of the City of Chicago, Oak Park is recognized for its architectural heritage and diverse population. The Village was originally settled by the Pottawatomie, Sac and Fox Indians and has developed into a community of 52,000 residents. In the late 1800s, the Village experienced major population growth as urban dwellers moved out of the City of Chicago following the 1871 Chicago Fire. Major developments followed this growth including department stores, churches, businesses and schools. In the 1960s, the Village passed a fair housing ordinance that ensured all people would have equal access to housing within the community. This set the tone for today's diverse community while also discouraging racially discriminatory housing practices. The Village has continued its growth while also maintaining a connection to the architectural heritage of Frank Lloyd Wright and literary heritage of Ernest Hemmingway.

### Community Plans Reviewed:

Envision Oak Park, A Comprehensive Plan for the Oak Park Community (September 2014)

The Comprehensive Plan identifies five core values that are applied throughout the Plan as follows:

- Diversity – maintain support for integrated social and physical interaction. Respect different lifestyles and opinions.
- Urban Sustainability – Minimize the impact of urban development on the environment, support for social and healthy lifestyles, maintain locally-based fiscal stability.
- Respect for Oak Park's History and Legacy – Recognize, respect and maintain historical and cultural features of the Village.
- Collaboration and Cooperation – Support strong relationships within all community entities, maintain efficiency and transparency.
- Thriving Neighborhoods – Continue to support quality of life thru the maintenance and enhancement of the community and all related components, such as neighborhoods, open spaces, institutions, and commercial areas.

The intersection of North Avenue and Harlem Avenue forms the northwest gateway into the community. North Avenue is a state arterial which carries 40,000 autos per day. Harlem Avenue carries 29,100 autos per day. Pace bus routes #305, 307, 311, and 318 and serve this intersection.

The existing land use pattern along the south side of North Avenue is comprised of a mix of commercial, mixed use and medical uses. These properties are fairly shallow and abut single family residential uses. The future land use plan identifies this area as Corridor Commercial/Mixed Use and does not recommend any modifications to the abutting residential land uses.

Proposed bike trails are shown extending north-south across North Avenue along Oak Park Ave, as well as others towards the east. Lemoyne Parkway is recommended as the east-west bike trail, located parallel to North Avenue one block to the south.

#### Recent Initiatives:

North Avenue Corridor Initiatives: For many years, the Village has evaluated North Avenue and its impacts and opportunities within the Village. The Village is currently evaluating North Avenue for its walkability and economic development opportunities within the Village limits, between Harlem Ave east to Austin Boulevard.

Community groups and agencies involved include: Chicago and Oak Park, IDOT, residents organizations (North Avenue Zoning and Development Advisory Committee [NAZDAC] with committee members from Chicago and Oak Park), North Avenue Neighbors Association of Oak Park (NANA-OP), and the North Avenue Business Association (NABA).

The North Avenue Business District is an extension of the Oak Park Development Corporation. This business districts is located between Austin Boulevard and Harlem Avenue and is defined as one of three auto friendly business districts. The business mix includes national retailers as well as locally owned shops and restaurants.

#### Frank Lloyd Wright Home and Studio



Image credit: Frank Lloyd Wright Trust

#### How North Ave fits:

North Avenue is a gateway to the community from the west. The commercial corridor includes community destinations that should be supported through visibility, access and parking. With dense residential uses located behind the commercial uses, opportunities and interests suggest a need for improved pedestrian access.



## CITY OF CHICAGO

The section of the corridor study area located at the northeast corner of North Ave and Harlem Ave falls within the 29th Ward of the City of Chicago (Alderman Chris Taliaferro). The neighborhood is Galewood, considered part of the Austin neighborhood.

### Community Plans Reviewed:

CMAP GO TO 2040: The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP GO TO 2040 serves as metropolitan Chicago's first comprehensive regional plan in more than 100 years. The plan identifies coordinated strategies that help the regions 284 communities address transportation, housing, economic development, open space, the environment and other quality of life issues.

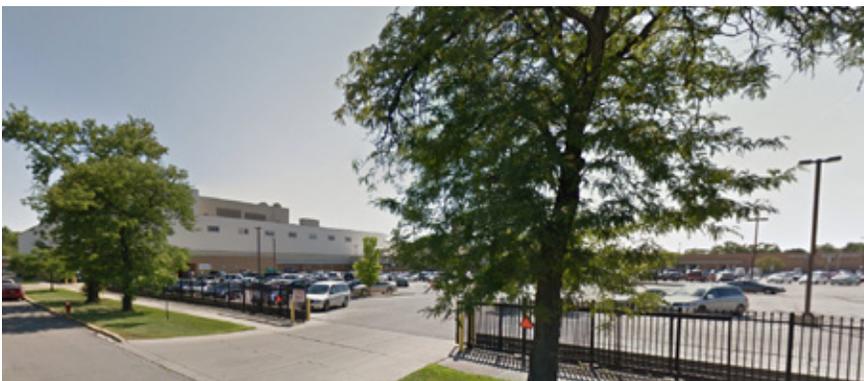
The Regional Mobility and Livable Communities chapters of GO TO 2040 are most applicable to the North Avenue Corridor as they address the factors that shape quality of life and mobility for communities along this corridor. Within these themes, relevant recommendations include establishing safe and efficient multi modal transportation options. Other relevant recommendations include support for sustainable practices such as mitigating the impacts of stormwater runoff, including flooding and increasing energy efficiency. GO TO 2040 also recommends that communities collaborate and coordinate efforts on specific issues of transportation, stormwater and community development, as is the case for the current North Avenue Corridor Study.



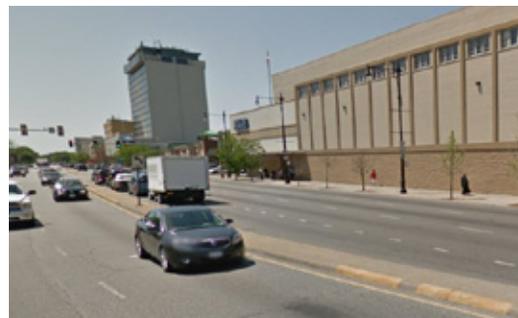
Looking north on Harlem Ave from W. Wabansia Ave intersection

#### How North Ave fits:

Although only the northeast quadrant of North Avenue and Harlem Avenue fall within the City of Chicago, this intersection serves as a gateway to Chicago from the west, serving a bus-transit and pedestrian oriented commercial corridor.



Looking south on Neva Ave. towards Sears store



Looking west on North Ave. towards Sears store

# 3 AGENCY PLANS AND STUDIES



Pace operates fixed route bus transit service east-west along the North Avenue corridor (primarily Routes 318 and 309) and north-south routes that cross North Avenue (Routes 303, 307, 319, 330, 331, and 332). Agency planning efforts impacting the North Avenue corridor are summarized below.

## Vision 2020

Pace's Vision 2020 plan represents the blueprint for Pace's vision, and describes how Pace intends to achieve this objective. Vision 2020 calls for a network of new services, infrastructure improvements, and a decrease in travel times and make public transportation available to the entire region. In the future, Pace must be a well-integrated system of public transportation services designed and operated to serve the suburban and urban travel needs of a growing and changing metropolitan region. This includes an evaluation of the present fixed-route structure, the creation of community-based services, the implementation of line-haul routes, and the development of transportation centers and other passenger facilities. Current initiatives that Pace is pursuing in consideration of Vision 2020 includes Transit Signal Priority (TSP), Queue Jump By-Pass Lanes, and Arterial Rapid Transit (ART) on line-haul routes.

## Transit Signal Priority

TSP facilitates the movement of transit vehicles through traffic-signal controlled intersections. When buses are behind schedule, special devices on the buses send signals to detectors installed at traffic-signal controlled intersections, which automatically give the bus priority by extending a green, shortening a red or providing an early green for queue jumps. TSP ensures schedule adherence and improves travel times along busy arterial

routes. While travel time savings may be small at each intersection, the overall bus route can see a significant decrease in travel time. Pace's TSP work is being completed in coordination with the RTA's TSP Implementation Program, of which North Avenue corridor is a long term ART corridor.

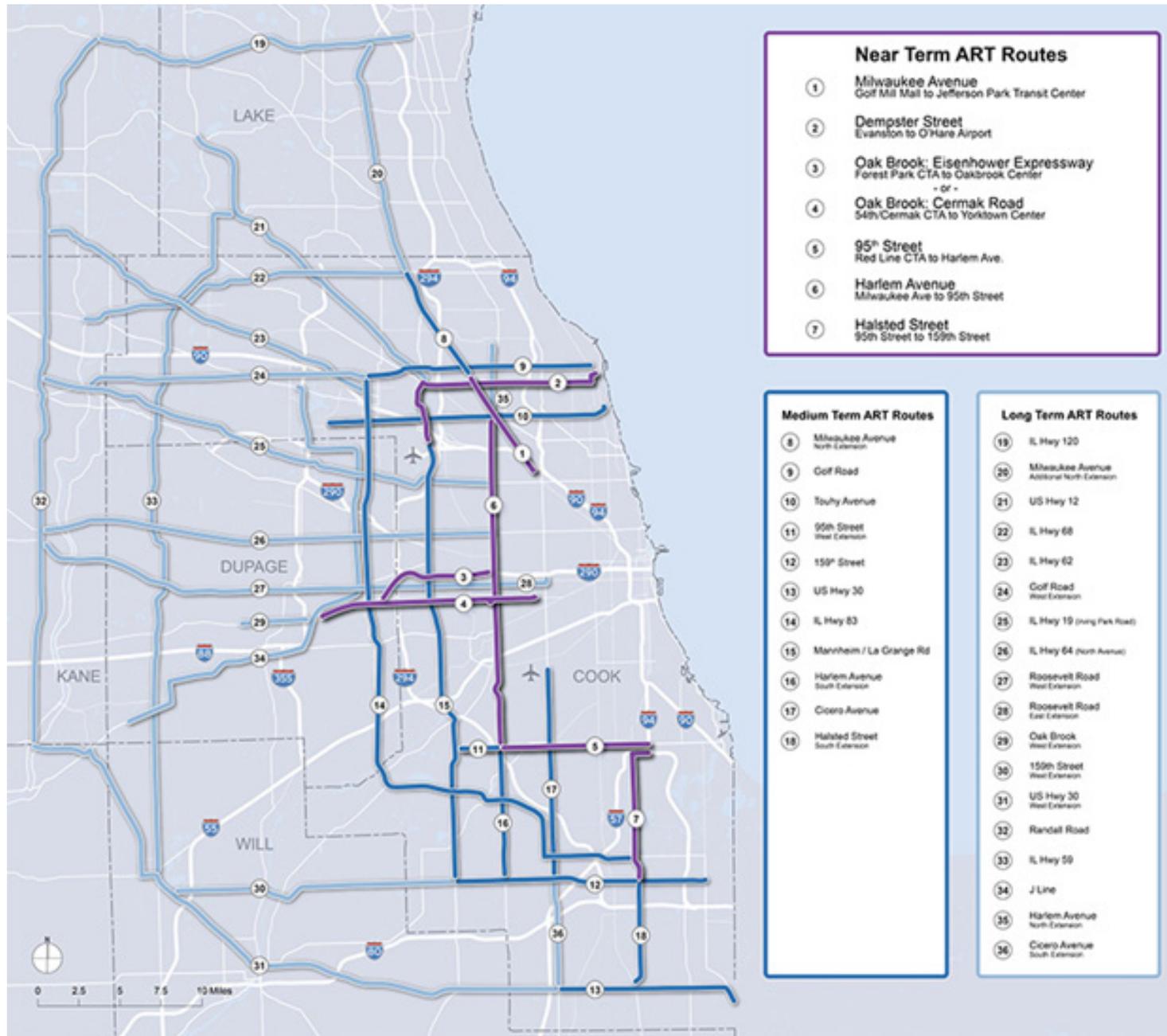
#### Queue Jump By-pass Lanes

In addition to TSP, queue jump by-pass lanes are also a major component of Arterial BRT. Queue jump by-pass lanes in combination with bus specific signals and TSP allow buses to proceed along their route before other traffic. The idea is to enable buses to by-pass waiting queues of traffic and cut in front by getting an early green signal. Queue jump lanes are short stretches of bus lanes at traffic-signal controlled intersections. With TSP, buses in queue jump lanes receive signals to proceed before other traffic at the intersection. Queue jump lanes can be turning lanes or permit buses to move straight through intersections.

#### Arterial Rapid Transit

An important component of Vision 2020 is to strengthen the service on key travel corridors in its service area. In the plan, line-haul routes on these key corridors are to provide the backbone of a high-speed inter-suburban transit network connecting critical transportation centers. An Arterial Bus Rapid Transit (ART) system specifically tailored to the characteristics of Pace's transit market and suburban service area is under development in an effort to provide high level, cost-effective service. Pace completed an ART Study in 2009 to evaluate 24 key corridors that were identified in Vision 2020 and identify the corridor with the highest potential for successful ART service. At the conclusion of Phase 1 - Preliminary Screening, the corridors were divided into three groups. The 13 corridors included in Group 1 were considered viable candidates for an ART in the short-term timeframe and were carried forward into Phase 2 of the selection process. Group 2 corridors were considered viable candidates for an ART as transit market strengthens over time. Group 3 corridors were considered as long-term opportunities for ART. North Ave. Corridor.

Currently, Pace is working with several municipalities to plan the initial phase of its ART network. Six corridors are planned to be implemented within ten years, with the final long-term network to eventually include all 24 arterial routes. The deployment of Transit Signal Priority (TSP) technology, currently undergoing demonstration along several routes, will further improve the efficiency of Pace's fixed route services and represents an important step toward realizing this ART network. (Map on following page)



Source: Pace Arterial Rapid Transit Study, 2009

## Pace Pulse

Pace's new arterial bus rapid transit (ART) network, Pulse, will provide enhanced express bus service to commuters using the latest technology and streamlined route design. Pulse is designed to provide fast, frequent and reliable bus service in heavily traveled corridors of suburban Chicagoland. With the first line on Milwaukee Avenue scheduled to launch in 2017, Pulse will differ from regular fixed route bus service in quite a few ways.

- Limited-stop express service
- Vehicles equipped with Wi-Fi and other technological advancements
- Easy-to-find stations with weather protection
- Real-time bus arrival signage



Pulse Milwaukee Line Service Begins 2017

## CONNECT WITH US!

Learn more about Pulse, sign up for project updates and send us your thoughts at [PaceBus.com/Pulse](http://PaceBus.com/Pulse)



# PULSE

Milwaukee Line

## Make the most of your commute Pulse is coming to Milwaukee Avenue!

The Pulse Milwaukee Line, which will connect you to major destinations between the Golf Mill Shopping Center in Nilcs and the Jefferson Park Transit Center in Chicago, is the first in Pace's arterial rapid transit network. Look forward to shorter wait times, limited stops, and a more enjoyable commuting experience beginning in 2017. Think of what you could be doing with the time you'll save taking Pulse!

### WHY YOU'LL LOVE PULSE:

#### > Enjoy the comfort of our modern stations

- Real-time **bus arrival signage** will take the guesswork out of your commute
- You will stay warm during the winter in our **heated station shelters**
- **Bike racks** at Pulse stations will make connections convenient

#### > Stay connected on our new Pulse buses

- There will be free **Wi-Fi and USB charging ports** for your laptop, smart phone, or tablet
- **Digital and audio stop announcements** will help you reach your destination and connect to other transit routes

#### > Get there faster and easier

- You won't need to plan ahead because **Pulse will come every 10-15 minutes**
- New **innovative technology** will reduce travel time and improve reliability
- **Limited stops** will keep you moving so you can reach your destination

Pulse will be **fully accessible to passengers with disabilities** and will include bus-mounted ramps and raised station platforms for easier boarding.



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## PULSE

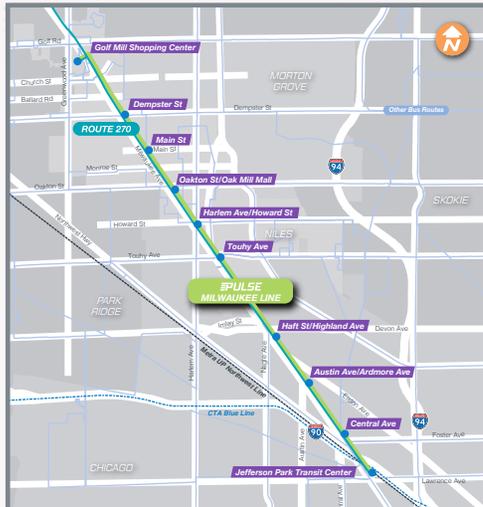
### Pace's New Rapid Transit Service

Pulse, the next generation of Pace services, will provide fast, frequent, and reliable travel between communities throughout Chicagoland. Pulse provides express bus service using the latest technology and streamlined route design.



550 W. Algonquin Road  
Arlington Heights, IL 60005-4412  
[PaceBus.com/Pulse](http://PaceBus.com/Pulse)

# TAKE PULSE FROM THE STATION NEAR YOU



## PULSE MILWAUKEE LINE

### WEEKDAYS:

5:00 a.m. to midnight  
Operates: Every 10 minutes during rush hours  
Every 15 minutes during non-peak periods;  
Every 30 minutes from 10 p.m. to midnight

### WEEKENDS:

5:30 a.m. to midnight on Saturdays  
6:00 a.m. to midnight on Sundays  
Operates: Every 15 minutes until 10 p.m.  
Every 30 minutes from 10 p.m. to midnight

## INNOVATIVE TECHNOLOGY

To make Pulse a fast and reliable travel option for passengers, Pace will implement a Transit Signal Priority (TSP) system. TSP briefly shortens red lights or extends green lights at selected intersections to help buses maintain on-time performance.



Emergency vehicles continue to have a higher priority, and TSP only adjusts signal timing if it does not significantly interfere with traffic flow.

PAGE 2 | Pulse Milwaukee Line | PaceBus.com/Pulse



Pace's first Pulse service will operate for 7 miles along Milwaukee Avenue, between the Golf Mill Shopping Center in Niles and the Jefferson Park Transit Center in Chicago. The Milwaukee Line will connect to a variety of transit services including Pace and CTA local bus routes and the Niles Free Bus. Passengers will also be able to connect to the Metra UP Northwest Line and the CTA Blue Line to Chicago.

## EXISTING BUS SERVICE

Pulse will not replace Route 270; it will complement existing services by providing amenities at the most popular boarding locations along Milwaukee Avenue.



Most Route 270 stops along Milwaukee Avenue will remain to serve riders between the Pulse stations. While the Milwaukee Line will end at the Golf Mill Shopping Center, passengers can transfer to other Pace routes to reach destinations north of Golf Mill.

## WHERE ARE WE NOW?

Pace conducted an Environmental and Technical Study to analyze existing conditions, potential environmental impacts, and ways to mitigate potential impacts. Preliminary study findings and station locations were discussed at the first public meeting on April 22, 2015 in Niles. The final environmental documentation for the Pulse Milwaukee Line was approved by the Federal Transit Administration in September 2015. With input from local communities, transit agencies, and the public, the final station locations have been selected for the Milwaukee Line and were presented at the second public meeting on August 26, 2015 in Chicago.



## WHAT'S NEXT?

Now that the planning study and environmental review are complete, Pace is working closely with local stakeholders along Milwaukee Avenue and transit agencies to develop detailed design plans for the Milwaukee Line stations. Construction is anticipated to begin in 2016 and the Milwaukee Line will begin operating in 2017.

## FUNDING

Thanks to a federal Congestion Mitigation and Air Quality grant, we're able to begin operating the Milwaukee Line in 2017. Total capital construction costs are estimated at approximately \$9.5 million and new vehicle costs are estimated at \$4.5 million.



## CONNECTING AND STRENGTHENING COMMUNITIES



We envision a region fully connected by a fast, frequent and reliable bus network. Pulse will supplement rail and local bus routes to bring economic development opportunities and other benefits of transit to more communities.

The demand for transit is strong and we're excited to bring Pulse to communities across northeastern Illinois. We're looking ahead and planning future Pulse Lines along 24 key corridors, with seven priority routes to be implemented within the next 10 years, including:

- Milwaukee Avenue
- Dempster Street
- Harlem Avenue
- Cermak Road
- Halsted Street
- 95th Street
- Roosevelt Road



"Pulse offers an opportunity for businesses along Milwaukee Avenue to benefit from a sure-to-be-popular bus service, bringing more people to their doors."  
- Harry Major, owner, Oak Mill Plaza

"We have many people who rely on public transportation, which is why the Pulse Line is such a wonderful thing for our community. It will significantly improve transit service in the area, including connections to our Niles Free Bus, making Niles an even more ideal place to live, work and play."  
- Andrew Przybylo, Mayor, Village of Niles

"I've been working diligently with Pace to bring the first Pulse line to Milwaukee Avenue. Refining pedestrian and bicycle accommodations has been a top priority, while ensuring that improvements such as extended curbs at crossings, shortened crosswalks, and bike racks at Pulse stations are part of the plan. Pulse is key to creating a multimodal and safe passageway for pedestrians and bicyclists, helping new and existing customers access businesses along the Milwaukee corridor. The Pulse service is in line with my revitalization efforts and vision for the 45th Ward."  
- John Arena, Alderman, 45th Ward

PaceBus.com/Pulse | Pulse Milwaukee Line | PAGE 3

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## Regional Transportation Authority

The Regional Transportation Authority (RTA) is the unit of government charged with regional financial and budgetary oversight, funding and transit planning for the Chicago Transit Authority (CTA), Metra, Pace Bus, and Pace Americans with Disabilities Act (ADA) Paratransit Service.

### Regional Transit Strategic Plan

In 2013, the RTA collaborated with the Service Boards to develop the Regional Transit Strategic Plan. The Strategic Plan presents a unified regional vision for the transit system and contains goals and objectives to guide the region's transit activities going forward. The RTA uses the Strategic Plan to guide agency activities and funding priorities in its regional oversight.

### Transit Signal Priority

The RTA is leading the regional coordination effort, known as the Regional Transit Signal Priority Implementation Program (RTSPIP). This work is being done collaboratively with other regional stakeholders, including the CTA, Pace, IDOT, CDOT, the Cook and Lake Counties Departments of Transportation and others. The RTA secured a \$36 million federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant and is providing \$4 million in local match to fund TSP program components.

As part of the TSP program, a Location Study was completed in 2000. The purpose of the TSP Location Study was to identify locations for deployment of an integrated TSP system. The study was completed in two phases. In Phase I of the Location Study, a universe of candidate segments was identified and a sample of those segments was selected for more detailed evaluation in Phase II. In Phase II of the Location Study, the influence of TSP was evaluated on these segments using a simulation model. The North Ave. Corridor was included in Phase I, but was not part of the Phase II study.

The RTA has secured CMAQ for a five-year, \$40 million program of TSP implementation along priority corridors and strategic CTA and Pace bus routes in the region. The program will involve up to 400 miles of roadway and 1,000 signalized intersections across multiple jurisdictions. The North Ave. Corridor was included in the 2012 - 2016 CMAQ-Funded TSP Corridors.

## Cook-DuPage Corridor Travel Market Analysis

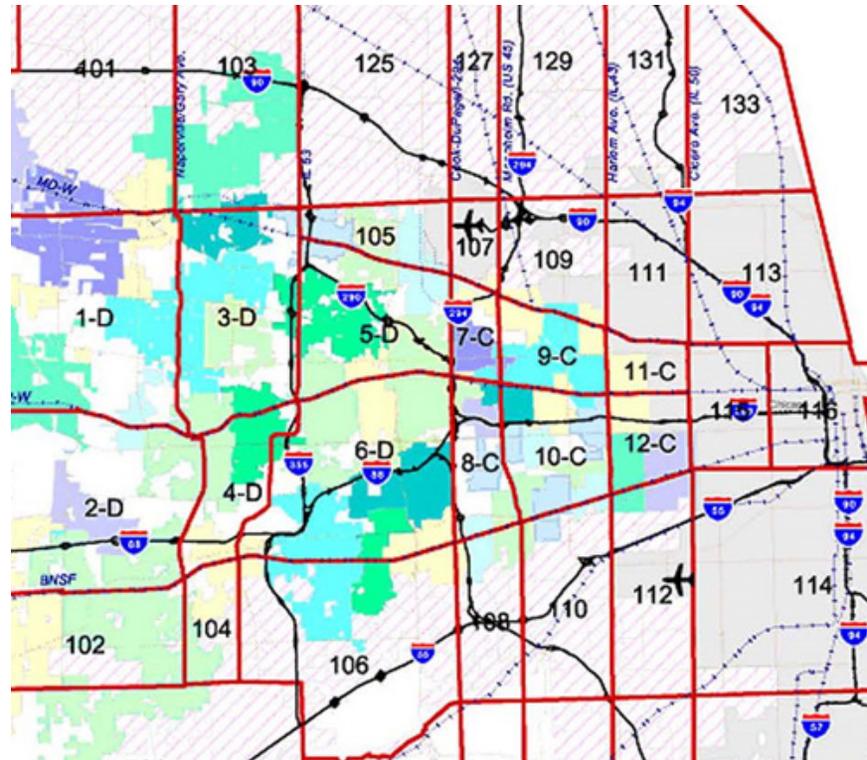
The RTA and IDOT completed a multimodal corridor level planning effort, centered on the Eisenhower Expressway (I-290) and the East-West Tollway (I-88) known as the Cook-DuPage Corridor Study. The goal of this study was to identify the most effective and desired transportation solutions to improve mobility in this heavily-traveled portion of the Chicagoland region. The Travel Market Analysis report completed a comprehensive examination of travel patterns and mobility trends affecting the corridor. Trips of similar purpose, direction and endpoints were grouped into nine predominant “travel markets” and compared to existing services and facilities.

The North Ave. Corridor area is part of the Travel Market Analysis West Central Cook Corridor districts (7C – 12C), as shown to the lower right.

### Chicago Transit Authority (CTA)



The CTA operates the nation’s second largest public transportation system and covers the City of Chicago and 35 surrounding suburbs. CTA service is provided on the eastern edge of the North Avenue Corridor study area via Routes 72 – North Ave. and Route 90 – Harlem Ave. Current planning efforts related to North Avenue are focused on improving access and circulation around the busy intersection of North Ave. and Harlem.



Source: Cook-DuPage Corridor Travel Market Analysis, RTA, 2005

## Blue Line Forest Park Branch Feasibility/Vision Study

Several of the routes traveling along or crossing North Ave. have connections to the CTA's Blue Line

-Forest Park Branch.

o The CTA has initiated the Blue Line Forest Park Branch Feasibility/Vision Study to develop a long-term planning strategy for this line Blue Line Forest Park Branch. This study is being coordinated with the evaluation of potential expansion alternatives proposed by the IDOT through their adjacent I-290 Environmental Impact Statement (EIS) Study that would continue to Mannheim Road. The CTA's study involves the assessment of transit and highway integrated enhancements, regional mobility issues, and the identification of funding sources and future collaboration opportunities. The study will explore innovative solutions that preserve transit, but also integrate highway and transit operations to maximize mobility in this important regional corridor.

### **West Central Municipal Conference**



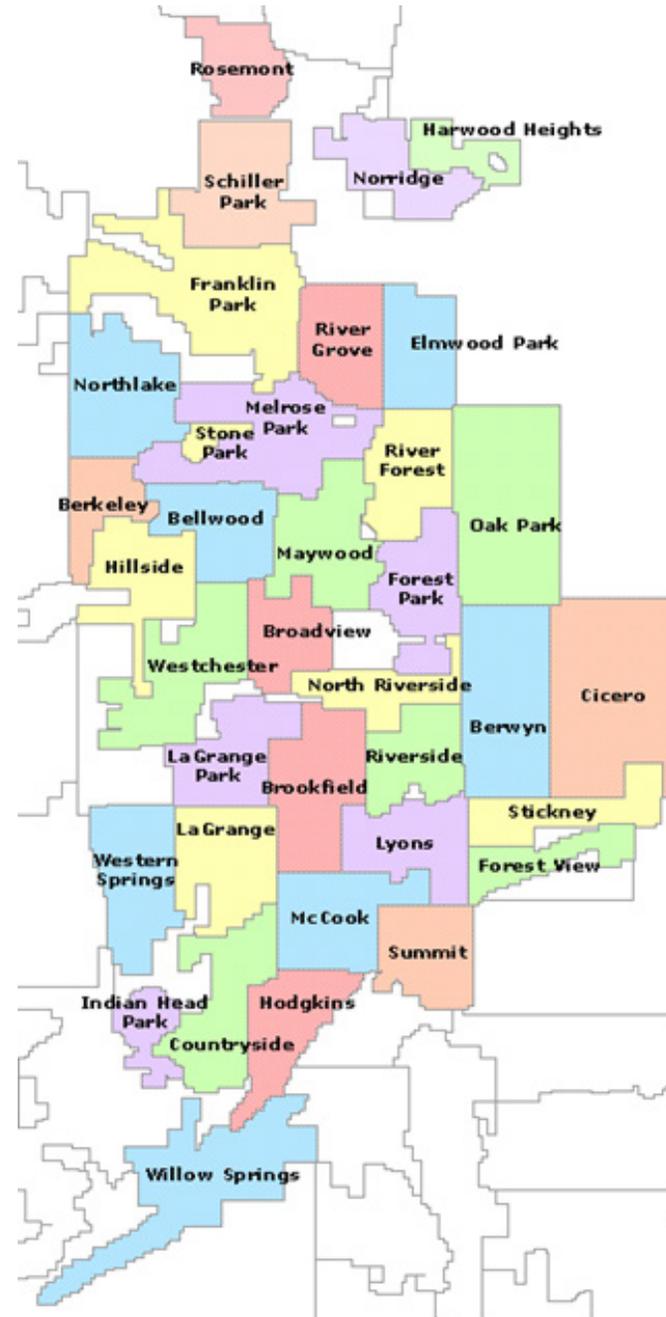
The West Central Municipal Conference (WCMC) is a regional council of governments (COG) serving the communities of west suburban Cook County. The membership roster totals over 48 entities, including 40 municipalities, 5 townships, 2 community colleges, Brookfield Zoo, and over 600,000 residents. These communities are wholly located in or contiguous to Cook. The WCMC region is over 200 square miles, characterized as the mature "inner ring" of suburbs uniquely situated between the City of Chicago and collar counties surrounding Cook.

Cook DuPage Smart Corridor Plan and Design Project

North Avenue Smart Corridor

North Avenue is included in the Cook DuPage Smart Corridor Planning and Design Project. The ITS design for North Avenue follows traffic management concepts employed along parallel arterial routes that are part of a larger urban corridor. Paralleling I 290 for most of its length, mobility on this route is heavily influenced by traditional time-of-day traffic, day-to-day traffic increases due to recurrent congestion on I 290 that balances traffic between freeway and arterial, and intermittent surges from incidents on I 290 that force motorists to use alternate routes. The analysis of traffic and field data identifies the following key issues:

- North Ave experiences unpredictable traffic surges in certain locations due to being a parallel route to I 290.
- North Ave has limited traveler information for alternate route guidance.
- Transit service performance for bus routes along North Ave is heavily dependent on corridor traffic conditions.



Source: West Central Municipal Conference, [www.westcook.org](http://www.westcook.org)

As part of the Cook DuPage Smart Corridor Plan and Design Project, recommended improvements related to the North Avenue Corridor Study include:

- With the presence of CTA and Pace routes, transit signal priority is recommended from York Rd to Harlem Ave. West of York Rd, no Pace routes are currently marked in the field, and no express bus service was noted during field observations.
- Prior to deployment of TSP systems, coordination with the CTA and Pace is needed to ensure that their respective transit vehicles along North Ave are appropriately equipped with TSP emitters or will be equipped shortly after intersection instrumentation.
- Near-side bus stops are recommended for relocation to the far-side, where existing infrastructure allows.
- Traditional pedestrian signals (walking man/flashing hand) noted during field observations are recommended to be upgraded to the pedestrian countdown signals. At intersections where vehicle monitoring or adaptive systems are recommended, the necessary pedestrian push-buttons are included as part of the recommendation.
- Two schools were identified as being immediately adjacent to a traffic signal along North Ave (Banner Academy West in Chicago at North/Leclaire and Field Elementary School in Elmhurst at North/Melrose/Emory). Given the safety concern for school students crossing streets, the high frequency of school student pedestrian paths that occur at a signal that is adjacent to a school, and the general low compliance for pedestrian push-button use, an automatic pedestrian detection system is recommended at these two locations.

## Bicycle Plan

This plan is a joint effort between WCMC member communities to promote and facilitate safe bicycling in our communities and prioritizing corridors that make connections to regional destinations. The main objective of this plan is in setting network location priorities based on servicing key regional destinations while building upon existing local assets and mitigating the effects of long-standing network barriers. This method of network creation is unique in that it does not prioritize those roads that are traditionally “bicycle friendly,” but takes the approach that bicycling is a viable transportation option that will grow in popularity if potential riders are given efficient and safe routes on which to bike to regular destinations.

The North Avenue Corridor was included in the WCM Bicycle Plan. North Avenue has the highest traffic counts of any corridor identified in this process, with an ADT count topping out at more than 60,000; the road is, at times, six lanes or four lanes with on-street parking along each side. At the same time, it provides an excellent opportunity to link infrastructure of Chicago along the entire width of Cook County and into DuPage County. More locally, this route would link four WCMC communities and four regional destinations, 13 schools, six parks, and nine transit connections. In creating



Source: Prepared by Active Transportation Alliance for West Central Municipal Conference, 2012

this corridor, the largest obstacle would likely be the high traffic count and constrained right-of-way, plus two important barriers. The intersections of North Avenue and Lake Street, and North Avenue and Mannheim Road are both potentially dangerous areas that would need to be addressed in order to be safe for bicyclists to use.

The WCMC Bicycle Plan also includes connections to CMAP Greenways and Trails Plan, a long-range, multi-jurisdictional plan which envisions a network of trails and greenways across northeastern Illinois. The plan includes conceptual alignments along with existing greenways and trails. The plan is used extensively by local and county governments, trail users, environmental agencies and organizations, and corridor councils. The map and plan serve as a basis for planning and programming funding for greenways and trails, as a framework and guide for making connections between communities and other greenways and trails, and as a consideration in major infrastructure investment decisions.

### **Planned Roadway Improvement Projects**

Planned roadway improvement projects are an important part of a transportation planning study. The planned roadway improvements within the study area are listed below:

#### 1995 IL Route 64 (North Avenue) SRA Study

SRA Segment 7: Illinois Route 83 to I-294 (Tri-State Tollway)

- Retain existing cross-section: Two travel lanes in each direction and left-turn lanes at intersections.
- Modifications to the I-290/I-294/US Route 20 at North Avenue interchange, in particular provide direct access from I-294 to eastbound North Avenue and from westbound North Avenue to I-294.

SRA Segment 8: I-294 (Tri-State Tollway) to 1st Avenue

- Three through lanes in each direction, with a 30-foot raised median.
- North Avenue at Railroad Avenue: additional left-turn lane (dual) on north, east and west approaches; second through lane on north and south approaches; and right-turn lane on east and south approaches.
- North Avenue at Wolf Road: additional left-turn lane (dual) on east and west approaches; right-turn lane on east approach; and construct frontage road jughandles and restrict Lavergne Avenue to right-in/right-out.
- North Avenue at Roy Avenue: right-turn lane on all four approaches of the intersection; left-turn lane on north and south approaches; and terminate one-way frontage roads at t-intersections with minor streets (Park View Drive and Morse Avenue).
- Provide additional left-turn lane and right-turn lane on east and west approaches of North Avenue at 25th Avenue.

- At North Avenue and 5th Avenue, provide a right-turn lane on all four approaches of the intersection and an additional left-turn lane on east and west approaches.
- At North Avenue and 1st Avenue, provide a right-turn lane on the east, west and north approaches of the intersection and an additional left-turn lane on east and west approaches.

#### SRA Segment 9: 1st Avenue to Austin Avenue

- Three through lanes in each direction, with a flush 12 foot median.
- Relocation of on-street parking within the right-of-way from 1st Avenue to Harlem Avenue to off-street facilities. East of Harlem Avenue, peak hour parking restrictions should be implemented along North Avenue.
- At Harlem Avenue and North Avenue, convert nearby minor streets to right-in/right-out (Neva Avenue and 72nd Court) to increase left-turn storage lengths and reduce conflicts.

#### Illinois Department of Transportation Highway Improvement Program (FY 2016-2021)

- 15th Avenue bridge replacement at Silver Creek, south of North Avenue (FY 2016).
- I-290 guardrail improvements from I-355 to I-294 (FY 2016).
- I-294 at North Avenue interchange Phase II Engineering, includes improvements at County Line Road and US Route 20 and North Avenue at Northwest Avenue and Railroad Avenue intersections, as well as bridge improvements at US Route 20 over North Avenue, accommodating a new ramp that provides direct access to North Avenue (FY 2016).
- IL Route 171 (1st Avenue) resurfacing and pedestrian ramps/Americans with Disabilities Act (ADA) from Des Plaines River Road to Brookfield Zoo (0.3 miles south of 31st Street), including the North Avenue intersection (FY 2017-2021).
- Thatcher Avenue resurfacing and pedestrian ramps/Americans with Disabilities Act (ADA) from 1st Avenue to Chicago Avenue, including the North Avenue intersection (FY 2017-2021).

#### Village of Melrose Park - North Avenue Commuter Bicycle Path

- Construct a bicycle path along North Avenue between Riverwoods Drive and Mannheim Road (FY 2016).

#### Illinois Tollway - Central Tri-State Tollway (I-294) Project

- Reconstruction of 22.3 miles of I-294 from 95th Street to Balmoral Avenue (FY 2020-2022).

## Union Pacific (UP) Railroad – Bridge Improvement Project

- Reconstruction of the UP Railroad bridges over North Avenue, east of I-294, in Northlake, Illinois.

### **Travel Tracker**

The Chicago Regional Household Travel Inventory (CRHTI) was a comprehensive study of the demographic and travel behavior characteristics of residents in the greater Chicago area. This study was sponsored by the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT), the Northwestern Indiana Regional Planning Commission, and the Indiana Department of Transportation.

The primary objective of the study was to provide data for the continuing development and refinement of the Chicago regional travel demand forecast models. This project relied on a professionally designed Travel Tracker Survey to collect statistically valid activity and travel information for all household members during a randomly assigned 24-hour or 48-hour period. The study began with design activities in late summer of 2006 and was followed by a pilot study in the fall of 2006. The full study ran from January 2007 through March 2008.

The product of this effort that can inform the North Avenue Corridor Study is Trip Mode by Purpose table that follows. That table identifies trip purposes and reports the percentage of trips accomplished by each transportation mode. With an underlying assumption that users of North Avenue will choose their trip mode in the same manner as other Suburban Cook County residents, this table can be used to predict how existing and new development will impact mode of travel volumes.

**TRIP MODE BY PURPOSE – SUBURBAN COOK COUNTY**  
**WEIGHTED PERSON TRIPS**

Mode	Primary Trip Purpose																						Total	
	Statistic	Work at Home for Pay	All Other Home Activities	Work/Job	All Other Activities at Work/Job	Attending Class	All Other Activities at School	Change Type of Transportation	Dropped Off Passenger	Picked Up Passenger	Other - Transportation	Work/Business Related	Service Private Vehicle	Routine Shopping	Shopping for Major Purchases	Household Errands	Personal Business	Eat Meal Outside of Home	Health Care	Civic/Religious Activities	Recreation/Entertainment	Visit Friends/Relatives		Loop Trip
Walk	Freq	3,784	373,294	83,909	5,024	83,277	5,999	38,384	28,874	17,611	0	18,079	1,229	91,096	3,047	33,204	33,726	71,486	5,688	25,072	88,869	58,647	58,808	1,129,110
	%	0.0%	2.9%	0.7%	0.0%	0.7%	0.0%	0.3%	0.2%	0.1%	0.0%	0.1%	0.0%	0.7%	0.0%	0.3%	0.3%	0.6%	0.0%	0.2%	0.7%	0.5%	0.5%	8.9%
	Row %	0.3%	33.1%	7.4%	0.4%	7.4%	0.5%	3.4%	2.6%	1.6%	0.0%	1.6%	0.1%	8.1%	0.3%	2.9%	3.0%	6.3%	0.5%	2.2%	7.9%	5.2%	5.2%	
	Col %	7.2%	8.4%	7.2%	19.5%	15.2%	10.0%	28.5%	4.9%	3.4%	0.0%	5.4%	0.6%	7.1%	3.4%	7.9%	8.7%	10.5%	2.4%	11.0%	13.3%	10.8%	82.5%	
Bike	Freq	2,285	53,355	12,659	0	10,736	1,318	1,136	3,195	837	0	1,708	0	7,033	173	688	6,974	4,488	482	258	12,740	8,620	3,344	132,030
	%	0.0%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	1.0%
	Row %	1.7%	40.4%	9.6%	0.0%	8.1%	1.0%	0.9%	2.4%	0.6%	0.0%	1.3%	0.0%	5.3%	0.1%	0.5%	5.3%	3.4%	0.4%	0.2%	9.6%	6.5%	2.5%	
	Col %	4.3%	1.2%	1.1%	0.0%	2.0%	2.2%	0.8%	0.5%	0.2%	0.0%	0.5%	0.0%	0.5%	0.2%	0.2%	1.8%	0.7%	0.2%	0.1%	1.9%	1.6%	4.7%	
Driver	Freq	41,408	2,543,396	866,884	17,300	54,963	11,587	24,794	418,629	373,841	2,166	291,872	158,583	821,577	64,336	294,494	217,873	373,361	142,448	116,342	299,561	270,589	5,484	7,411,487
	%	0.3%	20.0%	6.8%	0.1%	0.4%	0.1%	0.2%	3.3%	2.9%	0.0%	2.3%	1.2%	6.5%	0.5%	2.3%	1.7%	2.9%	1.1%	0.9%	2.4%	2.1%	0.0%	58.4%
	Row %	0.6%	34.3%	11.7%	0.2%	0.7%	0.2%	0.3%	5.6%	5.0%	0.0%	3.9%	2.1%	11.1%	0.9%	4.0%	2.9%	5.0%	1.9%	1.6%	4.0%	3.7%	0.1%	
	Col %	78.4%	57.3%	74.2%	67.1%	10.0%	19.4%	18.4%	70.6%	71.8%	61.1%	86.6%	80.0%	63.6%	72.7%	69.8%	56.1%	54.9%	59.4%	51.1%	44.9%	49.7%	7.7%	
Passenger	Freq	2,769	1,146,262	70,931	911	238,951	33,938	33,704	137,374	119,599	925	12,109	37,549	342,075	18,258	88,537	103,384	219,487	70,112	79,679	233,432	193,782	2,501	3,186,268
	%	0.0%	9.0%	0.6%	0.0%	1.9%	0.3%	0.3%	1.1%	0.9%	0.0%	0.1%	0.3%	2.7%	0.1%	0.7%	0.8%	1.7%	0.6%	0.6%	1.8%	1.5%	0.0%	25.1%
	Row %	0.1%	36.0%	2.2%	0.0%	7.5%	1.1%	1.1%	4.3%	3.8%	0.0%	0.4%	1.2%	10.7%	0.6%	2.8%	3.2%	6.9%	2.2%	2.5%	7.3%	6.1%	0.1%	
	Col %	5.2%	25.8%	6.1%	3.5%	43.5%	56.7%	25.0%	23.2%	23.0%	26.1%	3.6%	18.9%	26.5%	20.6%	21.0%	26.6%	32.3%	29.2%	35.0%	35.0%	35.6%	3.5%	
CTA Bus	Freq	1,528	24,150	6,870	0	6,733	2,252	639	1,126	4,879	0	597	0	9,446	0	0	4,012	1,215	2,048	350	2,976	2,863	820	72,504
	%	0.0%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
	Row %	2.1%	33.3%	9.5%	0.0%	9.3%	3.1%	0.9%	1.6%	6.7%	0.0%	0.8%	0.0%	13.0%	0.0%	0.0%	5.5%	1.7%	2.8%	0.5%	4.1%	3.9%	1.1%	
	Col %	2.9%	0.5%	0.6%	0.0%	1.2%	3.8%	0.5%	0.2%	0.9%	0.0%	0.2%	0.0%	0.7%	0.0%	0.0%	1.0%	0.2%	0.9%	0.2%	0.4%	0.5%	1.2%	
CTA Train	Freq	745	34,435	27,051	267	2,765	360	3,541	0	1,255	0	3,063	0	5,132	1,243	0	4,491	1,619	4,009	1,580	6,105	2,741	297	100,698
	%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
	Row %	0.7%	34.2%	26.9%	0.3%	2.7%	0.4%	3.5%	0.0%	1.2%	0.0%	3.0%	0.0%	5.1%	1.2%	0.0%	4.5%	1.6%	4.0%	1.6%	6.1%	2.7%	0.3%	
	Col %	1.4%	0.8%	2.3%	1.0%	0.5%	0.6%	2.6%	0.0%	0.2%	0.0%	0.9%	0.0%	0.4%	1.4%	0.0%	1.2%	0.2%	1.7%	0.7%	0.9%	0.5%	0.4%	
Pace Bus	Freq	0	26,915	13,515	0	6,857	2,460	1,127	2,252	1,126	453	88	0	6,003	1,321	328	5,920	0	6,996	1,177	6,276	0	0	82,815
	%	0.0%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%
	Row %	0.0%	32.5%	16.3%	0.0%	8.3%	3.0%	1.4%	2.7%	1.4%	0.5%	0.1%	0.0%	7.2%	1.6%	0.4%	7.1%	0.0%	8.4%	1.4%	7.6%	0.0%	0.0%	
	Col %	0.0%	0.6%	1.2%	0.0%	1.2%	4.1%	0.8%	0.4%	0.2%	12.8%	0.0%	0.0%	0.5%	1.5%	0.1%	1.5%	0.0%	2.9%	0.5%	0.9%	0.0%	0.0%	
Metra Train	Freq	0	68,679	65,483	1,082	4,080	0	21,702	214	851	0	4,765	0	5,177	107	3,013	3,019	1,662	3,137	618	4,067	413	0	188,069
	%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
	Row %	0.0%	36.5%	34.8%	0.6%	2.2%	0.0%	11.5%	0.1%	0.5%	0.0%	2.5%	0.0%	2.8%	0.1%	1.6%	1.6%	0.9%	1.7%	0.3%	2.2%	0.2%	0.0%	
	Col %	0.0%	1.5%	5.6%	4.2%	0.7%	0.0%	16.1%	0.0%	0.2%	0.0%	1.4%	0.0%	0.4%	0.1%	0.7%	0.8%	0.2%	1.3%	0.3%	0.6%	0.1%	0.0%	
Private Shuttle Bus	Freq	0	5,088	3,775	136	492	0	916	0	0	0	212	0	1,078	0	431	630	2,781	821	614	1,743	0	0	18,716
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Row %	0.0%	27.2%	20.2%	0.7%	2.6%	0.0%	4.9%	0.0%	0.0%	0.0%	1.1%	0.0%	5.8%	0.0%	2.3%	3.4%	14.9%	4.4%	3.3%	9.3%	0.0%	0.0%	
	Col %	0.0%	0.1%	0.3%	0.5%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.2%	0.4%	0.3%	0.3%	0.3%	0.0%	0.0%	
Paratransit	Freq	0	4,071	222	0	0	0	0	0	0	0	0	0	899	0	514	315	606	741	1,358	248	0	0	8,974
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Row %	0.0%	45.4%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	5.7%	3.5%	6.8%	8.3%	15.1%	2.8%	0.0%	0.0%	
	Col %	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.3%	0.6%	0.0%	0.0%	0.0%	

**TRIP MODE BY PURPOSE – SUBURBAN COOK COUNTY**  
**WEIGHTED PERSON TRIPS**

Mode	Statistic	Primary Trip Purpose																						
		Work at Home for Pay	All Other Home Activities	Work/Job	All Other Activities at Work/Job	Attending Class	All Other Activities at School	Change Type of Transportation	Dropped Off Passenger	Picked Up Passenger	Other - Transportation	Work/Business Related	Service Private Vehicle	Routine Shopping	Shopping for Major Purchases	Household Errands	Personal Business	Eat Meal Outside of Home	Health Care	Civic/Religious Activities	Recreation/Entertainment	Visit Friends/Relatives	Loop Trip	Total
School Bus	Freq	0	134,057	2,305	0	136,425	1,966	3,885	0	0	0	600	0	0	0	0	4,469	462	0	0	6,600	1,727	0	292,497
	%	0.0%	1.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	2.3%
	Row %	0.0%	45.8%	0.8%	0.0%	46.6%	0.7%	1.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	1.5%	0.2%	0.0%	0.0%	2.3%	0.6%	0.0%	
	Col %	0.0%	3.0%	0.2%	0.0%	24.9%	3.3%	2.9%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	1.2%	0.1%	0.0%	0.0%	1.0%	0.3%	0.0%	
Taxi	Freq	107	4,907	1,399	0	2,148	0	675	466	0	0	901	0	0	0	535	103	565	1,996	471	1,176	214	0	15,663
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Row %	0.7%	31.3%	8.9%	0.0%	13.7%	0.0%	4.3%	3.0%	0.0%	0.0%	5.8%	0.0%	0.0%	0.0%	3.4%	0.7%	3.6%	12.7%	3.0%	7.5%	1.4%	0.0%	
	Col %	0.2%	0.1%	0.1%	0.0%	0.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.8%	0.2%	0.2%	0.0%	0.0%	
Multi-modal	Freq	222	16,990	13,617	901	1,120	0	0	449	0	0	717	901	1,883	0	0	1,878	2,047	902	111	1,164	2,621	0	45,522
	%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
	Row %	0.5%	37.3%	29.9%	2.0%	2.5%	0.0%	0.0%	1.0%	0.0%	0.0%	1.6%	2.0%	4.1%	0.0%	0.0%	4.1%	4.5%	2.0%	0.2%	2.6%	5.8%	0.0%	
	Col %	0.4%	0.4%	1.2%	3.5%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%	0.5%	0.1%	0.0%	0.0%	0.5%	0.3%	0.4%	0.0%	0.2%	0.5%	0.0%	
Other	Freq	0	1,131	336	144	160	0	4,067	160	857	0	2,237	0	462	0	0	1,397	0	483	0	1,642	2,245	0	15,321
	%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Row %	0.0%	7.4%	2.2%	0.9%	1.0%	0.0%	26.5%	1.0%	5.6%	0.0%	14.6%	0.0%	3.0%	0.0%	0.0%	9.1%	0.0%	3.2%	0.0%	10.7%	14.7%	0.0%	
	Col %	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	3.0%	0.0%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.2%	0.0%	0.2%	0.4%	0.0%	
Total	Freq	52,848	4,436,732	1,168,955	25,766	548,706	59,880	134,569	592,739	520,856	3,544	336,948	198,262	1,291,860	88,485	421,745	388,192	679,779	239,863	227,629	666,600	544,462	71,254	12,699,675
	%	0.4%	34.9%	9.2%	0.2%	4.3%	0.5%	1.1%	4.7%	4.1%	0.0%	2.7%	1.6%	10.2%	0.7%	3.3%	3.1%	5.4%	1.9%	1.8%	5.2%	4.3%	0.6%	100.0%

# 4 TRANSPORTATION NETWORK

## Transportation Existing Conditions

The North Avenue corridor provides excellent mobility options for residents or land uses along or within close distance to the corridor. In addition to numerous intersecting arterials, it also has connections to the interchange with I-290 (Eisenhower Expressway), I-294 (Tri-State Tollway) and US Route 20 (Lake Street). The corridor study area spans from York Street on the west in Elmhurst, to IL Route 43 (Harlem Avenue) on the east in River Forest, Elmwood Park, Chicago and Oak Park.

As it traverses through eight different communities, North Avenue is a primary component of the overall east-west travel network. Access is provided to major commercial uses, residential neighborhoods, and other public and institutional uses. North Avenue provides a five-lane cross-section (two through lanes and a center lane that provides a left-turn lane at intersections) from York Street easterly to its interchange with I-294/I-290, where it expands to a six lane median-divided roadway (three through lanes in each direction). East of Thatcher Avenue, the roadway reduces back to a five lane cross-section, with the exception of through its intersection with Harlem Avenue, where the third through lane is maintained in each direction. All major intersections provide separate left turns; however, separate right turn lanes are located at only a few locations.

## Roadway Network

Functional Classification, Average Daily Traffic and Traffic Signals

The roadways within the North Avenue corridor are classified according to the character of service they are intended to provide, known as functional classification. This determination recognizes a hierarchy of roadways and the fact that they do not function independently, but rather as a system-wide supportive network. This

allows for an orderly system and provides for efficient traffic flow. The different classifications as determined by engineering standards and the Illinois Department of Transportation (IDOT) within the study area are as follows:

- Principal Arterial (North Avenue, Mannheim Road, 1st Avenue and Harlem Avenue);
- Minor Arterial (York Street, Lake Street, County Line Road, Northwest Avenue, Railroad Avenue and 25th Avenue); and
- Major Collector (Third Street, Addison Avenue, Emory Avenue, Berteau Avenue, Wolf Road, LeMoyne Street, Morse Drive, Harold Avenue, Hirsh Avenue, Roberta Avenue, Roy Avenue, Cornell Avenue, 19th Avenue, George Street, 9th Avenue, 5th Avenue, Thatcher Avenue and Lathrop Avenue).

North Avenue, US Routes 12/45 (Mannheim Road), IL Route 171 (1st Avenue) and IL Route 43 (Harlem Avenue), south of North Avenue, are also classified by IDOT as Strategic Regional Arterial (SRA) Routes. An SRA route, as defined by IDOT, is a highway designated to accommodate long-distance regional traffic, to complement a region's major transit and highway facilities and to supplement the freeway system.

The Average Daily Traffic (ADT) along North Avenue is 40,000 vehicles per day (vpd). Twenty-five traffic signals are located along North Avenue from York Street to Harlem Avenue. The locations of these traffic signals are as follows:

- York Street
- Berteau Avenue
- Railroad Avenue
- Wolf Road
- Cornell Avenue
- Indian Boundary Drive
- Jewel Drive
- 15th Avenue
- Winston Plaza East/Everest College
- 7th Avenue
- 1st Avenue
- Thatcher Avenue
- Harlem Avenue
- Emory Avenue
- Northwest Avenue
- Hillside Avenue
- Roy Avenue
- Hawthorne Avenue
- 25th Avenue
- 19th Avenue (Broadway Street)
- George Street/Winston Plaza
- 9th Avenue
- 5th Avenue
- Lincoln College of Technology
- Lathrop Avenue

The Functional Classification Exhibit depicts the functional classification of the roadways within the study area. Traffic signal locations and ADT are also shown on this exhibit.

### Jurisdiction and Parking

Roadway jurisdiction is important as to how a roadway functions and is maintained. The roadways within the corridor, including intersecting major roadways, are primarily under the jurisdiction of IDOT or the municipality. Jurisdiction determines the responsibility for maintenance, snow plowing, roadway improvements, etc. Accordingly, coordination and cooperation between entities is often an important part in determining roadway improvements, access control, roadway character, traffic signals etc. Roadways within the corridor that are under the jurisdiction of IDOT are North Avenue, Lake Street southeast of North Avenue, Mannheim Road, 25th Avenue, 5th Avenue south of North Avenue, 1st Avenue, Thatcher Avenue south of North Avenue and Harlem Avenue. County Line Road is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDTH). The remaining roadways in the corridor are under local jurisdiction. This information is depicted on the Functional Classification Exhibit.

Another key feature is the locations of on-street parking along North Avenue. There is only one segment along the roadway that allows on-street parking. At the east end of the corridor, between Thatcher Avenue and 72nd Court, parking areas are provided on most blocks on both sides of the street. On-street parking is depicted on the Transit Systems and Pedestrian Connections Exhibits.

### Traffic, Pedestrian and Bicycle Counts

Traffic, pedestrian and bicycle counts were performed along the North Avenue corridor at the following key locations in December 2015 while school was still in session:

- York Street
- Mannheim Road North Interchange
- Mannheim Road South Interchange
- 25th Avenue
- 5th Avenue
- Harlem Avenue

The Existing Traffic Counts Exhibits illustrate the turning movement counts during the weekday morning and evening peak hours. The Existing Pedestrian and Bicycle Counts Exhibits illustrate the pedestrian and bicycle count data. The results indicate the peak hour of existing traffic during the weekday morning peak hour occurred from 7:15 to 8:15 AM and the weekday evening peak hour occurred from 5:00 to 6:00 PM. No unusual

delays occurred during the counts such as foul weather (e.g. heavy snowfall or rain), road construction or emergency vehicle activity that would adversely affect the volumes or travel patterns.

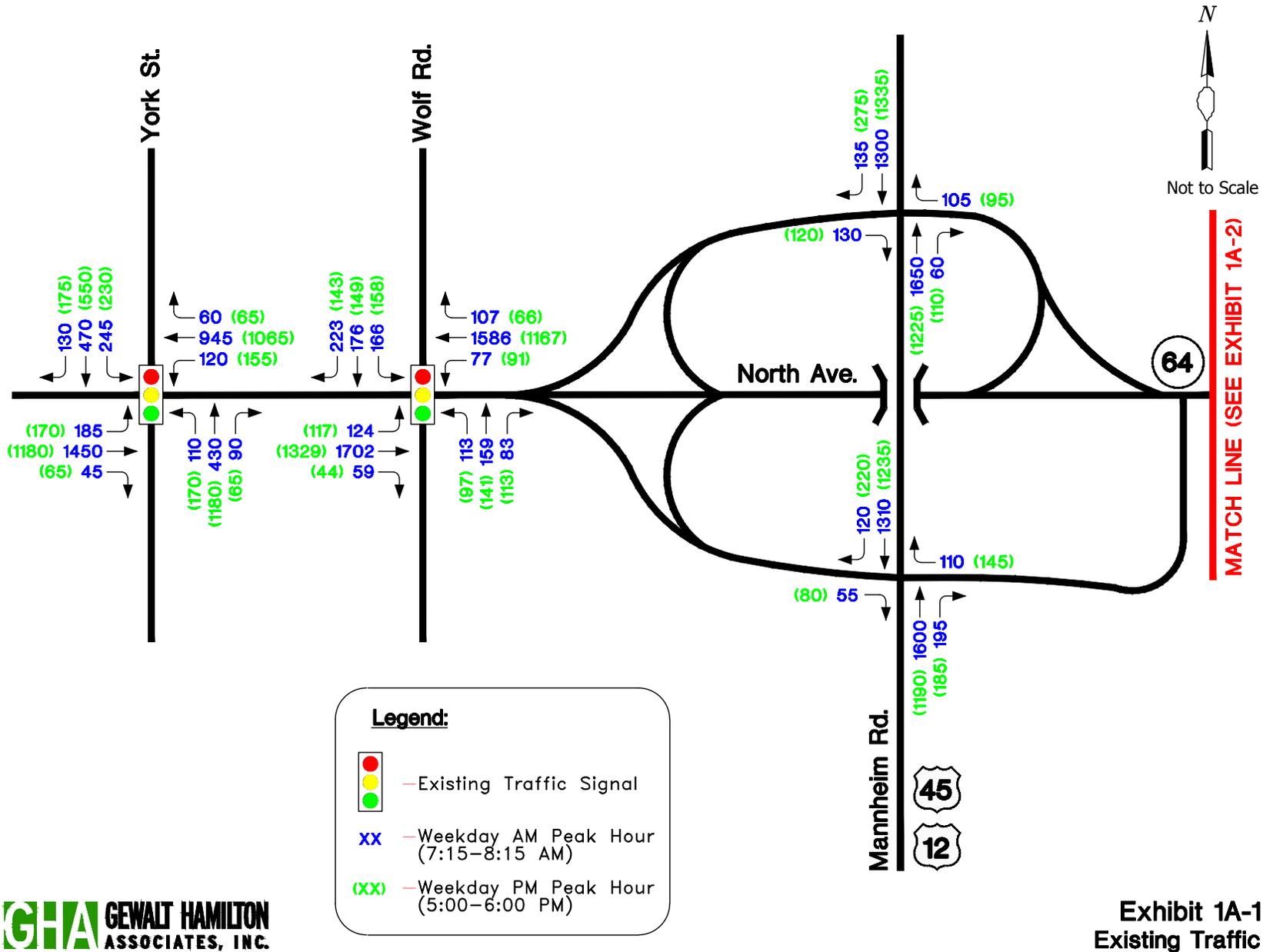
These counts were supplemented with hourly data along the study area roadways from traffic counts performed in connection with IDOT's annual count program, as well as intersection turning movement and roadway link counts from studies performed in the area over the past several years. This included the intersections of North Avenue with Emroy Avenue, Berteau Avenue, Northwest Avenue, Railroad Avenue, Cornell Avenue, Hawthorne Avenue, 1st Avenue, Ashland Avenue, and Lathrop Avenue.

In addition to these counts, the entire length of North Avenue within the study area was travelled and fourteen different transportation and land use attributes were recorded using GPS technology. This data was digitized and presented in both GIS and Google Earth (kml files) format for use by the communities.

## Crash Data

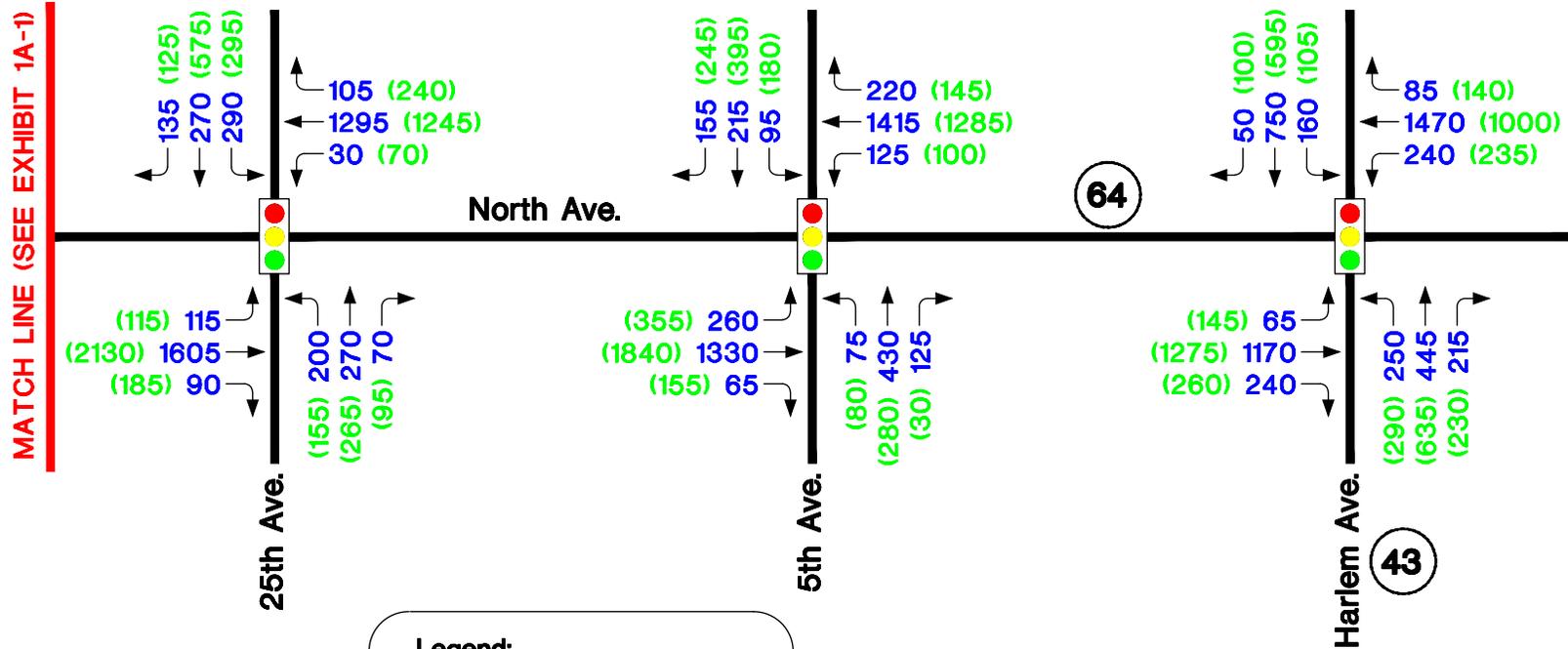
Crash data was obtained from the Illinois Department of Transportation Division of Transportation along the seven mile corridor for the last three calendar years available (years 2012 to 2014). The data included the type of crash (rear-end, head-on, angle, fixed object, pedestrian, etc.), the severity (property damage, personal injury and/or fatality), roadway conditions (dry/wet/icy), as well as the date and time of the occurrence. The focus of our analysis included a review of crashes at the major, intermediate and moderate pedestrian “hot spots” and is summarized in the table on the opposite page.

Hot Spots Major	Total Crashes				Crashes Involving Pedestrians		
	2012	2013	2014	Ave. Per Year	2012	2013	2014
1. Wolf Rd	19	20	23	21	1	1	0
2. Mannheim Rd South Access	1	1	2	1	0	0	0
3. Mannheim Rd North Access	2	2	1	2	0	0	0
4. 25th Ave	26	28	17	24	0	0	0
5. 5th Ave	36	40	39	38	0	0	1
6. Harlem Ave	9	19	17	15	0	1	1
<u>Intermediate</u>							
1. York Rd	13	13	17	14	0	0	0
2. Northlake Common/Hillside	11	11	13	12	0	0	0
3. Jewel	10	9	9	9	0	0	
4. 19th Ave	17	9	8	11	0	0	1
5. George St	7	5	11	8	0	0	0
6. 9th Ave	14	14	14	14	0	1	0
7. 1st Ave	56	39	29	41	0	0	0
8. Riverwoods	0	0	1	0	0	0	0
9. Lathrop / 76th	3	4	3	3	0	0	1
<u>Moderate</u>							
1. Northwest	15	17	10	14	0	0	0
2. Roberta	1	5	6	4	0	0	0
3. 15th	20	20	14	18	0	1	1
4. Thatcher	14	12	3	10	1	0	0
5. 74th / Williams	3	0	2	2	0	0	0





Not to Scale

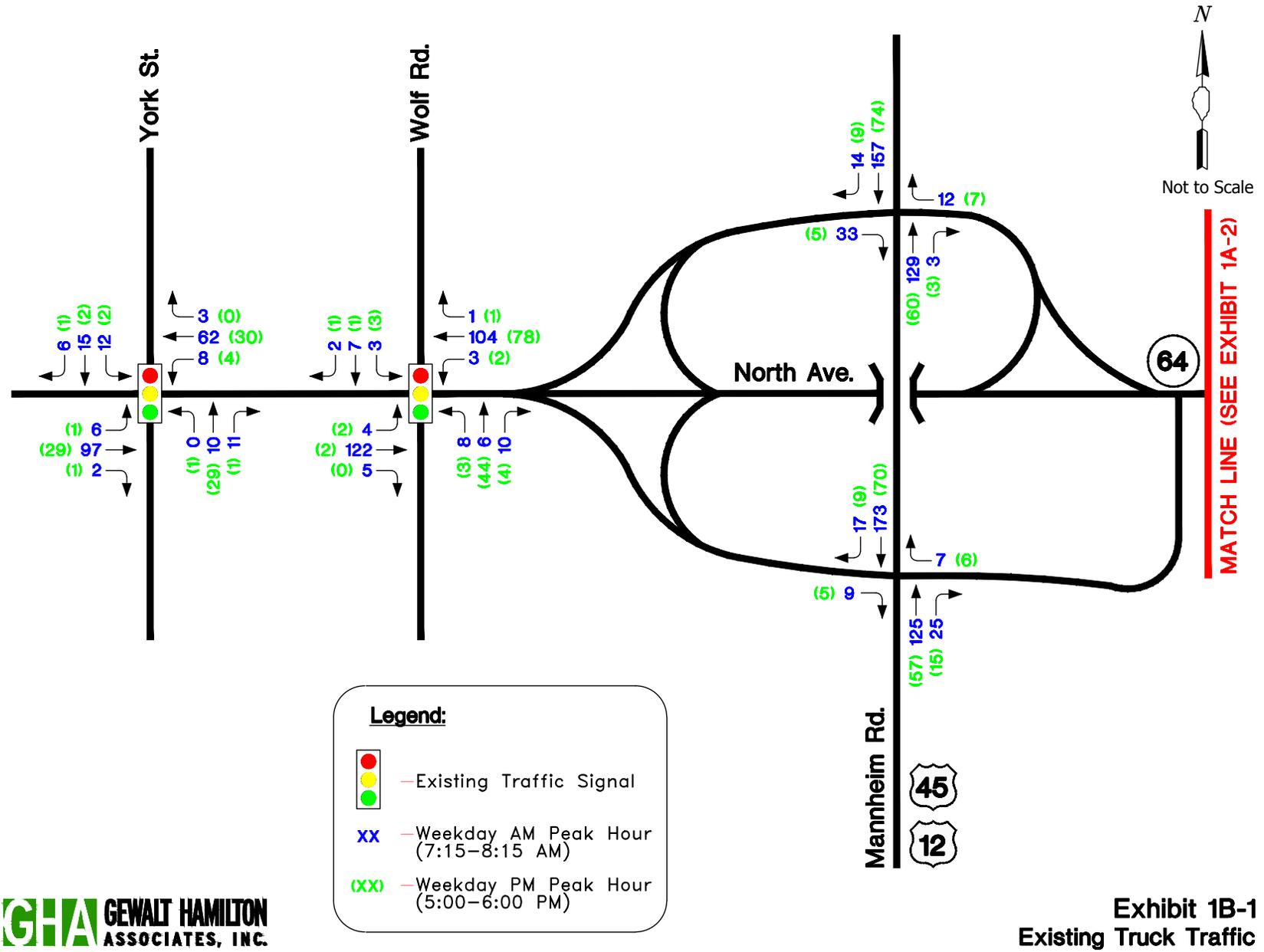


**Legend:**

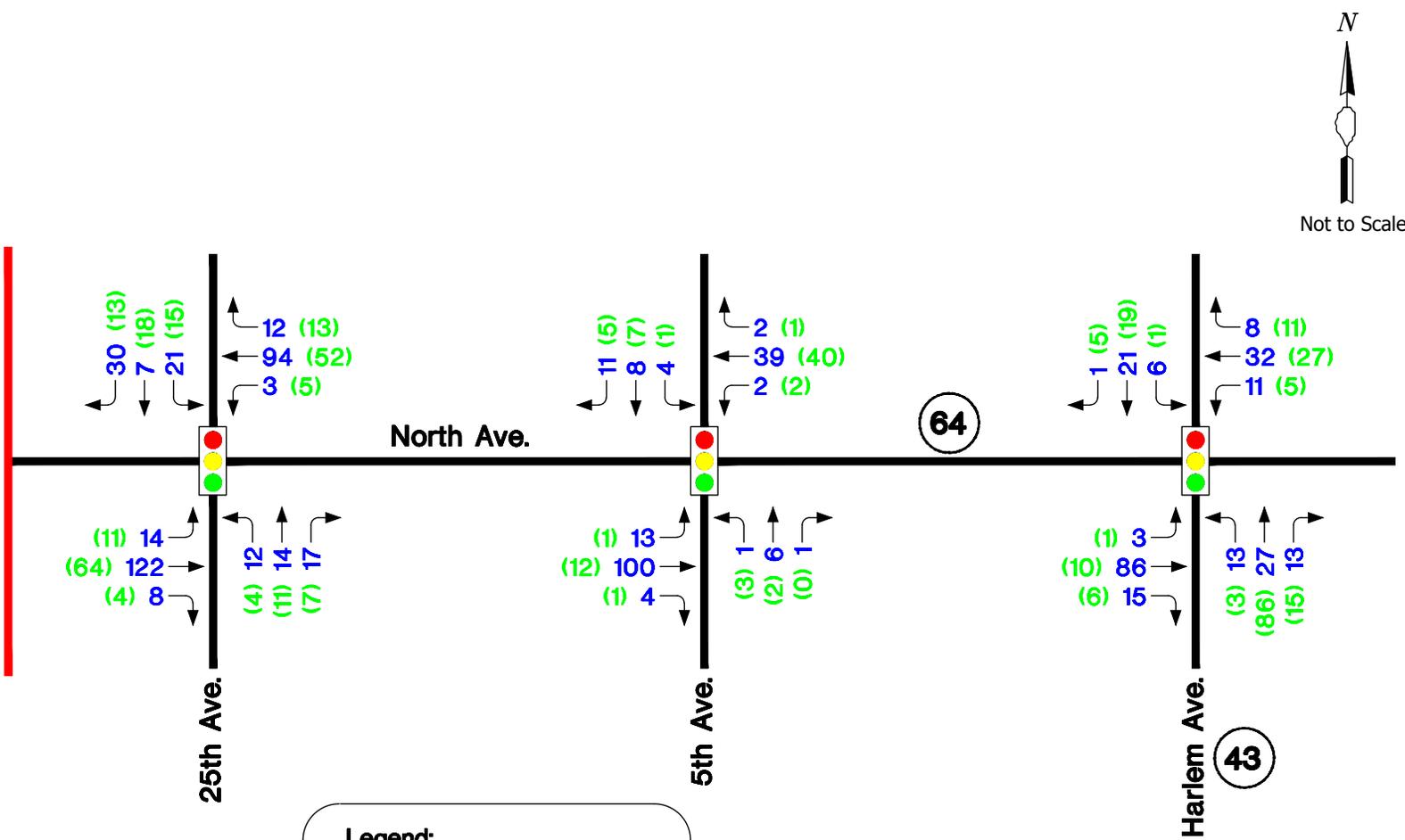
- Existing Traffic Signal
- XX** - Weekday AM Peak Hour (7:15-8:15 AM)
- (XX)** - Weekday PM Peak Hour (5:00-6:00 PM)



Exhibit 1A-2 Existing Traffic



MATCH LINE (SEE EXHIBIT 1B-1)

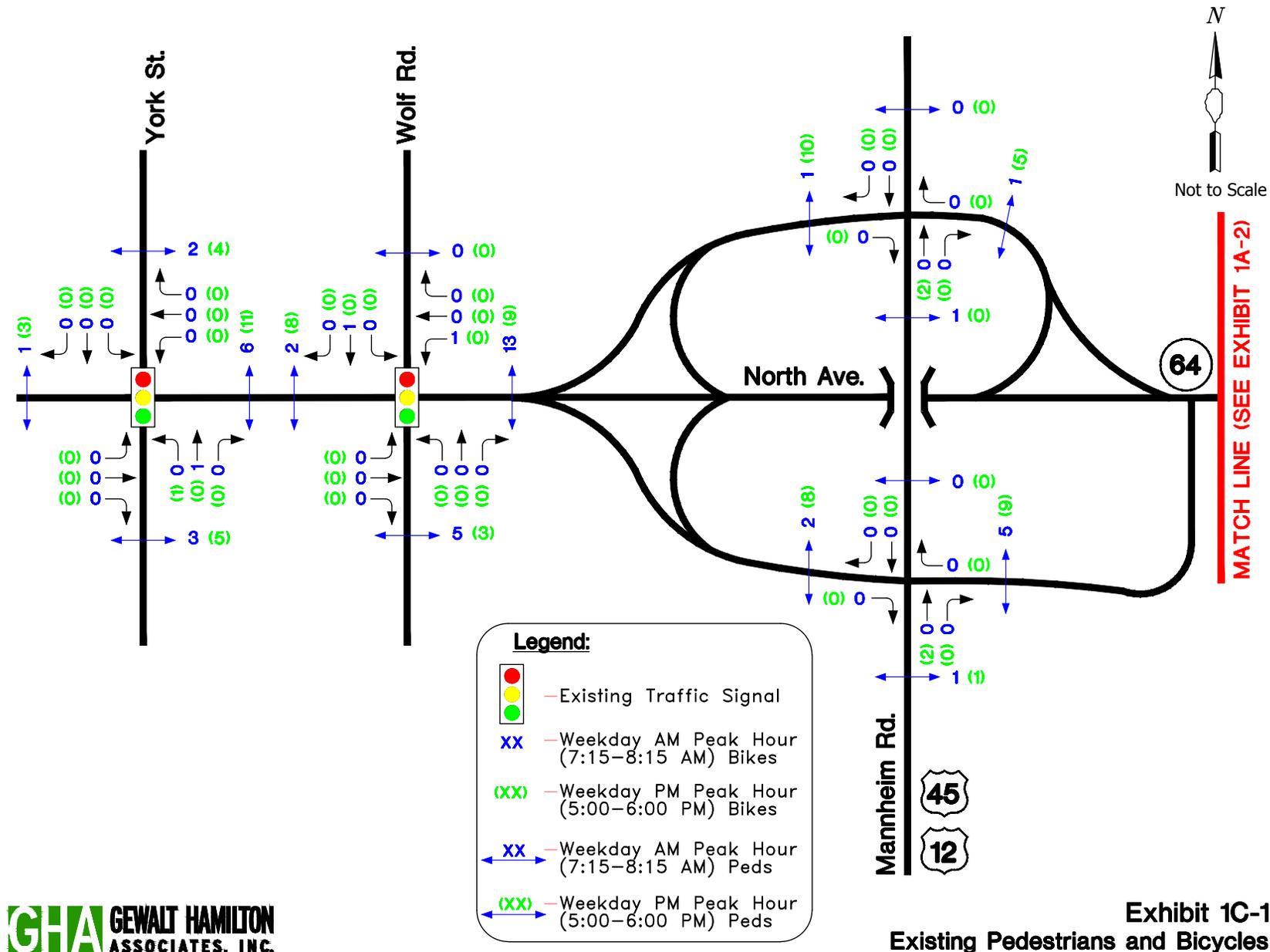


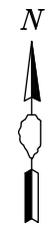
**Legend:**

-  - Existing Traffic Signal
- XX** - Weekday AM Peak Hour (7:15-8:15 AM)
- (XX)** - Weekday PM Peak Hour (5:00-6:00 PM)



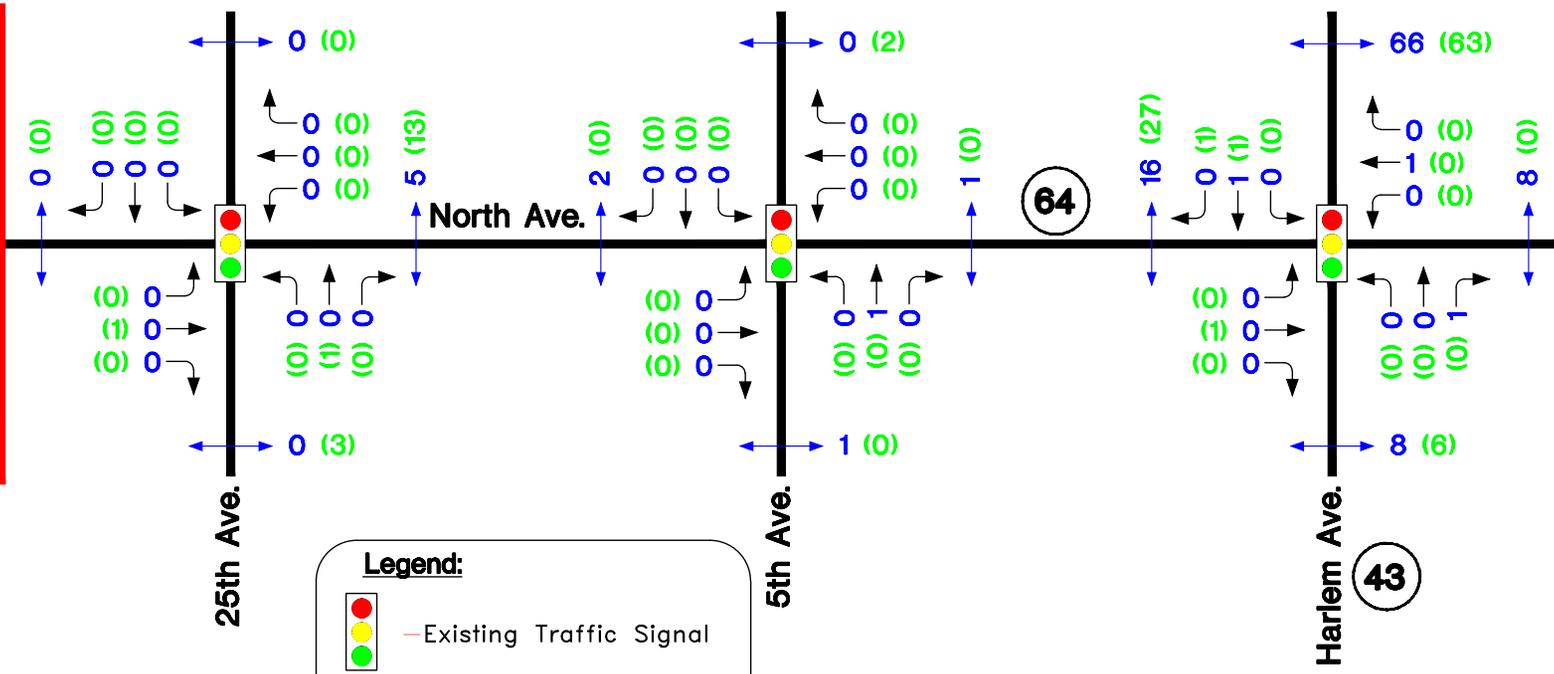
Exhibit 1B-2  
Existing Truck Traffic





Not to Scale

MATCH LINE (SEE EXHIBIT 1C-1)



**Legend:**

- Existing Traffic Signal
- XX** - Weekday AM Peak Hour (7:15-8:15 AM) Bikes
- (XX)** - Weekday PM Peak Hour (5:00-6:00 PM) Bikes
- XX** - Weekday AM Peak Hour (7:15-8:15 AM) Peds
- (XX)** - Weekday PM Peak Hour (5:00-6:00 PM) Peds



Exhibit 1C-2  
Existing Pedestrians and Bicycles

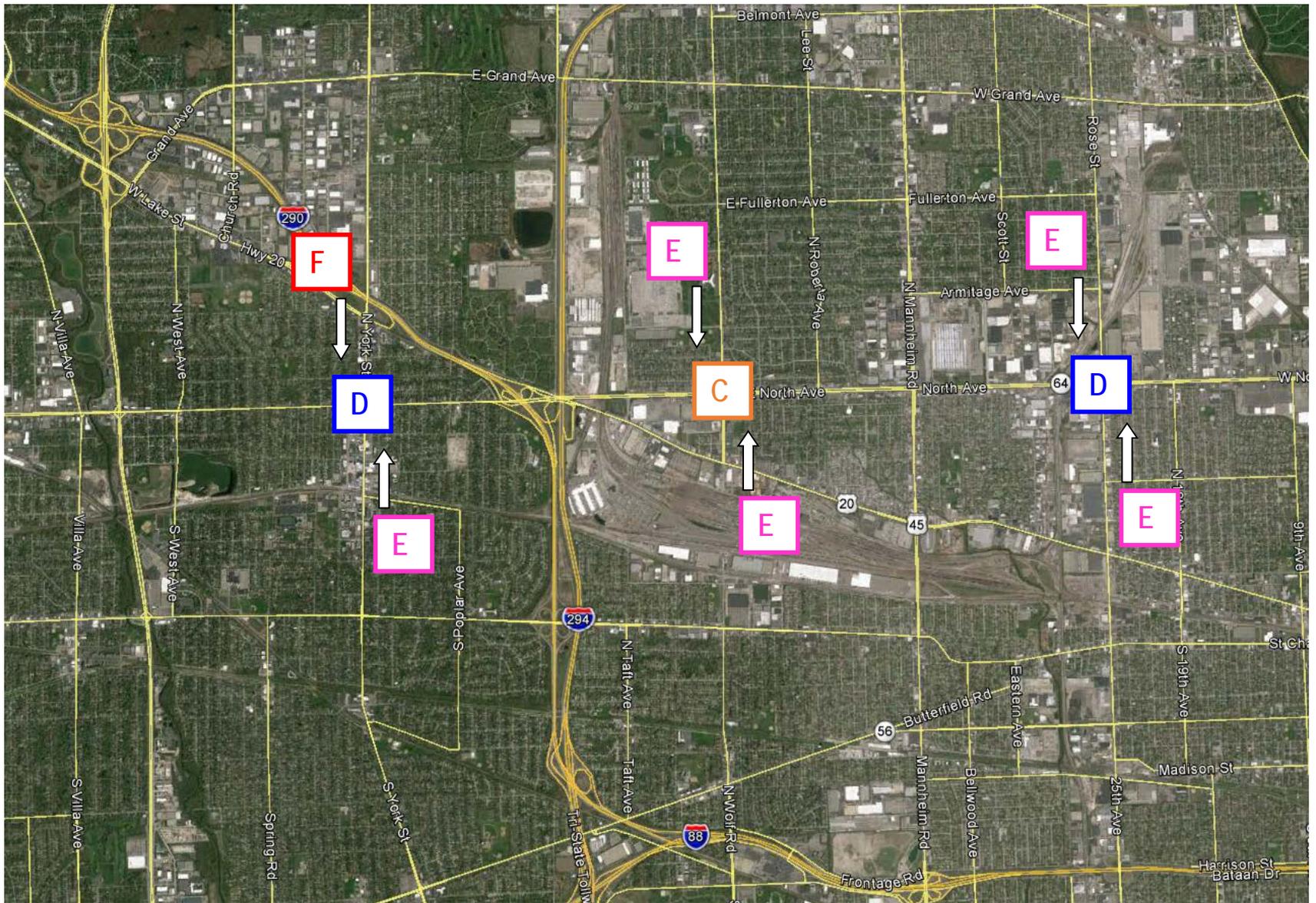
## Capacity Analysis

Capacity analyses are a standard measurement in the industry that identifies how a particular intersection operates. They are measure in terms of level of service (LOS). LOS A is the best rating with LOS F being the worst. Los C is considered acceptable for design purposes, and LOS D is usually considered as providing the threshold of acceptable operations. However, due to traffic characteristics of dense urban areas, such as locations within the study area, it is not uncommon to have intersections operating at LOS E or LOS F during peak periods.

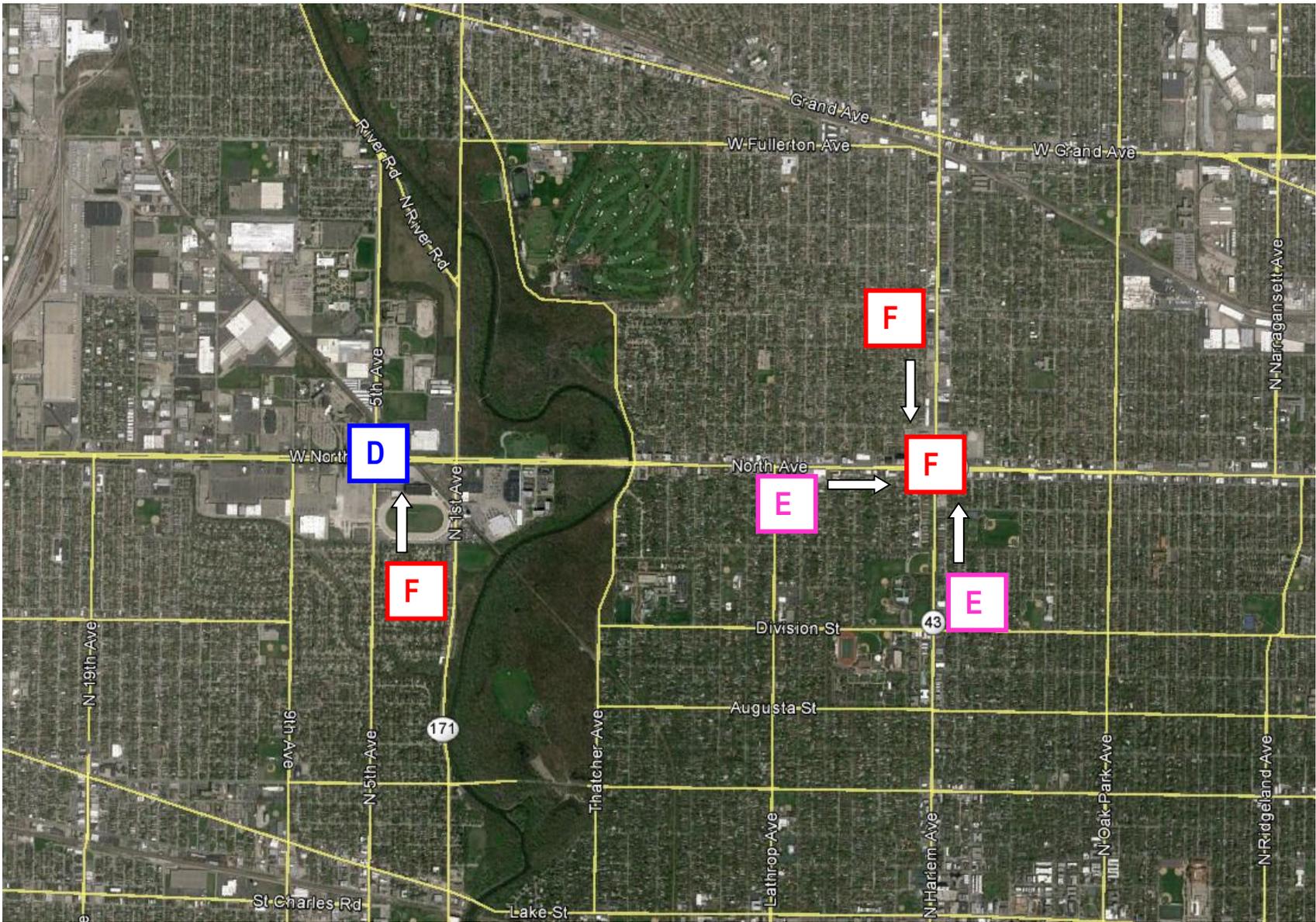
The corridor was modeled using the SYNCHRO v8 software and further reviewed using the complementary SimTraffic microsimulation program. One of the modules of the Synchro traffic model calculates vehicle delays and Level of Service (LOS) for the overall intersection and also lane groups. The Intersection Capacity Analyses Exhibits illustrate the existing study area intersections overall operations during the weekday AM and PM peak hours. Also depicted on this exhibit are approaches / movements that currently operate at capacity constraints (LOS E or LOS F). A table listing the length of delay and a description of how traffic flows for each LOS at signalized intersections follows.

## Traffic Signals

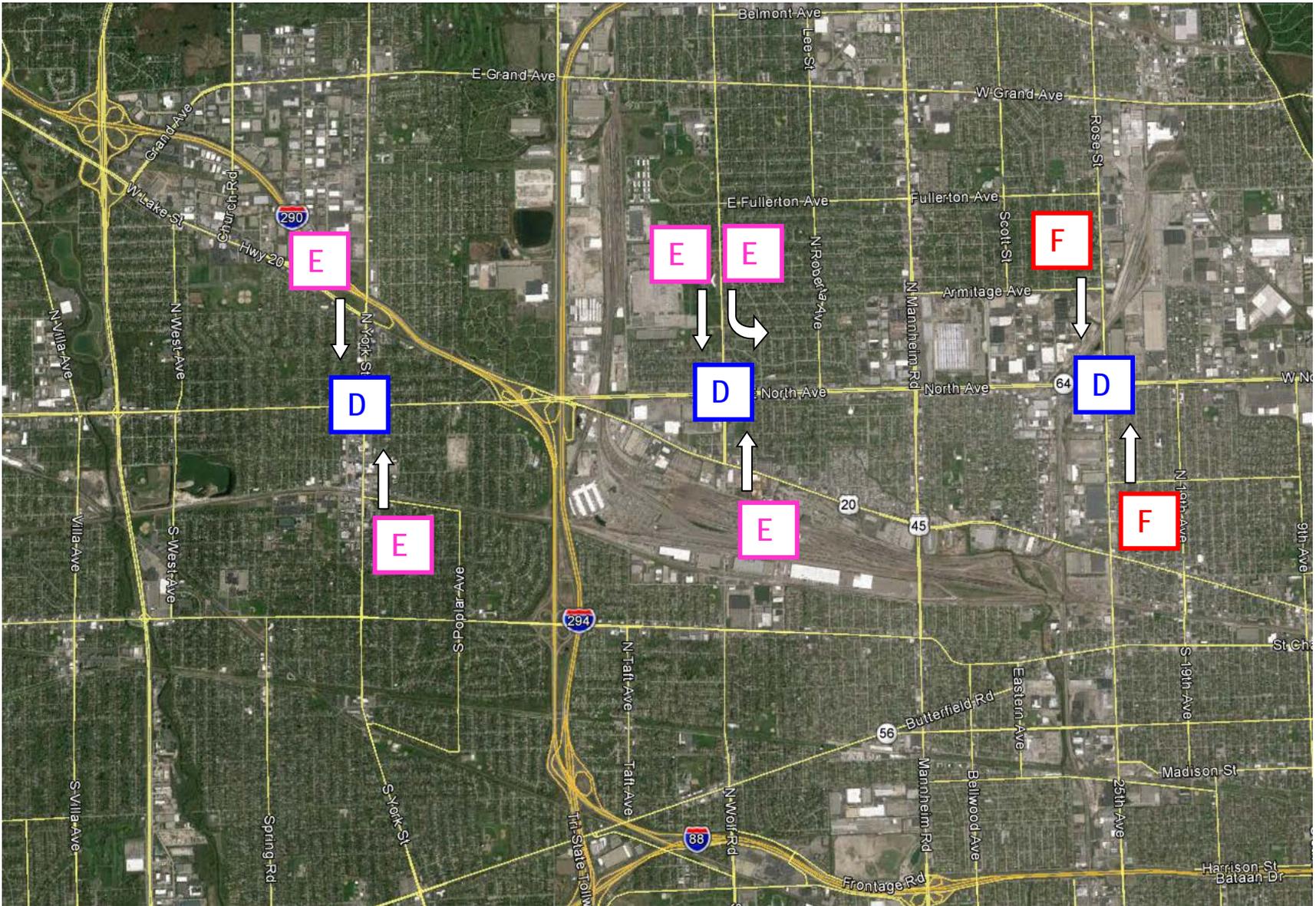
LOS	Delay (sec / veh)	Description
A	<10	All signal phases clear waiting vehicles without delay
B	>10 and ≤ 20	Minimal delay experienced on select signal phases
C	>20 and ≤ 35	Some delay experienced on several phases; often used as design criteria
D	>35 and ≤ 55	Usually considered as the acceptable delay standard
E	>55 and ≤ 80	Very long delays experienced during the peak hours
F	>80	Unacceptable delays experienced throughout the peak hours



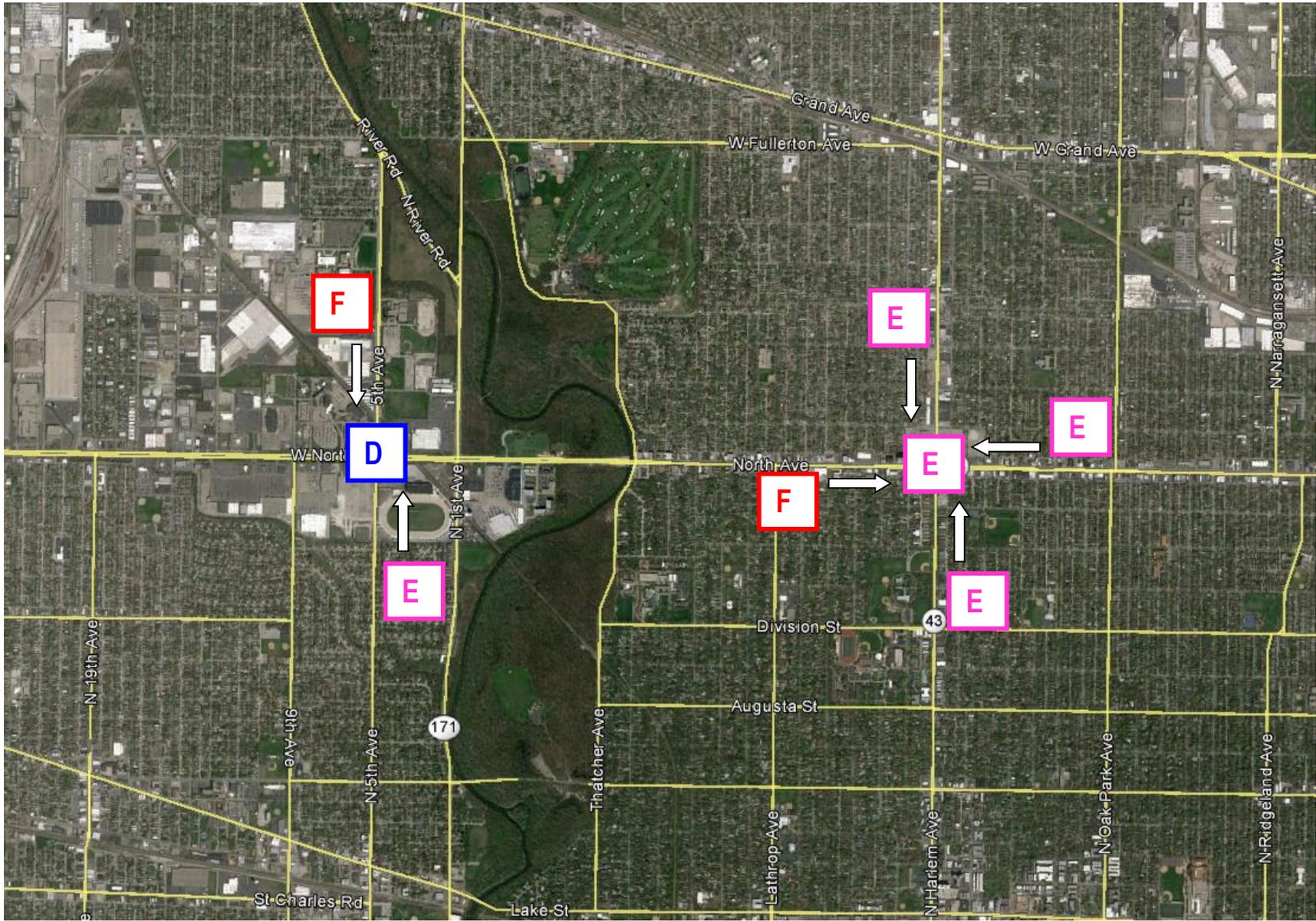
Level of Service – AM Peak Hour



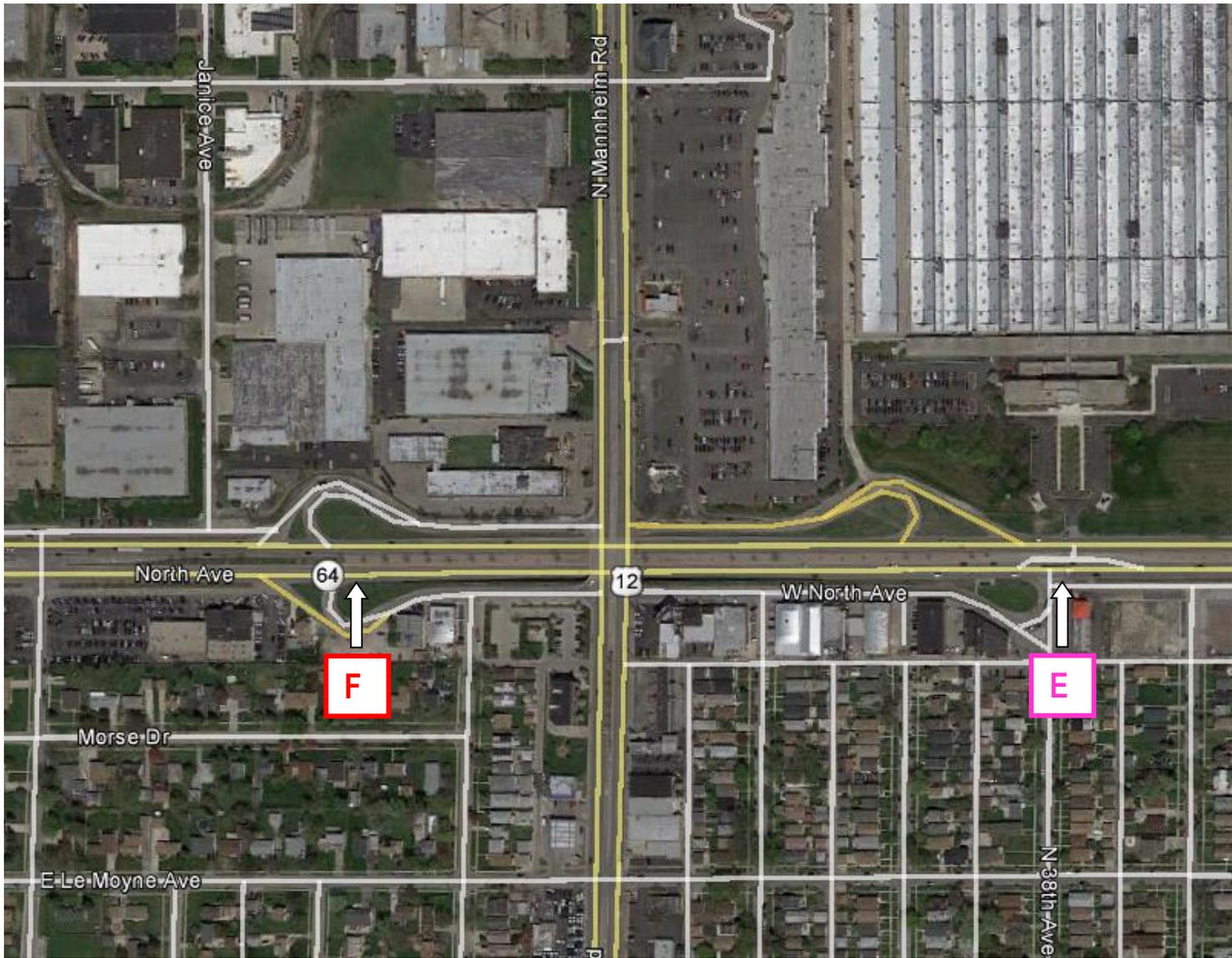
Level of Service – AM Peak Hour



Level of Service - PM Peak Hour



Level of Service – PM Peak Hour



Level of Service – PM Peak Hour

# 5 TRANSIT SYSTEMS AND PEDESTRIAN CONNECTIONS

## TRANSIT NETWORK

Transit services within the North Avenue corridor provide a crucial role in the overall mobility needs of travelers throughout the corridor. The North Avenue Corridor transit network includes eight Pace bus routes, two CTA bus routes, plus municipal services, and private shuttles. Fixed route transit services, operated by Pace and CTA, provide access to destinations within the corridor, along with connections to major destinations outside of the corridor such as commuter rail stations, rapid transit stations, O'Hare Airport, and downtown Chicago.

### Pace

Pace offers a variety of bus services throughout the region, including CTA connector bus routes, express service, suburban link bus service, shuttle/feeder services, community service routes, paratransit, and vanpool/ridesharing services. The type of service provided depends largely on the day of week, time of day, and market focus.

Service Type	Description
CTA Connector	Routes that connect to CTA bus or rapid transit service within Cook County. The routes make about half of Pace service.
Express Service	Provides premium service to jobs, schools, and medical centers from suburban locations.
Suburban Link	Service operated between suburban communities.
Shuttle/feeder Service	Shuttle or feeder service between residential areas and Metra Commuter Rail stations or other destinations within the boundaries of a local community.
Community Service	Allows communities flexibility to determine bus routes for areas that need transit service, including service to residential areas, Metra Rail stations, and shopping centers.
ADA Paratransit	Service required by Americans with Disabilities Act (ADA) for people with disabilities. Operates in all areas that are within 3/4 mile of Pace's regular fixed routes, during the same hours of operation Must be certified by the RTA.
Vanpools	Provides passenger vans to small groups of 5-14 people traveling together to and from work. Each rider pays a low monthly fare based on distance and number of participants.
Dial-a-Ride / Call-n-Ride	Demand-responsive service provided by communities or townships in partnership with Pace.

Pace fixed routes serve more than 210 municipalities and carried over 2.7 million riders in October 2015, with the largest percentage (72%) carried on CTA Connector services. Two fixed routes within the North Avenue Corridor study area – Route 307 Harlem Avenue and Route 318 West North Avenue – ranked in the top performing fixed routes during October 2015.

**Pace Top Performing Routes**

<b>ROUTE</b>	<b>BOARDINGS</b>
352 – HALSTED	171,096
381 – 95 <sup>TH</sup> STREET	112,209
290 – TOUHY AVENUE	93,306
270 – MILWAUKEE AVENUE	88,240
307 – HARLEM AVENUE	83,126
349 – SOUTH WESTERN	74,127
250 – DEMPSTER STREET	70,807
364 – 159 <sup>TH</sup> STREET	70,807
322 – CERMAK ROAD	66,369
318 – WEST NORTH AVENUE	65,541

Sources: Regional Transportation Authority Mapping and Statistics (RTAMS)

Weekday service is generally available between 5:00 a.m. and 11:00 p.m. with peak frequencies commonly between 20 and 30 minutes. All Pace buses are ADA accessible – equipped with ramps for accessible boarding, have designated priority seating, and automated audio and visual route identification and stop announcements. All vehicles are also fitted with bike racks. Recent service changes were implemented as part of the West Cook Restructuring. These service changes were implemented to increase efficiency and realign some routes in response to changing customer demand in west Cook County.



## ROUTES 311, 318, 319 AND 330 SERVICE CHANGES - EFFECTIVE NOVEMBER 22-23, 2015

PaceBus.com

### ROUTE 311

Routing and Schedule changes. On weekdays, the southbound school trip that departs from Oak Park/Lake at 3:16pm and ends at Oak Park/Cermak at 3:30pm will instead end at Oak Park/Roosevelt at 3:24pm.

On Sundays, this route will no longer operate on North Avenue between Oak Park and Harlem. Instead, Sunday trips on Route 311 will operate on North Avenue between Oak Park and Narragansett. As a result, Route 311 buses will no longer continue to or arrive as a Route 318 bus at North/Harlem. Both the hours and frequency of Sunday service will be improved. All Sunday trip times will change.

### ROUTE 318

Schedule changes only. Both the hours and frequency of service will improve on all service days.

On Sundays, trips that start/end at North/Harlem will no longer continue to or arrive as a Route 311 bus. All Sunday trips on Route 318 will start/end at the CTA Blue Line Forest Park Transit Center.

### ROUTE 319

Routing and Schedule changes. This route will no longer directly serve the Walmart in Northlake Commons. As an alternative, customers can board/exit the bus at the intersection of Wolf/North.

Minor adjustments will be made to several weekday and most Saturday trip times.

### ROUTE 330

Schedule changes only. New Sunday service will be added, which will operate between the O'Hare Kiss-N-Fly ATS Station and Archer Ave./Harlem Ave. (CTA Terminal) every 60 minutes between the hours of 6:52am – 8:16pm.

Sunday service will also operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

There will be no changes to weekday or Saturday service.

**NEW SCHEDULES, DATED NOVEMBER 22, 2015 OR NOVEMBER 23, 2015, WILL BE DISTRIBUTED ON-BOARD BUSES IN THE COMING WEEKS. TO PREVIEW THE SCHEDULES, PLEASE VISIT PACEBUS.COM**

Fixed route service within the corridor is provided on eight Pace routes classified as CTA Connector Services. There are nearly 13,850 weekday total boardings along the entire routes that operate within or cross the study area. Of this total number of boardings, about 14% (1,958 boardings) occurred within the North Avenue Corridor study area. Route 318 – West North Avenue – carries the highest passenger level in the corridor, with about 80% of Pace corridor passengers using Route 318. A summary of each Pace fixed route within the North Avenue Corridor is described below followed by a summary table.

Route 303 – Provides weekday service between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Rosemont Station. Weekend service operates between the CTA Blue Line Forest Park Transit Center and North Ave. /9th Ave. in Melrose Park. Serves the CTA Blue Line Forest Park Transit Center, Proviso East High School, Metra UP-West Line Melrose Park Station, Target (weekends only), Metra MD-West Line Franklin Park Station (weekdays only), East Leyden High School (weekdays only) and the CTA Blue Line Rosemont Station (weekdays only).

Route 307 – Provides daily service between 63rd/Archer in Summit and the Elmwood Park Village Hall. Serves the Metra BNSF Line Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station and the Metra MD-West Line Elmwood Park Station.

Route 309 – Provides daily service between the CTA Green Line Austin Station in Chicago and the Metra UP-West Line Elmhurst Station. Serves the CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, Westlake Hospital, and the Metra UP-West Line Elmhurst Station.

Route 318 – Provides daily service between the CTA Blue Line Forest Park Transit Center and North/Wolf in Northlake. Serves the CTA Blue Line Forest Park Transit Center, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Gottlieb Hospital, Kindred Hospital and Northlake Commons.

Route 319 – Provides weekday and Saturday service between Wolf/North in Northlake and Fullerton/Narragansett in Chicago. Serves the Metra MD-West Line Elmwood Park Station and the communities of Northlake, Franklin Park, River Grove, Elmwood Park and Chicago. Select trips serve the Metra MD-West Line Bensenville, Franklin Park and River Grove Stations.

Route 330 – Provides daily service between the O’Hare Kiss-n-Fly ATS station in Chicago and Archer Ave. /Harlem Ave. in Summit. Serves the O’Hare Kiss-n-Fly ATS station, Amtrak/Metra BNSF Line La Grange Road Station, Countryside Plaza and the Quarry Shopping Center. To access the CTA Blue Line O’Hare Station, please take the O’Hare ATS monorail from the O’Hare Kiss-n-Fly ATS station to one of the domestic terminals.

Route 331 – Provides weekday and Saturday service between the CTA Blue Line Cumberland Station in Chicago and the Brookfield Village Hall. Serves the CTA Blue Line Cumberland Station, Triton College, Gottlieb Memorial Hospital, Hines Hospital, Loyola Hospital, Brookfield Zoo and the Metra BNSF Line Brookfield Station.

Route 332 – Provides weekday service between the CTA Blue Line Rosemont Station and Oakbrook Center in Oak Brook. Saturday and Sunday service operates between the CTA Blue Line Rosemont Station and Delta Cargo in the south cargo area of O’Hare International Airport. Serves the CTA Blue Line Rosemont Station, AMC O’Hare/P & D Center, Metra MD-West Line Bensenville Station (weekdays only), Metra UP-West Line Elmhurst Station (weekdays only), Elmhurst Memorial Hospital - Main Campus (weekdays only) and Oakbrook Center (weekdays only).

**PACE BUS SERVICE SUMMARY – NORTH AVENUE CORRIDOR**

ROUTE NO.	ROUTE NAME	PRIMARY DIRECTION	HEADWAY (MINUTES)				SPAN OF SERVICE			AVG TOTAL BOARDINGS			AVG CORRIDOR WEEKDAY RIDERSHIP
			PEAK	OFF PEAK	SAT	SUN	WEEKDAY	SATURDAY	SUNDAY	WKDY	SAT	SUN	
303	FOREST PARK-ROSEMONT	N-S	30	60	60	60	503A - 1059P	600A - 958P	543A - 1024P	1318	380	274	84
307	HARLEM AVE	N-S	15	15-30	20-30	30	501A - 1159P	538A - 1206A	608A - 1059P	3098	1945	1311	92
309	LAKE ST	E-W	30	60	60	60	500A - 1056P	622A - 949P	721A - 646P	1014	495	292	112
311	OAK PARK AVE	N-S	20-30	30	30	45	508A - 756P	633A - 721P	958A - 649P	1674	498	212	0
318	WEST NORTH AVE	E-W	15-30	20-30	30	30	450A - 1245A	600A - 1246A	630A - 1146P	2575	1247	663	1579
319	GRAND AVE	E-W	30	30	60	N/A	524A - 718P	725A - 710P	N/A	640	196	N/A	35
330	MANNHEIM-LAGRANGE RD	N-S	30	30	60	60	439A - 1210A	530A - 844P	652A - 618P	1328	567	N/A	7
331	CUMBERLAND-5TH AVE	N-S	30	30	60	N/A	512A - 1029P	732A - 633P	N/A	1468	301	N/A	43
332	RIVER RD-YORK RD	N-S	30	60	60	60	531A - 1159P	529A - 1157P	532A - 1155P	722	349	395	6
<b>TOTALS</b>										13837	5978	3147	1958
<b>% OF TOTAL ROUTE WEEKDAY ONS</b>										22962			14%

Sources: Regional Transportation Authority Mapping and Statistics (RTAMS)

Average weekday ridership activity on Pace routes at specific stop locations along North Avenue are shown in the table below, traveling from west to east along the corridor. The highest number of average weekday boardings are located at:

1. North/Harlem 447 boardings
2. North/Wolf 274 boardings
3. North/5th Ave. 220 boardings
4. North/38th/International 202 boardings
5. North/19th/Broadway 128 boardings
6. North/25th 116 boardings

**Pace Weekday Boardings & Alightings – North Avenue Corridor**

<b>STOP LOCATION</b>	<b>TOTAL ONS</b>	<b>TOTAL OFFS</b>
York/North	28	31
North/Michigan	0	0
North/Illinois	0	0
North/Willow	1	1
North/Emroy	0	0
North/Berteau	2	3
North/Clinton	0	0
North/NW Ave/Entenmann's	11	34
North/Railroad Ave	4	7
North/Harvard/Sam's Club	0	6
Northlake Commons/Wal-Mart	47	61
Hillside/North	2	7
North/Harry Caray	0	0
North/Wolf	274	310
North/Gail	2	0
North/Prater	6	8
North/Roy	5	10
North/Roberta	13	10
North/Edwards	25	23
North/46th	1	0
North/Mannheim Access Rd.	9	28
North/38th/International	202	248
North/Cornell/35th	17	20
North/Hawthorne	31	26
North/30th	14	22
North/25th	116	152

Boardings > 20 

Source: Pace

**Pace Weekday Boardings & Alightings – North Avenue Corridor**

<b>STOP LOCATION</b>	<b>TOTAL ONS</b>	<b>TOTAL OFFS</b>
North/23rd/Ford	1	3
North/Jewel Dr.	13	31
North/Broadway/19th	128	94
North/18th	0	0
North/17th	40	46
North/15th	55	67
North/George	57	69
North/Winston Plaza/Value City	0	0
North/9th(SW)	73	75
North/7th/Gottlieb Hospital	0	1
North/5th	220	221
North/1st	24	23
North Ave/Riverwoods Dr	39	52
North/Thatcher	2	6
North/Forest	12	8
North/Park/78th	5	10
North/Franklin	6	8
North/Ashland	0	0
North/Lathrop/76th	14	14
North/Jackson	0	1
North/Monroe	3	2
North/William/74th	8	11
North/Clinton	2	2
North/Bonnie Brae	0	0
North/Harlem	447	413
<b>TOTAL</b>	<b>1958</b>	<b>2163</b>

Boardings > 20   
 Source: Pace

## CHICAGO TRANSIT AUTHORITY

The Chicago Transit Authority (CTA) operates the nation's second largest public transportation system serving the City of Chicago and 40 neighboring communities. The CTA provides 1.64 million rides on an average weekday, accounting for over 80% of all transit trips taken in the six-county Chicago metropolitan region. CTA operates 127 bus routes and elevated/subway lines serving the Chicago and 35 close-in suburbs. Most routes run daily through late evening, generally operating every 10 to 20 minutes. All-night service ("Owl" service) is operated every half hour on selected routes. All buses are accessible with bus operators deploying ramps on request. All stops are announced. All buses have bike racks.

Two CTA bus routes serve the North Avenue Corridor – Route 72 North Avenue and Route 90 Harlem Avenue. There are 20,800 weekday total boardings on the entire routes. Of this total number of boardings, about 6% (1,182 boardings) takes place within the North Avenue Corridor study area. Each route is described below followed by a summary table.

Route 72 – Provides weekday and weekend service between the Clark Street on the east and Harlem on the west. Connections can be made to the CTA Brown and Purple Lines at Sedgwick, the CTA Red Line at Clybourn, and the CTA Blue Line at Damen. Serves the communities of the City of Chicago, Oak Park, River Forest, and Elmwood Park. This route provides service to the North Avenue Beach on beach days.

Route 90 – Provides weekday and weekend service between The CTA Blue Line/O'Hare station on the north to the CTA Green Line/Harlem station on the south. Serves the communities of the City of Chicago, Harwood Heights, River Grove, River Forest, and Oak Park. Serves destinations including Harlem/Irving Shopping Center, Dominican University, Concordia University, and downtown Oak Park.

Average weekday boarding and alightings for CTA Routes 72 and 90 within the North Avenue Corridor are shown in the table on the following page. Both routes circulate this intersection area with similar routing, so some ridership activity is a combination of both routes.

**CTA – HARLEM/NORTH AVENUE RIDERSHIP**

PRIMARY STREET	CROSS STREET	ROUTES @ BUS STOP	BOARDINGS	ALIGHTINGS
HARLEM	BLOOMINGDALE	90	29	23
HARLEM	CORTLAND	90	18	19
HARLEM	WABANSIA	72, 90	116	175
HARLEM	NORTH AVE	72, 90	281	252
HARLEM	LEMOYNE	90	54	52
HARLEM	GREENFIELD	90	13	15
HARLEM	BERKSHIRE	90	24	22
NORTH	NEVA	72	554	591
NORTH	FOREST	72	50	1
NORTH	KENILWORTH	72	43	7
<b>TOTAL</b>			<b>1182</b>	<b>1157</b>

Sources: Regional Transportation Authority Mapping and Statistics (RTAMS)

ROUTE NO.	ROUTE NAME	PRIMARY DIRECTION	HEADWAY (MINUTES)				SPAN OF SERVICE			AVG RIDERSHIP (ONS)			AVG CORRIDOR WEEKDAY RIDERSHIP
			PEAK	OFF PEAK	SAT	SUN	WEEKDAY	SATURDAY	SUNDAY	WKDY	SAT	SUN	
72	NORTH AVE	E-W	5-10	9-14	10-15	12-18	400A - 1250A	400A - 1245A	405A - 1240A	15493	14484	10934	928
90	HARLEM AVE	N-S	12-15	12-20	18-20	19-20	420A - 1105P	430A - 1000P	620a - 925P	5021	3430	2420	138
<b>TOTALS</b>										20514	17914	13354	1066
<b>% OF TOTAL ROUTE WEEKDAY ONS</b>										51782			5%

Sources: CTA Route Schedules, Regional Transportation Asset Management System (RTAMS)

The CTA is currently evaluating routing alternatives for the busy intersection of Harlem and North Avenues. Under current operation, Route 72 must make a difficult left turn from southbound Neva across four travel lanes to eastbound North Ave. As shown in the graphic below, the proposed re-routing would allow for protected left turns, although will require some approvals by the Village of Elmwood Park. Bus operations at this location will continue to be evaluated as part of the North Avenue Corridor Study.



Source: CTA Traffic Planning

## Other Transit Services

In addition to fixed bus routes, the North Avenue Corridor includes a variety of paratransit and demand response services. These services do not operate on a fixed route or schedule, but instead operate more flexibly based on customer requests. Demand responsive services are used typically used to provide connectivity to fixed route and rail services, as well as to provide mobility to seniors, those with disabilities, or focused on particular destinations (i.e., transit stations, schools, medical centers). Corridor paratransit and demand responsive services are described below.

### Pace ADA Paratransit Service

For the needs of persons with disabilities, Pace’s ADA Paratransit Services program provides origin to destination transportation to “ADA paratransit eligible” persons who are unable to use accessible fixed route bus and rail service due to their disability. Only persons who are certified by the RTA are eligible to ride ADA Paratransit. Trips are only provided at the same times and within 3/4 of a mile of a fixed route. Pace operates this service across the entire six-county region, including Chicago.

### Melrose Park Dial-a-Ride

Service Area:	Village of Melrose Park
Service Hours:	Monday thru Friday: 8:15 a.m. - 5:30 p.m. and Saturdays 8:15 a.m. - 2:30p.m
Eligibility:	Village resident traveling to any destination within Melrose Park
Fares:	Free
Reservations:	Call between 9a.m. and 5p.m.
Additional Info:	Only one reservation per rider per day is allowed. Only two appointments a week can be made for miscellaneous use such as grocery shopping etc. Anyone using the van for doctor appointments, etc., may use the van up to three times a week.

### Oak Park Township Dial-a-Ride

Service Area:	Oak Park and River Forest Townships
Service Hours:	Monday – Friday 8:00 a.m. - 3:00 p.m.
Eligibility:	Disabled and Seniors
Fares:	Disabled \$1.00, Seniors \$1.00
Reservations:	Call between 8:30am and 2:00pm the day before
Additional Info:	Service is available up to 15 miles outside of Township borders for select trips

### Leyden Township

Service Area: Leyden Township  
Service Hours: Monday – Friday 8:00 a.m. - 5:00 p.m.  
Eligibility: General Public  
Fares: Disabled \$1.25, Senior \$1.25, Student \$1.25, Other \$2.50  
Reservations: Up to 7 days for medical appointments, Up to 1 day for all other trips  
Additional Info: Service within Leyden Township and to select shopping and medical destinations outside of the township

### Proviso Township Senior Transportation

Service Area: Proviso Township  
Service Hours: Monday – Friday  
Eligibility: Seniors  
Fares: Free  
Reservations: Call Proviso Township Senior Services  
Additional Info: To medical facilities and other qualifying non-medical locations within the Township

### Dominican University Shuttle

The Dominican shuttle connects the Priory and Main Campus.

### Triton College Shuttle

The Triton College Shuttle operates between the main campus and Route 318. Transfers can be made at either the northeast or northwest corners of North and 5th Avenues.



Photograph of Triton College Shuttle

## **Access to Transit**

Every transit rider begins and ends their trip as a pedestrian or bicyclist. To enhance access to transit, pedestrian-friendly treatments which allow a pedestrian or bicyclist to have a more comfortable experience getting to the transit stop and waiting for the bus are an important component of the overall transit network. The presence of continuous sidewalks, safe roadway crossings including marked crosswalks and pedestrian signals, and pedestrian pathways through parking lots, are all elements that provide a safe environment for transit customers. Connecting or off street bike paths are important for the safe access of those on bicycles.

Pedestrian and bicycle access to transit stops along North Avenue can be difficult. While the existing transit stops along North Avenue are typically located near a signalized intersections, crossing a corridor as wide as 150 feet on foot within the duration of a traffic signal cycle is challenging. Buildings along North Avenue are typically separated from the roadway by large surface parking lots. Sidewalks, overall, are discontinuous or in poor condition. The numerous driveways, curb cuts, and frontage roads generate vehicular/pedestrian/bicycle conflict points.

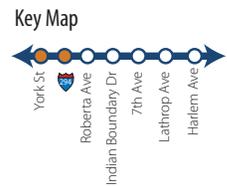
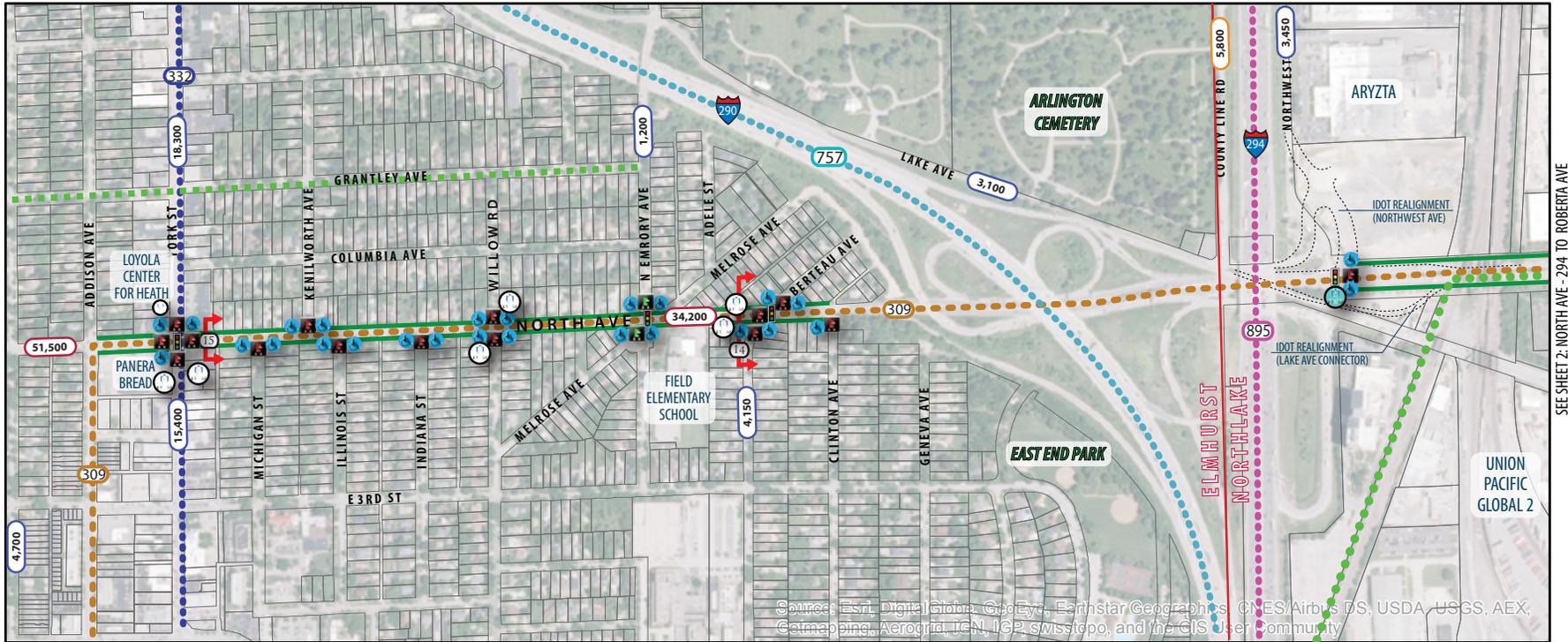
Recent improvements have been made to the pedestrian and bicycle network. New sections of sidewalk have been constructed in Stone Park and Melrose Park. A new multiuse path was just completed west of Thatcher Ave. connection with the existing Melrose Park sidewalks. A commuter bicycle path adjacent to North Avenue is scheduled for construction in 2016 between Cornell and First Avenues.

Photographs depict a need for pedestrian improvements along the North Ave corridor including worn pathways, challenging crossings, and well used PACE bus shelters.



# Existing Conditions: Transportation Systems and Pedestrian Connections

## Section 1- York St. to 294

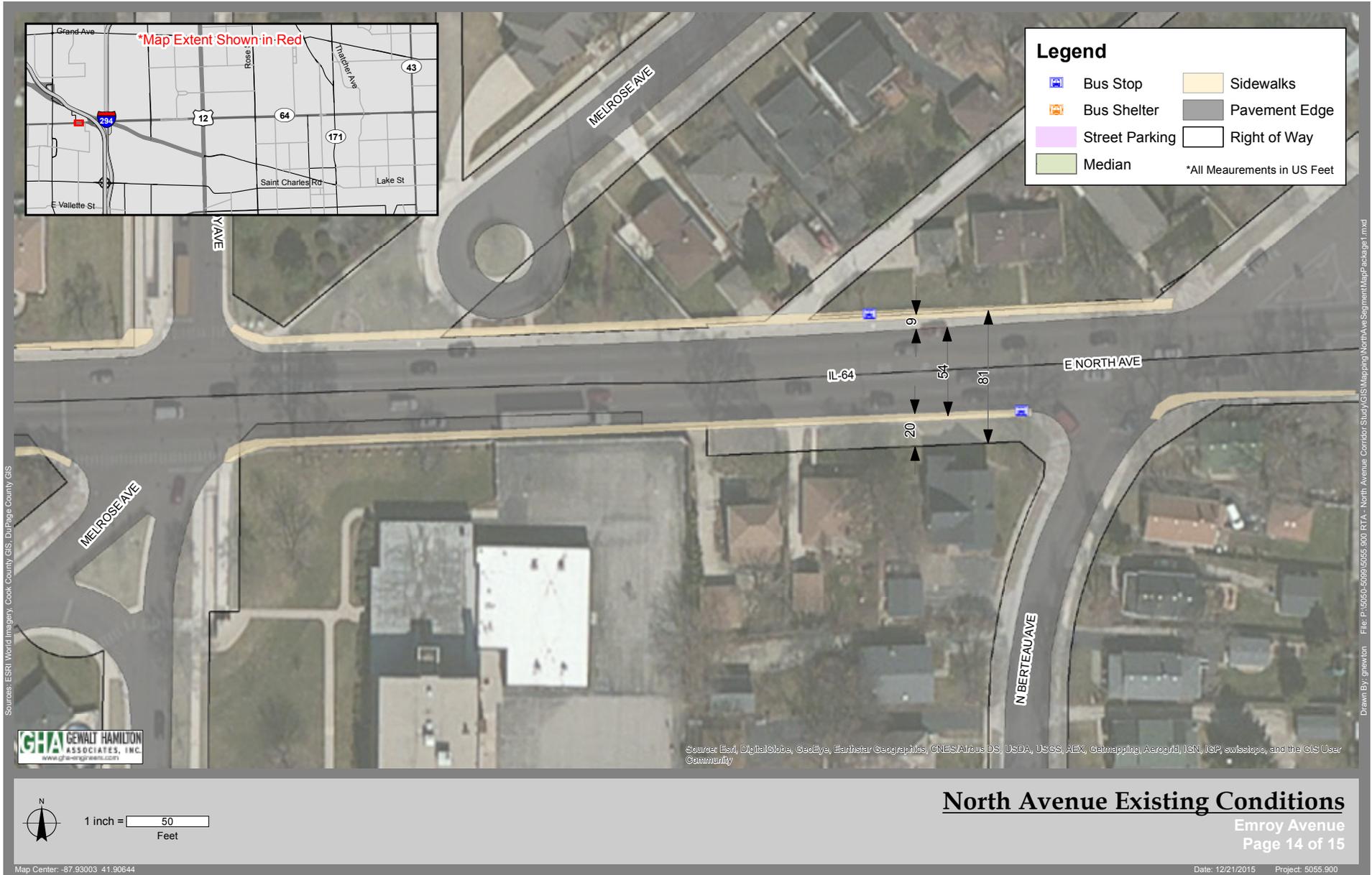


- LEGEND**
- PACE Route 309, 332, 757, 895
  - PACE Bus Stop
  - PACE Bus Shelter
  - Existing Sidewalk
  - Existing Marked Crosswalk (Good Condition)
  - Existing Marked Crosswalk (Poor Condition)
  - Missing/Non-Compliant ADA at Crosswalk
  - Traffic Signal
  - CMAP Greenways Plan (2009)
  - Bike Friendly Route
  - (See Existing Cross-Section Exhibits)
  - Existing 58' R.O.W - See pg 15
  - Existing 81' R.O.W - See pg 14
  - Average Daily Traffic (IDOT Jurisdiction)
  - Average Daily Traffic (County Jurisdiction)
  - Average Daily Traffic (Municipality Jurisdiction)

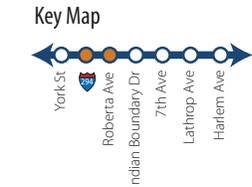
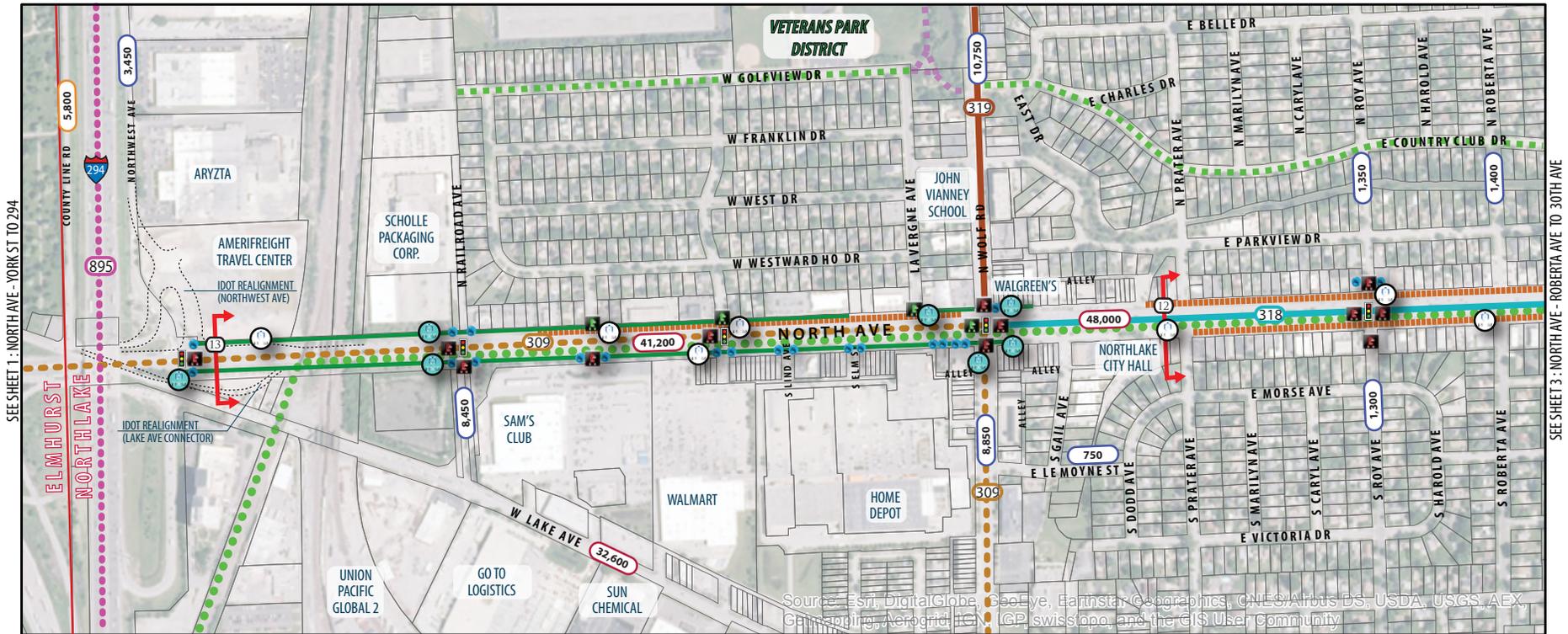




# Cross Section Exhibit #14



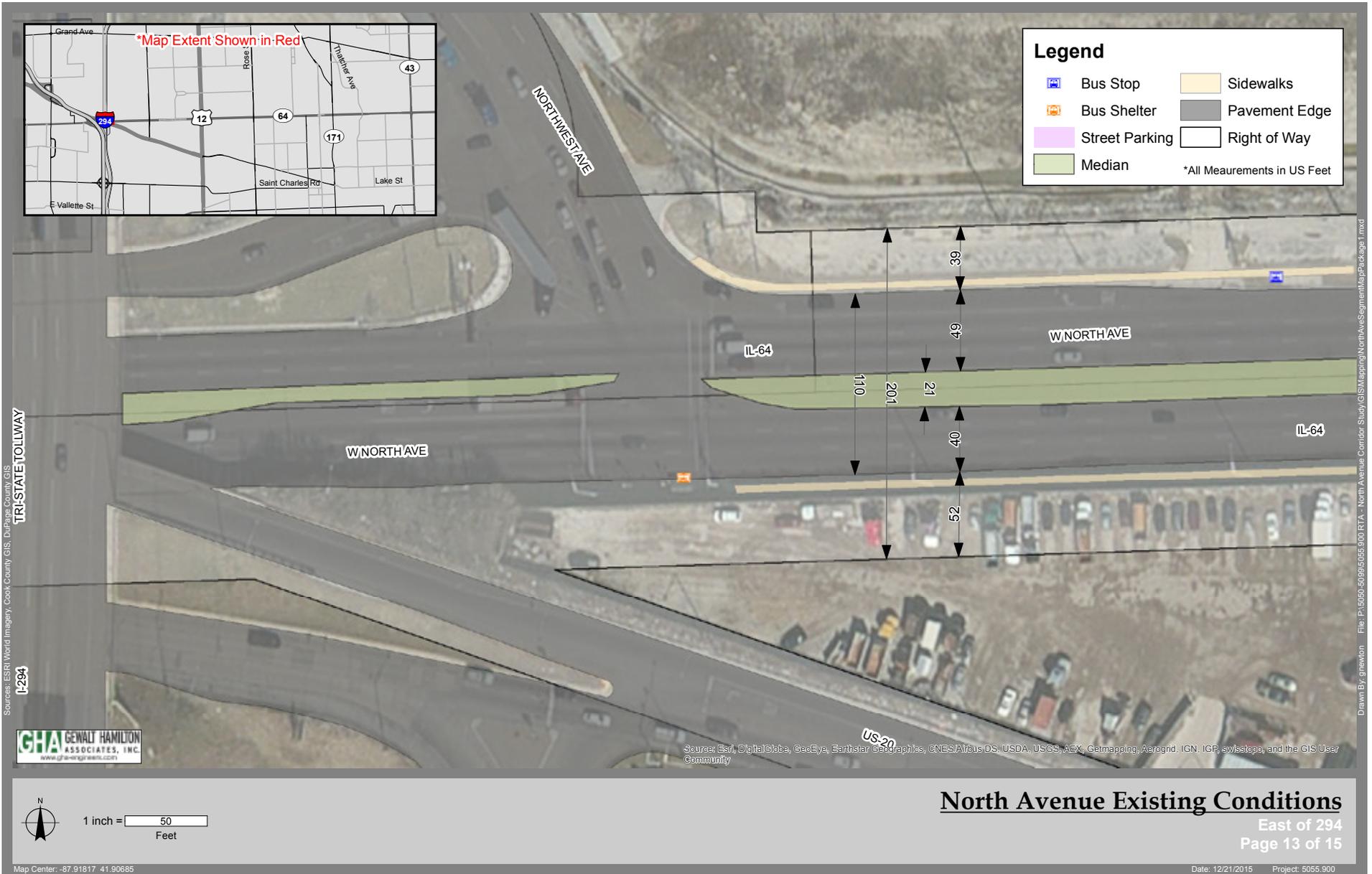
# Existing Conditions: Transportation Systems and Pedestrian Connections Section 2- 294 to Roberta Ave.



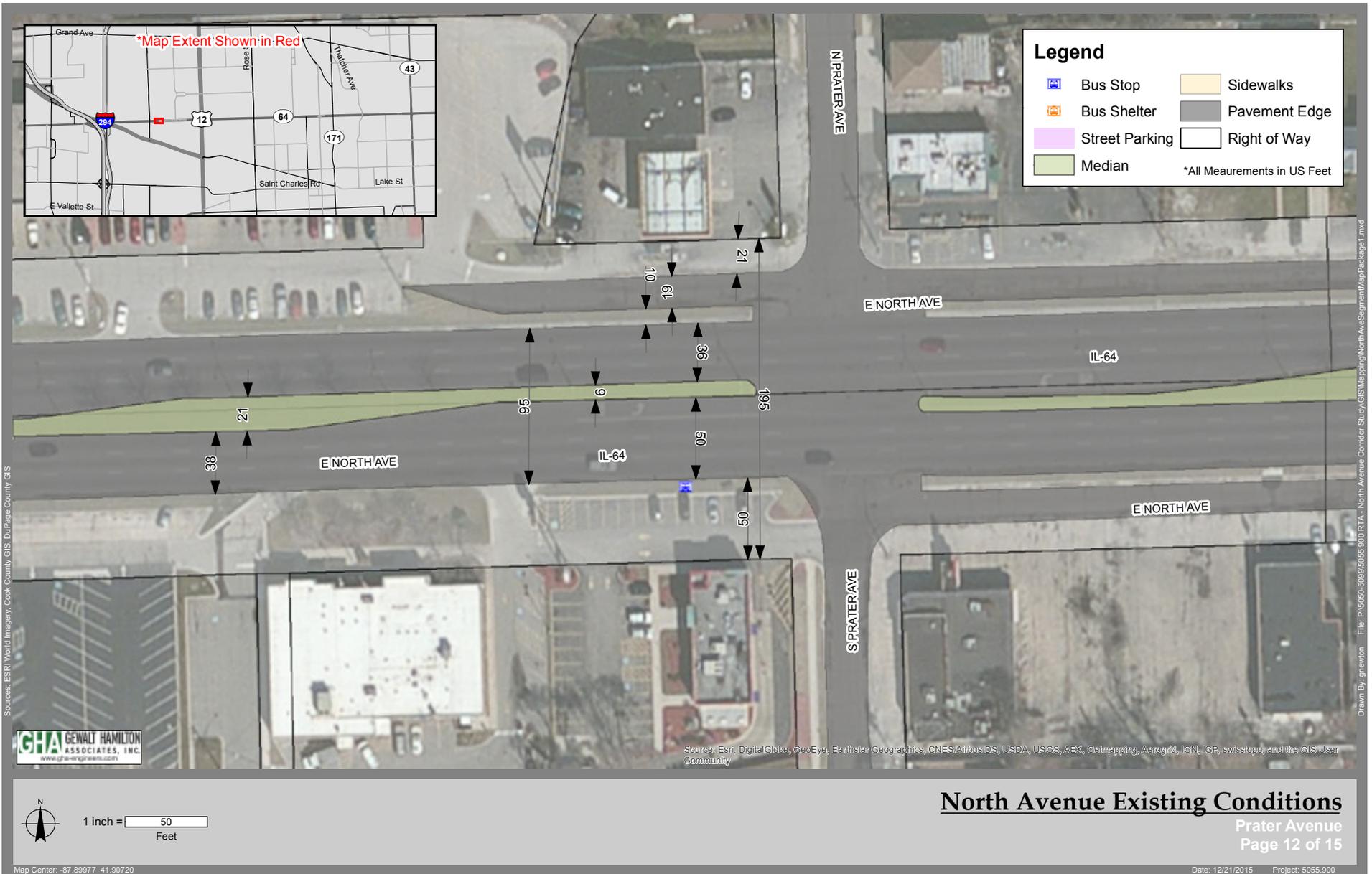
- LEGEND**
- PACE Route 309, 318, 319, 895
  - PACE Bus Stop
  - PACE Bus Shelter
  - Existing Sidewalk
  - Existing Frontage Road
  - Existing Marked Crosswalk (Good Condition)
  - Existing Marked Crosswalk (Poor Condition)
  - Missing/Non-Compliant ADA at Crosswalk
  - Traffic Signal
  - CMAP Greenways Plan (2009)
  - Bike Friendly Route
  - Bike Path (Off-Street)
  - (See Existing Cross-Section Exhibits)
    - Existing 195' R.O.W - See pg 12
    - Existing 201' R.O.W - See pg 13
  - Average Daily Traffic (IDOT Jurisdiction)
  - Average Daily Traffic (County Jurisdiction)
  - Average Daily Traffic (Municipality Jurisdiction)



# Cross Section Exhibit #13

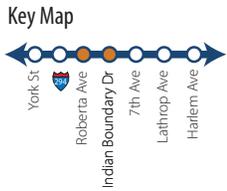
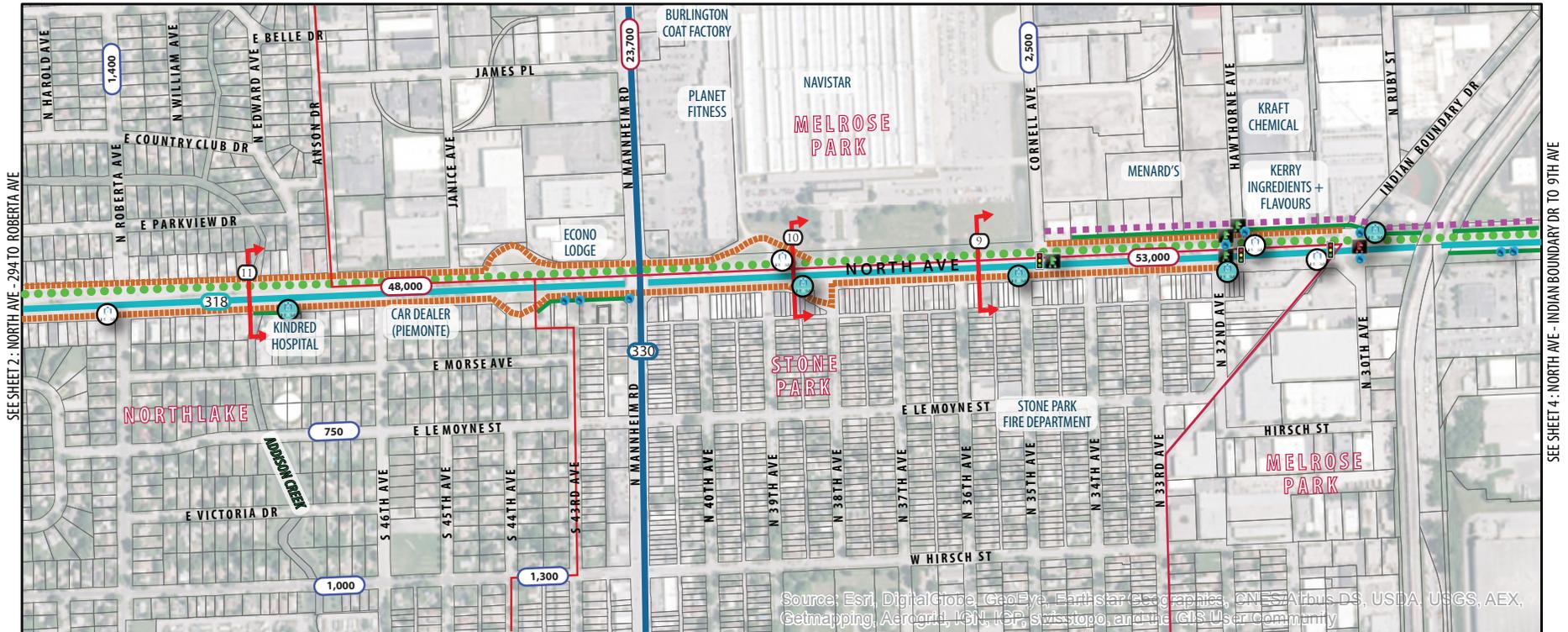


# Cross Section Exhibit #12



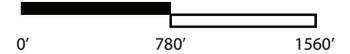
# Existing Conditions: Transportation Systems and Pedestrian Connections

## Section 3- Roberta Ave. to Indian Boundary Dr.



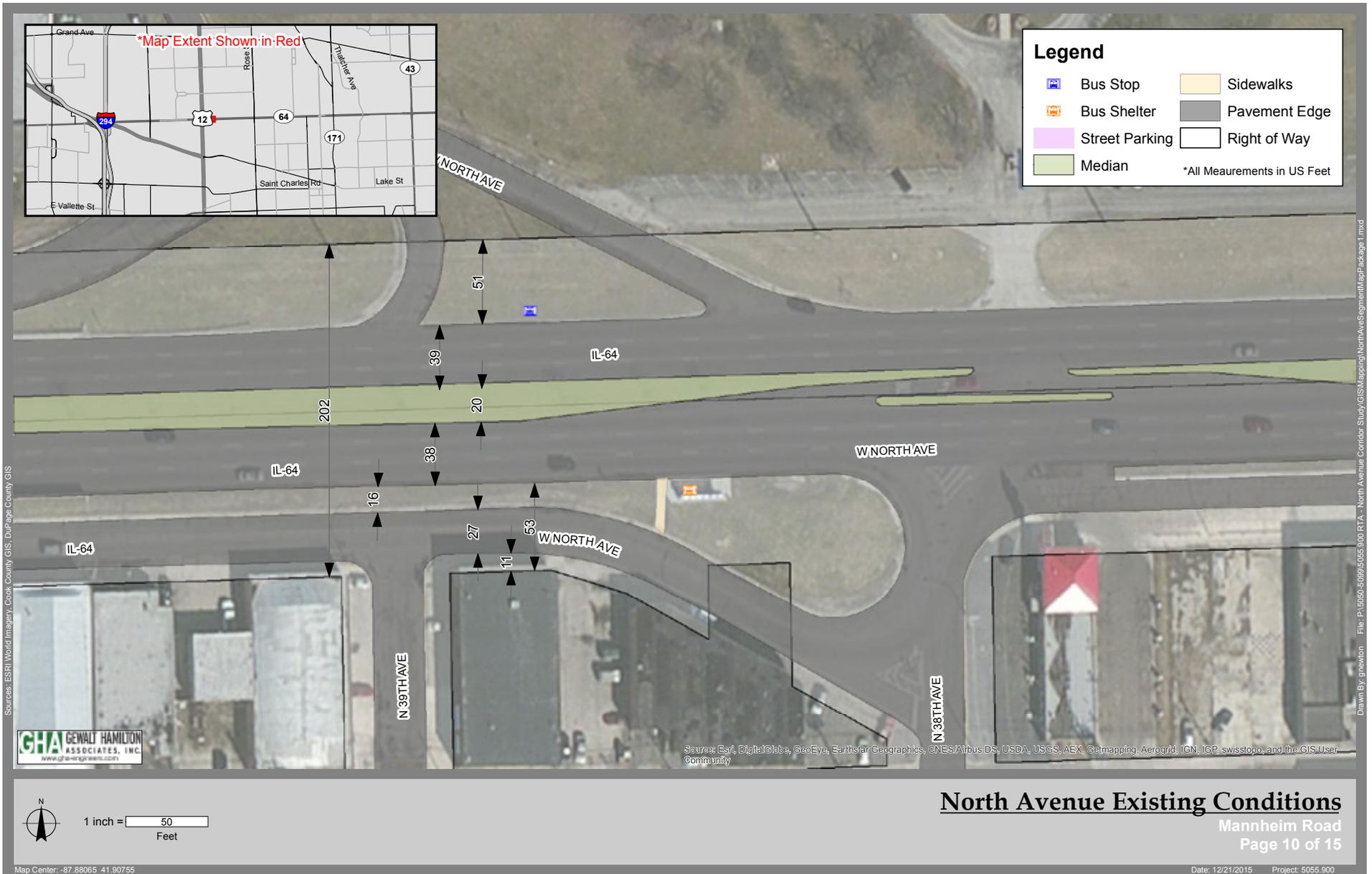
### LEGEND

- PACE Route 318, 330
- PACE Bus Stop
- PACE Bus Shelter
- Existing Sidewalk
- Existing Frontage Road
- Existing Marked Crosswalk (Good Condition)
- Existing Marked Crosswalk (Poor Condition)
- Missing/Non-Compliant ADA at Crosswalk
- Traffic Signal
- CMAP Greenways Plan (2009)
- Proposed Bike Path (Off-Street)  
IDOT incoordination with Melrose Park
- (See Existing Cross-Section Exhibits)
  - Existing 202' R.O.W - See pg 9
  - Existing 202' R.O.W - See pg 10
  - Existing 195' R.O.W - See pg 11
- Average Daily Traffic (IDOT Jurisdiction)
- Average Daily Traffic (County Jurisdiction)
- Average Daily Traffic (Municipality Jurisdiction)



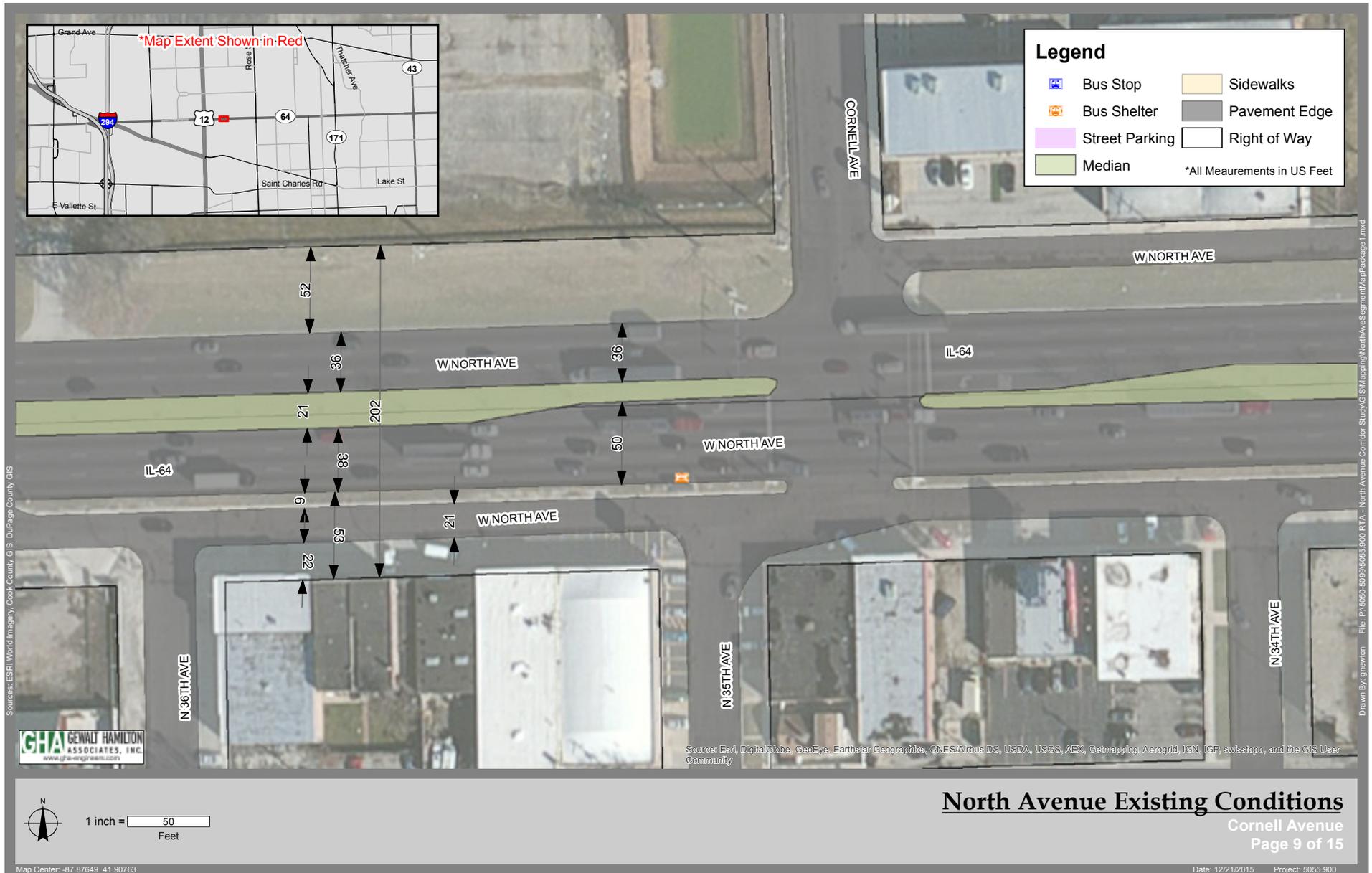


# Cross Section Exhibit #10



**North Avenue Existing Conditions**  
Mannheim Road  
Page 10 of 15

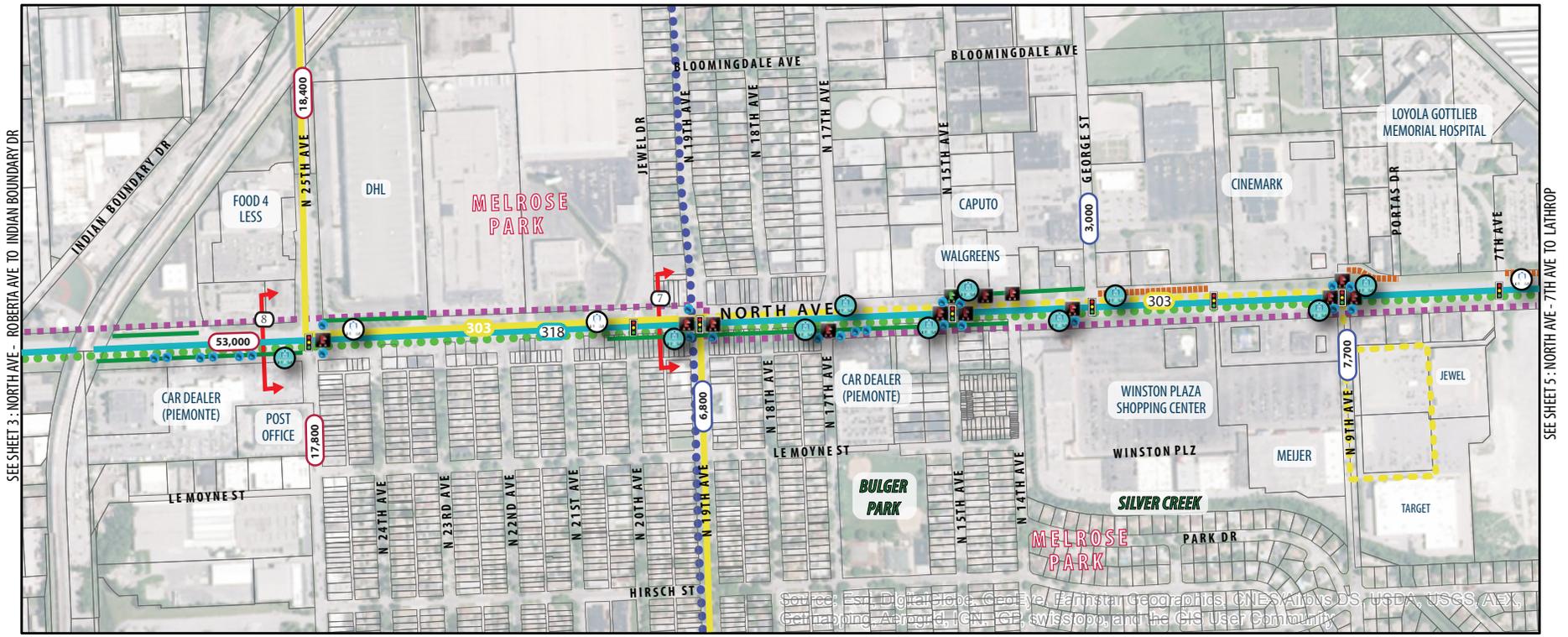
# Cross Section Exhibit #9



**North Avenue Existing Conditions**  
 Cornell Avenue  
 Page 9 of 15

# Existing Conditions: Transportation Systems and Pedestrian Connections

## Section 4- Indian Boundary Dr. to 7th Ave.



Key Map

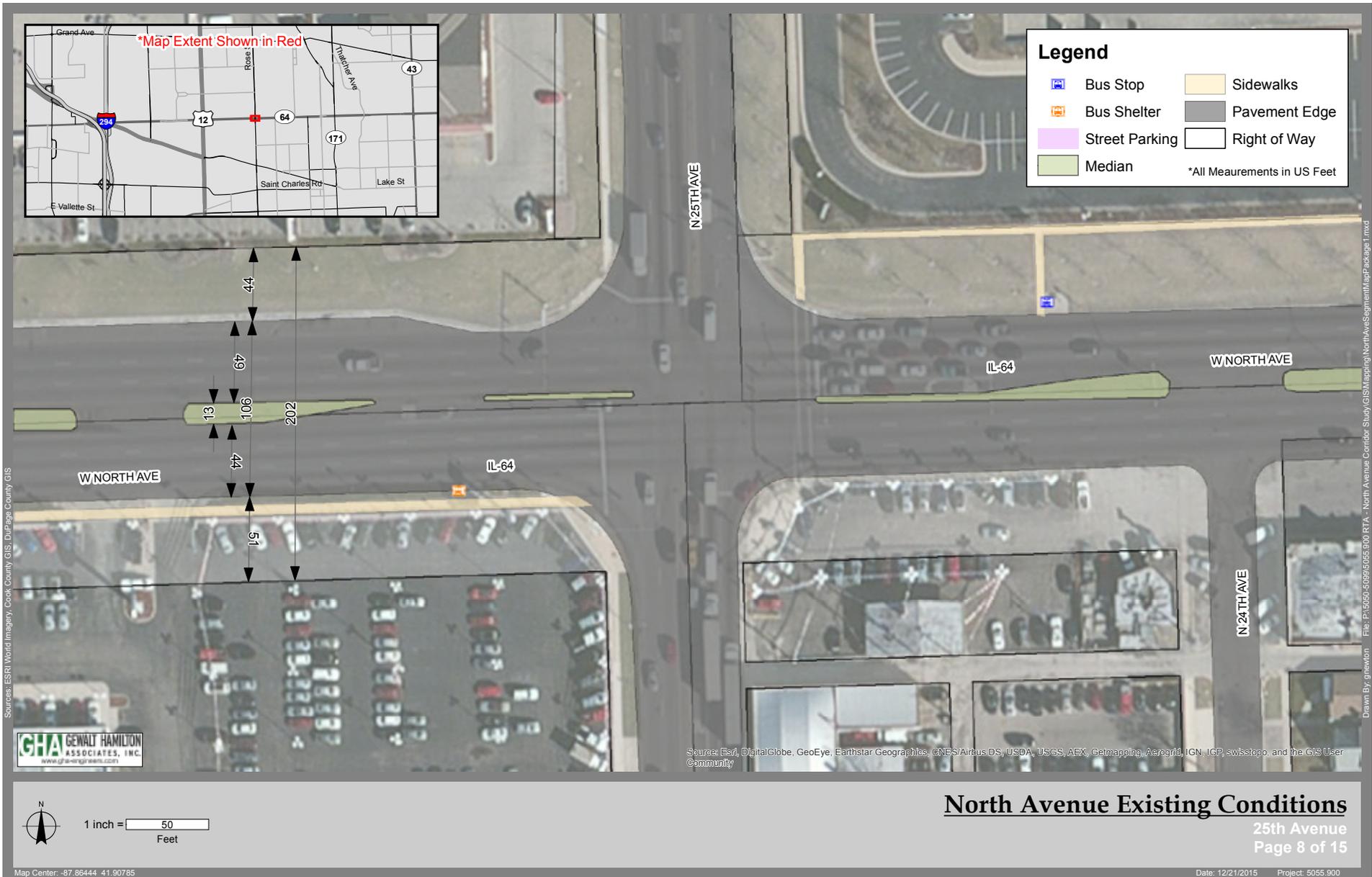


LEGEND

- PACE Route 318, 303
- PACE Bus Stop
- PACE Bus Shelter
- Existing Sidewalk
- Existing Frontage Road
- Existing Marked Crosswalk (Good Condition)
- Existing Marked Crosswalk (Poor Condition)
- Missing/Non-Compliant ADA at Crosswalk
- Traffic Signal
- CMAP Greenways Plan (2009)
- WCMC Bicycle Plan (2012)
- Proposed Bike Path (Off-Street)  
IDOT incoordination with Melrose Park
- (See Existing Cross-Section Exhibits)
- Existing 134' R.O.W - See pg 7
- Existing 202' R.O.W - See pg 8
- Average Daily Traffic (IDOT Jurisdiction)
- Average Daily Traffic (County Jurisdiction)
- Average Daily Traffic (Municipality Jurisdiction)



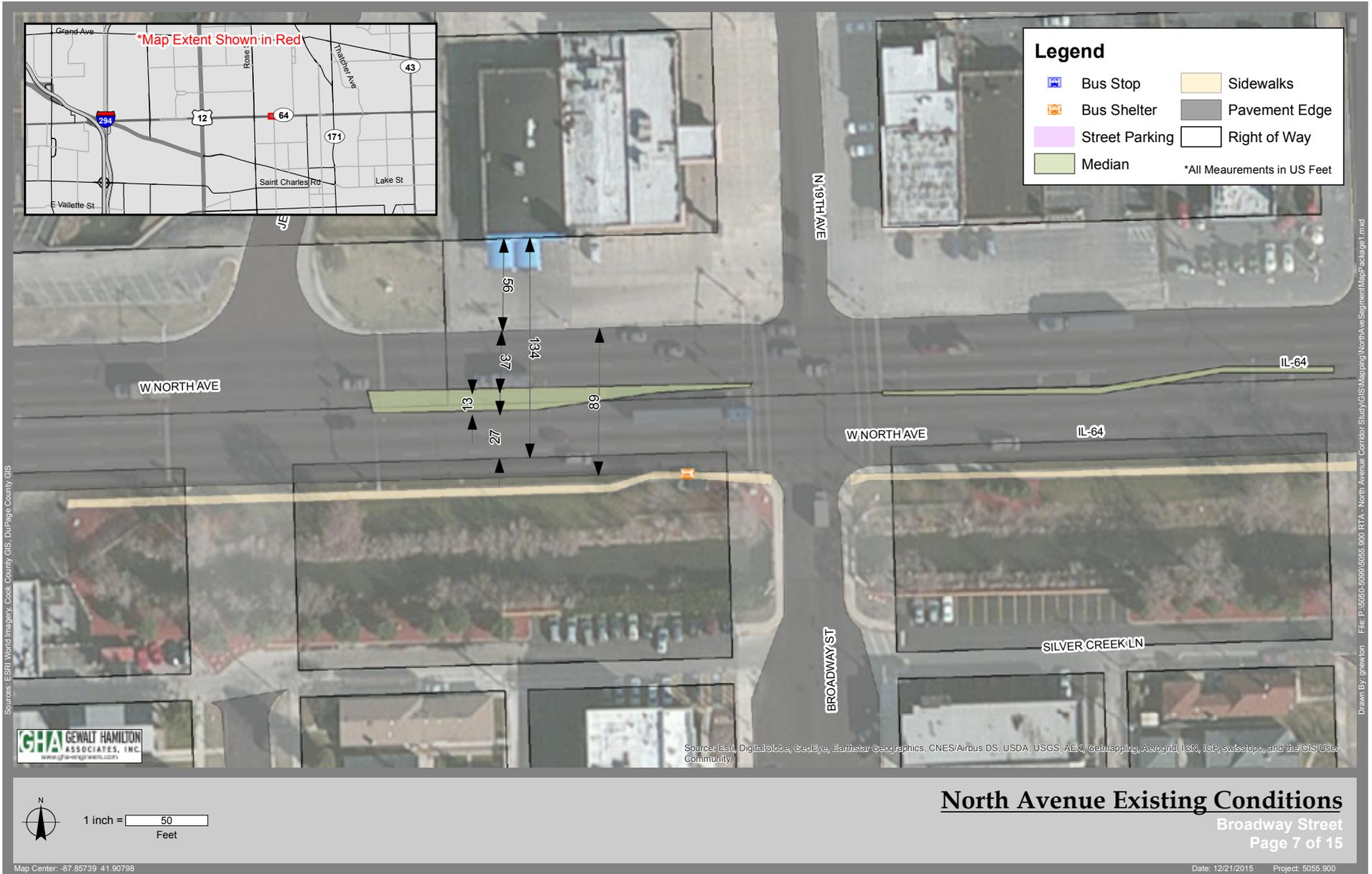
# Cross Section Exhibit #8



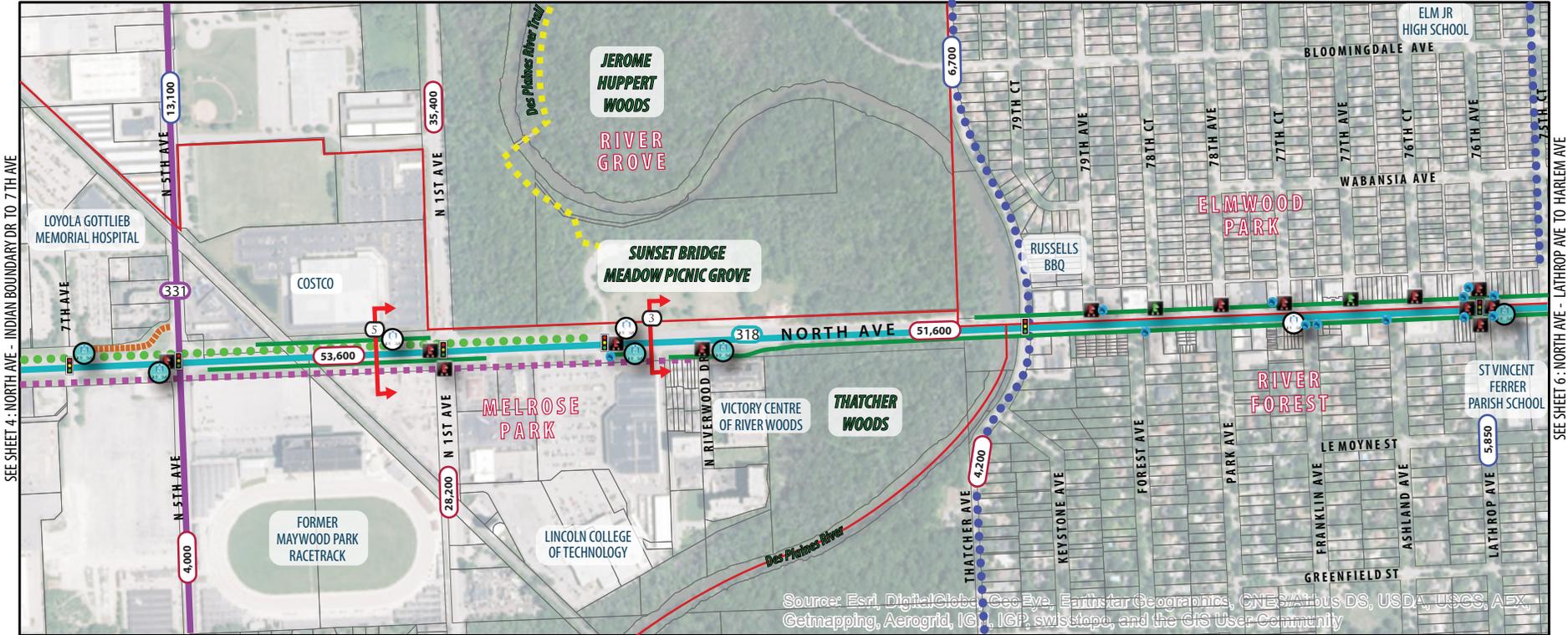
## North Avenue Existing Conditions

25th Avenue  
Page 8 of 15

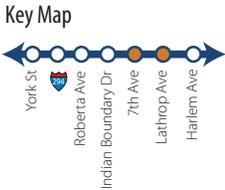
# Cross Section Exhibit #7



# Existing Conditions: Transportation Systems and Pedestrian Connections Section 5- 7th Ave. to Lathrop Ave.

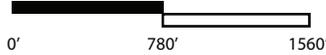


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

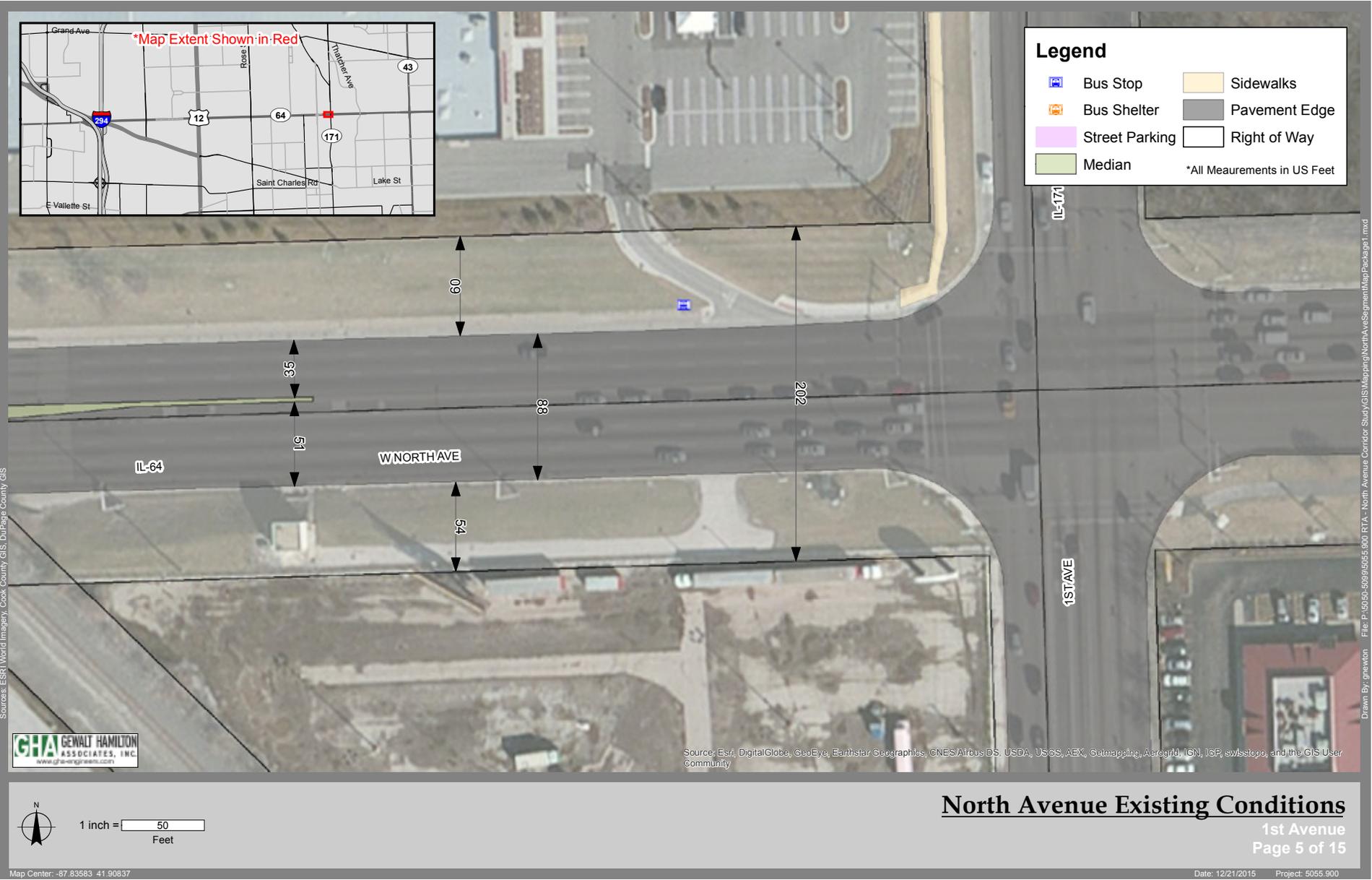


### LEGEND

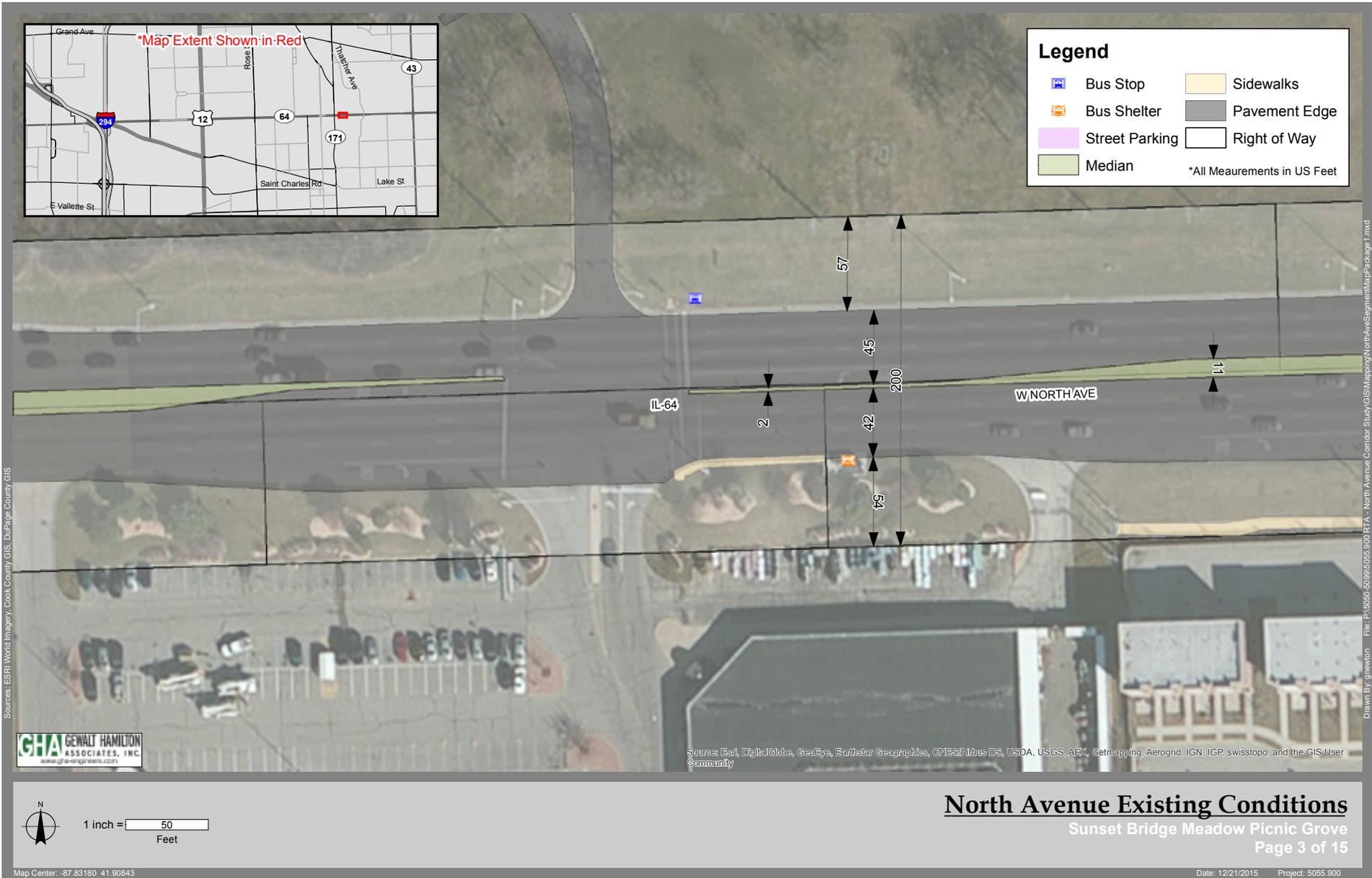
- PACE Route 318, 331
- PACE Bus Stop
- PACE Bus Shelter
- Existing Sidewalk
- Existing Frontage Road
- Existing Marked Crosswalk (Good Condition)
- Existing Marked Crosswalk (Poor Condition)
- Missing/Non-Compliant ADA at Crosswalk
- Traffic Signal
- CMAP Greenways Plan (2009)
- WCMC Bicycle Plan (2012)
- Proposed Bike Path (Off-Street) IDOT in coordination with Melrose Park
- Existing Bike Path (Off-Street)
- (See Existing Cross-Section Exhibits)
- Existing 200' R.O.W - See pg 3
- Existing 202' R.O.W - See pg 5
- Average Daily Traffic (IDOT Jurisdiction)
- Average Daily Traffic (County Jurisdiction)
- Average Daily Traffic (Municipality Jurisdiction)



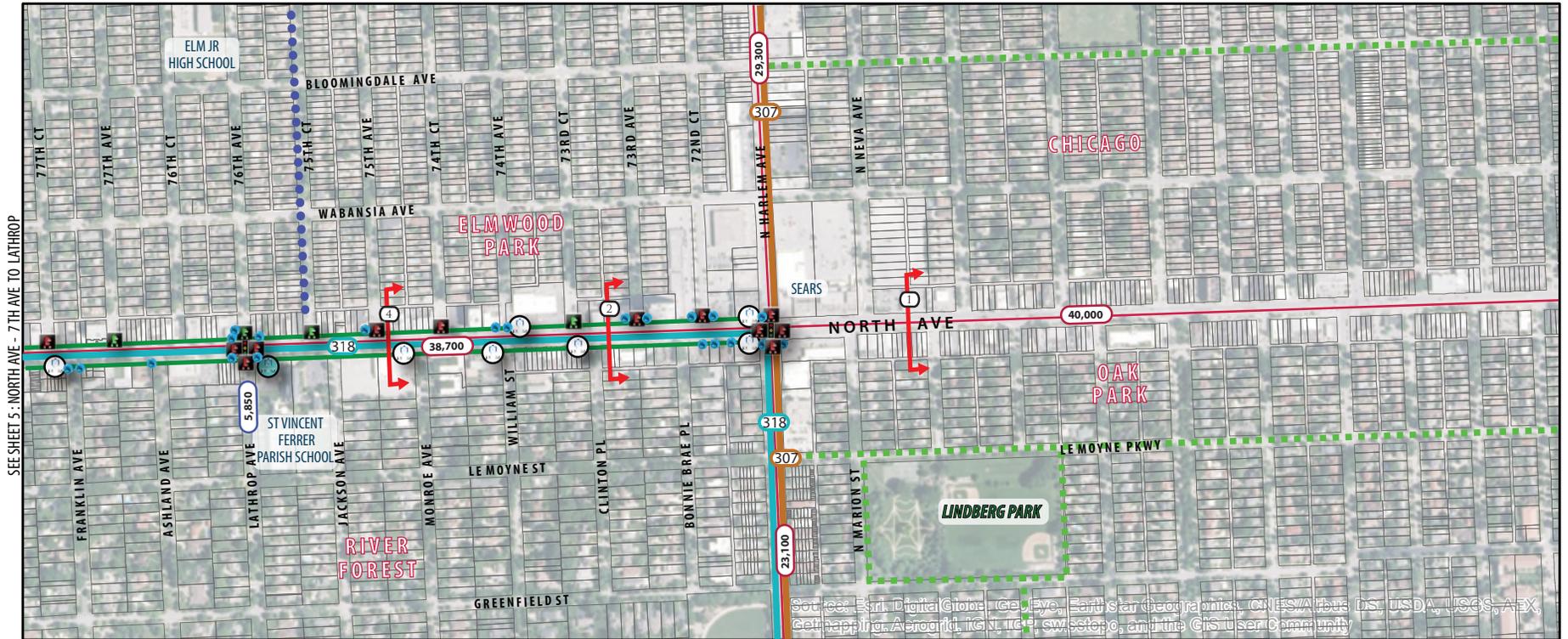
# Cross Section Exhibit #5



## North Avenue Existing Conditions



# Existing Conditions: Transportation Systems and Pedestrian Connections Section 6- Lathrop Ave. to Harlem Ave.

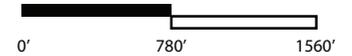


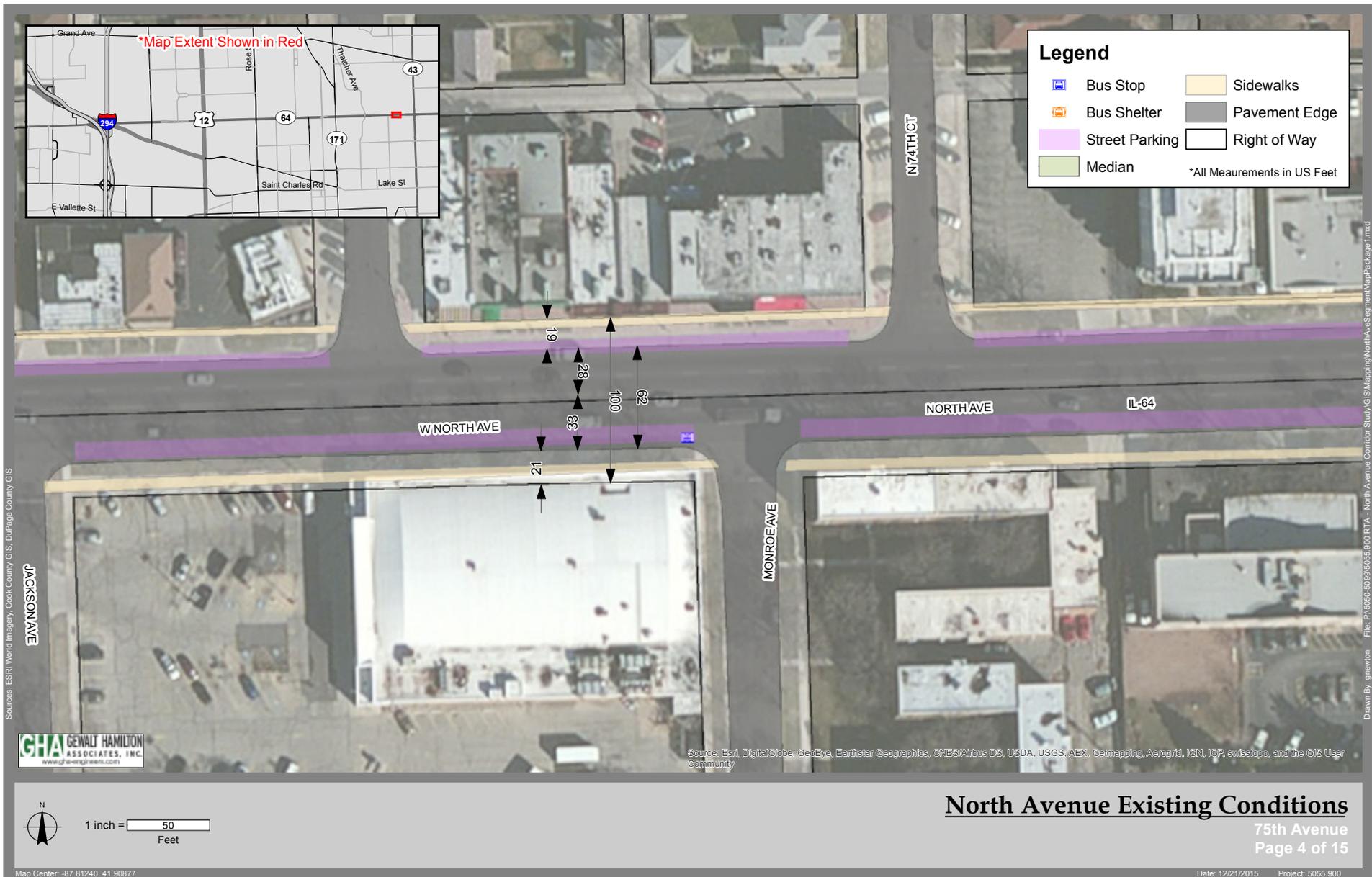
### Key Map



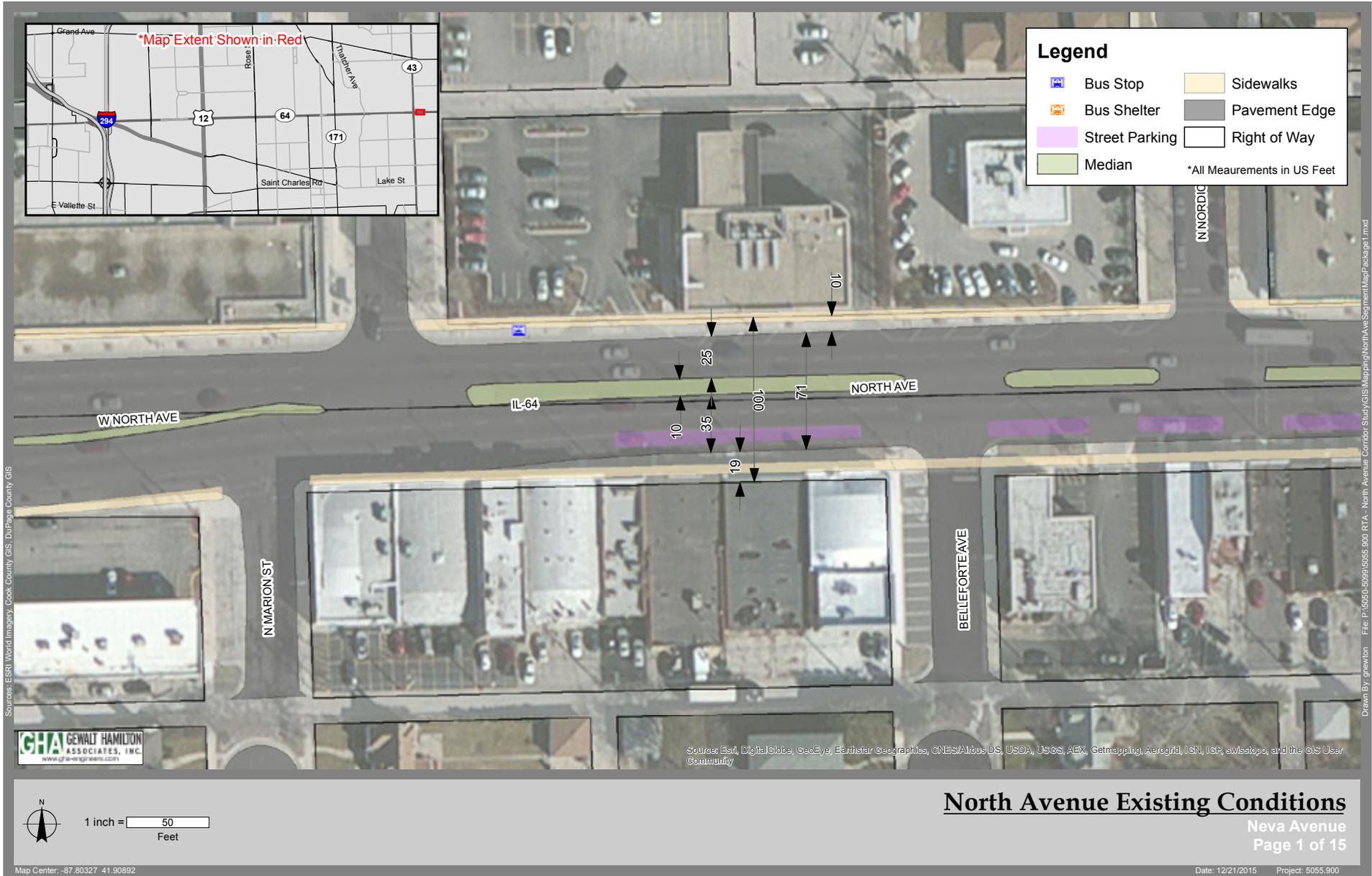
### LEGEND

- PACE Route 318, 308
- PACE Bus Stop
- PACE Bus Shelter
- Existing Sidewalk
- Existing Marked Crosswalk (Good Condition)
- Existing Marked Crosswalk (Poor Condition)
- Missing/Non-Compliant ADA at Crosswalk
- Traffic Signal
- WCMC Bicycle Plan (2012)
- Bike Friendly Route
- (See Existing Cross-Section Exhibits)
  - ① Existing 100' R.O.W - See pg 1
  - ② Existing 105' R.O.W - See pg 2
  - ④ Existing 100' R.O.W - See pg 4
- Average Daily Traffic (IDOT Jurisdiction)
- Average Daily Traffic (County Jurisdiction)
- Average Daily Traffic (Municipality Jurisdiction)









**North Avenue Existing Conditions**

Neva Avenue  
Page 1 of 15

# 6 LAND USE PATTERN

The land use pattern along North Avenue ranges in scale, use and development type throughout the corridor. Significant variations in the land use pattern occur where the corridor intersects other regional systems, such as the Des Plaines River Corridor and I-290/I-294 interchange.

For instance, properties located towards the east in Chicago, Oak Park, Elmwood Park and River Forest include relatively shallow commercial and mixed use properties with established residential neighborhoods behind.

West of the Des Plaines River Corridor, the land uses transition to significantly larger lots and includes institutional and industrial properties.

Pockets of shallow depth commercial framed by residential parcels exist in some communities such as Stone Park and Northlake.

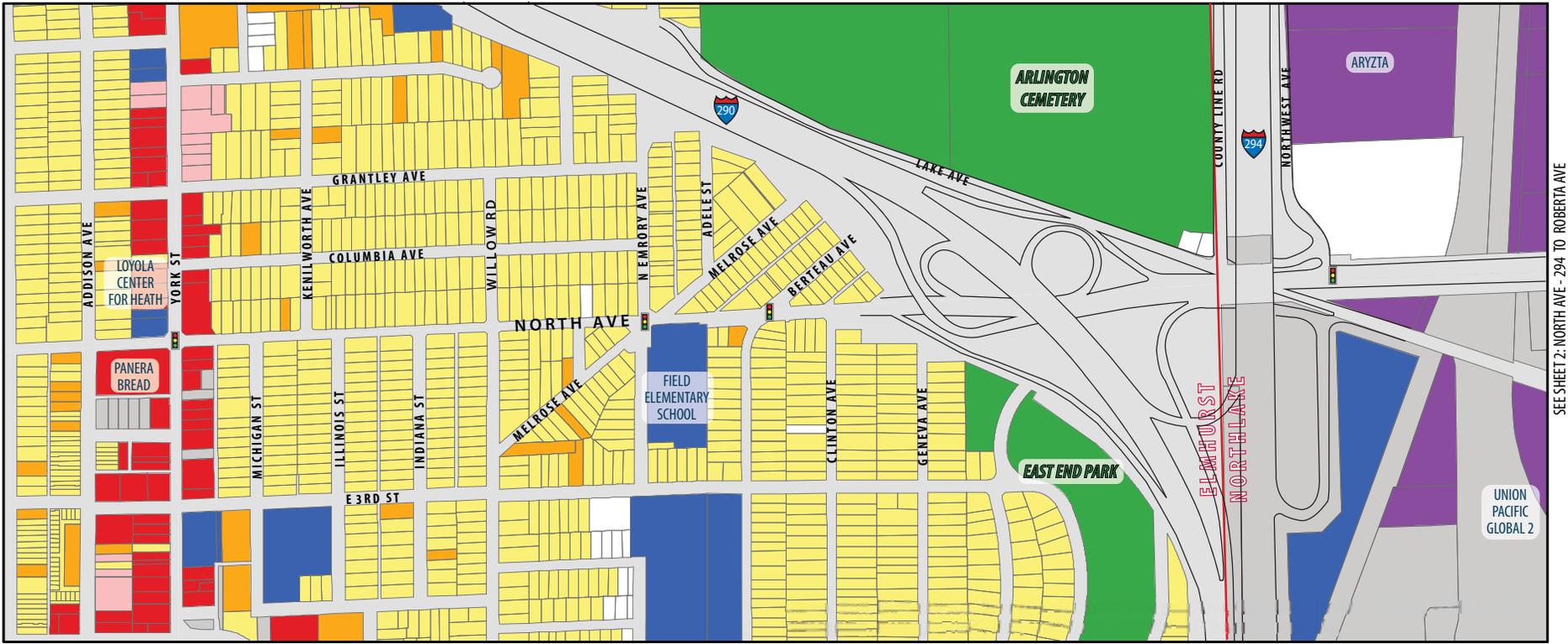
East of the I-290/I-294 interchange, industrial uses make use of excellent interstate access.

West of the I-290/I-294 interchange, land uses transition to residential until they approach York Street, a commercial corridor in Elmhurst.

Land Use layers were gathered from CMAP's data set and are documented on the Land Use Exhibits. The following land use layers are identified and are further described in the Land Use Inventory Categories (CMAP 2010 Parcel-Based Land Use Inventory Categories)

- Open Space
- Single-Family Residential
- Industrial
- Construction
- Commercial
- Multi-Family Residential
- ROW or Transportation
- Office
- Institutional
- Water

# Existing Conditions: Land Use Section 1- York St. to 294

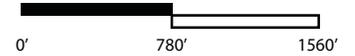


Key Map

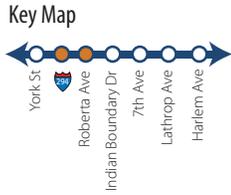
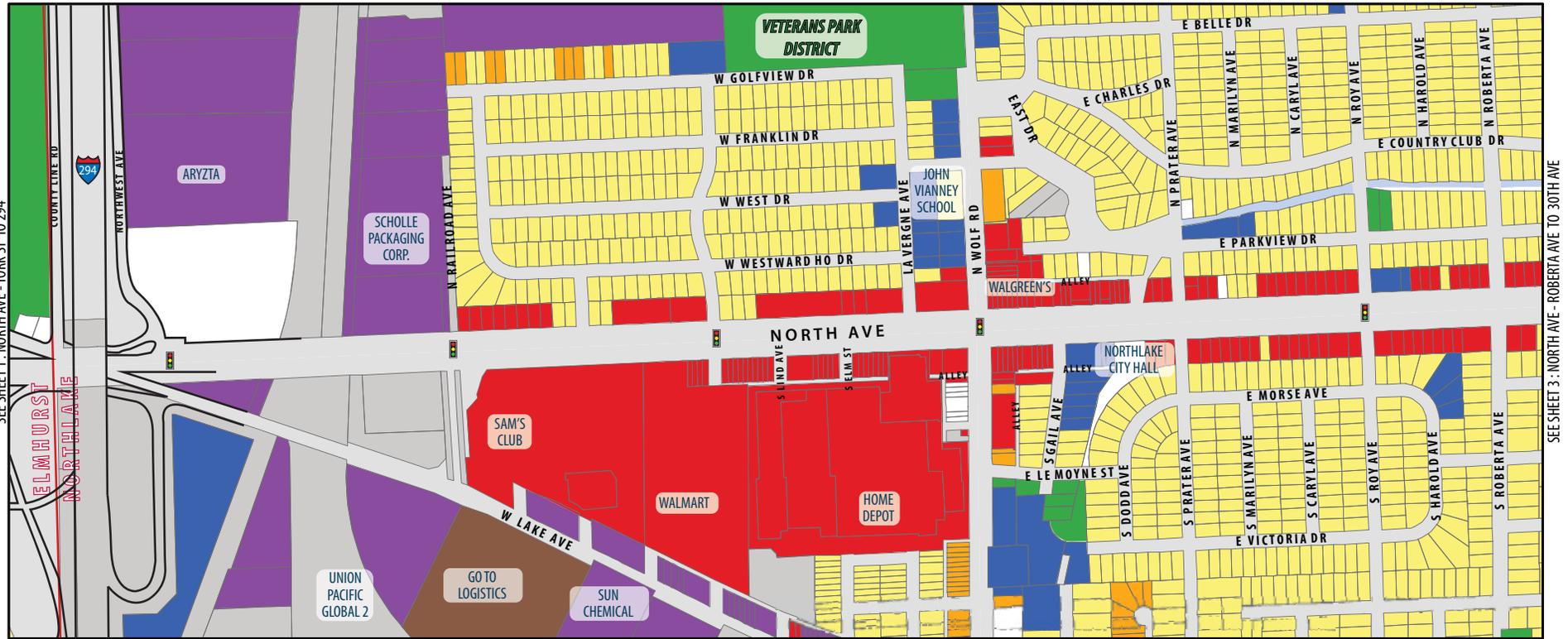


LEGEND

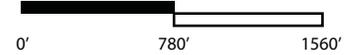
- Open Space
- Commercial
- Office
- Single-Family Residential
- Multi-Family Residential
- Institutional
- Industrial
- ROW or Transportation
- Water



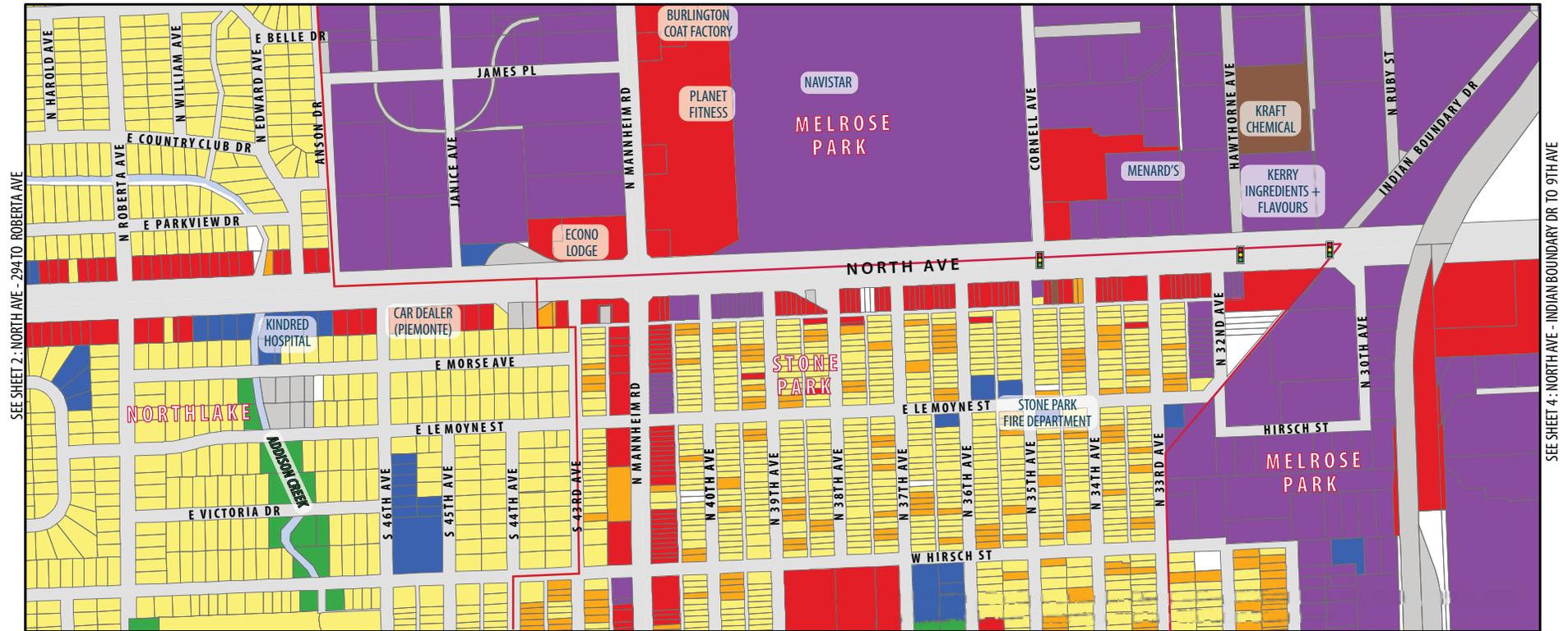
# Existing Conditions: Land Use Section 2- 294 to Roberta Ave.



- LEGEND**
- Open Space
  - Commercial
  - Office
  - Single-Family Residential
  - Multi-Family Residential
  - Institutional
  - Industrial
  - ROW or Transportation
  - Water
  - Construction



# Existing Conditions: Land Use Section 3- Roberta Ave. to Indian Boundary Dr.

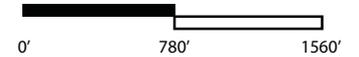


Key Map



LEGEND

- Open Space
- Commercial
- Office
- Single-Family Residential
- Multi-Family Residential
- Institutional
- Industrial
- ROW or Transportation
- Water
- Construction





# Existing Conditions: Land Use Section 5- 7th Ave. to Lathrop Ave.



SEE SHEET 4 : NORTH AVE - INDIAN BOUNDARY DR TO 7TH AVE

SEE SHEET 6 : NORTH AVE - LATHROP AVE TO HARLEM AVE

**Key Map**



**LEGEND**

- Open Space
- Commercial
- Office
- Single-Family Residential
- Multi-Family Residential
- Institutional
- Industrial
- ROW or Transportation
- Water
- Construction

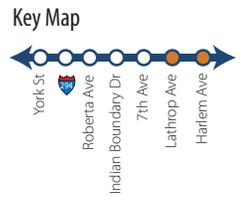


# Existing Conditions: Land Use

## Section 6- Lathrop Ave. to Harlem Ave.



SEE SHEET 5: NORTH AVE - 7TH AVE TO LATHROP



- LEGEND**
- Open Space
  - Commercial
  - Office
  - Single-Family Residential
  - Multi-Family Residential
  - Institutional
  - Industrial
  - ROW or Transportation
  - Water
  - Construction



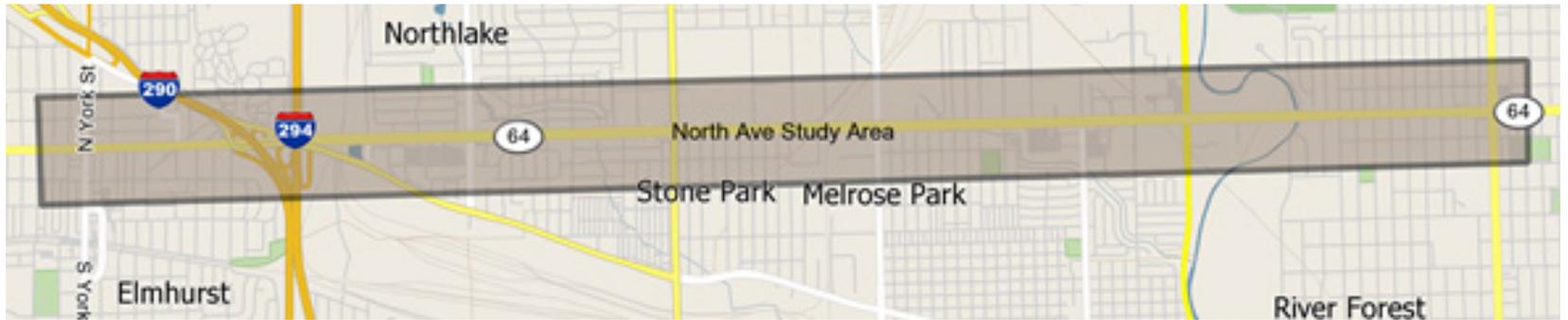
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# 7 DEMOGRAPHICS

With a distance of more than seven miles, the North Avenue Corridor passes through eight communities with differing demographics, economic conditions, and development typologies. The information that follows highlights the variety and examines the existing market conditions that could trigger development opportunities appropriate to the specific properties that North Avenue passes through.

## Existing Conditions: Study Area

The study area segment of North Avenue was designated Illinois Highway 64 in 1928 when it was extended through DuPage County from its origin at Lake Shore Drive. Within a few years, Highway 64 was gradually extended to the Mississippi River. This route designation made North Avenue the preferred connection to move people and goods by automobile between Chicago, its western suburbs, and the balance of Illinois. This was concurrent with the 1926 designation of Route 66, only a few miles to the south, connecting Chicago and Los Angeles. With this history, North Avenue became one of the earliest examples of auto orientation as the impetus for development of the commercial and residential uses that now line it. The development of the Eisenhower Expressway (US 290) replaced North Avenue's function as the preferred connection to western suburbs. Today North Avenue is an important alternate to the Eisenhower Expressway that continues to offer nearby residents and commercial entities excellent access to both Chicago and the western suburbs.



	Study Area	Study Area Communities	Chicago Metro Area
Total Population	19,300	188,182	9,599,593
Population Density per Square Mile	5,157	6,387	1,314
Total Households	7,047	70,820	3,544,825
White	68.6%	74.7%	64.6%
Black	4.5%	7.7%	16.9%
Other	26.9%	17.6%	18.5%
Hispanic/Latino Ethnicity	44.4%	24.7%	21.7%
Children (19 or younger)	28.0%	27.3%	26.9%
New Millenials (20-34)	20.1%	18.8%	21.2%
Gen X (35-54)	26.7%	28.4%	27.7%
Boomers (55-74)	17.8%	19.5%	18.8%
Elderly (75+)	7.4%	6.0%	5.4%
Average Household Income	\$86,553	\$100,438	\$87,261
Median Household Income	\$58,813	\$66,182	\$60,843
Per Capita Income	\$31,857	\$38,013	\$32,440

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Table 1 compares the study area demographics to the sub-region communities and the Chicago Metropolitan area.

Despite the more obvious commercial development immediately adjacent to the North Avenue, the population density per square mile attests that the study area also offers both multi-story and multi-family residential units. The residents are significantly more likely to be Hispanic/Latino than in the communities as a whole and the metro area. There are slightly more children and elderly than the local sub-region or the Chicago Metropolitan area.

The table below confirms that home ownership in the study area is consistent with the rates in the sub-region and Chicago Metropolitan area.

	Study Area	Study Area Communities	Chicago Metro Area
Owner Occupied:			
Owned with a mortgage or loan	46.5%	47.6%	48.3%
Owner Occupied:			
Owned free and clear	19.3%	18.9%	16.7%
Renter Occupied	34.2%	33.5%	34.9%
Vacant	4.5%	4.3%	7.1%
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Automobile ownership in the study area and sub-region are higher than in Chicago Metropolitan area.

	Study Area	Study Area Communities	Chicago Metro Area
0 Vehicles Available	7.7%	9.1%	12.0%
1 Vehicle Available	35.3%	38.6%	36.0%
2+ Vehicles Available	57.0%	52.3%	52.0%
Average Vehicles Per Household	1.91	1.80	1.81
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The North Avenue study area provides access to both employment for nearly 15,000 workers and education for 1,800 post-secondary students. Including all children, homemakers, and retirees, the daytime population within one quarter mile of North Avenue is 25,000. As Table 4 illustrates, the study area's daytime population contains more than 15% of the sub-region's jobs but only 10% of its population.

	Study Area	Study Area Communities	Study Area %
Resident Population	19,300	188,182	10.3%
Daytime Population	24,566	197,763	12.4%
Population aged 16 and under	3,459	43,371	8.0%
Daytime Population Age 16+	21,107	154,392	13.7%
16+, at Workplace	14,893	95,555	15.6%
16+, Unemployed	509	5,176	9.8%
16+, Work at home	247	4,017	6.1%
Students: Pre-kindergarten to 8th	2,662	30,337	8.8%
Students: 9th grade-12th grade	41	9,050	0.5%
Students: Post-secondary students	1,743	17,142	10.2%
Homemakers Age 16+	1,851	15,092	12.3%

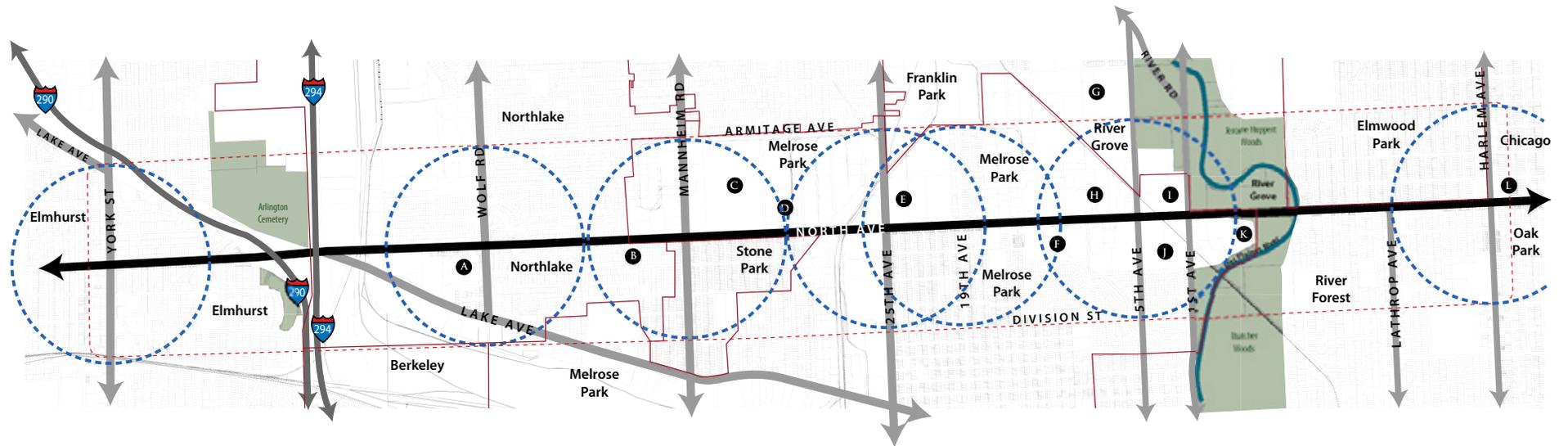
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With existing study area conditions successfully building on an auto oriented development history, this study focuses on supporting development typologies that increase access strength while modernizing the aging development to attract new residential and commercial uses.

### Existing Conditions: Key Intersections

Understanding conditions at key intersections is critical to improving how North Avenue functions as a market. The variation in existing building patterns, utilization, and land availability at these intersections will frame development opportunities. Although the study area extends only a quarter mile beyond North Avenue, the residents and employees associated with primary intersections and the associated walkable half mile area illustrate how the variation in those populations supports homes, stores, services, employment and amenities built on land within a quarter-mile.

# Existing Conditions: Key Intersections Map



## Legend

- Corridor Study Area
- Key Intersections (1/2 Mile Radius):  
Harlem, 5th, 19th  
25th, Mannheim, Wolf  
York

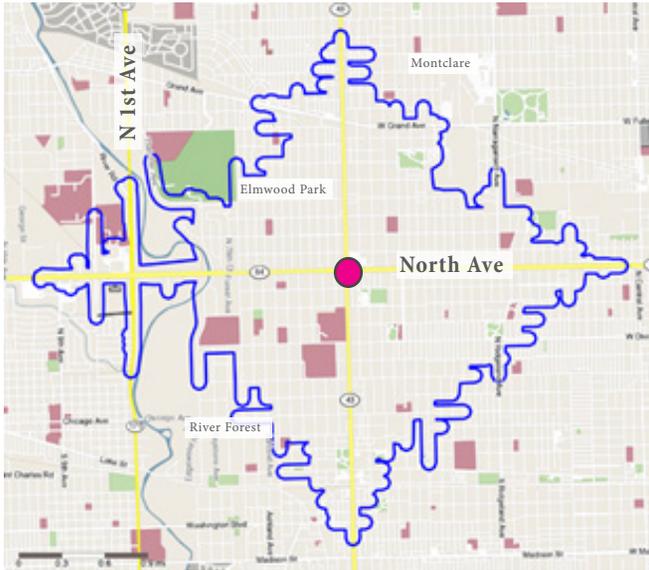
## Regional/Community Anchors

- |   |   |
|---|---|
| <b>A</b> Sams Club/<br>Walmart/<br>Home Depot | <b>G</b> Triton College                       |
| <b>B</b> Kindred Hospital                     | <b>H</b> Loyola Gottlieb<br>Memorial Hospital |
| <b>C</b> Navistar                             | <b>I</b> Costco                               |
| <b>D</b> Menards                              | <b>J</b> Former Maywood<br>Park Racetrack     |
| <b>E</b> DHL                                  | <b>K</b> Residences of<br>Riverwood           |
| <b>F</b> Winston Plaza<br>Shopping Center     | <b>L</b> Sears                                |

The convenience, five-minute drive times provide information on how the larger market could also contribute to the economic viability of those stores and amenities. Note from the maps that follow, these are overlapping rather than discreet markets. The table documents the resident and employee markets accessible from each key intersection.

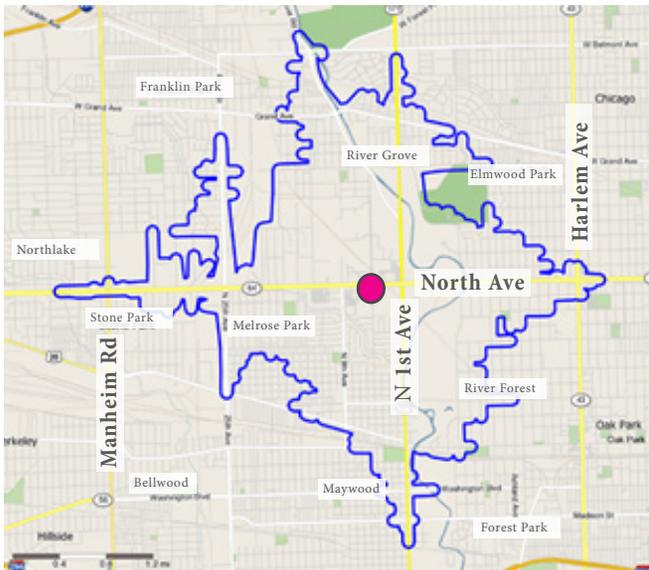
Intersecting Street	Residents		Employees	
	1/2 Mile	5 Minutes	1/2 Mile	5 Minutes
Harlem	6,028	45,612	2,077	13,378
5th	2,245	37,021	1,651	17,849
19th	6,764	41,203	1,402	17,647
25th	4,069	45,996	2,622	18,980
Mannheim	5,457	45,754	3,369	23,164
Wolf	3,825	29,935	2,970	20,011
York	4,779	23,286	1,847	22,248

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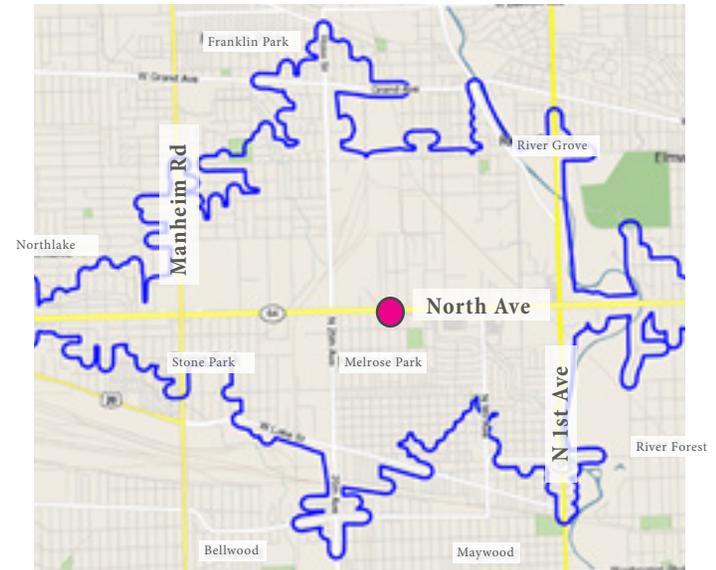


Areas within 5 min of Harlem and North

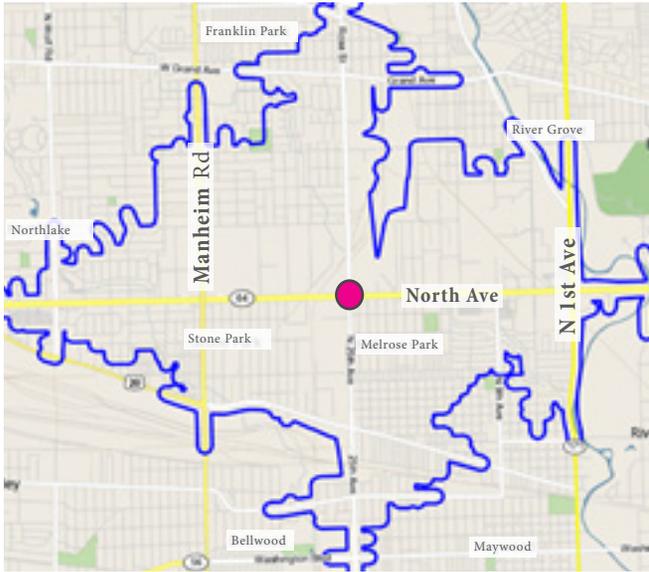
With high volume retailers seeking local populations of approximately 25,000, each of these intersections qualifies for retail development. Attractions such as medical services and entertainment venues also would capitalize on the easily accessible population. Resident of these nearby geographies are potential employees for office and industrial businesses.



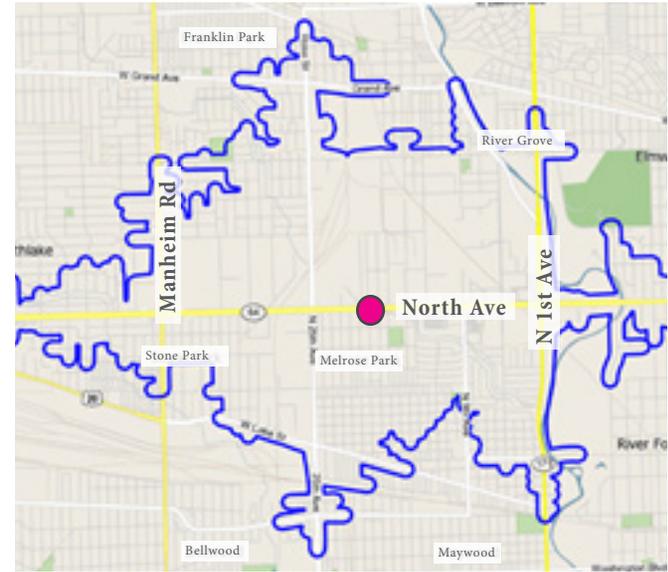
Areas within 5 min of 5th and North



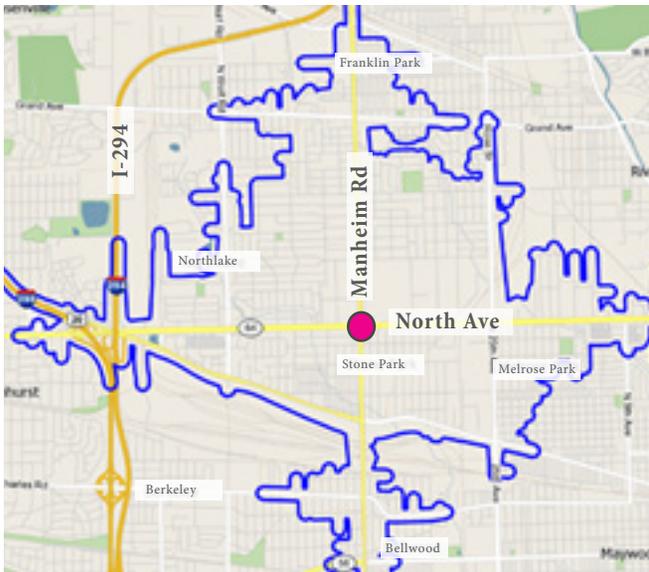
Areas within 5 min of 19th and North



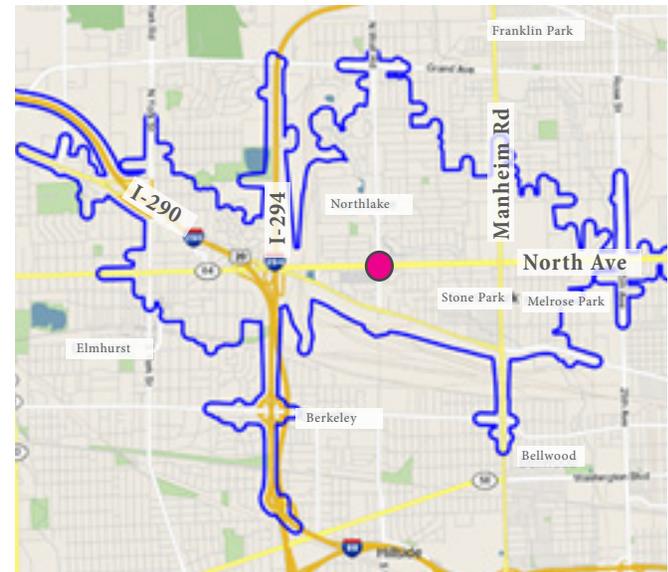
Areas within 5 min of 25th and North



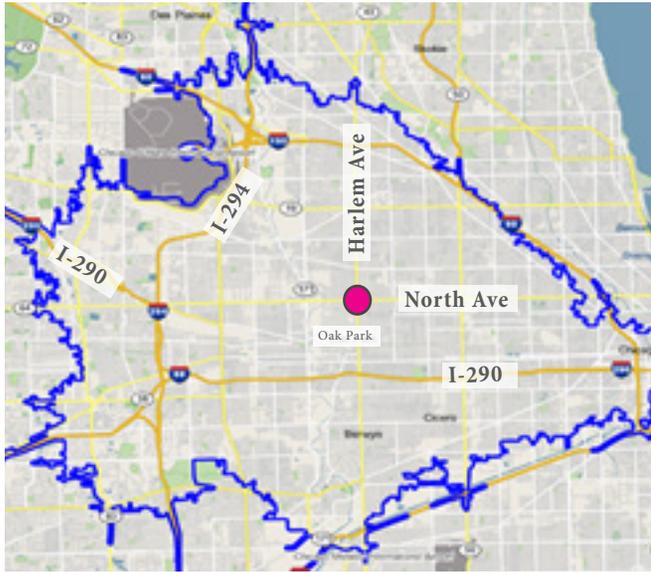
Areas within 5 min of York and North



Areas within 5 min of Manheim and North



Areas within 5 min of Wolf and North

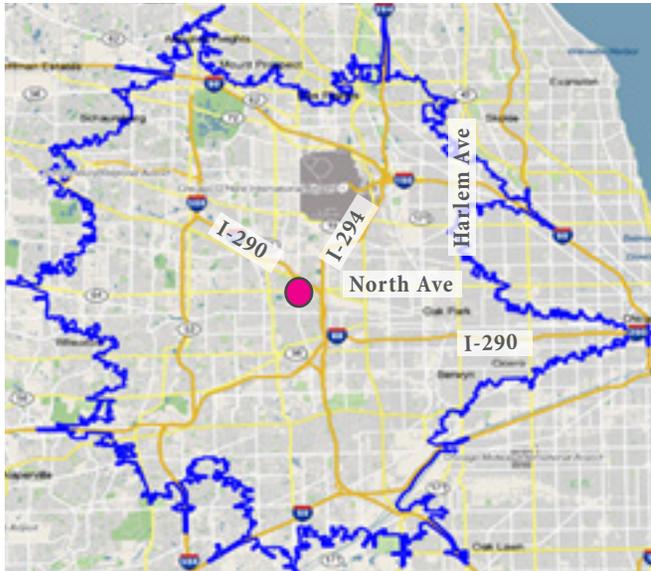


Areas within 20 min of Harlem and North

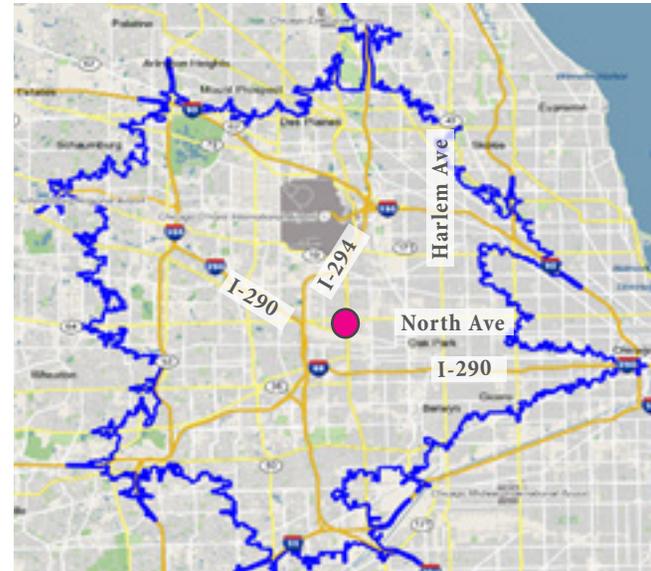
Future office, light manufacturing, and logistics development markets that rely on reasonable access to workers and delivery demand would look to a 20-minute drive time to verify the market strength. These significant markets hew back to North Avenue's history as a link between the city and its western suburbs.

	Harlem	Manheim	York
Employees	1,017,188	877,691	959,333
Residents	1,507,274	1,523,080	1,566,831

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Areas within 20 min of York and North



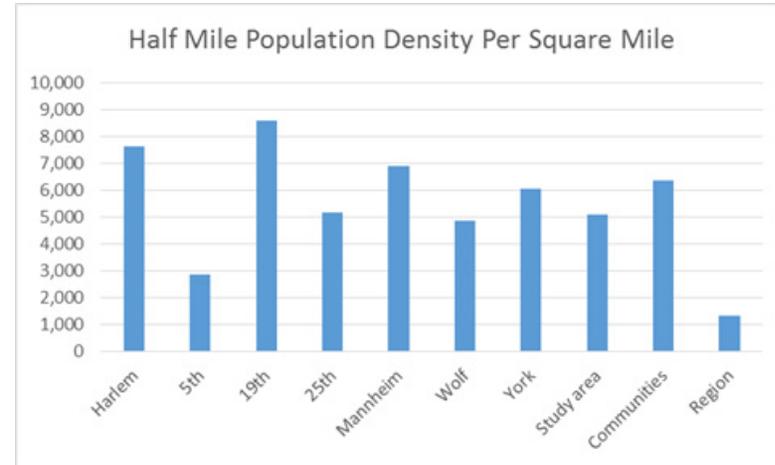
Areas within 20 min of Manheim and North

The graphics below compare existing conditions within a half mile of these important intersections, specifically comparing these conditions to the study area, sub-region, and metropolitan area. As development opportunities surrounding these intersections emerge, previous Pace findings on characteristics that generate ridership published in the 2007 Pace Arterial Rapid Transit Study can screen for choices most likely to generate riders for a future Arterial Rapid Transit route. Those characteristics include:

- Population density per square mile
- Employment density per square mile
- Retail density (See land use section)
- Job - household balance
- Transportation generators (hospitals, colleges, retail centers)
- Work - trip by transit and by bus
- Car ownership by households

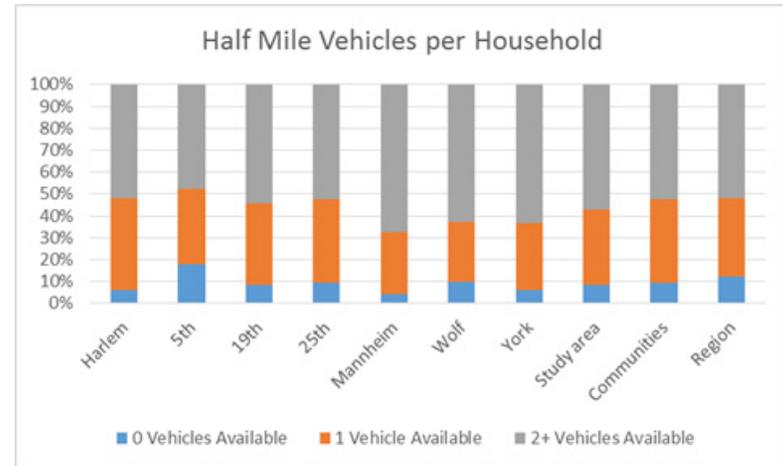
Balancing jobs and households is critical. Preserving existing major transportation generators (hospitals, colleges, retail centers) and finding locations for new major transportation generators will be another key consideration.

Lower density areas could present the opportunity for adding populations with easy access to transit while intersections currently surrounded by significant residential development could present an opportunity for adding to strong neighborhoods.

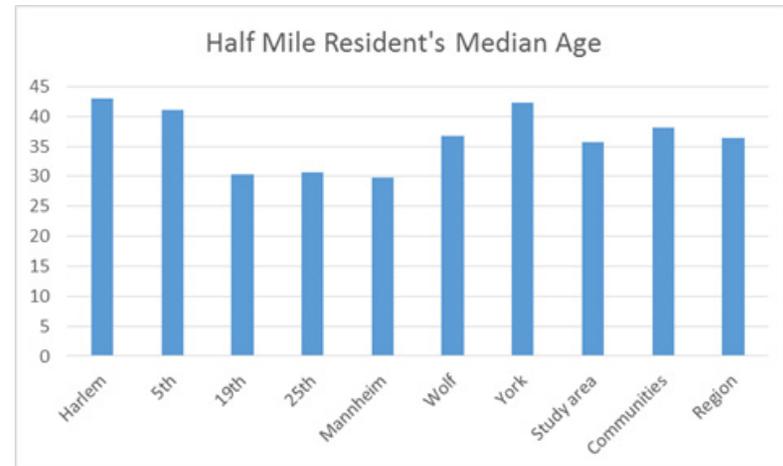


Employment supports daytime amenities such as restaurants and shopping while also providing jobs for community residents. Concentrating employment can support shuttle service to transit and allow sharing of enhanced infrastructure.

As typical in the suburbs most households have access to an automobile.



As the study progresses, this age variation could suggest housing that serves different lifestyles associated with different ages.



## Existing Conditions: Communities

Although North Avenue is a regional access asset, it functions within the jurisdictional control of many municipalities. The study area covers eight communities and a Chicago neighborhood, Galewood. The table below documents the diversity of the communities.

	Elmhurst	Elmwood Park	Melrose Park	Northlake	Oak Park	River Forest	River Grove	Stone Park
Total Population	45,167	25,184	25,806	12,497	52,760	11,348	10,395	5,024
Population Density (Pop/Sq Mi)	4,384.70	13,196.87	6,144.19	3,966.68	11,225.37	4,602.76	4,342.56	14,549.82
Total Households	16,208	9,630	8,147	4,072	23,220	4,061	4,240	1,242
White	88.9%	84.0%	55.0%	65.1%	68.3%	84.9%	86.5%	43.9%
Black	1.9%	1.8%	5.6%	3.1%	19.8%	6.1%	1.5%	1.9%
Other	9.2%	14.2%	39.4%	31.8%	11.9%	9.0%	12.0%	54.2%
Hispanic Ethnicity	7.0%	25.0%	72.0%	57.4%	7.5%	6.6%	21.0%	88.9%
Children	29.1%	22.2%	32.2%	27.2%	25.4%	30.2%	21.7%	35.7%
New Millenials	13.9%	21.8%	23.8%	20.8%	18.1%	13.6%	23.6%	25.6%
Gen X	29.2%	27.9%	25.5%	27.0%	30.7%	25.9%	27.7%	25.3%
Boomers	20.0%	21.4%	13.8%	17.6%	21.2%	23.4%	21.2%	10.9%
Elderly (75+)	7.8%	6.7%	4.7%	7.5%	4.5%	6.8%	5.8%	2.5%
Total Population	41.3	39.7	31.3	36.5	39.5	42.4	38.4	28.6
Average Household Income	\$129,947	\$70,163	\$53,877	\$65,024	\$112,554	\$168,397	\$60,559	\$59,036
Median Household Income	\$92,804	\$53,526	\$40,569	\$54,462	\$73,937	\$106,930	\$47,238	\$45,655
Per Capita Income	\$47,011	\$26,928	\$17,036	\$21,437	\$49,631	\$61,277	\$24,720	\$14,602

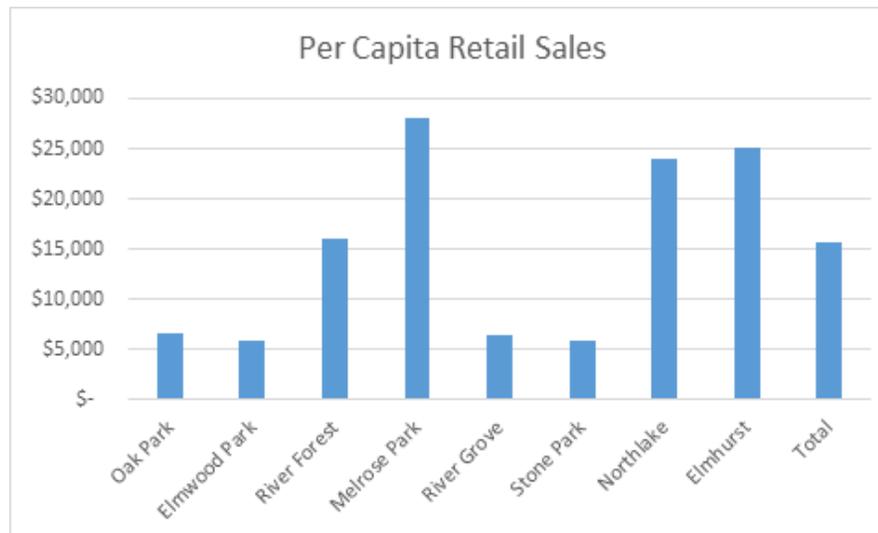
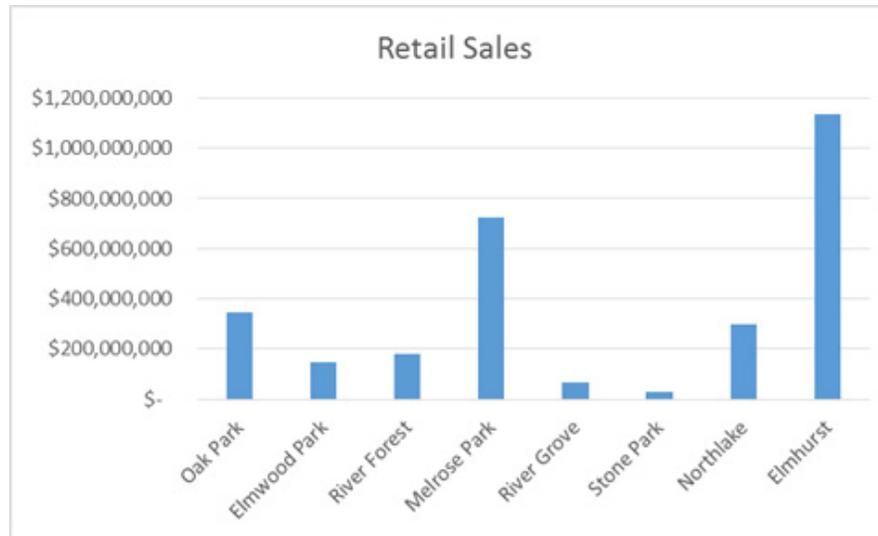
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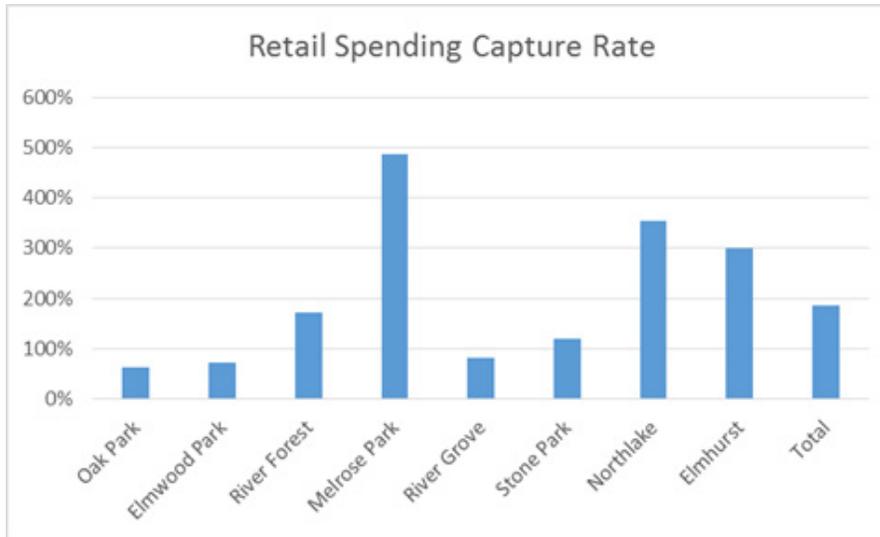
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Because North Avenue’s high average daily traffic counts attract high volume retailers, its sales tax revenue is very important to communities. The graphs that follow document community sales tax. This analysis looks at the communities as a whole because that is the only way that the Illinois Department of Revenue reports sales tax revenue.

For Oak Park, River Forest, River Grove, and Elmhurst, the study area offers few high volume retail sites compared to other locations in those communities.

Because the study area communities vary in population size, per capita sales offer a better comparison than total sales.

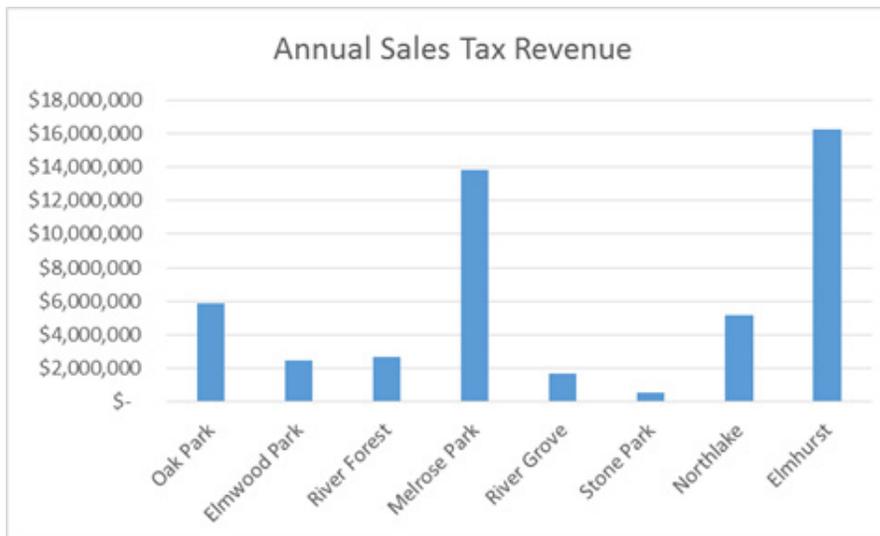




Another measure of sales tax revenue is whether communities are attracting as much revenue as their residents pay, the capture rate. That calculation compares each community's revenue to the spending power of its residents.

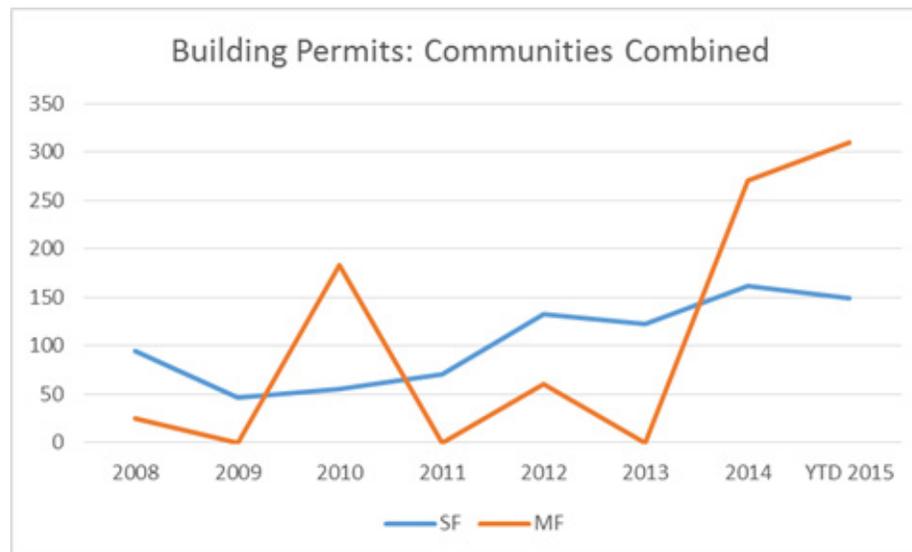
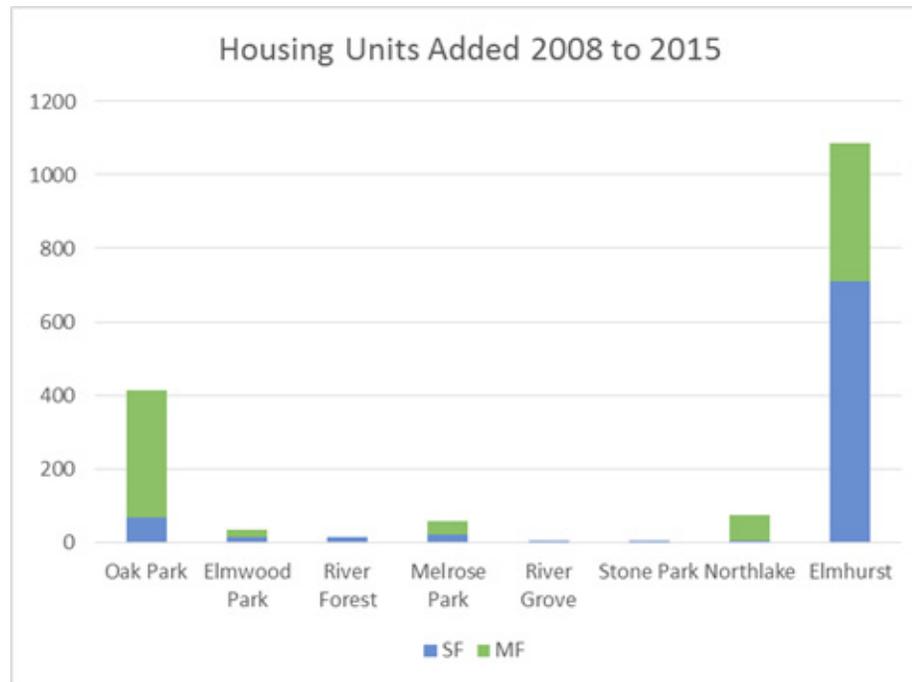
In addition to the state mandated 1% municipal sales tax, all of the study area communities assess a local sales tax that makes the local revenue 1.25% to 2% of sales.

North Avenue's ability to connect markets highlights opportunities for both additional retail development and multi-channel distribution of merchandise purchased on the Internet.



There were 1,681 housing units added since the 2008 market crash. Communities vary in the amount of recently constructed housing, with those other than Oak Park and Elmhurst adding only 182 of the units.

The multifamily units are in a few large projects. There has been a steady increase in the single family units.



With high traffic counts and large land parcels, there are opportunities on North Avenue between First Avenue and Interstate 290/294, to add regionally significant, high volume retailers. The narrow land parcels and adjacent residential development in other North Avenue sections limit retail development opportunities to lower volume neighborhood serving uses.

Nationally, the strongest commercial development market is industrial properties. In the Chicago market vacancies are less than 7%, lower than the national average of 9.6%. These regional conditions combine with the North Avenue study area's history to suggest that it is an attractive location for light manufacturing and distribution facilities.

### Summary

Available development parcels between First Avenue and Interstate 290/294 offer multiple market supported development/redevelopment possibilities. After this project proceeds through design and use recommendations, one can evaluate the cost and return of possibilities for the each site and each development type.

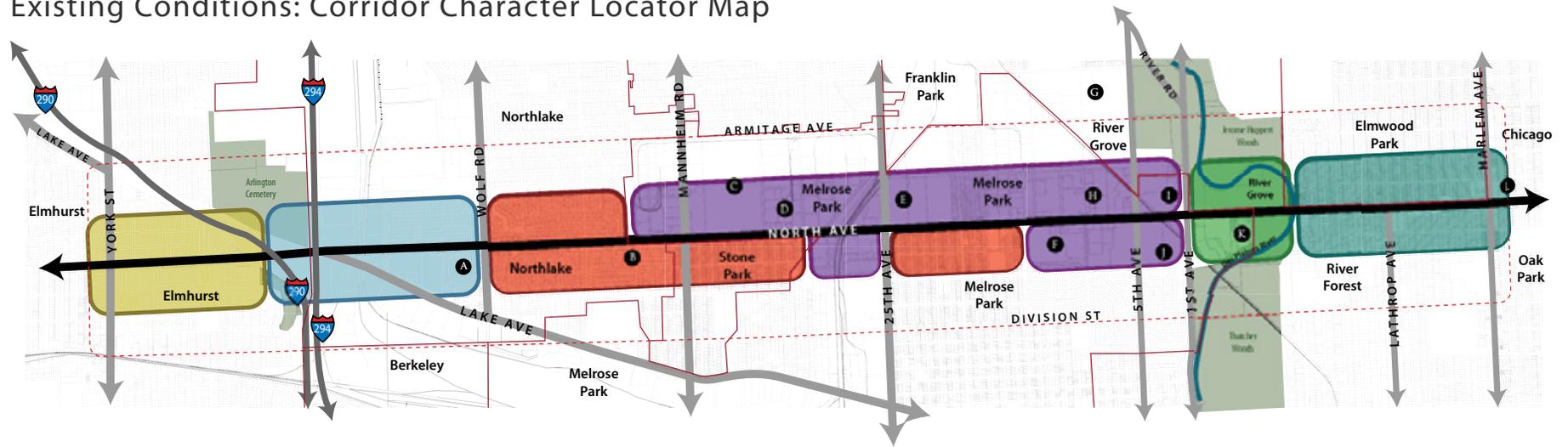
## 8 CORRIDOR CHARACTER

Physical characteristics such as building patterns, landscape treatments and roadway quality contribute to the image conveyed by a community. The physical characteristics of North Avenue are varied along the corridor and have been grouped into sub areas based on these characteristics.

The following sub areas have been identified and are further illustrated in the following pages:

- Neighborhood Connector
- Interchange Hub
- Individually Serviced Lots
- Large Format Development
- Des Plaines River Greenway
- Mixed-Use Neighborhood

# Existing Conditions: Corridor Character Locator Map



## Legend

- Corridor Study Area
- Neighborhood Connector
- Interchange Hub
- Individually Served Lots
- Large Format Development
- Des Plaines River Greenway
- Mixed-Use Neighborhood

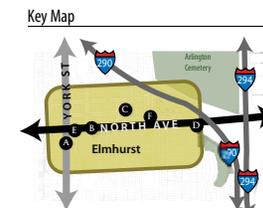
## Regional/Community Anchors

- |   |   |
|---|---|
| <b>A</b> Sams Club/<br>Walmart/<br>Home Depot | <b>G</b> Triton College                       |
| <b>B</b> Kindred Hospital                     | <b>H</b> Loyola Gottlieb<br>Memorial Hospital |
| <b>C</b> Navistar                             | <b>I</b> Costco                               |
| <b>D</b> Menards                              | <b>J</b> Former Maywood<br>Park Racetrack     |
| <b>E</b> DHL                                  | <b>K</b> Residences of<br>Riverwood           |
| <b>F</b> Winston Plaza<br>Shopping Center     | <b>L</b> Sears                                |

## Neighborhood Connector

- The area within Elmhurst is primarily residential and includes interconnected sidewalks and well landscaped parkways. The western terminus of the Corridor study area is York Street, which includes gateway features and developments that provide some introduction to Elmhurst's City Centre to the west along York Street. Opportunities exist to improve pedestrian access perimeter landscaping at key locations, such as exposed parking lots and missing ADA crossings.

### Existing Conditions: Corridor Character : Neighborhood Connector Images



## Interchange Hub

- Generally located between I290/I294 and Wolf Road to the east, these areas support a mix of industrial and commercial properties. High quality commercial developments supported by shared parking exist in some locations. However opportunities exist to improve pedestrian access, minimize curb cuts, improve landscape appearances and enhance building facades.

### Existing Conditions: Corridor Character : Interchange Hub Images

**Positive Characteristics**

**A**



Developments located at the sidewalk edge with parking provided on the sides and rear reduce curb-cuts and improve the pedestrian environment.

**B**



Landscape berm and median landscape enhance the visual character of the Corridor.

**C**



Pedestrian walks are throughout most of the area between the 294 interchange and Wolf Rd.

**Opportunities for Enhancements**

**D**



290/294 creates a challenging environment for pedestrians.

**E**



Poor condition of sidewalks and railroad abutments.

**F**

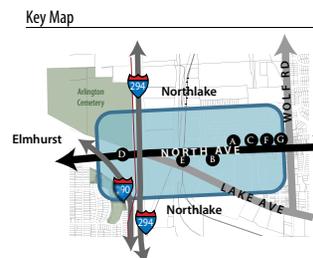


Development lacks sidewalks and perimeter landscape buffer with continuous curb cut.

**G**



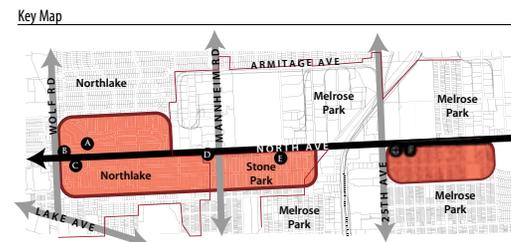
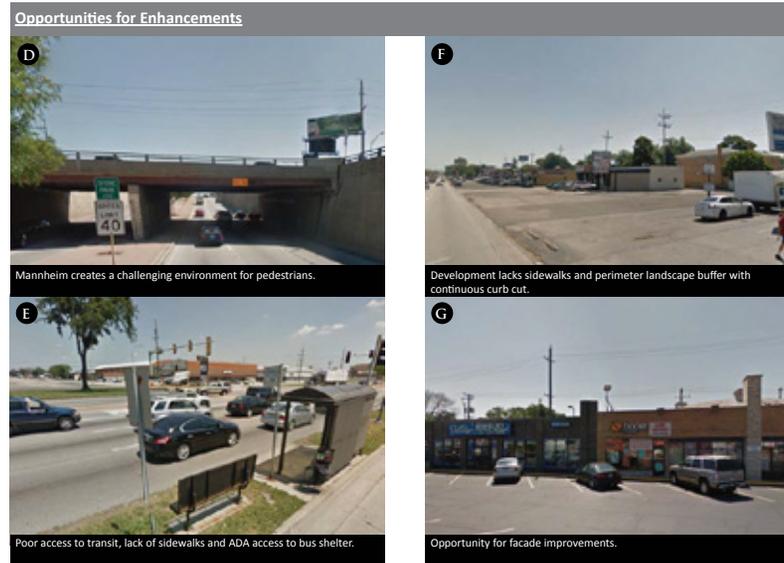
Opportunity for facade improvements.



## Individually Serviced Lots

- Within multiple locations along Northlake, Stone Park and Melrose Park, shallow depth commercial properties face the corridor with residential neighborhoods abutting at the rear. Many of these properties include interconnected neighborhoods and walkable streets, well landscaped parkways and medians. However opportunities exist to improve the quality and character of the roadway, such as pedestrian access at Mannheim Road, improved access to existing bus shelters, better sidewalk connections and improvements to building sites and facades.

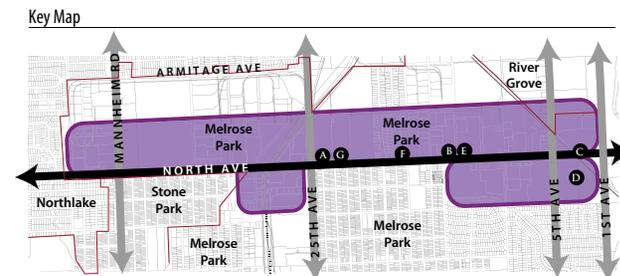
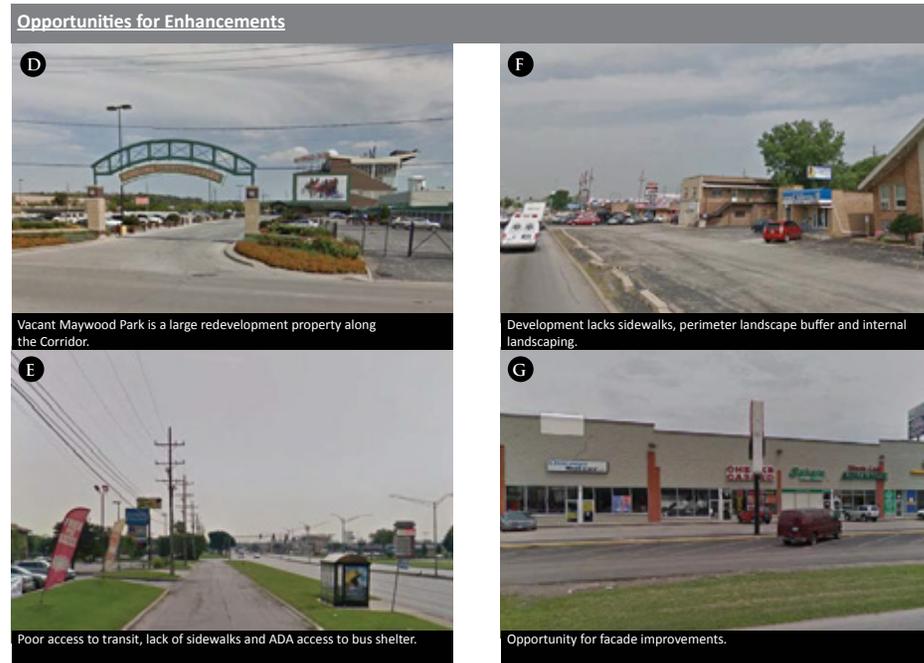
### Existing Conditions: Corridor Character : Individually Serviced Lots Images



## Large Format Development

- Located along large sections of Melrose Park, large format commercial, industrial and institutional developments front the corridor. In many instances, the ROW and development parcels include interconnected pedestrian walks and well landscaped areas. However, opportunities exist to improve areas such as frontage roads, access to bus shelters, better sidewalk connections and improvements to building sites and facades.

### Existing Conditions: Corridor Character : Large Format Development Images



## Des Plaines River Greenway

- Between 1st and Thatcher Avenues, the Des Plaines River Valley intersects the corridor, providing access to recreational spaces such as Sunset Bridge Meadow Picnic Grove and the Des Plaines River Trail. This area includes positive developments along North Ave such as well-designed and landscaped residential and commercial developments. Opportunities exist to address missing gaps in the sidewalks and better connections between commercial development parcels.

### Existing Conditions: Corridor Character : Des Plaines River Greenway Images



## Mixed Use Neighborhood

- Located between the Des Plaines River Valley and Harlem Avenue, this area exhibits the most urban character, including walkable shops and dining and on street parking. Positive characteristics include walkable streetscapes, attractive building developments and well connected neighborhoods. Opportunities for enhancements include support for pedestrian scale and character at other areas where these are lacking, including reducing curb cuts, incorporating ADA crosswalks and improvements to building sites and facades.

### Existing Conditions: Corridor Character : Mixed Use Neighborhood Images

