

PACE NORTH AVENUE CORRIDOR PLAN



Final Report
30 June 2017



ACKNOWLEDGEMENTS

This document summarizes the work conducted for the Pace North Avenue Corridor. Partially funded by the Regional Transportation Authority (RTA), the Pace North Avenue Corridor Study is a planning initiative of Pace Suburban Bus (Pace).

A special thank you to the members of the Steering Committee, Transit Agencies and the citizens of Chicago, Oak Park, Elmwood Park, River Forest, River Grove, Melrose Park, Stone Park, Northlake and Elmhurst who participated in community surveys, interviews, open houses, workshops and events. Without your enthusiastic support, expertise and feedback, this plan would not have been possible.

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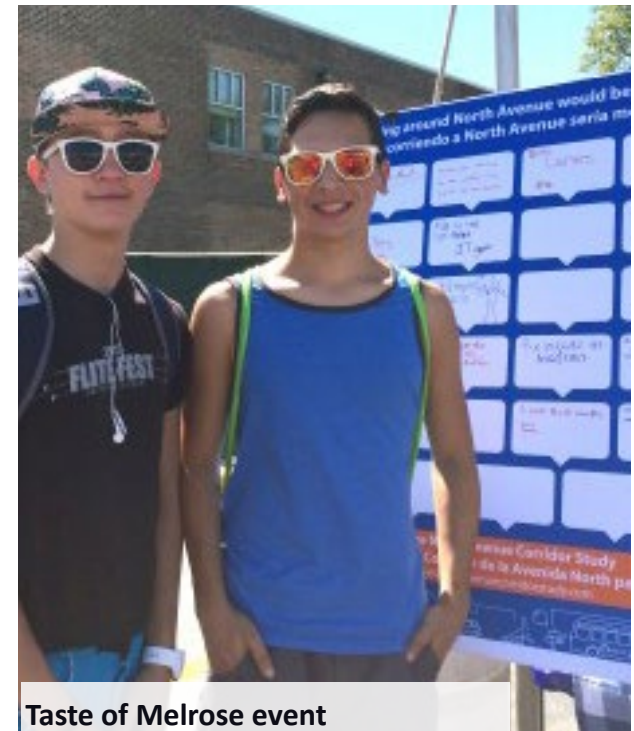
INTRODUCTION & HIGHLIGHTS OF THE PLAN

The North Avenue Corridor serves the region and nine corridor communities well by virtue of a highly accessible corridor, including multiple Pace transit options, regional destinations such as Jerome Huppert Woods, Triton College and Loyola Gottleib Hospital, and a diverse mix of convenient commercial destinations. For Chicago, Oak Park, Elmwood Park, River Forest, River Grove, Melrose Park, Stone Park, Northlake and Elmhurst, North Avenue functions as the front door to these communities.

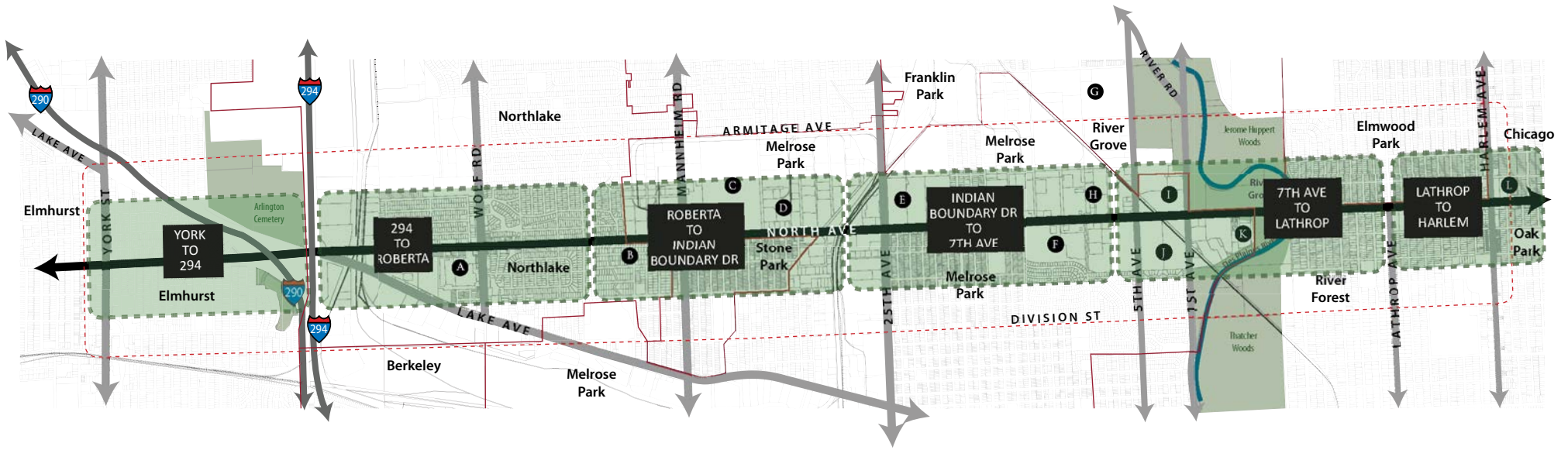
As such, the nine corridor communities are engaged in community development efforts that stretch beyond and across North Avenue, including economic development, regional bike planning and roadway improvements. The purpose of this planning effort is to balance the regional demands of an automobile-oriented corridor with an ever growing Pace suburban bus infrastructure and community visioning for a more livable street. Community outreach activities were employed as part of this study and included community surveys, bus rider surveys, stakeholder interviews, public workshops, pop up events, community planning meetings, open houses, steering committee meetings and transit agency meetings. Key themes that arose as part of the public outreach activities included a need to educate the community about available Pace bus transit options, improved bike and pedestrian connections and improved corridor appearances. The public outreach program is described in further detail in the Appendix.

As transit agencies and communities continue to plan for future growth, it will be critical that transit, bike and pedestrian access and comfort be balanced with the auto oriented functionality of North Ave.

Exciting initiatives are underway, including local and regional improvements to Pace's transit system, IDOT improvements related to the Illinois Route 390 Tollway Expansion and I-290 improvements, bike and streetscape improvements at key corridor locations, employment and commercial growth along the corridor. Yet corridor access, appearances and perceptions of safety can and should continue to be improved to promote North Avenue as the 'front door' to its nine communities via all modes of traffic, including bus riders, bike riders, walkers --- and motorists. This is an opportunity for North Avenue to be primed for Pace's new Pulse rapid transit service. This system will provide improved limited stop bus service to commuters using the latest technology and streamlined route design, providing fast, frequent and reliable service.



Taste of Melrose event



The Pace North Avenue Corridor Study includes the area located between Harlem Avenue to the east and York Street to the west. The corridor study includes ½ mile at the north and south of the corridor for 1- mile total corridor study area. The exhibits presented throughout this report are organized into six (6) enlargement sections as depicted in the exhibit, Overall Corridor Locator Map.

Legend

Corridor Study Area

Regional/Community Anchors

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



Pace North Avenue Corridor Plan

Existing Conditions: Overall Corridor Locator Map





Victory Center of Riverwoods



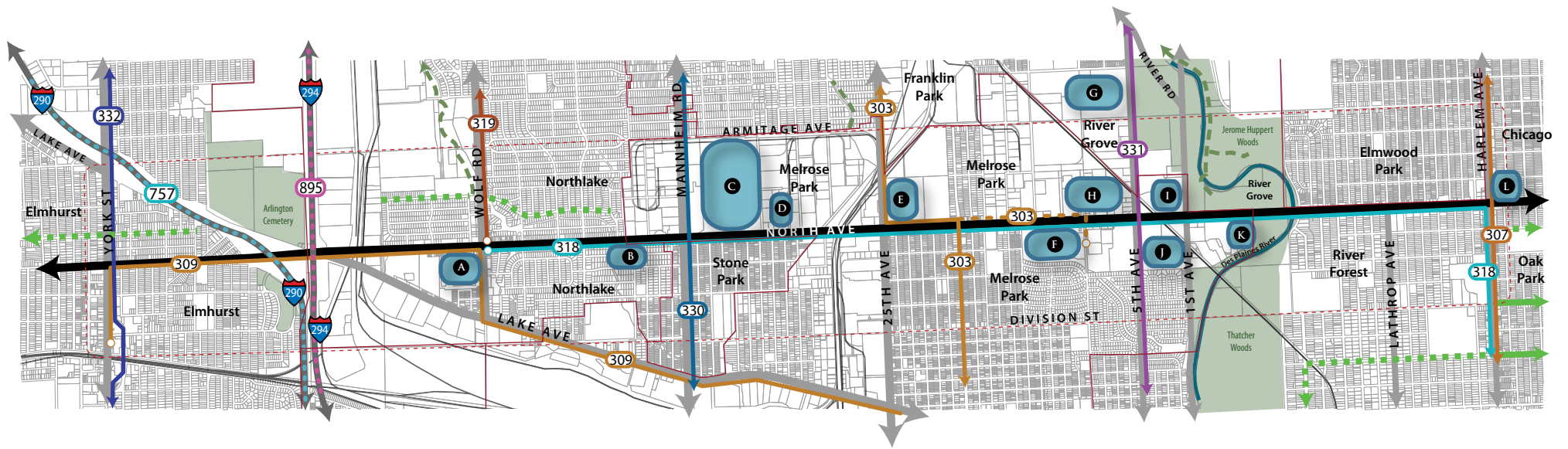
Winston Plaza



Former Maywood Park Racetrack



Gottlieb Hospital



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

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



Pace North Avenue Corridor Plan

Existing Conditions: York St to Harlem Ave



EXECUTIVE SUMMARY

The following interrelated components were evaluated as part of the corridor study and are further described on the following pages.



Community Outreach Summary

Web based and face to face outreach was employed to obtain input from the corridor communities. Activities include web based survey, bus rider survey, steering committee meetings, traditional public meetings, pop up community events and regularly scheduled community design review panels.

Key takeaways from the Outreach include:

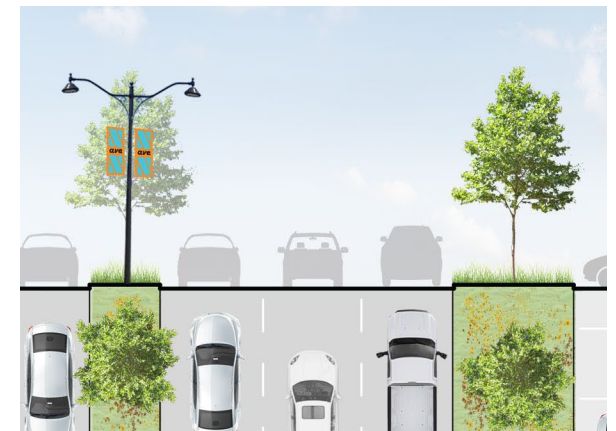
- A large percentage of respondents ride a bicycle throughout the corridor
- A large percentage of respondents rarely ride a Pace bus, however for those that do ride buses, they often use the option to travel one way on a bus and one way on a bike.
- A large percentage of participants would like to see improvements for pedestrian / bike use as well as aesthetic enhancements.



Community Connectivity & Placemaking

Opportunities for improved connections and people places exist throughout the corridor, including at bus stops, along bike routes and on private properties.

Corridor typologies demonstrate how transportation, transit and urban design improvements can result in corridor places that are safer and more hospitable to pedestrian and bike uses.

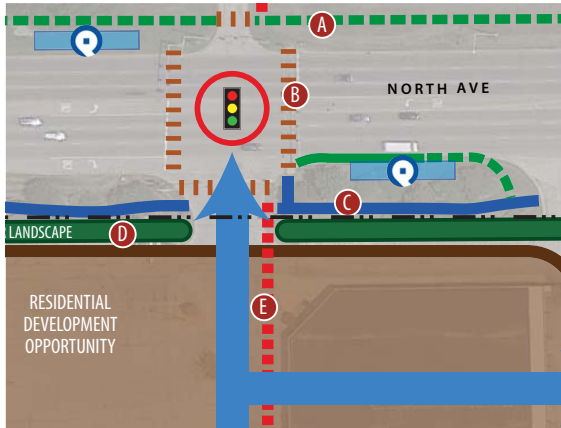


Transportation, Transit & Pedestrian Systems

Through partnerships between corridor communities, private property owners, Pace Suburban bus and IDOT, North Avenue can have an improved function and appearance.

Key recommendations include the following:

- Reclaim pavements not needed for transportation for pedestrian / bike and landscape use.
- Identify logical pedestrian / bike routes between bus stops and destinations, and support those routes with streetscape amenities.



Land Use and Transit Nodes

Based on ridership data and designated pedestrian ‘hot spots’, opportunity sites for Pulse stations have been identified. Each Pulse station is an opportunity to create a transit hub of pedestrian activity which can be further supported by forms and functions of the surrounding land uses.

These may include:

- interconnected walkways
- Streetscape and landscape amenities
- Development types that support logical placement of community gathering spaces.



Economic Development

Successful developments such as Winston Plaza have demonstrated that access and aesthetics play a large part in successful developments.

The former Maywood Racetrack site and Sears site have been evaluated for redevelopment. Site redevelopment concepts incorporate a mix of uses, multifamily housing, open space and buffering, opportunities for people spaces and connections to transit access.



Implementation Strategies

Corridor initiatives are currently underway by communities, corridor institutions and agencies. Initiatives include bus service improvements, planning studies, streetscape grant applications and capital improvement projects.

The implementation strategies focus on positioning North Avenue for Arterial Rapid Transit service. Special focus is placed on potential Pulse stations along the corridor.

COMMUNITY OUTREACH SUMMARY

For the community members who participated in the North Avenue Corridor Study, there was no shortage of opinions regarding corridor function, character and appearance. Public outreach activities conducted during this study included traditional and non-traditional methods to obtain a wide variety of input from interested groups. A summary of outreach activities follow below. Detailed meeting summaries from each meeting can be found in the Appendix.

STEERING COMMITTEE

Representatives of Pace, CTA, RTA, IDOT and the nine corridor communities participated in four steering committee meetings. Steering Committee meetings were scheduled to include review of data gathered and work completed, followed by some visioning activities that provided guidance towards advancing the corridor plan. The Steering Committee met and participated in workshop activities on 10.23.2015; 03.03.2016; 07.19.2016; 03.16.2017.

BRANDED PROJECT MATERIALS

A project brand and identity was developed to be used throughout the course of the planning efforts. These materials referenced Pace's existing materials and were used throughout the course of the study to provide a positive and unified introduction to corridor materials and activities. Branded project materials included graphic flyers, counter cards and posters.

PROJECT WEBSITE

A project website was developed and included functions that introduced community members to the project, provided a location to view meeting updates and documents; provided links to the web based survey; invited input through a comments section; and included rotating updates as the project advanced. The website was designed to be mobile optimized and was available in English and Spanish languages.

WEB BASED AND BUS RIDER SURVEYS

A community input survey was designed with input by Pace. The survey invited questions regarding user behaviors and perceptions about the corridor. The survey was distributed throughout the communities 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 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 may be found in the Appendix.

KEY PERSON INTERVIEWS

Based on recommendations provided by communities and agencies, key person interviews were conducted on 02.12.2016. Interviews took place at Triton College and included meetings with community stakeholders including municipal staff, economic development coordinators, representatives from local institutions, property owners, business owners and agency representatives. Follow up phone interviews occurred as needed throughout the planning process.

**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
Este evento es un acto de la biblioteca Publica de Elmhurst

Visite el sitio web del proyecto al 
northavenuecorridorstudy.com

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



**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

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.





MEDIA
 Articles were published in the following local media outlets:

Chicago Tribune Local:
 In the news: Transit Groups look at ways to remake North Avenue | 3.4.2016

Chicago Tribune Local:
 North Avenue Corridor Study Moving Along, Chicago Tribune | 1.23.2017

Chicago Tribune Local:
 Study Considers Opening North Avenue to Expanded Uses | 4.3.2017

JOINT COMMUNITY PLANNING / ECONOMIC DEVELOPMENT MEETINGS

At key milestones in the planning efforts, joint community meetings took place during regularly scheduled meetings. The purpose of these meetings was to present concept level recommendations to community reviewing bodies for coordination and input. Public notices were posted for each regularly scheduled meeting and adjacent community members and staff were invited to participate. So as to reach a wide audience, the joint community planning meetings were organized as follows.

- East Corridor Community Meeting: Elmwood Park Economic Development Commission, 12.15.2016. This meeting invited representatives from Oak Park, River Forest and Chicago.
- West Corridor Community Meeting: Melrose Park Planning and Zoning Board, 01.10.2017. This meeting invited representatives from River Grove, Northlake, Stone Park and Elmhurst.

PUBLIC OPEN HOUSE MEETINGS / POP UP EVENTS

Two public open house meetings and one pop up event took place during the planning study. Meetings were organized as open house style meetings and invited community members to view and provide input on corridor exhibits and documents. Meetings took place as follows:

- Public informational meeting: Bulger Park Facility, Melrose Park, 05.03.2016. This meeting took place at the beginning of the planning study. The purpose of this meeting was to review existing conditions, identify opportunities for enhancement and invite input on corridor improvements and development sites.
- Pop Up Event: Taste of Melrose 09.02 - 09.03.2016. The project team participated in this community event which attracts visitors from the region. Project exhibits and interactive materials were provided to solicit input from participants.
- Public review meeting: Elmhurst Public Library, Elmhurst, 03.22.2017. This meeting took place at the end of the planning study. The purpose of this meeting was to review the outcome of the community input survey, present draft recommendations and invite input on corridor improvements and implementation items.

COMMUNITY CONNECTIVITY & PLACEMAKING

North Avenue has been the subject of many past community planning efforts. It is a robust automobile oriented corridor with access to Interstates I-294 and I-290 and serves corridor communities and the Chicagoland region, and provides key connections to Pace, CTA and rapid transit service, Metra service, and O'Hare Airport. A common theme identified in the community planning review included North Avenue's physical and visual function as the 'front door' to many communities. For many travelers to this area, including motorists, bus riders and walkers, North Avenue is their first impression of 'place'. The recommendations included as part of this plan identify opportunities to improve the multi-modal functions and visual appearances of North Avenue, while still maintaining its regional function as one of Chicagoland's major arterial corridors.

The nine corridor communities' past planning efforts have been summarized in the Appendix: Existing Conditions. The following visualizations are provided to merge community identity and character with multi modal roadway function and improved bus connectivity. Visualizations are organized by typologies as follows.

Although typologies depict specific locations and enhancements, the recommendations may be applied to other conditions along the corridor as appropriate.

LAND USE AND URBAN FORM

Urban Typology – occurs at the east portions of the corridor, where private developments are close to, or abut the public rights of way. These conditions exist at Elmwood Park, Oak Park, River Forest and Chicago.

Façade Improvement Typology – occurs at the east portions of the corridor, where private developments are close to, or abut the public rights of way. These conditions exist at Elmwood Park, Oak Park, River Forest and Chicago.

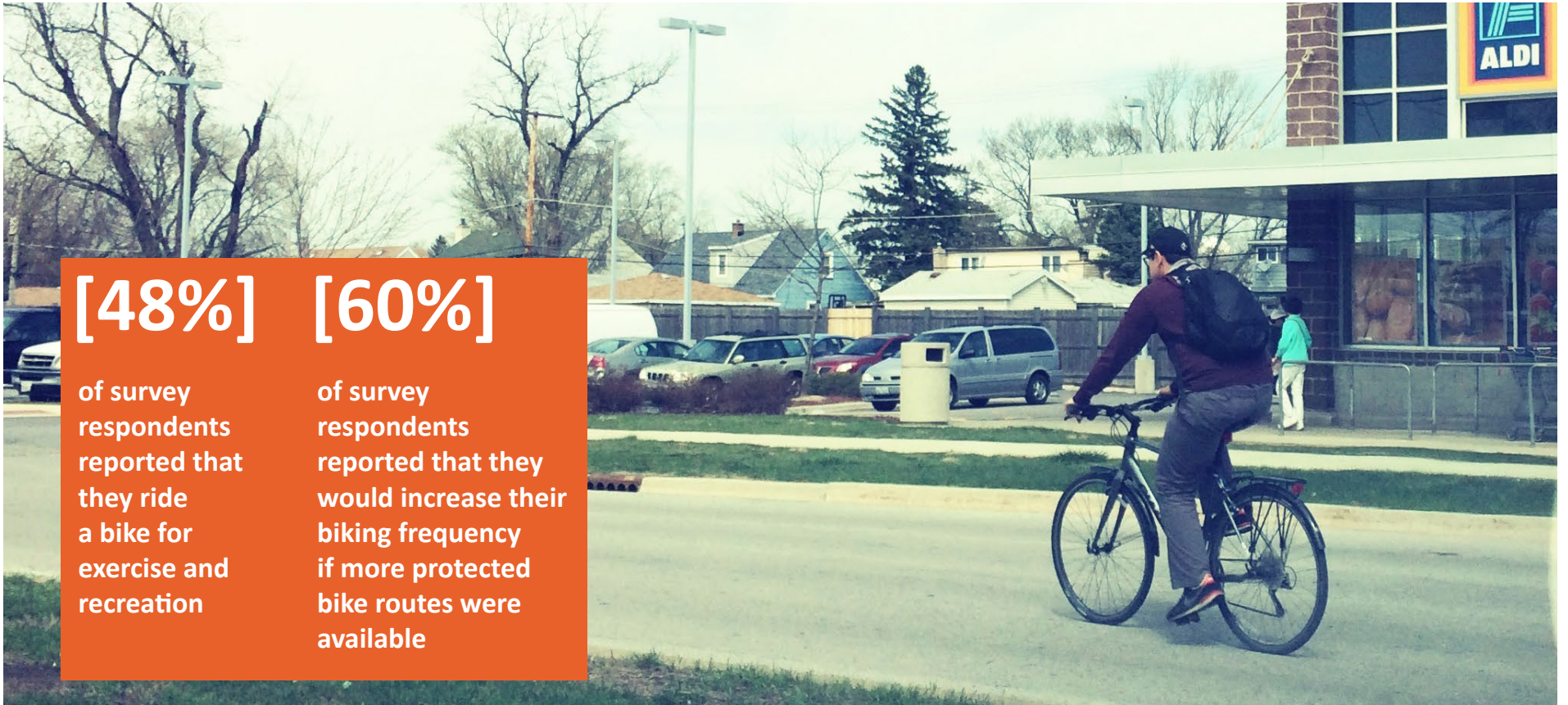
Large Format Typology – occurs throughout the corridor, generally where large format commercial properties and their associated parking areas abut the North Avenue public right of way.

ROADWAY CONDITIONS

Semi-Urban Typology – occurs throughout the corridor, generally where frontage roads exist and provide access between North Avenue and adjacent commercial and institutional uses. This condition exists generally in Melrose Park and Stone Park.

Parkway Enhancement Typology – occurs throughout the corridor, generally where commercial uses abut North Avenue in the areas between Thatcher Woods to the east and the Interstates to the west. This condition occurs where commercial development uses, such as parking and driveway access, are encroaching on the North Avenue public right of way.

Single Family Home Typology – occurs at the west portion of the corridor, where single family neighborhoods are located behind landscaped parkways and setbacks. This condition exists in Elmhurst.



[48%] of survey respondents reported that they ride a bike for exercise and recreation

[60%] of survey respondents reported that they would increase their biking frequency if more protected bike routes were available

URBAN TYPOLOGY

The urban typology generally occurs at the east portions of the corridor, where private developments are close to, or abut the public rights of way. These conditions exist at Elmwood Park, Oak Park, River Forest and Chicago.

TRANSPORTATION

Traffic signals should have pedestrian count-down timers.

Coordinate traffic signal system to create platooning traffic, which creates gaps to cross at unsignalized intersections.

Encourage crossing at traffic signals with landscape / fence treatments at unsignalized and midblock locations.

Introduce access management strategies, such as closing unneeded drives, consolidating drives for shared access, and linking parking lots along alleys and behind stores.

Coordinate commercial delivery schedules and refuse pick-up for minimum pedestrian impact.

Warrant and install traffic signals at 74th Court.

Acquire ROW and/or easements as possible to facilitate bus shelters and traffic signal equipment
Prohibit vehicles from parking in ROW to create buffer

TRANSIT

Apply PACE ART design guidelines and Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Incorporate far side bus stops at signalized intersections.

Provide shelters, signage, landscaping at bus stop locations as appropriate.

BICYCLE

Provide connections to designated bike routes along adjacent roadways through residential/mixed use areas.

Include bike facilities at destinations, such as bike parking, repair stations and locker rooms.

Incorporate street treatments that support North Ave as a “pedestrian street” through Elmwood Park, River Forest, Oak Park, and City of Chicago.

PEDESTRIANS

Provide sidewalk connections throughout.

Incorporate pedestrian countdown timers at traffic signals. Traffic signals should have ped-lead phase to provide priority to pedestrians.

Accommodate enhanced crosswalk design at signalized.

Based on traffic volumes and lack of pedestrian refuge locations, incorporate best practices for traffic control at marked pedestrian crossings, such as HAWK systems or new traffic signals.

Utilize streetscape elements to improve safety and enhance pedestrian environment.

PLACEMAKING

Support existing pedestrian oriented areas with additional human scale elements such as outdoor dining areas and streetscape enhancements.

Streetscape and landscape treatments shall maximize visibility by Pace bus operators.

Incorporate an attractive unified streetscape program, including paving treatments, decorative light poles, banners and plantings.



Existing
Relocate Pace Stop to Far Side of Intersection

Public Way

Streetscape Enhancements:

- A** Curb Bump Outs with Plantings
- B** Signalized Intersection
Pedestrian Crosswalks
- C** Decorative Roadway Lighting w/
Banners

Private Development

- D** Outdoor Seating w/
Landscape Planters
- E** Facade Improvements:
Mural/Lighting Opportunity

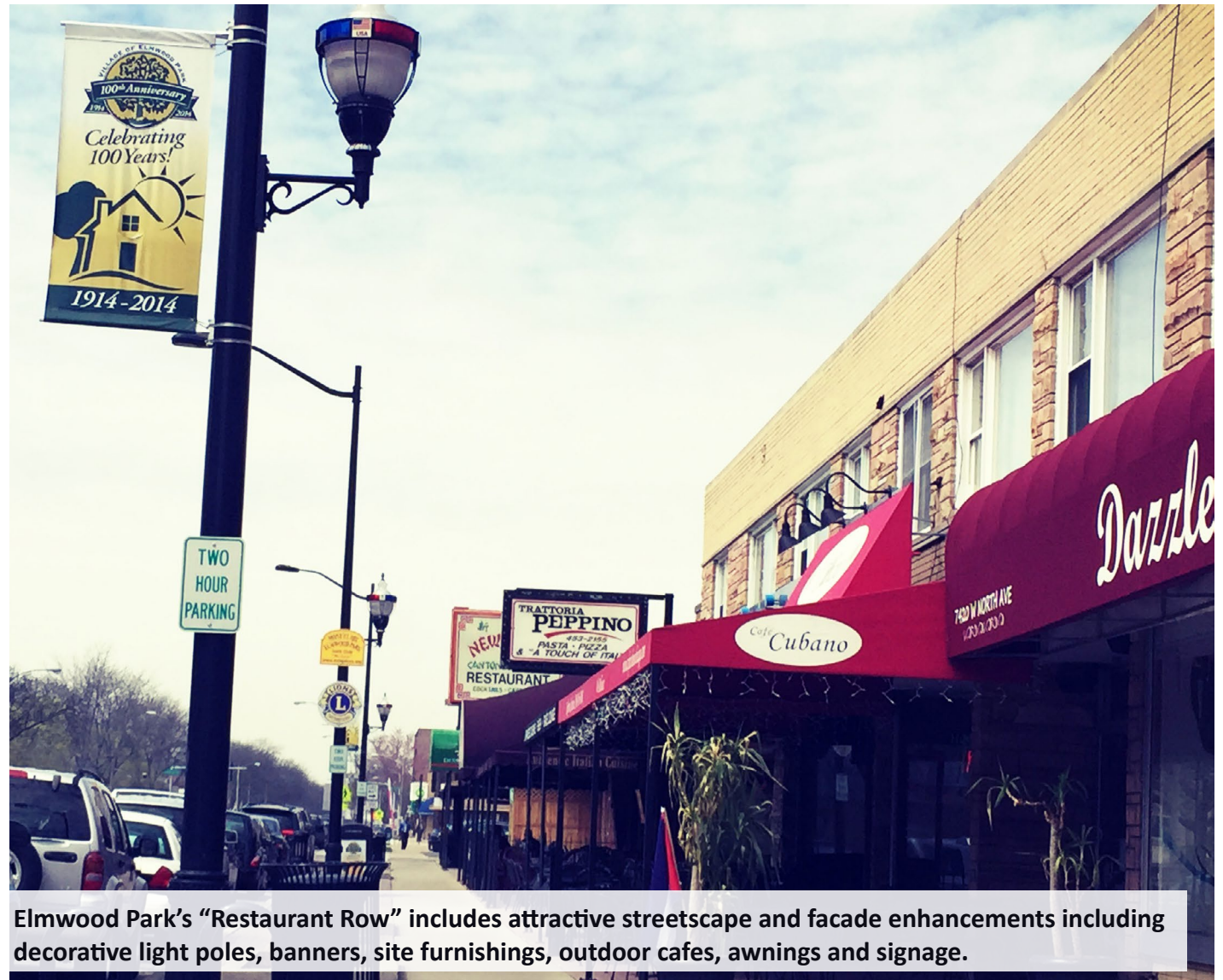


North/77th Ave

The Pace North Avenue Corridor Study is a collaborative effort between transit/transportation agencies, communities and other corridor stakeholders. The recommendations depicted herein represent conceptual level improvements intended to guide future discussions towards an improved corridor environment for all corridor users.

FACADE IMPROVEMENT TYPOLOGY

Facade improvements may be applied throughout the corridor. During the outreach, specific interest was expressed in facade enhancements for the areas located along the east corridor sections, where buildings present to the sidewalk, such as in Elmwood Park, Oak Park, River Forest and Chicago.



Elmwood Park's "Restaurant Row" includes attractive streetscape and facade enhancements including decorative light poles, banners, site furnishings, outdoor cafes, awnings and signage.



Existing

Public Way

- A** Decorative Metal Trash Receptacle
- B** Moveable Planters
- C** Define Entrance Drives with Landscape Enhancements
- D** Branded North Ave Banners

Private Development

- E** Buildings Should Express Clear Definitions between the Building Base, Middle and Top via Architectural Articulation, including, but not limited to: Variations in Building Materials, Articulation of Building Coping and Cornice, and Variation in Roof Lines
- F** Awning and Canopies define Storefronts and Provide Articulation to Large Building Facades
- G** Opportunity for Murals
- H** Grading and sidewalk paving treatments should give priority to pedestrians at parking lot entrances.



North/Marion Ave (North and Harlem Plaza)

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LARGE FORMAT TYPOLOGY

The large format typology occurs throughout the corridor, generally where large format commercial properties and their associated parking areas abut the North Avenue public right of way.

TRANSPORTATION

Eliminate sidewalk disconnects.

Avoid carriage walks to create buffer from travel lanes.

Traffic signals should have pedestrian count-down timers.

Introduce access management strategies, such as closing unneeded drives, consolidating drives for shared access, and linking parking lots along alleys and behind stores.

Coordinate truck routes among municipalities.

TRANSIT

Apply PACE ART design guidelines and Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Incorporate far side bus stops at signalized intersections.

Provide shelters, signage, landscaping at bus stop locations as appropriate.

Where space is limited along frontage roads, incorporate shelters/stops on the outside of the frontage road.

BICYCLE

Connect to North Ave Commuter Bike Path as appropriate.

Complete southern portion of Des Plaines River Trail.

Complete bike network with connecting municipal routes along roadways adjacent to North Ave. Provide interconnected bike/ped paths via internal lots/access drives.

Provide bicycle access between adjacent land uses, bike routes, and adjacent streets.

Accommodate on-site bike facilities and at transit stations and businesses.

PEDESTRIAN

Establish connected sidewalks and buffering between adjacent land uses and North Ave.

Provide interconnected pedestrian paths throughout internal developments.

Incorporate high visibility crossing at traffic signals along North Ave. Apply enhanced crosswalk design including high visibility markings and pedestrian countdown signals at intersections.

Provide pedestrian refuge where space allows at signalized intersections.

Based on traffic volumes and lack of pedestrian refuge locations, marked pedestrian crossings should be evaluated for potential traffic signals.

Use of streetscape elements to improve safety and enhance pedestrian environment.

PLACEMAKING

Bridge the gap between North Avenue transit nodes and commercial activity centers with clearly defined streetscape elements that reinforce transit activity and pedestrian/bike connections.

Streetscape and landscape treatments shall maximize visibility by Pace bus operators.

Incorporate an attractive unified streetscape program, including paving treatments, decorative light poles, banners and plantings.



Existing

Public Way

- A** Improved Connections between Shelter and Businesses, Expanded Walkway and Ped Crossing at Parking Lot
- B** Opportunities for Bike Racks at Pedestrian Entrances
- C** Perimeter Parking Lot Landscaping and Street Trees
- D** Future Off-Street Multi-Use Path
- E** Decorative Roadway Lighting w/ Banners

Private Development

Facade Improvements, Outdoor Seating, Building Signage and Landscaping



North/9th Ave

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SEMI-URBAN TYPOLOGY

The semi-urban typology occurs throughout the corridor, generally where frontage roads exist and provide access between North Avenue and adjacent commercial and institutional uses. This condition exists generally in Melrose Park and Stone Park.

TRANSPORTATION

Eliminate sidewalk disconnects.

Avoid carriage walks to create buffer from travel lanes.

Traffic signals should have pedestrian count-down timers.

Introduce access management strategies, such as closing unneeded drives, consolidating drives for shared access, and linking parking lots along alleys and behind stores.

Coordinate truck routes among municipalities.

Prohibit vehicles from parking in ROW to create buffer.

TRANSIT

Apply PACE ART design guidelines and Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Incorporate far side bus stops at signalized intersections.

Where frontage roads exist, incorporate shelters/stops on the outside of the frontage road.

Where space is limited along frontage roads, incorporate shelters/stops on the outside of the frontage road.

BICYCLE

Connect to North Ave. Commuter Bike Path where available.

Complete southern portion of Des Plaines River Trail.

Complete bike network with connecting municipal routes along roadways adjacent to North Ave.

Provide interconnected bicycle access between adjacent land uses, bike routes, and adjacent streets.

Accommodate on-site bike facilities at transit stations and businesses. Include bike facilities at destinations, such as bike parking, repair stations and locker rooms.

BICYCLE (continued)

Incorporate enhanced crosswalk design at intersections at bike/ped crossings.

PEDESTRIAN

Establish connected sidewalks and buffering between adjacent land uses and North Ave.

Provide interconnected pedestrian paths throughout internal developments.

Incorporate high visibility crossing at traffic signals along North Ave.

Apply enhanced crosswalk design including high visibility markings and pedestrian countdown signals at intersections.

Provide pedestrian refuge where space allows at signalized intersections.

PLACEMAKING

Support pedestrian friendly transit nodes with clearly defined access paths and comfortable waiting areas.

Streetscape and landscape treatments shall maximize visibility by Pace bus operators.

Partnerships between agencies, municipalities and private property owners should identify public rights of way that may be reclaimed for safer and more comfortable pedestrian use areas.

Incorporate an attractive unified streetscape program, including paving treatments, decorative light poles, banners and plantings.



Existing
Memorial to be Relocated to
Future Veterans Park

Public Way

- A** Opportunity for Pace Shelter along the Frontage Road, including Improved Lighting at Shelter and Bus Stop Area
- B** Improved Pedestrian Connections include a Raised Crosswalk across Frontage Road
- C** Decorative Roadway Lighting w/ Banners
- D** Define Entrance Drives with Curbed Landscape Islands
- E** Improve Frontage Road Medians with Street Trees and Landscape Enhancements at Entrances

Private Development

- F** Facade Improvements, Outdoor Dining, Building Signage and Landscaping



North/Roberta Ave

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PARKWAY TYPOLOGY

The parkway enhancement typology occurs throughout the corridor, generally where commercial uses abut North Avenue in the areas between Thatcher Woods to the east and the Interstates to the west. This condition occurs where commercial development uses, such as parking and driveway access, are encroaching on the North Avenue public right of way.

TRANSPORTATION

Eliminate sidewalk disconnects.

Avoid carriage walks to create buffer from travel lanes.

Traffic signals should have pedestrian count-down timers.

Introduce access management strategies, such as closing unneeded drives, consolidating drives for shared access, and linking parking lots along alleys and behind stores.

Coordinate truck routes among municipalities.

Prohibit vehicles from parking in ROW to create buffer.

Plan for Mannheim / North interchange reconstruction.

Plan, redesign, and reconstruct George / Winston Plaza intersection to eliminate offset.

TRANSIT

Apply PACE ART design guidelines and Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Incorporate far side bus stops at signalized intersections.

Provide shelters, signage, landscaping at bus stop locations as appropriate.

BICYCLE

Complete bike network with connecting municipal routes on roadways adjacent to North Ave.

Provide bicycle access between adjacent land uses, bike routes, and adjacent streets.

Incorporate on-site bike parking at transit stations and businesses.

Incorporate enhanced crosswalk design at bike/ped crossings.

PEDESTRIAN

Remove parking that encroaches into the pedestrian zone.

Establish connected sidewalks and buffering between adjacent land uses and North Ave.

Provide interconnected pedestrian paths throughout internal developments.

Incorporate high visibility crossing at traffic signals along North Ave.

Apply enhanced crosswalk design including high visibility markings and pedestrian countdown signals at intersections.

Provide pedestrian refuge where space allows at signalized intersections.

PLACEMAKING

Provide hospitable walkways with interconnected sidewalks and landscaped buffering at parkway areas.

Streetscape and landscape treatments shall maximize visibility by Pace bus operators.

Partnerships between agencies, municipalities and private property owners should identify public rights of way that may be reclaimed for safer and more comfortable pedestrian use areas.

Incorporate an attractive unified streetscape program, including paving treatments, decorative light poles, banners and plantings.



Existing

Public Way

- A** Opportunity for Landscaped Parkway with Street Trees and Bioswales
- B** Bioswale Landscape Plantings
- C** New Sidewalk
- D** Perimeter Parking Lot Landscaping and Street Trees
- E** Parking Lot Reconfigured to provide Landscaped Parkway, Sidewalk, and Perimeter Landscape Buffer



North/Roberta Ave

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SINGLE FAMILY HOME TYPOLOGY

The single family home typology occurs at the west portion of the corridor, where single family neighborhoods are located behind landscaped parkways and setbacks. This condition exists in Elmhurst.

TRANSPORTATION

Traffic signals should have pedestrian count-down timers.

Encourage shared home driveways where possible.

TRANSIT

Apply Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Incorporate far side bus stops at signalized intersections.

Provide shelters, signage, landscaping at bus stop locations as appropriate.

BICYCLE

Accommodate designated bike routes along adjacent roadways through residential/mixed use areas.

Include bike facilities at destinations, such as bike parking, repair stations and locker rooms.

PEDESTRIAN

Establish connected sidewalks and buffering between adjacent land uses and North Ave.

Provide interconnected pedestrian paths throughout internal developments.

Incorporate high visibility crossing at traffic signals along North Ave.

Apply enhanced crosswalk design including high visibility markings and pedestrian countdown signals at intersections.

Provide pedestrian refuge where space allows at signalized intersections.

Based on traffic volumes and lack of pedestrian refuge locations, marked pedestrian crossings should be evaluated for potential traffic signals.

Use of streetscape elements to improve safety and enhance pedestrian environment.

PLACEMAKING

Provide clearly marked access routes across North Avenue with well defined crossings.

Streetscape and landscape treatments shall maximize visibility by Pace bus operators.

Incorporate an attractive unified streetscape program, including paving treatments, decorative light poles, banners and plantings.



Existing
Relocated Pace Stop to Far Side of Intersection

Public Way

- A** Improve ADA Access
- B** Improve Marked Pedestrian Crosswalks
- C** Decorative Roadway Lighting w/ Banners



North/Berteau

The Pace North Avenue Corridor Study is a collaborative effort between transit/transportation agencies, communities and other corridor stakeholders. The recommendations depicted herein represent conceptual level improvements intended to guide future discussions towards an improved corridor environment for all corridor users.

TRANSPORTATION, TRANSIT AND PEDESTRIAN SYSTEMS

Although first impressions may suggest North Avenue is an auto serving roadway, it's infrastructure also supports the bus riders, bicyclists and pedestrians who know how to navigate North Avenue. The recommendations outlined herein present opportunities for improved transit rider, bicyclist and pedestrian uses without compromising existing roadway functions.



CURRENT ILLINOIS TOLLWAY AND IDOT INITIATIVES

ILLINOIS TOLLWAY

TRI-STATE TOLLWAY RAMP IMPROVEMENTS

A new system of ramps is planned on the Tri-State Tollway (I-294) that will provide access for southbound traffic destined to the east on North Avenue. There is currently no direct access for this movement, which forces motorists into making a U-Turn movement after exiting westbound onto North Avenue from I-290. The project also includes a realignment of Northwest Avenue at North Avenue along with an eastbound bus only lane on North Avenue.

IDOT

NORTH AVE IMPROVEMENTS ASSOCIATED WITH I-290 RECONSTRUCTION

North Avenue is being studied to determine the best strategies for promoting through traffic flow with the expected significant increase in traffic caused by the anticipated Eisenhower Expressway (I-290) reconstruction and widening project. "Intelligent Transportation Systems" (ITS) incorporate a variety of technologies, such as car navigation, traffic signal control systems, variable message signs, automatic number plate recognition, and cameras to monitor travel speeds.

The following design considerations relate to the IDOT Intersection Design Study (IDS), to better accommodate the Pace operations:

The planned eastbound bus only lane is over 300 feet long. A barrier curb in the lane drop area to the west on North Avenue prior to the eastbound taper may be considered to discourage other vehicles from entering the bus only lane. In addition, the length of the bus only lane could be considered to be shortened to about 150 feet, which would accommodate two buses should they arrive together.

The ramp from the County Line Road intersection with the Lake Street Frontage Road, known as "Connector B", has free-flow into eastbound North Avenue past Northwest Avenue, which then reestablishes the third eastbound through lane. Considerations for an additional stop control on Connector B would allow the free flow lane to be converted to a third travel lane on North Avenue and would keep the bus in the "right hand" lane.

The existing sidewalk along the south side of North Avenue may be considered for reconstruction and widening to better accommodate pedestrian activity, especially in consideration of the recommended pedestrian and bicycle improvements in this portion of North Avenue.



CURRENT PACE INITIATIVES

PACE ARTERIAL RAPID TRANSIT “PULSE” SERVICE

Pace has undertaken certain initiatives to improve bus service regionally. Pace completed an ART Study in 2009 to evaluate corridors with the highest potential for successful ART service, resulting in seven priority ART corridors. The North Ave. Corridor was included in Group 3, considered a long-term opportunity. The Pulse Milwaukee Ave Line will be constructed in 2017 and the Pulse Dempster St Line is currently under environmental review. Pace anticipates completing the Milwaukee line in early 2018 and the Dempster Line in 2019 with planning work to begin on the Halsted and 95th Street lines during the same period.

The remaining priority corridors can be re-assessed at any time based on changes in community support through efforts that are supportive of transit such as land use changes, streetscape projects, improved pedestrian amenities, adoption of transit supportive guidelines, revised parking requirements or other zoning code changes, or preparing bicycle/pedestrian plans.

POSTED STOPS

Pace is in the process of converting all of its bus routes to a posted-stops-only operation, in which riders would be able to get on and off only at posted bus stop signs. This conversion process involves selecting stops (maximizing safety, ease of access, and bus operational efficiency), installing signs with the updated Pace logo, and informing stakeholders about where boarding and alighting can take place. This project is expected to be complete in the next few years. Converting Routes 309 and 318 to posted stops will take place during this time period.

CORRIDOR PLAN RECOMMENDATIONS

Based on input gathered from the community outreach and coordination with the agencies, the following general design improvement concepts were applied to the corridor study area. Further coordination will be required between IDOT, Pace, CTA and others as required to implement specific projects:

ROADWAY FACILITIES

North Avenue has a wide-ranging set of travel characteristics, such as available right-of-way (ROW), the number and width of travel lanes, posted speed limits, pedestrian and bicycle amenities, and traffic volumes. However, there are several features which should be implemented consistently throughout the corridor to promote safe and efficient travel for all modes; autos, trucks, buses, pedestrians, and bicyclists. They include:

Interconnect traffic signals;
Apply access management strategies by eliminating unneeded access drives and combining others to provide shared access.

Realigning streets and drives that intersect North Avenue to eliminate vehicle and pedestrian conflict points;
Coordinate truck routes among the adjoining municipalities.

TRANSIT SERVICE

The corridor has consistent and well used transit service today. The corridor recommendations continue to build upon that service with the following recommendations:

Apply Pace ART design guidelines for station spacing and selection. Identify stations and intermediate posted stop locations. Provide shelters at all stops where ridership demand warrants this infrastructure.

Apply Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Improve location, design, and amenities of bus stops with far-side stops as possible, additional posted bus stop signs, and consideration of shelters or benches at stops.

Provide sidewalk connections.

Move existing stops along frontage roads to outside of frontage roads when space is limited.

Improve roadway lighting at bus stops and crossing locations.

Provide bike parking at all stations.
Connect sidewalks from adjacent land uses to all stations/shelters/stops.

[36%]

of survey respondents reported that in an average month, they travel daily along North Avenue



PEDESTRIAN FACILITIES

At many locations throughout the corridor, North Avenue lacks safe and comfortable pedestrian facilities. Recommendations include:

Improve sidewalk network along North Ave. to be continuous (no gaps), interconnected with north-south streets and access points, ADA compliant, and in good condition.

Establish connected pedestrian paths throughout parking lots of adjacent internal land uses.

Maintain high visibility crossing at traffic signals.

Accommodate streetscape elements and lighting at all station and stop locations.

Add median refuge where possible.

Add pedestrian signals at all intersections.

BICYCLE FACILITIES

Recent initiatives such as the North Avenue Commuter Bike Path through Melrose Park are much needed to provide connectivity for bicyclists along and across the corridor. Improvements should continue to take place including:

Connect to network of regional and local facilities.

On-street facilities not recommended for North Ave.

Apply bike crossings along North Ave at signalized intersections or grade-separated facilities.

Connect bike facilities with major travel generators, such as: Triton, Gottlieb Hospital, Former Maywood Race Track/ Menards redevelopment site and retail clusters.

Provide bike parking at major destinations and transit stops and stations.

STREETSCAPE IMPROVEMENTS

Improvements to the overall corridor appearance are critical to support attractive and hospitable pedestrian and bike use areas as well as promote a sense of place along North Avenue. Improvements include:

Establish a unified decorative lighting and banner program along the length of the corridor.

Develop a wayfinding signage program to direct visitors into the surrounding communities.

Enhance transit nodes with streetscape and landscape improvements/

Incorporate salt tolerant landscape plantings as appropriate throughout the corridor, including bioswale plantings to address drainage issues.

Legend

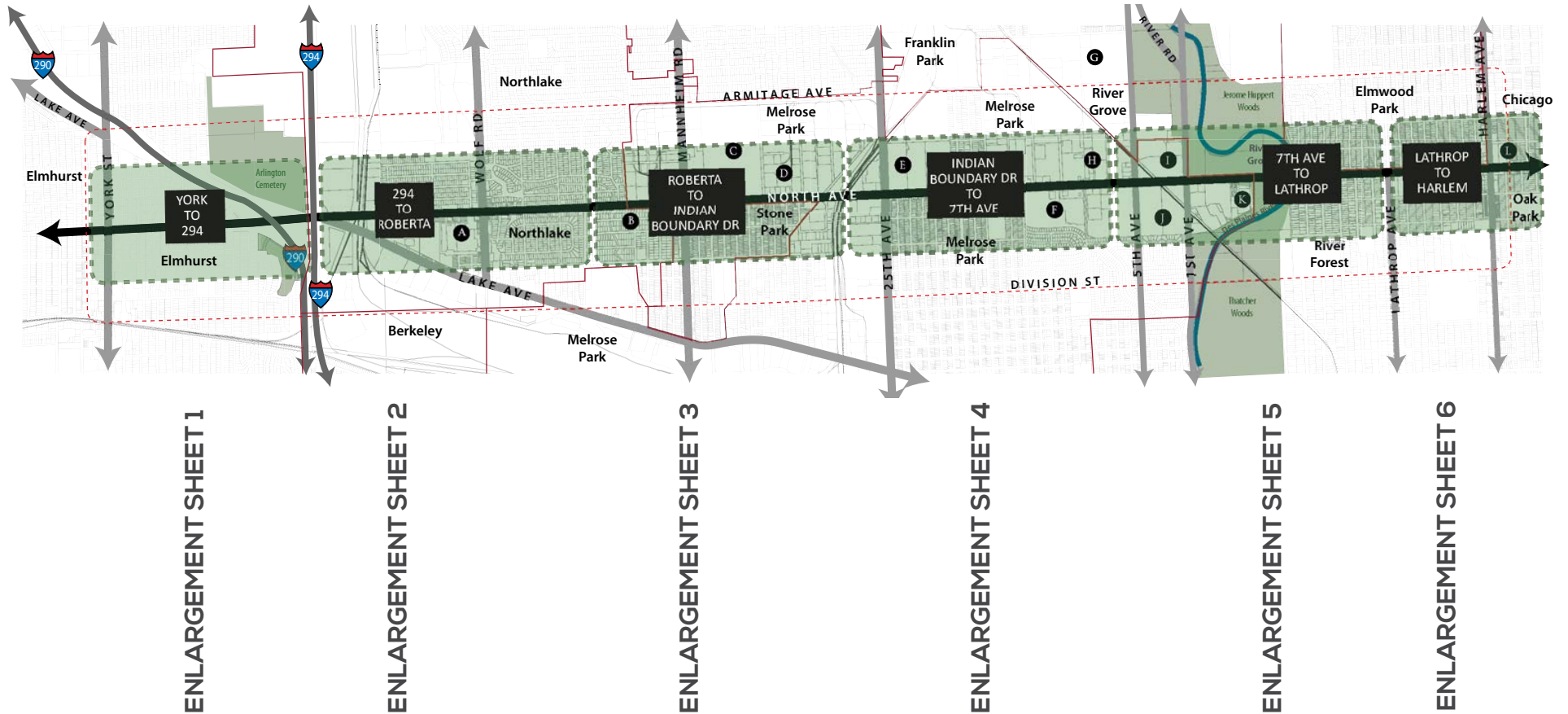
 Corridor Study Area

Regional/Community Anchors

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

CORRIDOR ORGANIZATION

The corridor is organized around six (6) sheet enlargements as illustrated below:





[42%]
of survey respondents reported that they walk to a Pace bus stop on North Avenue

RECOMMENDATIONS LEGEND

Each enlargement sheet refers to improvements as noted in the legend below:

LEGEND

-  Existing Traffic Signal
-  Proposed Enhanced Intersections - Signalized
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
-  Proposed Enhanced Intersections
 - ADA ramp + crosswalks
-  Existing Sidewalks
-  Proposed Sidewalks
 - May Require Coordination with Private Property to Relocate Parking
 - Opportunity for Parking on Side Streets where Appropriate



Pace Bus Stop



Proposed Pace Pulse Station Location

- Heated Shelters/Real Time Signage
- Improved Connectivity to Adjacent Land Uses
- Bike Amenities
- Improved Landscape and Lighting
- A** Future Pulse Station May Move to Farside if Pulse Service is Extended West



Proposed Curb-Cut Consolidation

- May Require Internal Cross Axis Between Land Uses



Improved Viaducts

- Lighting / Sidewalks / Public Art



Proposed Pedestrian Refuge

- Narrow Left Turn Lane



(See Cross-Section Exhibits)

- 2** Existing 195' R.O.W - See pg 35

BICYCLE OPPORTUNITIES



Proposed Route

Proposed Bicycle Crossing at Signal:
Improved Signage/Markings

Municipality

Existing Route (On-Street)

Existing Route (Off-Street)

West Central Municipal Conference

Proposed Route

ENLARGEMENT SHEET 1



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

Key Map

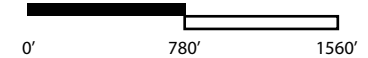


LEGEND

- Existing Traffic Signal
- Proposed Enhanced Intersections - Signalized**
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
- Proposed Enhanced Intersections**
 - ADA ramp + crosswalks
- Pace Bus Stop
- Existing Sidewalks
- Proposed Sidewalks
 - Requires Coordination with IDOT
- Pedestrian Crossing (At-Grade)
 - Requires Coordination with IDOT
- Pedestrian Crossing (Existing Underpass)
- Pedestrian Crossing (New Underpass)
- Improved Viaducts**
 - Lighting / Sidewalks / Public Art
- (See Cross-Section Exhibits)
- Existing 81' R.O.W. - See pg 33

BICYCLE OPPORTUNITIES

- Municipality
- Existing Route (On-Street)



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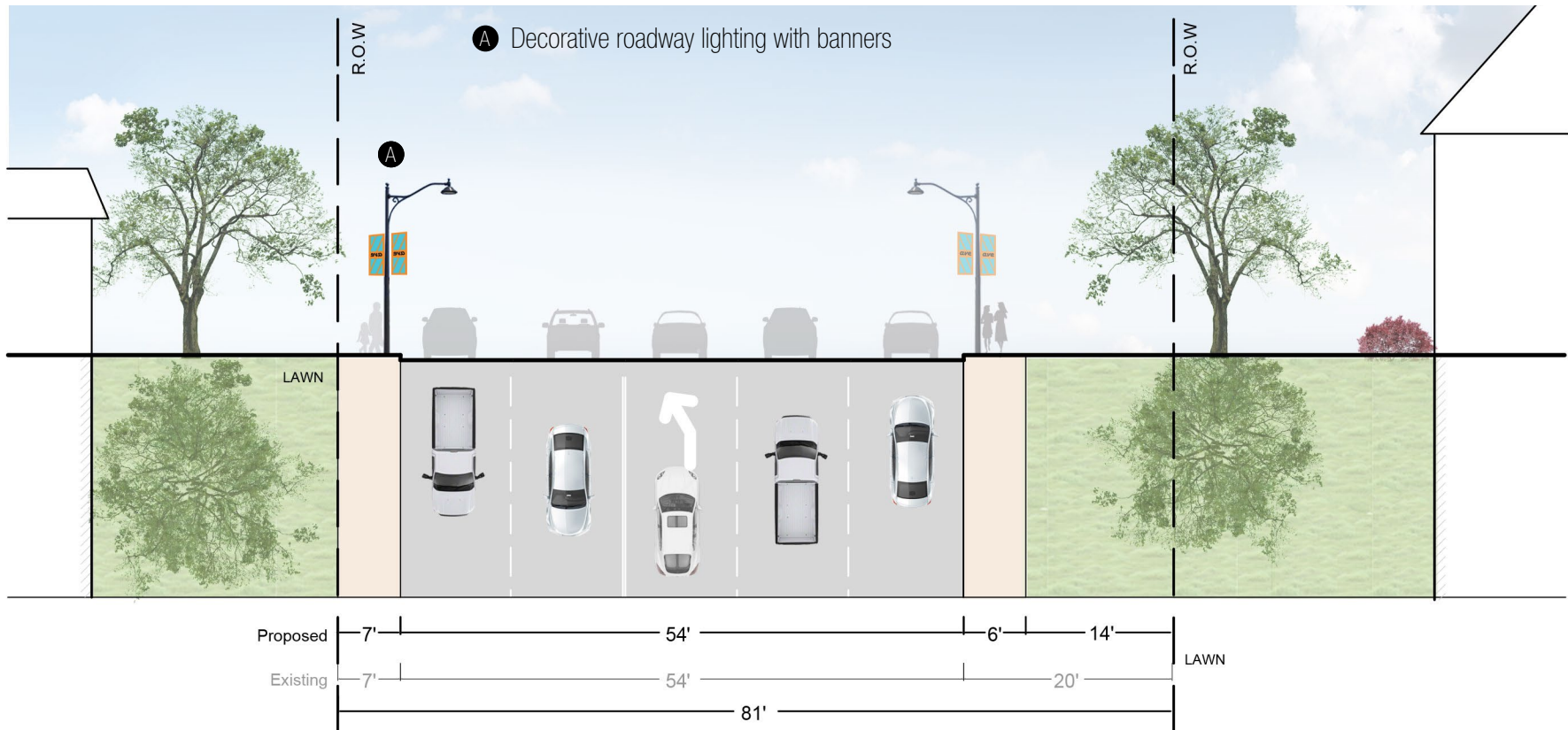


Pace North Avenue Corridor Plan

Opportunities: Transportation Systems and Pedestrian Connections Sheet 1 - York St to 294



SECTION [01] NORTH AVE & BERTEAU AVE



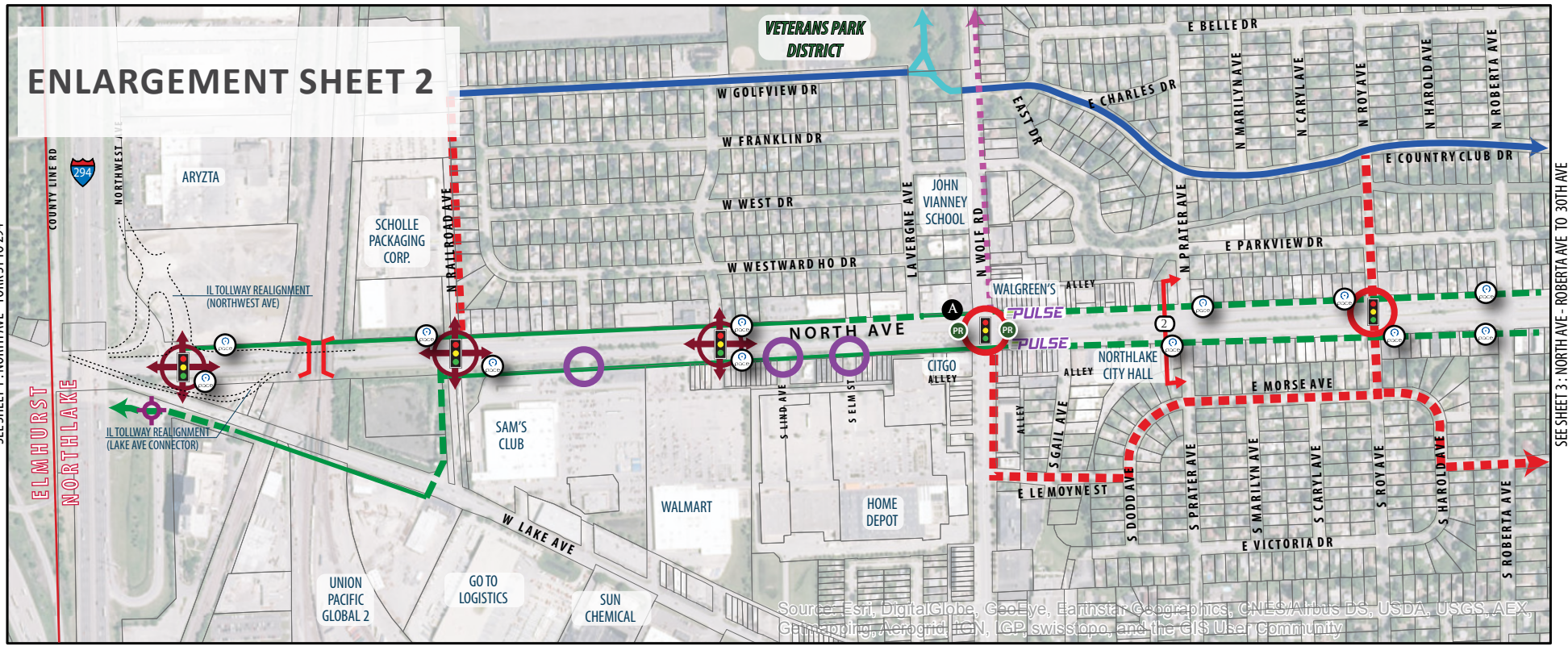
TRANSIT SERVICE RECOMMENDATIONS
 Add posted bus stops at signalized intersections: York Ave., Willow Road, Berteau Ave., Northwest Ave.

PEDESTRIAN / BIKE RECOMMENDATIONS
 Add sidewalk connection underneath I-290/294;
 Enhance intersections with ADA-compliant ramps;
 Improve sidewalk conditions east of I-290/I-294;
 Connect to local bike route via Emroy St.

TRANSPORTATION RECOMMENDATIONS
 Coordinate traffic signal timings;
 Coordinate with IDOT and ISTHA on new interchange ramp and intersection plans;
 Incorporate new sidewalk connections on south side of North Avenue with traffic signals at Lake Street / I-294 ramps.

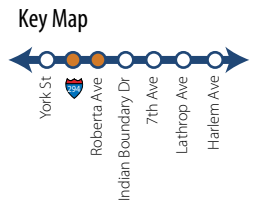
STREETScape RECOMMENDATIONS
 Incorporate decorative roadway lighting;
 Add unified banners and signage;
 Preserve trees as appropriate.

ENLARGEMENT SHEET 2



SEE SHEET 1 : NORTH AVE - YORK ST TO 294

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



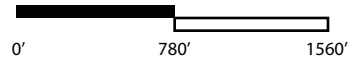
LEGEND

- Existing Traffic Signal
- Proposed Enhanced Intersections - Signalized**
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
- Proposed Enhanced Intersections**
 - ADA ramp + crosswalks
- Existing Sidewalks
- Proposed Sidewalks**
 - May Require Coordination with Private Property to Relocate Parking
 - Opportunity for Parking on Side Streets where Appropriate

- Pace Bus Stop
- Proposed Pace Pulse Station Location**
 - Heated Shelters/Real Time Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting
- Future Pulse Station May Move to Farside if Pulse Service is Extended West**
- Proposed Curb-Cut Consolidation**
 - May Require Internal Cross Axis Between Land Uses
- Improved Viaducts**
 - Lighting / Sidewalks / Public Art
- Proposed Pedestrian Refuge**
 - Narrow Left Turn Lane
- (See Cross-Section Exhibits) Existing 195' R.O.W. - See pg 35

BICYCLE OPPORTUNITIES

- Proposed Route
- Proposed Bicycle Crossing at Signal:** Improved Signage/Markings
- Municipality**
 - Existing Route (On-Street)
 - Existing Route (Off-Street)
- West Central Municipal Conference**
 - Proposed Route



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



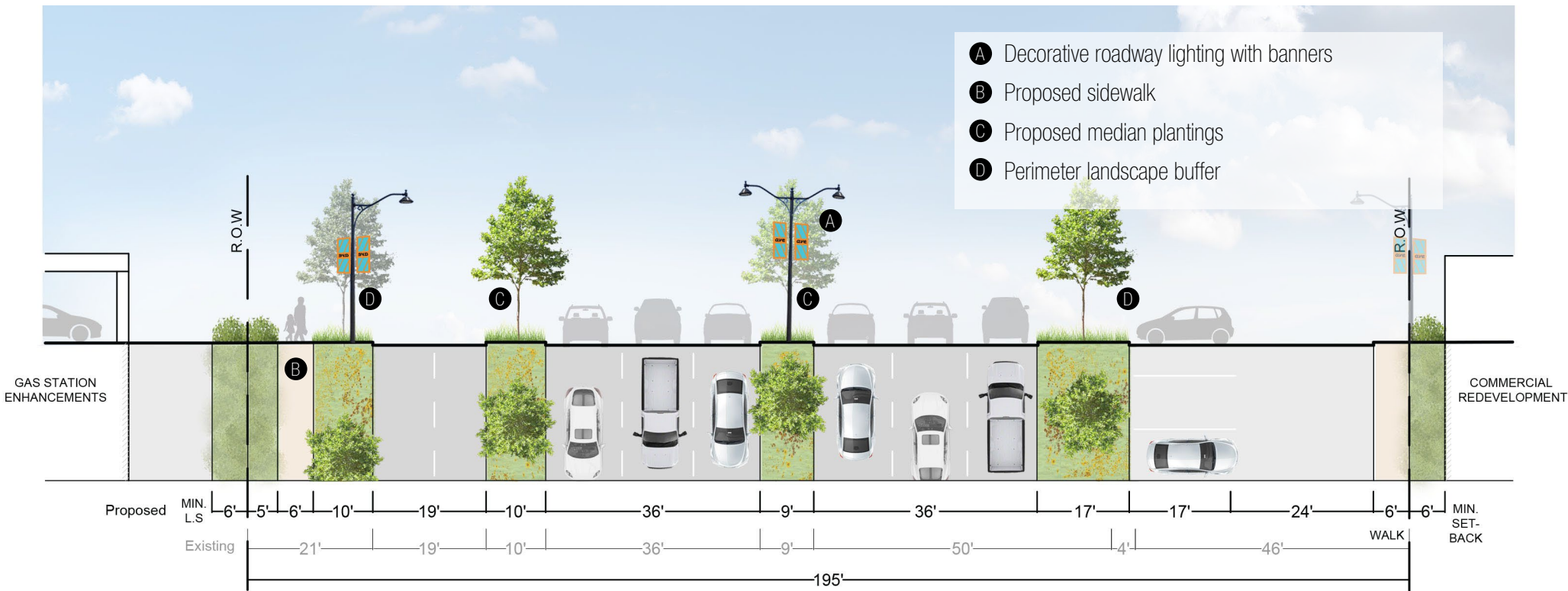
Pace North Avenue Corridor Plan

Opportunities: Transportation Systems and Pedestrian Connections Sheet 2 - 294 to Robertta Ave

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SECTION [02] NORTH AVE & PRATER AVE



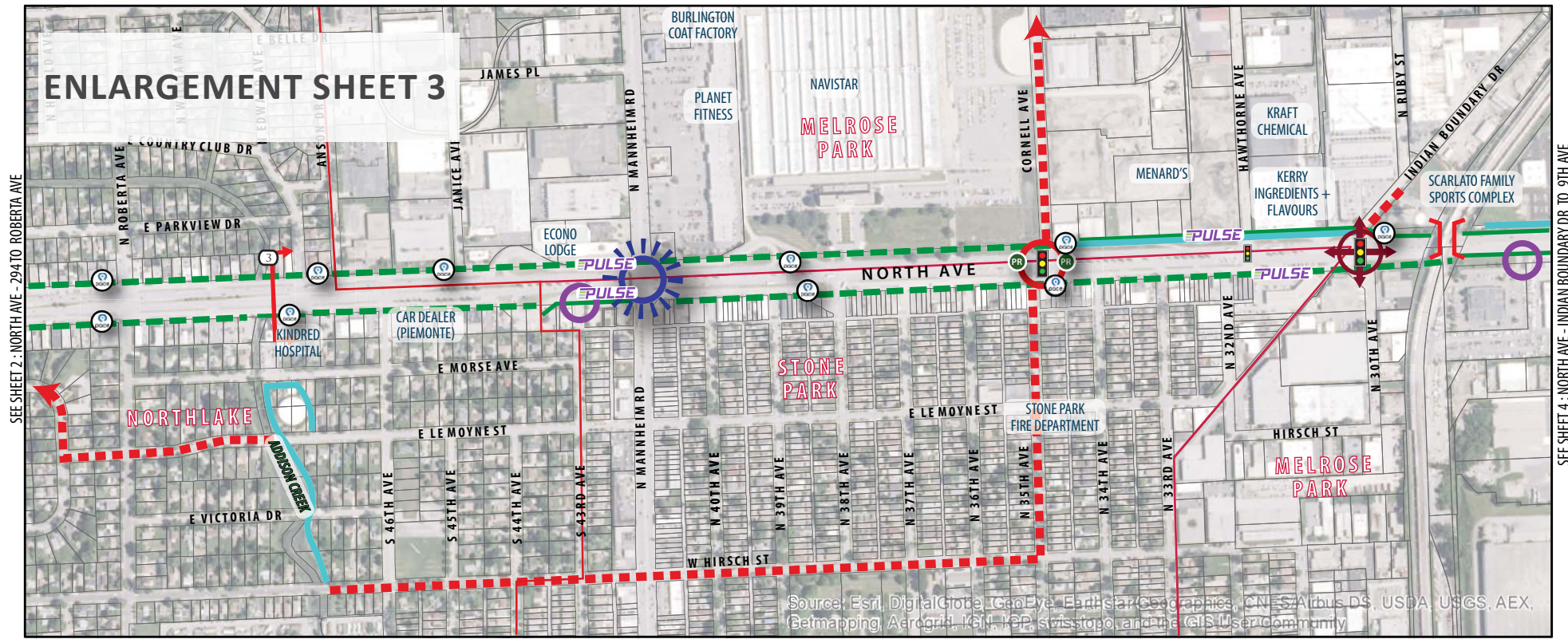
TRANSIT SERVICE RECOMMENDATIONS
 Add Pulse station at Wolf Road;
 Incorporate posted bus stops at Northwest Ave., Railroad Ave., Walmart, Prater Ave., Roy Ave., and Roberta Ave;
 Incorporate relocated bus stop at Prater Ave. and Roberta Ave. outside of frontage road area.

PEDESTRIAN / BIKE RECOMMENDATIONS
 Add proposed bike routes along Wolf Road, Roy Ave., and Lemoyne/Morse Ave; Extend sidewalks along both sides of North Ave. west of Wolf Rd;
 Extend sidewalks south of North Ave along Railroad Ave. to Lake St;
 Enhance intersections with ADA-compliant ramps;
 Incorporate pedestrian refuge at Wolf Rd.;
 Add designated pedestrian path through Walmart/Sam's Club/Home Depot Plaza parking lot.

TRANSPORTATION RECOMMENDATIONS
 Coordinate traffic signal timings;
 Ensure parking doesn't encroach into right-of-way (ROW).

STREETSCAPE RECOMMENDATIONS
 Incorporate decorative roadway lighting;
 Add unified banners and signage;
 Add bioswale plantings in enlarged median landscapes as drainage allows;
 Incorporate plantings at existing painted or raised medians;
 Add perimeter landscape buffering at auto use areas;
 Enhance bus stops with streetscape amenities.

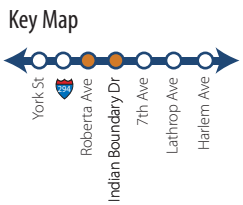
ENLARGEMENT SHEET 3



SEE SHEET 2 : NORTH AVE - 294 TO ROBERTA AVE

SEE SHEET 4 : NORTH AVE - INDIAN BOUNDARY DR TO 9TH AVE

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



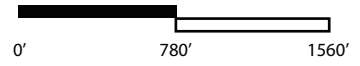
LEGEND

- Existing Traffic Signal
- Proposed Enhanced Intersections - Signalized
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
- Proposed Enhanced Intersections
 - ADA ramp + crosswalks
- Existing Sidewalks
- Proposed Sidewalks
 - May Require Coordination with Private Property to Relocate Parking
 - Opportunity for Parking on Side Streets where Appropriate

- Pace Bus Stop
- Proposed Pace Pulse Station Location
 - Heated Shelters/Real Time Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting
- Improved Viaducts
 - Lighting / Sidewalks / Public Art
- Proposed Intersection Modifications
 - Roadway Realignment
- Proposed Pedestrian Refuge
 - Narrow Left Turn Lane
- (See Cross-Section Exhibits)
- Existing 195' R.O.W - See pg 37

BICYCLE OPPORTUNITIES

- Proposed Route
- Proposed Bicycle Crossing at Signal: Improved Signage/Markings
- Municipality
 - Existing Route (Off-Street)
 - Planned Route



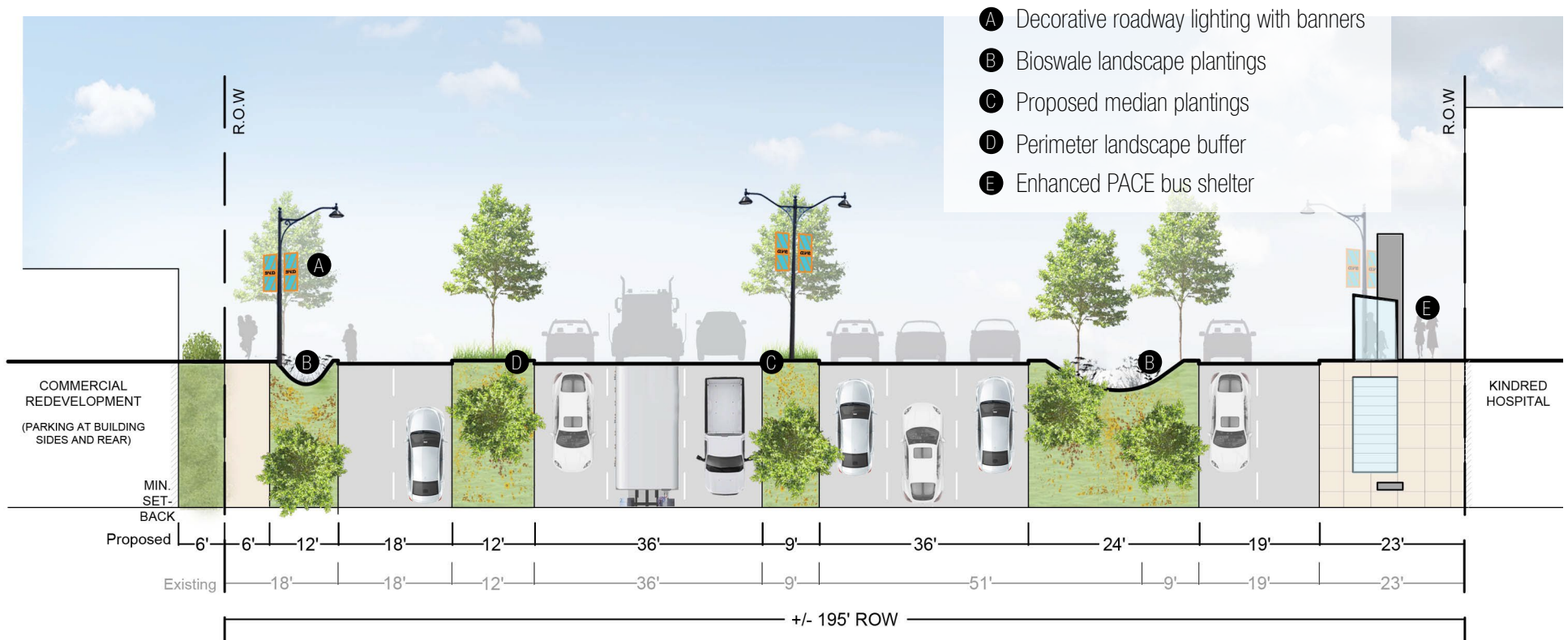
Pace North Avenue Corridor Plan

Opportunities: Transportation Systems and Pedestrian Connections Sheet 3 - Roberta Ave to Indian Boundary Dr

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SECTION [03] NORTH AVE & EDWARDS AVE



TRANSIT SERVICE RECOMMENDATIONS
 Add Pulse stations at Mannheim Road and Hawthorne Ave;
 Incorporate posted bus stops at: Roberta Ave., Edward Ave., 38th Ave./39th Ave., Cornell Ave., Indian Boundary Rd;
 Enhanced bus stop at Roberta Ave. and Edward Ave. should be located outside of frontage road.

PEDESTRIAN / BIKE RECOMMENDATIONS
 Provide bike route extension along Lemoyne and Hirsh Streets, connecting to Addison Creek Trail;
 Add proposed bike route along 35th Ave./Cornell Ave.
 Extend sidewalk along both sides of North Ave.
 Add pedestrian refuge at 35th Ave./Cornell Ave.

TRANSPORTATION RECOMMENDATIONS
 Coordinate with IDOT on Mannheim Road (US 45) interchange reconstruction design opportunities and requirements;
 Ensure Pace Pulse station design requirements incorporated into Mannheim Road interchange planning;
 Coordinate future access potential along interchange ramps.

STREETSCAPE RECOMMENDATIONS
 Incorporate decorative roadway lighting;
 Add unified banners and signage;
 Add bioswale plantings in enlarged median landscapes as drainage allows;
 Incorporate plantings at existing painted or raised medians;
 Add perimeter landscape buffering at auto use areas;
 Enhance bus stops with streetscape amenities.

View looking from North Ave bus stop to Mannheim Rd ramp access.



Pedestrians and cyclists are challenged to navigate the Mannheim Road Interchange and access Mannheim bus stops due to lack of sidewalks, grading issues and tight roadway conditions.

MANNHEIM ROAD INTERCHANGE

A very important stretch of North Avenue that requires attention is the influence area of the Mannheim Road (US 45) interchange. The current ramp configuration does not meet IDOT nor “best practices” for design standards. The ramps do not provide adequate turning radii for trucks to navigate without encroaching into the opposing traffic lanes. Along with the design inadequacies are flooding problems in the North Avenue viaduct during significant rain events. The potential interchange reconstruction option (see Mannheim Road Interchange Concept) has many benefits:

- The ramp tapers and lane widths meet current IDOT design standards;
- The installation of traffic signals on Mannheim Road provide safer vehicles turning access to/from the ramp intersections;
- The installation of traffic signals on Mannheim Road provide a safe means of pedestrian crossing;
- The ramps offer the opportunities to provide Pace Pulse stations and far-side bus stops that are accessed away from the North Avenue mainline;
- A cohesive sidewalk system can be provided to enhance pedestrian and bicycle mobility;
- The existing loop ramp areas can be used as development sites and/or for stormwater management.

The Mannheim Road Interchange will require continued discussion and careful study with IDOT to determine project feasibility.



View looking from Mannheim Rd to North Ave (below).



LEGEND:

- Pedestrian sidewalk
- Pace bus stop
- Pace Pulse station
- Pedestrian refuge island
- Vehicular travel lane
- Site redevelopment/enhancement, (X) acres

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Pace North Avenue Corridor Plan

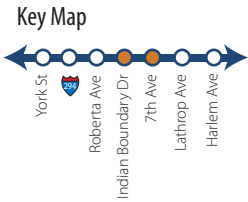
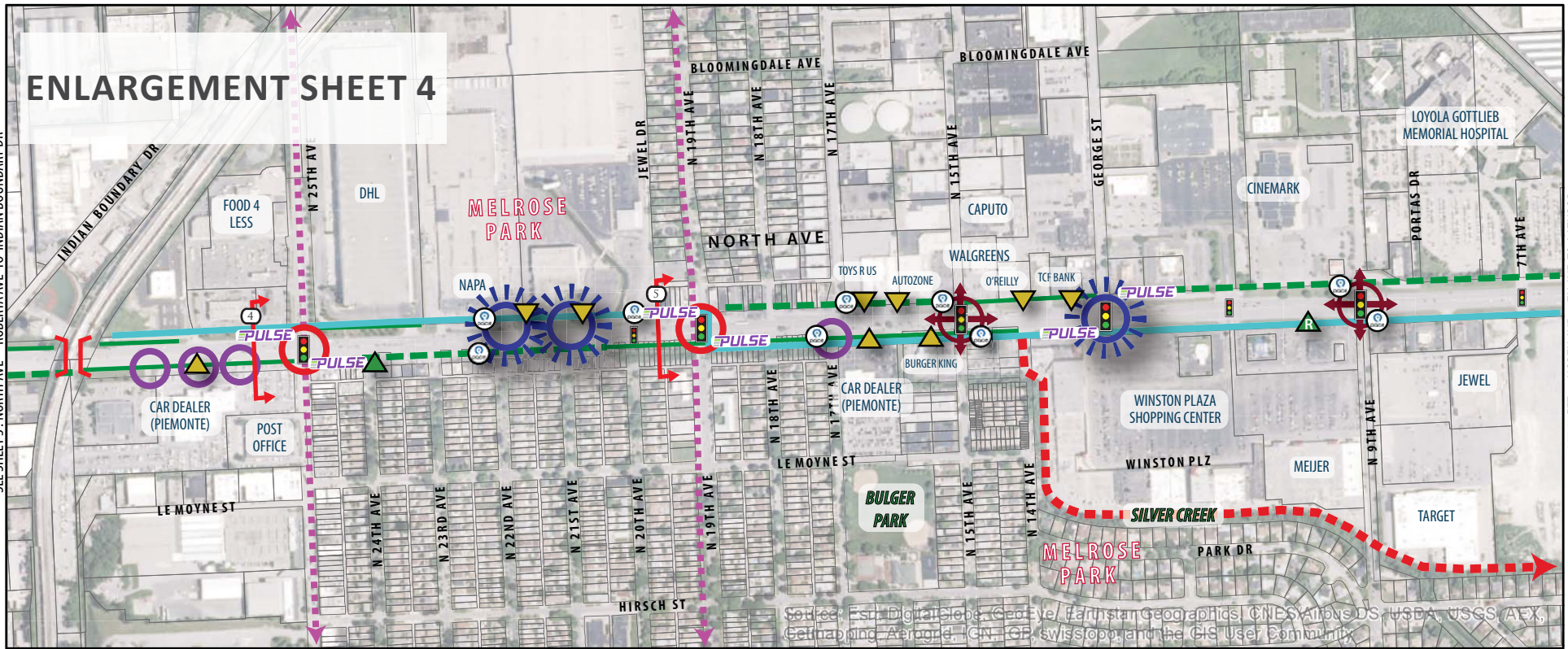
Mannheim Road Interchange Concept



ENLARGEMENT SHEET 4

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

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



LEGEND

- Existing Traffic Signal
- Proposed Enhanced Intersections - Signalized**
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
- Proposed Enhanced Intersections**
 - ADA ramp + crosswalks
- Existing Sidewalks
- Proposed Sidewalks**
 - May Require Coordination with Private Property to Relocate Parking
 - Opportunity for Parking on Side Streets where Appropriate

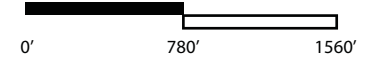
- Pace Bus Stop
 - Proposed Pace Pulse Station Location**
 - Heated Shelters/Real Time Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting
 - Proposed Curb-Cut Consolidation**
 - May Require Internal Cross Axis Between Land Uses
 - Proposed Right-in / Right-out
 - Proposed Right-in Only
 - Improved Viaducts**
 - Lighting / Sidewalks / Public Art
- (See Cross-Section Exhibits)
- Existing 202' R.O.W - See pg 41
 - Existing 134' R.O.W - See pg 41

- Proposed Intersection Modifications**
 - Roadway Realignment

BICYCLE OPPORTUNITIES

- Proposed Route
- Proposed Bicycle Crossing at Signal: Improved Signage/Markings

- Municipality
- Existing Route (Off-Street)
 - Proposed Route



Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmap and AeroGRID, IGN, GE, SwissTopo, and the GIS User Community



Pace North Avenue Corridor Plan

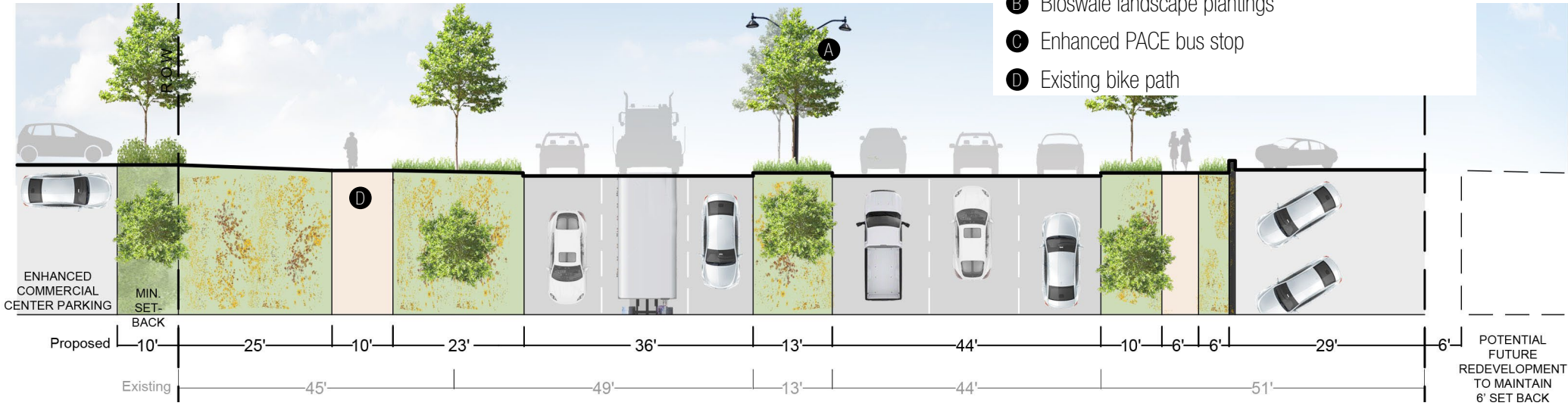
Opportunities: Transportation Systems and Pedestrian Connections Sheet 4 - Indian Boundary Dr to 7th Ave

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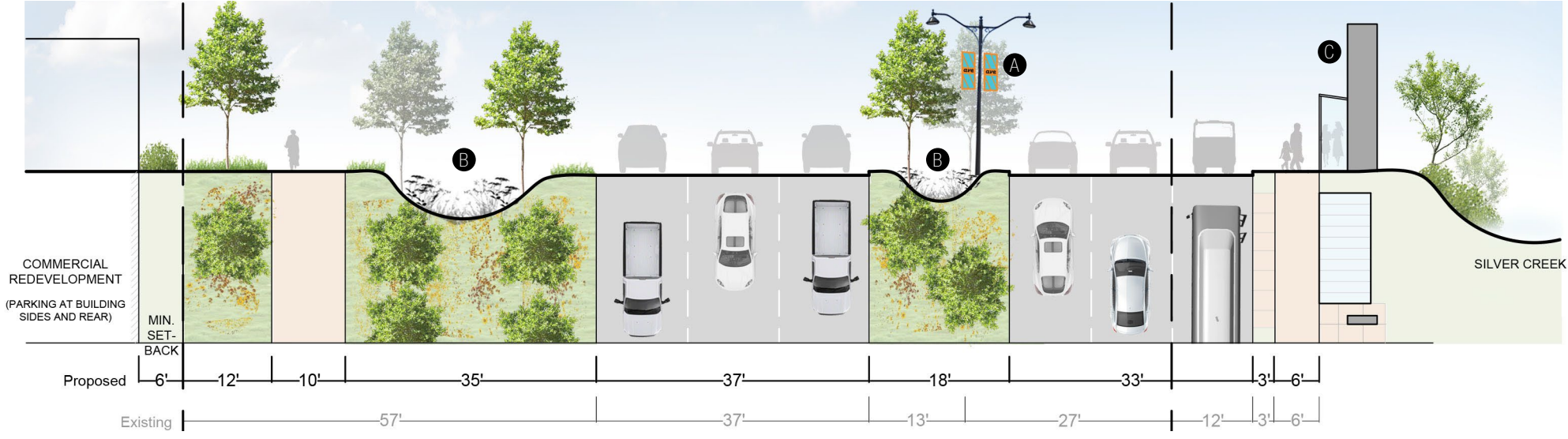


SECTION [04] NORTH AVE & 25TH AVE

- A** Decorative roadway lighting with banners
- B** Bioswale landscape plantings
- C** Enhanced PACE bus stop
- D** Existing bike path



SECTION [05] NORTH AVE & BROADWAY AVE

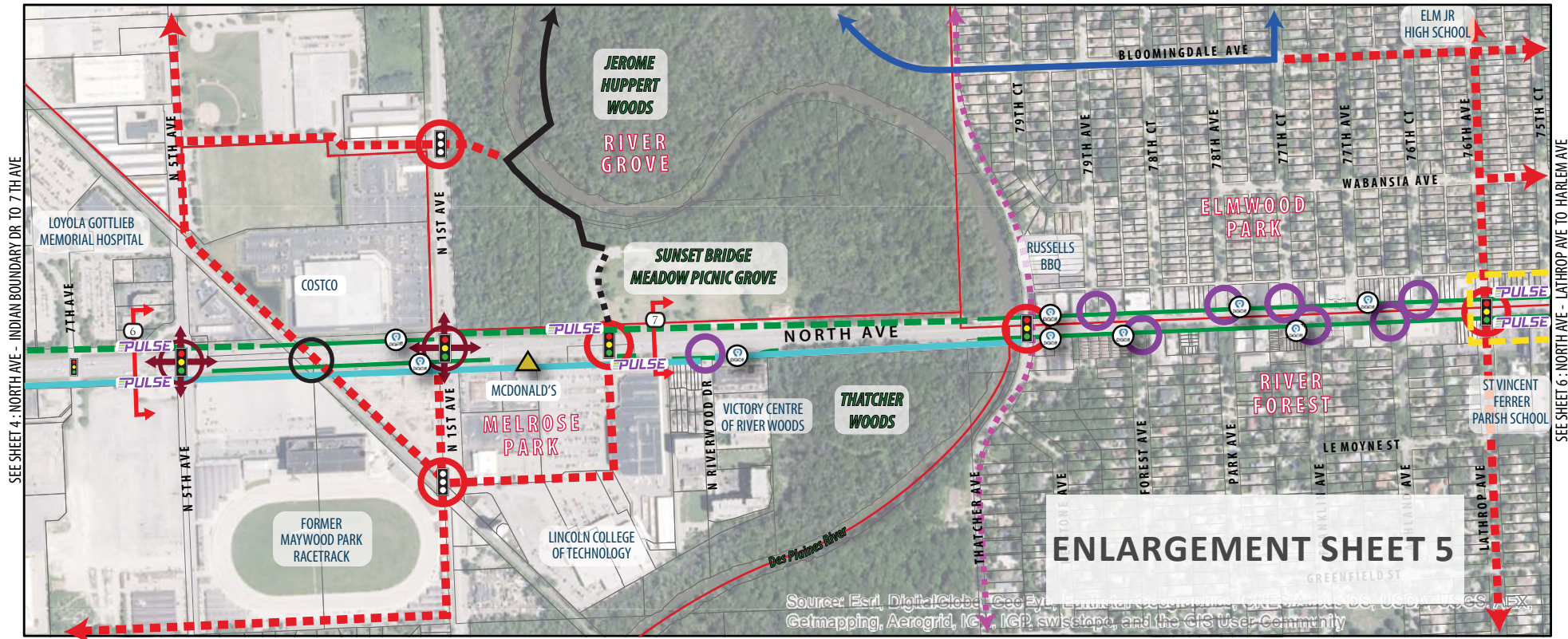


TRANSIT SERVICE RECOMMENDATIONS
 Add Pulse station at 25th Ave., 19th Ave., and George St.;
 Add Posted bus stops at: 22nd Ave., 20th Ave./Jewel Dr., 17th Ave., 15th Ave., 9th Ave.

PEDESTRIAN / BIKE RECOMMENDATIONS
 Extend north-south bike routes on 25th Ave. and 19th Ave. to connect to the North Ave. Commuter Bike Path;
 Add east-west bike route along Silver Creek;
 Define pedestrian path through Winston Plaza parking lot;
 Enhance intersections with ADA-compliant ramps.

TRANSPORTATION RECOMMENDATIONS
 Coordinate traffic signal timings;
 Close unneeded access drives / combine access points to minimize vehicle and pedestrian conflicts; provide cross access whenever possible;
 Realign Winston Plaza access, aligned with George Street;
 Signalize frontage road on north side, as part of George Street / Winston plaza intersection improvement;
 Ensure parking doesn't encroach into ROW

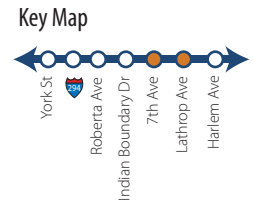
STREETSCAPE RECOMMENDATIONS
 Incorporate decorative roadway lighting;
 Add unified banners and signage;
 Add bioswale plantings in enlarged median landscapes as drainage allows;
 Incorporate plantings at existing painted or raised medians;
 Enhance bus stops with streetscape amenities.



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

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

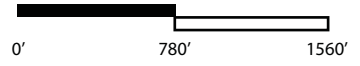
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR AeroGlobe, USDA, AeroGRID, IGN, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



- ### LEGEND
- Existing Traffic Signal
 - Proposed Enhanced Intersections - Signalized**
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
 - Proposed Enhanced Intersections**
 - ADA ramp + crosswalks
 - Existing Sidewalks
 - Proposed Sidewalks**
 - May Require Coordination with Private Property to Relocate Parking
 - Opportunity for Parking on Side Streets where Appropriate

- Pace Bus Stop
- Proposed Pace Pulse Station Location**
 - Heated Shelters/Real Time Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting
- Proposed Curb-Cut Consolidation**
 - May Require Internal Cross Axis Between Land Uses
- Proposed ITEP Streetscape Improvements**
 - Lathrop to Harlem
 - River Forest and Elmwood Park
 - New Sidewalks, Colored Crosswalks, Planters, Lights, and Raised Landscape Median
- (See Cross-Section Exhibits)
 - Existing 200' R.O.W - See pg 43
 - Existing 200' R.O.W - See pg 45

- ### BICYCLE OPPORTUNITIES
- Proposed Route
 - Proposed Bicycle Crossing at Signal: Improved Signage/Markings
 - Proposed Signal Location: Improved Signage/Markings
 - Municipality**
 - Existing Route (On-Street)
 - Existing Route (Off-Street)
 - Forest Preserves of Cook County**
 - Existing Trail
 - Proposed Trail
 - West Central Municipal Conference**
 - Proposed Route



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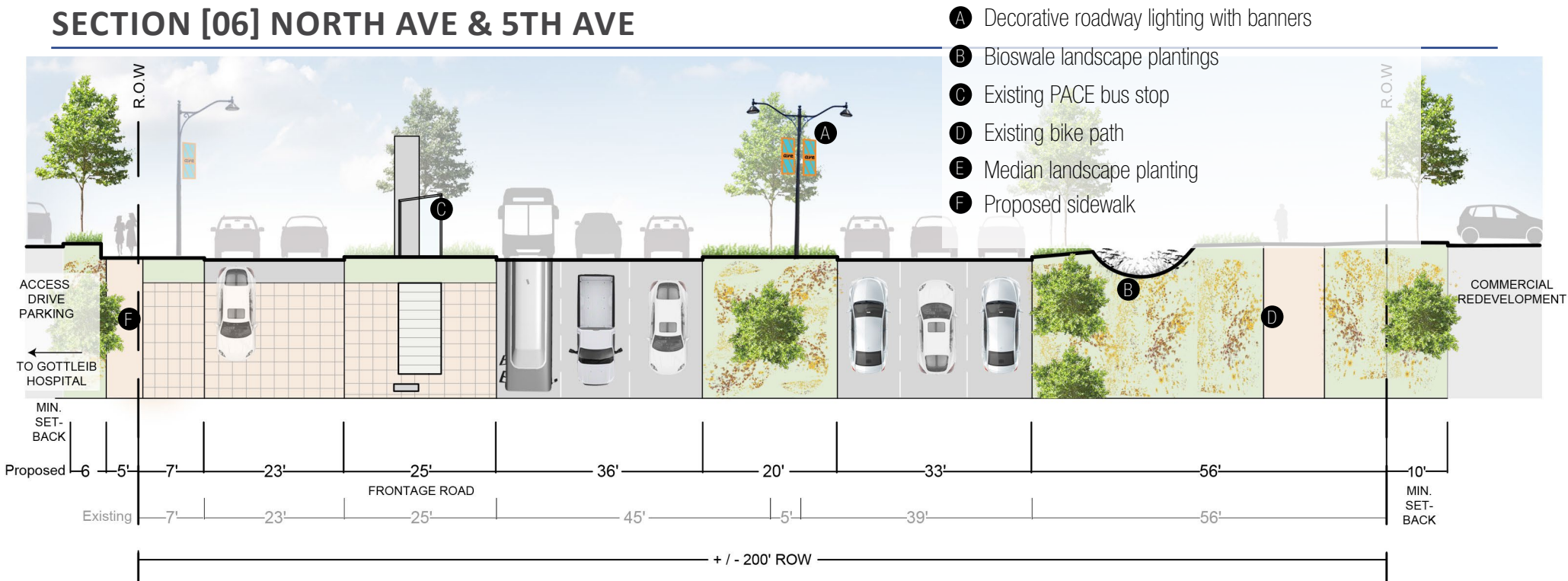


Pace North Avenue Corridor Plan

Opportunities: Transportation Systems and Pedestrian Connections Sheet 5 - 7th Ave to Lathrop Ave



SECTION [06] NORTH AVE & 5TH AVE



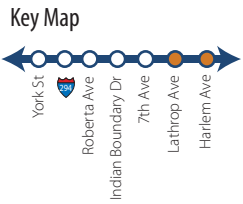
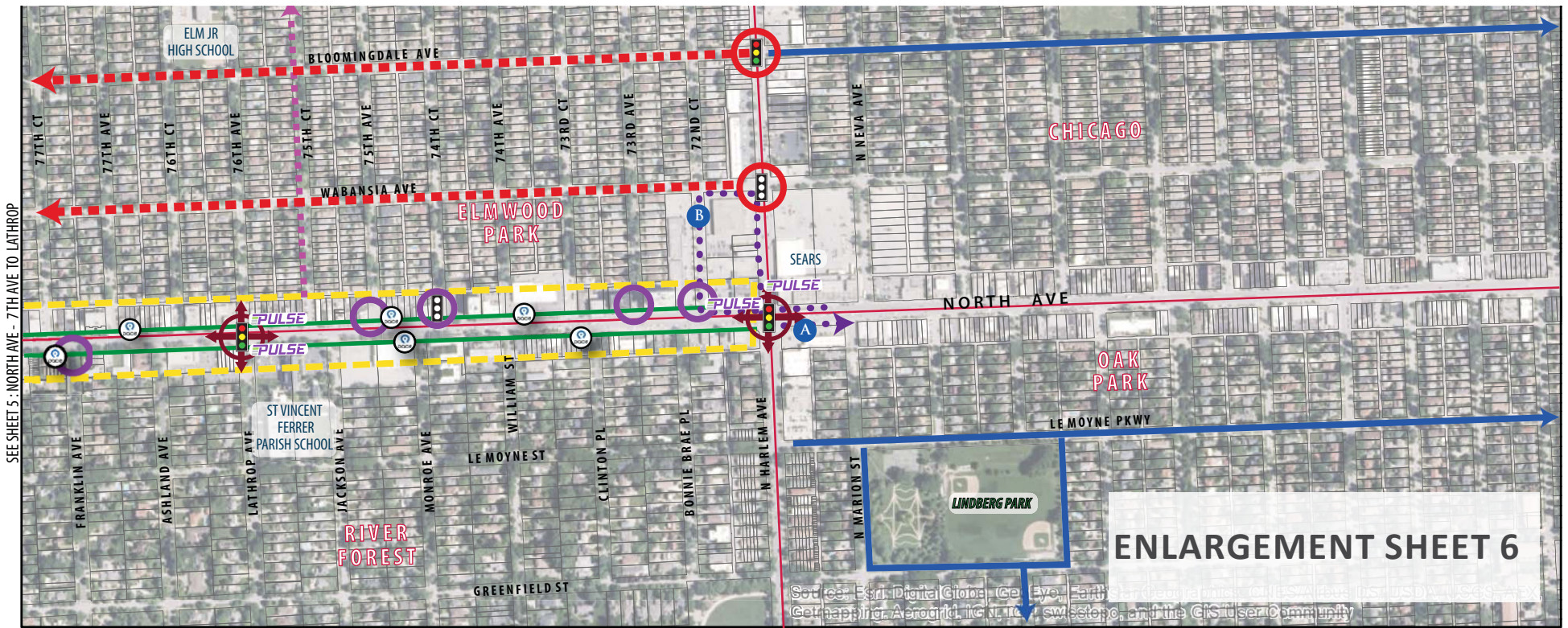
TRANSIT SERVICE RECOMMENDATIONS
 Pulse station at 5th Ave., Cook County Forest Preserve/ Lincoln Tech access drive, 76th Ave./ Lathrop Ave.;
 Add posted bus stops at: 1st Ave., Thatcher Ave., Forest Ave., 78th Ave., Franklin Ave./77th Ave.

PEDESTRIAN / BIKE RECOMMENDATIONS
 Add bike path connection from North Ave. Commuter Path north through Cook County Forest Preserve District; Add proposed local bike route network between Triton College, Maywood Park, Lincoln Tech, and Cook County Forest Preserve District; Add proposed bike route along Thatcher Ave.;
 Incorporate proposed local bike network along Bloomingdale Ave. and Wabansia Ave from 76th Ave. to Harlem Ave.;
 Enhance intersections with ADA-compliant ramps;
 Extend sidewalk along north side of North Ave. between Thatcher Ave. and 1st Ave.;
 Accommodate internal pedestrian paths.

PEDESTRIAN / BIKE RECOMMENDATIONS (continued)
 Enhance crosswalk design with high visibility markings and countdown timers for bike/ped crossing at 1st Ave. and 5th Ave.;
 Provide pedestrian refuge at signalized intersections as possible;
 Connect to North Ave. Commuter Bike Path, located along the south side of North Ave. between 19th Ave. and Thatcher Ave.;
 Complete southern portion of Des Plaines River Trail, with connections to 1st Ave, Triton College, and the former Menards site;
 Provide on-site bike parking at major destinations and transit stations.

TRANSPORTATION RECOMMENDATIONS
 Coordinate traffic signals;
 Close unneeded access drives and combine access points to minimize vehicle and pedestrian conflict points; provide cross access whenever possible;
 Coordinate access management and traffic operations plans for former Maywood Park racetrack when redevelopment plans are known.

STREETSCAPE RECOMMENDATIONS
 Incorporate decorative roadway lighting;
 Add unified banners and signage;
 Add bioswale plantings in enlarged landscapes as drainage allows;
 Incorporate landscaped medians;
 Enhance bus stops with streetscape amenities.



LEGEND

- Existing Traffic Signal
- Proposed Enhanced Intersections - Signalized**
 - Improved Curb Realignment
 - ADA ramp + Crosswalks
 - Updated Signalization
- Proposed Enhanced Intersections**
 - ADA ramp + crosswalks
- Existing Sidewalks

- Pace Bus Stop
- Proposed Pace Pulse Station Location**
 - Heated Shelters/Real Time Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting
- Proposed ITEP Streetscape Improvements**
 - Lathrop to Harlem
 - River Forest and Elmwood Park
 - New Sidewalks, Colored Crosswalks, Planters, Lights, and Raised Landscape Median

CTA BUS ROUTE

- Relocated Neva and North #72 Stop to Harlem and North Ave (Close Curb Cut)
- Bus Bay
- Proposed CTA Route #72

BICYCLE OPPORTUNITIES

- Proposed Route
- Proposed Bicycle Crossing at Signal: Improved Signage/Markings
- Proposed Signal Location: Improved Signage/Markings
- Existing Route (On-Street)
- Proposed Route



ENLARGEMENT SHEET 6

Source: Esri, DigitalGlobe, GeoEye, Earthstar (United States), CNES/Airbus DS, USDA, AeroGRID, IGN, Swayze, and the GIS User Community



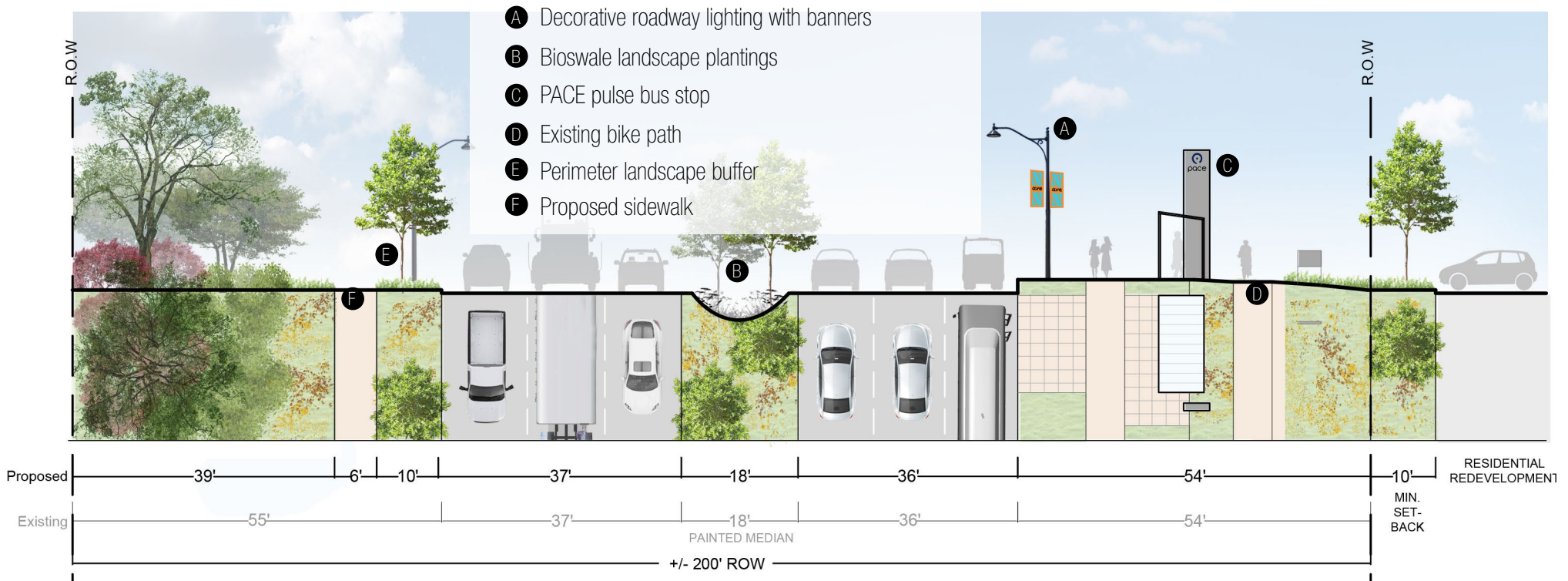
Pace North Avenue Corridor Plan

Opportunities: Transportation Systems and Pedestrian Connections Sheet 6 - Lathrop Ave to Harlem Ave

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SECTION [07] NORTH AVE & SUNSET BRIDGE MEADOW PICNIC GROVE



TRANSIT SERVICE RECOMMENDATIONS

Add Pulse stations at 76th Ave. / Lathrop Ave. and Harlem Ave;
 Add posted bus stops at: 77th Ave. /Franklin Ave., 75th Ave./ Monroe Ave., 74th Ave., Clinton Pl; North/Harlem westbound stop;
 Reroute CTA Route 72 to travel through the North Ave/Harlem Ave intersection with a new layover area located on 72nd Court;
 Evaluate feasibility to convert existing through/right turn lane on east approach to North Ave to Bus/right turn only.

PEDESTRIAN / BIKE RECOMMENDATIONS

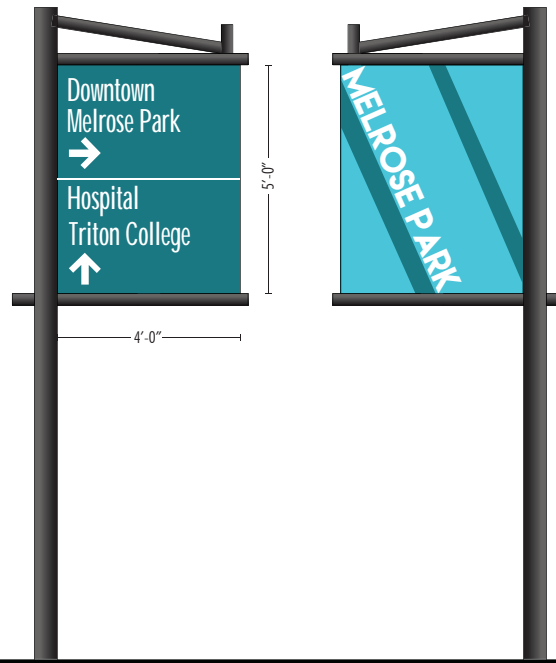
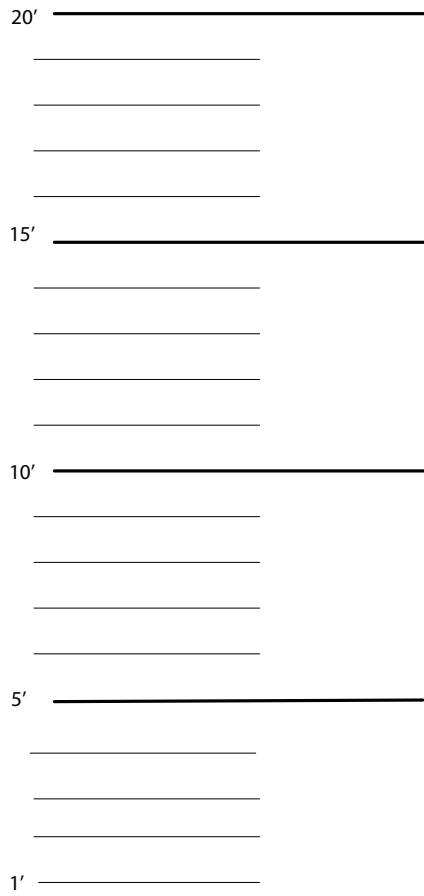
Accommodate interconnected pedestrian paths throughout parking lots to adjacent land uses;
 Enhance crosswalk design with high visibility markings and countdown timers for bike/ped crossing along Harlem Ave at Wabansia and North Avenues;
 Add proposed local bike network along Bloomingdale Ave. and Wabansia Ave from 76th Ave. to Harlem Ave. and along 75th Ct.;
 Add new traffic signal at Wabansia & Harlem Avenues to provide safer transit operations and bike/ped crossings;
 Enhanced intersections with ADA-compliant ramps.;
 Pedestrian-level lighting between Lathrop Ave. and Harlem Ave.;
 Expand on-site bike parking at commercial uses.

TRANSPORTATION RECOMMENDATIONS

Coordinate traffic signals;
 Test for traffic signal warrants at 74th Court;
 Maintain on-street parking for businesses;
 Coordinate access management and traffic operations plans for Sears site when redevelopment plans are known;
 Coordinate Pace bus stop needs with ITEP grant being pursued by River Forest and Elmwood Park.

STREETSCAPE RECOMMENDATIONS

Incorporate decorative roadway lighting;
 Add unified banners and signage;
 Add bioswale plantings in enlarged median landscapes as drainage allows;
 Incorporate plantings at existing painted or raised medians;
 Add perimeter landscape buffering at auto use areas;
 Enhance bus stops with streetscape amenities;
 Preserve existing plantings as appropriate.



Vehicular Directional
North Avenue
SIGN SIZE: 4'W X 5' HT

Directional Sign Lettering:
6" Capital, 4.5" Lower Case
per MUTCD Standards

Bicycle Directional
North Avenue
SIGN SIZE: 2'-4" W X 2'-4" HT



WAYFINDING SIGNAGE
As the front door to the corridor communities, North Avenue can be enhanced by a unified wayfinding signage program. The vehicular directional signs and bicycle directional signs shown below incorporate a stylized "N" to provide a consistent and attractive brand for North Avenue, as well as provide opportunities for individual community identifiers.



Pace North Avenue Corridor Plan

Opportunities: Wayfinding Signage Concepts



PHOTO EXAMPLES | Best practices for corridor signage include appropriately scaled and clearly legible wayfinding signs for vehicle and bicycle use.



PHOTO EXAMPLES | Best practices for pedestrian crossings include enhanced pavements, ADA access ramps, enhanced pedestrian crosswalks, pedestrian refuge islands, improved signalization and countdown timers.



PHOTO EXAMPLES
Best practices for corridor roadway lighting includes appropriately scaled vehicular light poles with LED luminaires. Sculptural elements may be integrated as shown below.



PHOTO EXAMPLES | Best practices for sustainable stormwater storage through the appropriate use of drainage and utility improvements and native plantings including bioswales.



[70%]

of survey respondents are very likely or somewhat likely to walk to destinations on North Ave with improved landscape plantings



bike facilities {46%}
landscaped medians {39%}
wider sidewalks {34%}

the top three items that survey respondents would choose to change along North Avenue

PHOTO EXAMPLES | Best practices for corridor landscape plantings include salt tolerant canopy trees and low shrubs that enhance the landscape environment while maximizing views.

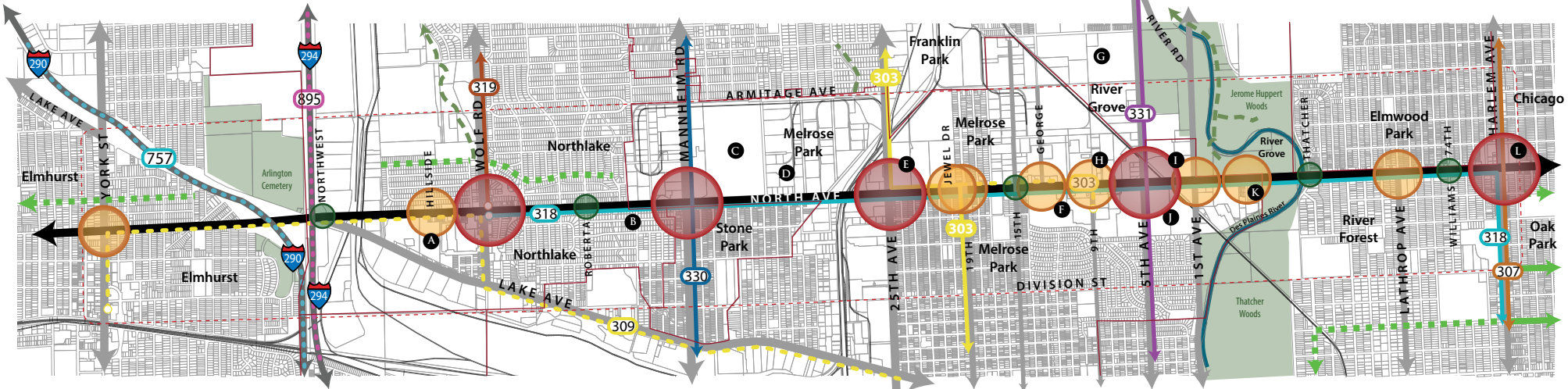


[62%]
of survey respondents reported that they feel safe riding Pace buses

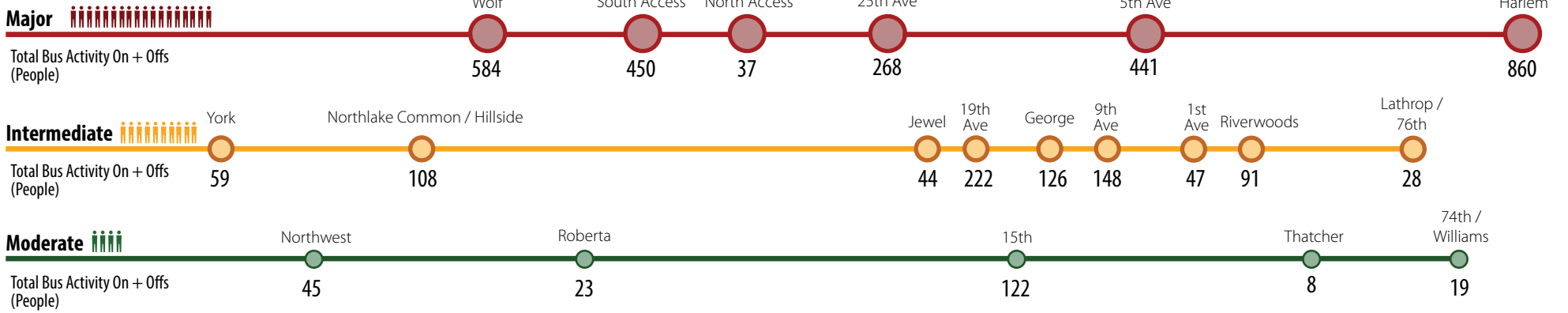
PULSE STATION LOCATION OPPORTUNITIES

Based on ridership data, adjacent land uses and community destinations, Pace bus ‘hot spots’ were identified as opportunities to guide a phased approach to future Pace bus station improvements.

Each ‘hot spot’ is an opportunity to reinforce transit access nodes and pedestrian activity areas with enhanced bus station areas, pedestrian crossings, bike access and improvements to surrounding land uses. The following diagrams depict opportunities for enhancements at each of the hot spot locations.



Pedestrian Hot Spots



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 | D Menards | H Loyola Gottlieb
Memorial Hospital | K Residences of
Riverwood |
| B Kindred Hospital | E DHL | I Costco | L Sears |
| C Navistar | F Winston Plaza
Shopping Center | J Former Maywood
Park Racetrack | |
| | G Triton College | | |



Pace North Avenue Corridor Plan

Existing Conditions: Pedestrian Hot Spots



LAND USE AND TRANSIT NODES

North Avenue traverses a complex mix of land use patterns, including large and small scale commercial businesses, multi-family housing, employment centers, health care institutions, higher educational institutions, and regional open spaces with established single family neighborhoods and community parks in close proximity to the corridor. An inventory of existing land uses and corridor character can be found in the Existing Conditions Report in the Appendix.

As Pace continues to develop improved service and future Pulse stations at key locations, a significant opportunity exists to provide much needed connections between North Avenue and the various land uses it serves.

Ten (10) proposed Pace Pulse Station Locations are depicted on the following map and enlargement diagrams. These demonstrate opportunities to consider Pulse Stations to function as transit hubs, providing safe, attractive access for Pace riders. Also, opportunities exist for communities and property owners to make improvements that support bus riders, bicyclists and pedestrians at the North Avenue frontage.

Within the public right of way, intersection and sidewalk improvements such as enhanced pavements, signalization, lighting, signage and landscaping can enhance pedestrian connectivity.

Within privately controlled properties, considerations for building, parking lot and drive thru placement should consider logical pedestrian access. Attractive building, signage, lighting and landscaping treatments are recommended to improve the transit experience. As appropriate, comfortable outdoor seating and dining areas are recommended to support transit hubs with additional activity.

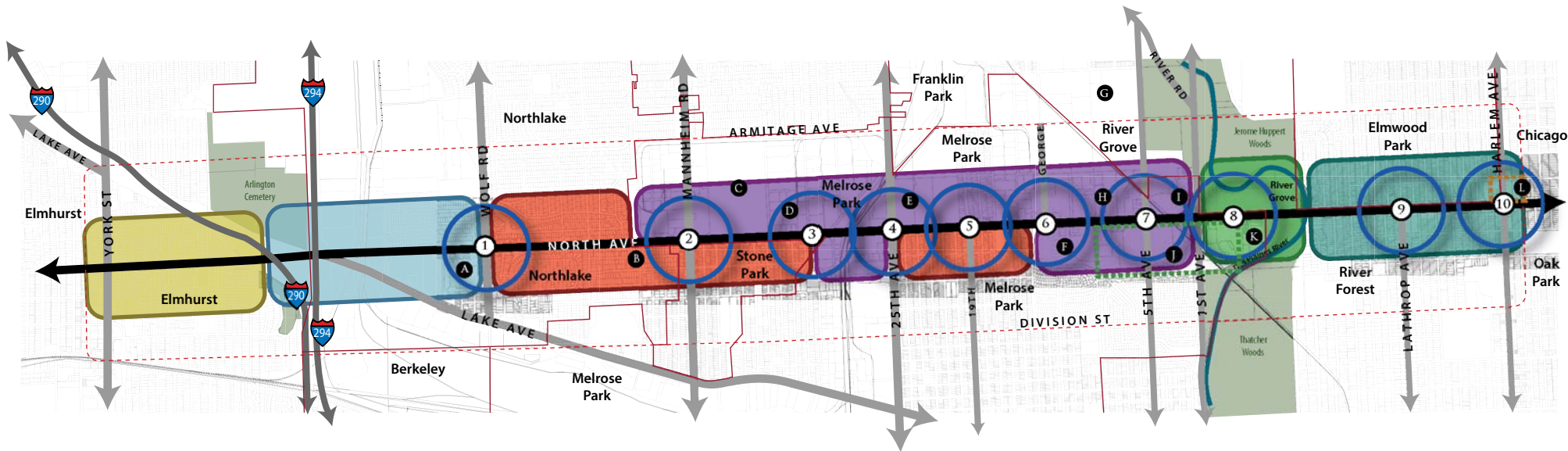
MARKET DATA

Market data is provided for all Pulse station node areas. As shown, North Avenue includes a significant population of residents and employees surrounding the station areas. Bike riders are included in the data tables also as bicycling was noted as a preferred mode of travel during the outreach activities.

Market size information is provided for all potential Pulse stations. As shown, North Avenue stations are walkable for a significant number of residents and employees. The population that could bicycle to stations is also large and was noted as a preferred mode of travel during the outreach activities. The 30-minute drive time reveals why potential North Avenue station areas are so attractive to businesses.

MARKET DATA	WOLF RD	MANNHEIM RD	HAWTHORNE	25TH AVE	19TH AVE	GEORGE ST	5TH AVE	RIVERWOODS	LATHROP AVE/ 76TH AVE	HARLEM AVE
Residents: Half Mile Radius	3,702	5,571	3,686	4,073	6,734	4,595	1,945	2,150	6,236	6,139
Employees: Half Mile Radius	1,896	1,942	3,719	3,928	3,382	3,210	1,481	675	2,706	2,957
Residents: 10-Minute Bike Ride	30,746	47,944	44,293	50,254	43,609	39,035	44,495	41,118	36,583	53,187
Employees: 10- Minute Bike Ride	20,785	22,354	22,360	26,953	23,004	20,728	23,872	19,162	11,045	16,576
Residents: 30-Minute Drive Time	4,369,604	4,216,619	4,070,122	4,072,580	4,088,326	4,096,100	4,250,600	4,177,270	3,857,630	3,912,491

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Legend

- Corridor Study Area
 - Proposed Pace Pulse Station Location
- Corridor Land Use Framework**
- Single-Family
- Interconnected Single-Family Residential
 - Interchange Hub
- Mix of Industrial, Commercial and Interconnected Single-Family Residential
 - Semi-Urban
- Mix of Small Format Commercial and Abutting Interconnected Single-Family Residential
 - Large Format
- Mix of Large Format Commercial, Industrial, and Institutional Developments
 - Des Plaines River Greenway
- Mix of Forest Preserve, Multi-Family Residential, and Commercial Developments
 - Urban
- Mix of Pedestrian Friendly Commercial, Multi-Family Residential and Interconnected Single-Family Residential

- Proposed Pace Pulse Station Locations**
- ① Wolf Rd
 - ② Mannheim Rd
 - ③ Hawthorne Ave
 - ④ 25th Ave
 - ⑤ 19th Ave / Broadway Ave
 - ⑥ George St
 - ⑦ 5th Ave
 - ⑧ Riverwoods / Forest Preserve
 - ⑨ 76th / Lathrop Ave
 - ⑩ Harlem Ave

- Regional/Community Anchors**
- A** 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

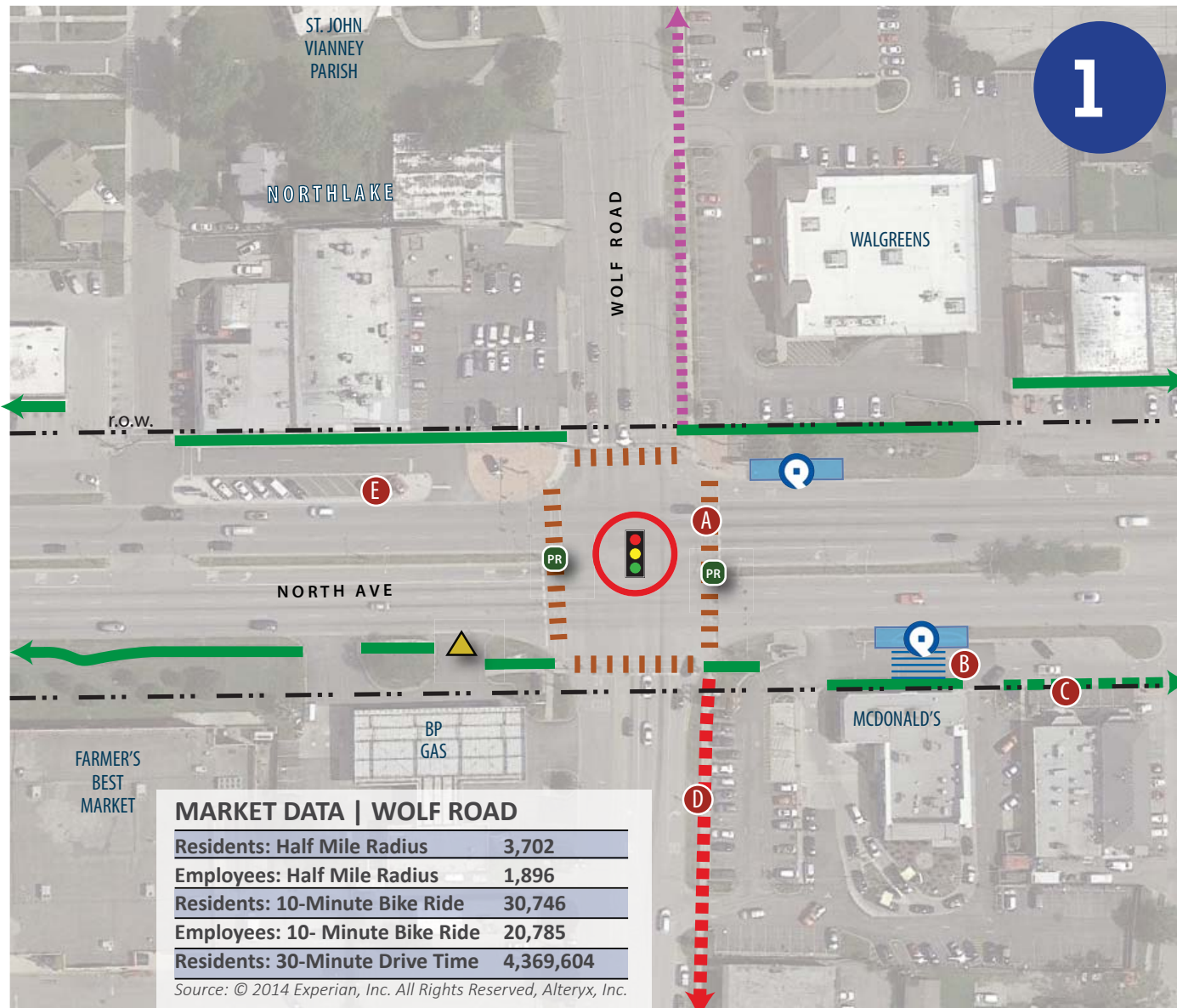
- Development Sites**
- Sears Site
 - Former Maywood Site Development



Pace North Avenue Corridor Plan

Opportunities: Corridor Land Use Framework York St to Harlem Ave





- A** Improved Marked Crosswalks and ADA Access
- B** Proposed Pace Pulse Station with Improved Connections between Shelter and Businesses via Raised Crosswalk Across Parking Lot
- C** Proposed Sidewalks and Pedestrian Connections, May Require Coordination with Private Property Parking
- D** Proposed Off-Street Multi-Use Path
- E** Future Pulse Station May Move Farside if Pulse Service is Extended West



Proposed Bicycle Crossing at Signal:
Improved Signage/Markings

Existing Sidewalks

Proposed Sidewalks / Pedestrian Access
 • May Require Coordination with Private Property to Relocate Parking

Proposed Off-Street Multi-Use Path

Proposed Bike Route
 (West Central Municipal Conference)



Proposed Curb-Cut Consolidation
 • May Require Internal Cross Axis Between Land Uses



Proposed Pedestrian Refuge
 • Narrow Left Turn Lane



Proposed Pace Pulse Station Location
 • Updated Shelters/Signage
 • Improved Connectivity to Adjacent Land Uses
 • Bike Amenities
 • Improved Landscape and Lighting

MARKET DATA | WOLF ROAD

Residents: Half Mile Radius	3,702
Employees: Half Mile Radius	1,896
Residents: 10-Minute Bike Ride	30,746
Employees: 10- Minute Bike Ride	20,785
Residents: 30-Minute Drive Time	4,369,604

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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - Wolf and North Ave





MARKET DATA | MANNHEIM ROAD

Residents: Half Mile Radius	5,571
Employees: Half Mile Radius	1,942
Residents: 10-Minute Bike Ride	47,944
Employees: 10- Minute Bike Ride	22,354
Residents: 30-Minute Drive Time	4,216,619

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LEGEND:

- Pedestrian sidewalk
- Pace bus stop
- Pace Pulse station
- Pedestrian refuge island
- Vehicular travel lane
- Site redevelopment/enhancement, (X) acres

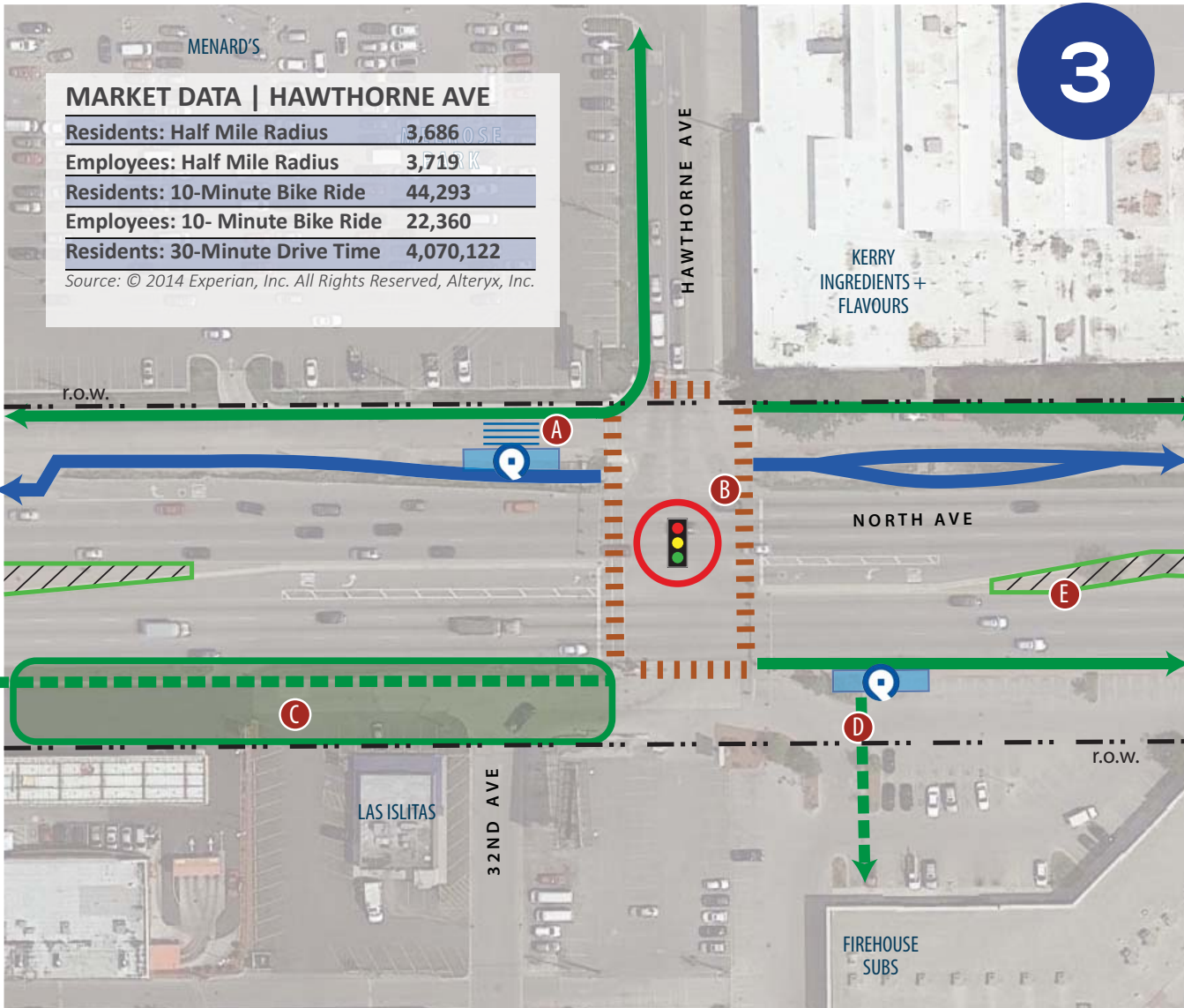
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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - Mannheim Road





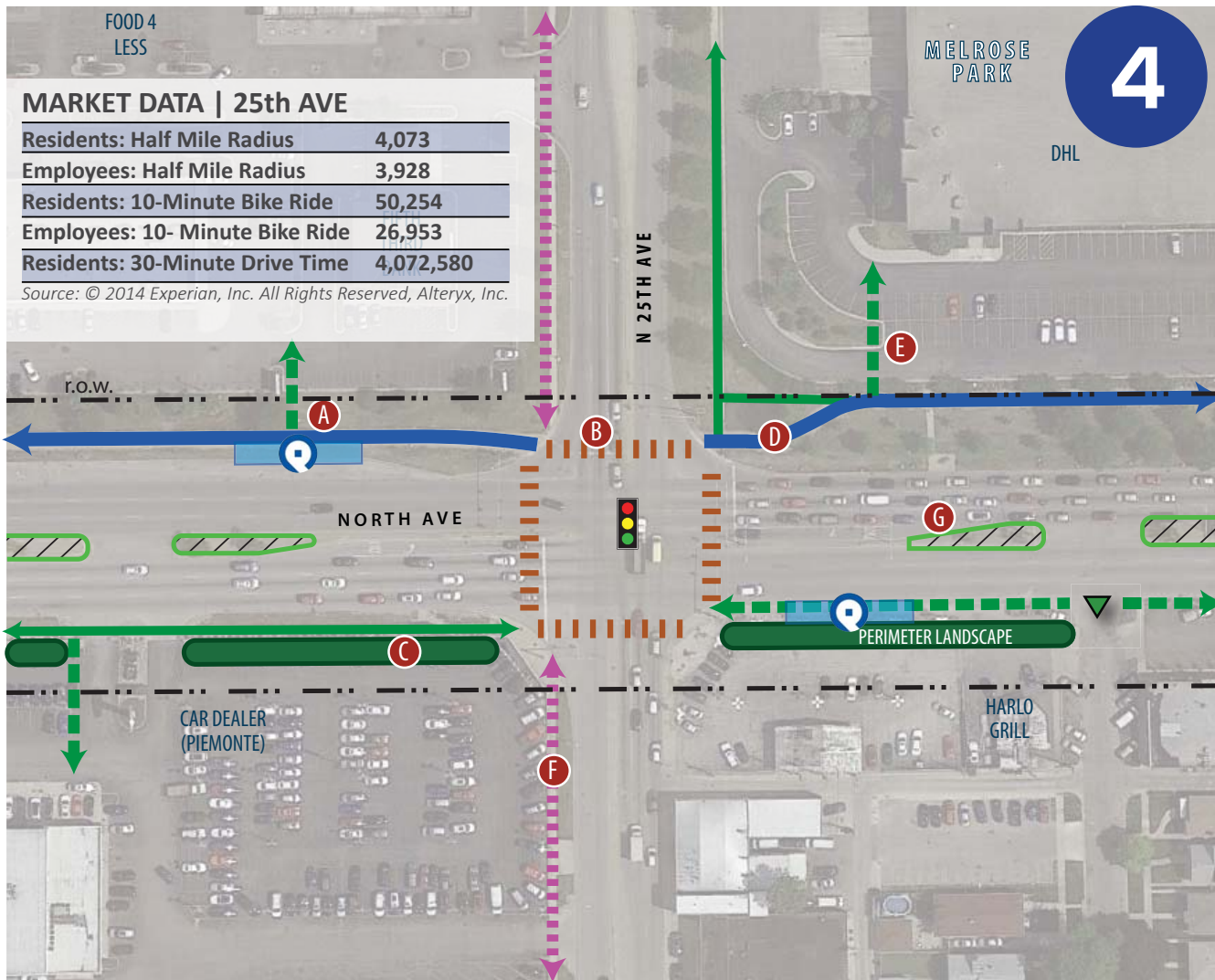
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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - Hawthorne and North Ave





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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - 25th and North Ave

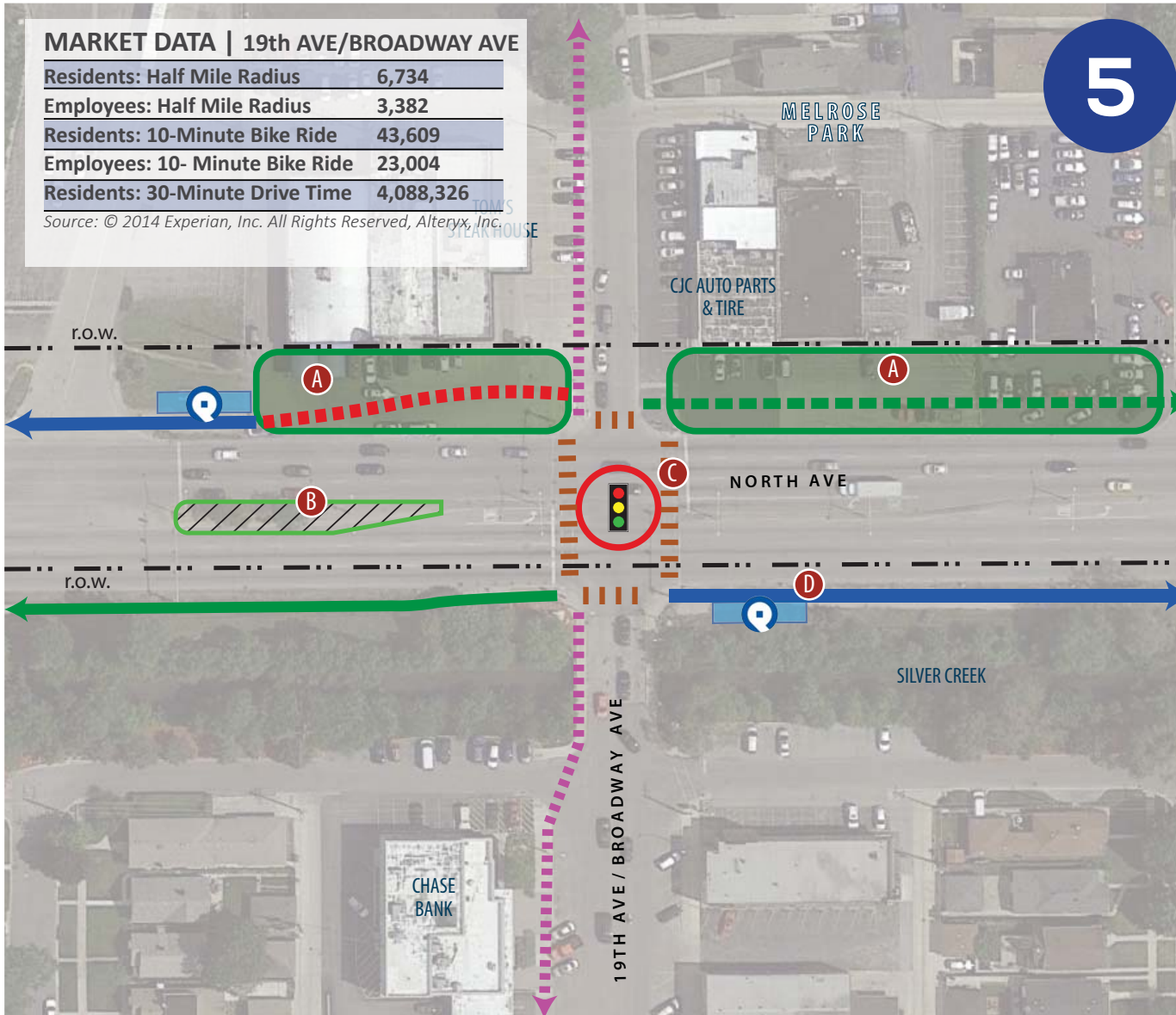


MARKET DATA | 19th AVE/BROADWAY AVE

Residents: Half Mile Radius	6,734
Employees: Half Mile Radius	3,382
Residents: 10-Minute Bike Ride	43,609
Employees: 10- Minute Bike Ride	23,004
Residents: 30-Minute Drive Time	4,088,326

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5



- A** Proposed Sidewalks and Pedestrian Connections, Future Commercial Redevelopment Parking to be Placed in the Rear/Side along North Ave Frontage
- B** Widened Median to include Bioswale Landscape Plantings
- C** Improved Marked Crosswalks and ADA Access
- D** Station Location May Require Grading at Silver Creek

- Proposed Bicycle Crossing at Signal: Improved Signage/Markings
- Existing Sidewalks
- Proposed Sidewalks / Pedestrian Access
 - May Require Coordination with Private Property to Relocate Parking
- Proposed Bike Route (West Central Municipal Conference)
- Proposed Off-Street Multi-Use Path
- Existing Off-Street Multi-Use Path
- Proposed Pace Pulse Station Location
 - Updated Shelters/Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting

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Pace North Avenue Corridor Plan

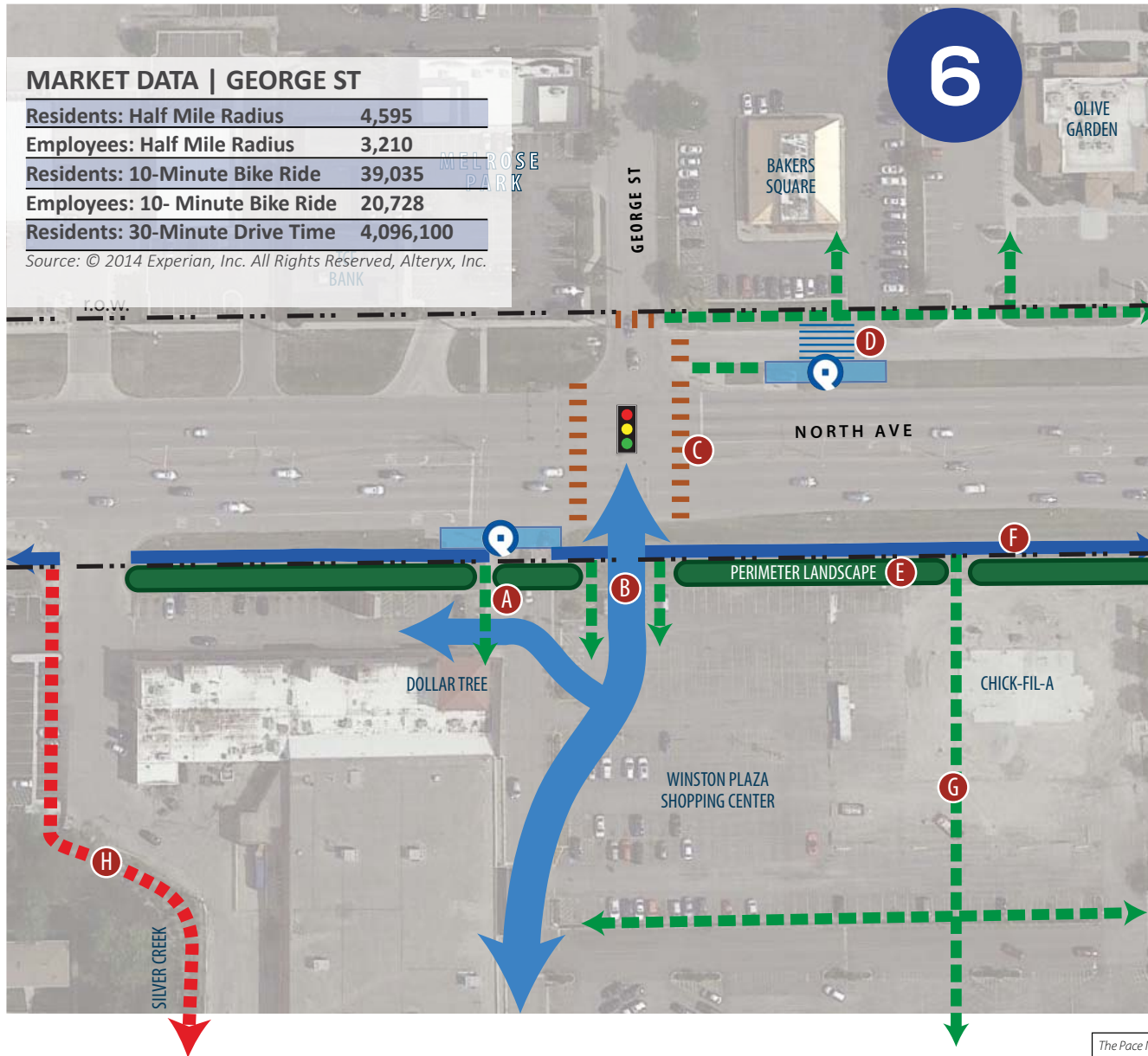
Opportunities: Pulse Station Development Guidelines - 19th Ave / Broadway and North Ave








MARKET DATA | GEORGE ST

Residents: Half Mile Radius	4,595
Employees: Half Mile Radius	3,210
Residents: 10-Minute Bike Ride	39,035
Employees: 10- Minute Bike Ride	20,728
Residents: 30-Minute Drive Time	4,096,100

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- A** Improved Connections between Shelter and Businesses, Expanded Walkway and Ped Crossing at Parking Lot
- B** Proposed Realigned George St Intersection
- C** Improved Marked Crosswalks and ADA Access
- D** Improved Pedestrian Connections include a Raised Crosswalk across Frontage Road
- E** Perimeter Parking Lot Landscaping and Street Trees
- F** Existing Off-Street Multi-Use Path
- G** Incorporate pedestrian access from the public right-of-way to commercial entrances by way of continuous walkways through parking lots and crosswalks.
- H** Proposed Off-Street Multi-Use Path

-  Existing Traffic Signal
-  **Proposed Sidewalks / Pedestrian Access**
 - May Require Coordination with Private Property to Relocate Parking
-  Proposed Off-Street Multi-Use Path
-  Perimeter Parking Lot Landscaping and Street Trees
-  **Proposed Pace Pulse Station Location**
 - Updated Shelters/Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting

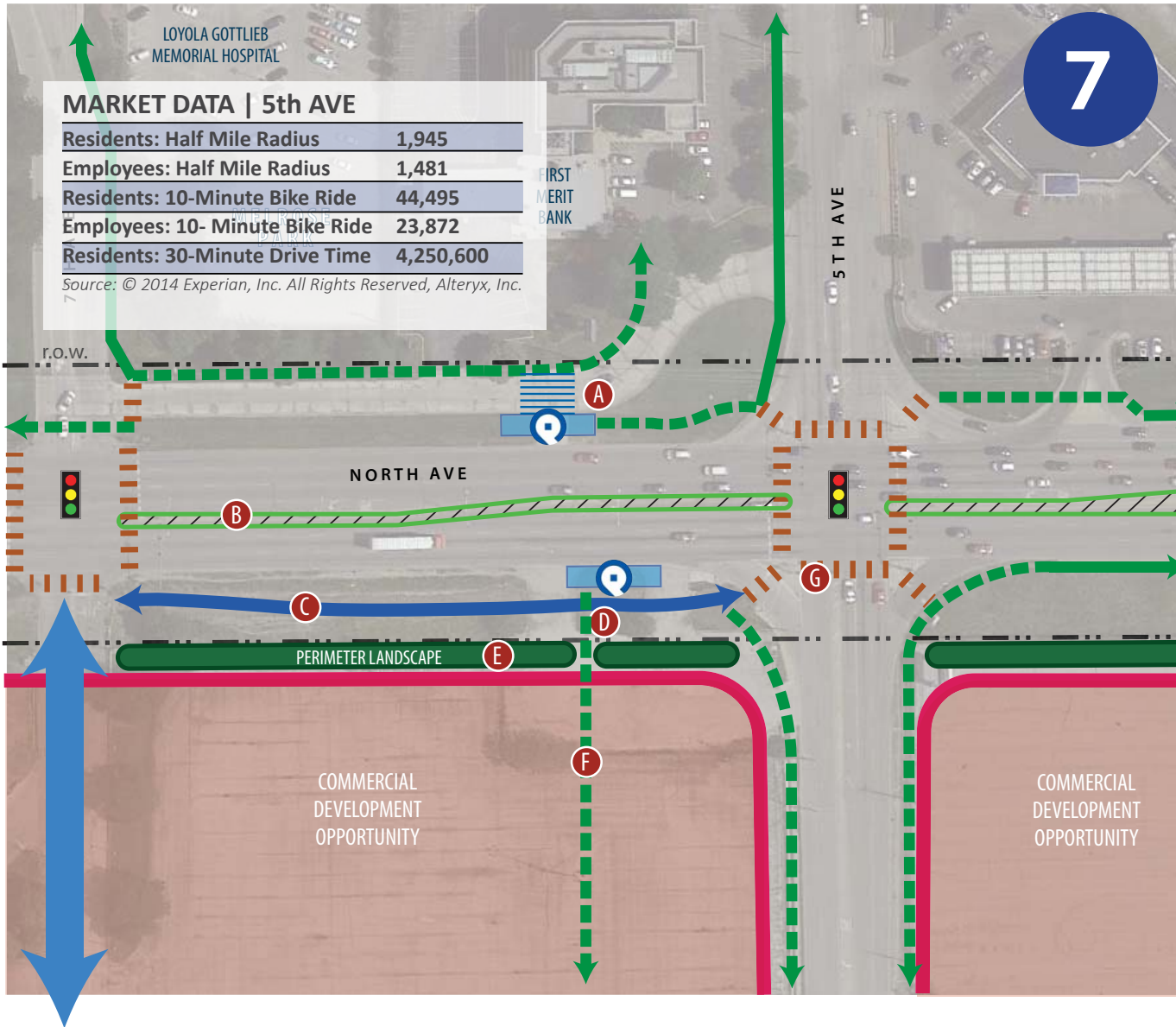
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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - George and North Ave












MARKET DATA | 5th AVE

Residents: Half Mile Radius	1,945
Employees: Half Mile Radius	1,481
Residents: 10-Minute Bike Ride	44,495
Employees: 10- Minute Bike Ride	23,872
Residents: 30-Minute Drive Time	4,250,600

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- A** Improved Pedestrian Connections include a Raised Crosswalk across Frontage Road
- B** Widened Median with Trees and Landscape Plantings
- C** Existing Off-Street Multi-Use Path
- D** Improved Connections between Shelter and Businesses, Expanded Walkway and Ped Crossing at Parking Lot
- E** Perimeter Parking Lot Landscaping and Street Trees
- F** Incorporate pedestrian access from the public right-of-way to commercial entrances by way of continuous walkways through parking lots and crosswalks.
- G** Improved Marked Crosswalks and ADA Access

-  Existing Traffic Signal
-  Existing Sidewalks
-  Proposed Sidewalks / Pedestrian Access
-  Existing Off-Street Multi-Use Path
-  Future Vehicular Access
-  Perimeter Parking Lot Landscaping and Street Trees
-  Proposed Pace Pulse Station Location
 - Updated Shelters/Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting

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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - 5th and North Ave



8

MARKET DATA | RIVERWOODS

Residents: Half Mile Radius	2,150
Employees: Half Mile Radius	675
Residents: 10-Minute Bike Ride	41,118
Employees: 10- Minute Bike Ride	19,162
Residents: 30-Minute Drive Time	4,177,270

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- A** Proposed Sidewalk / Pedestrian Access
 - B** Improved Marked Crosswalks and ADA Access
 - C** Existing Off-Street Multi-Use Path
 - D** Perimeter Landscaping and Street Trees
 - E** Proposed Off-Street Multi-Use Path
 - F** Landscape Median with Street Trees
-
- Proposed Bicycle Crossing at Signal: Improved Signage/Markings
 - Existing Sidewalk
 - Proposed Sidewalks / Pedestrian Access
 - Existing Off-Street Multi-Use Path
 - Proposed Off-Street Multi-Use Path
 - Future Vehicular Access
 - Perimeter Landscaping and Street Trees
 - Proposed Pace Pulse Station Location
 - Updated Shelters/Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting

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Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - Riverwoods/Forest Preserve and North Ave








MARKET DATA | LATHROP AVE/76TH AVE

Residents: Half Mile Radius	6,236
Employees: Half Mile Radius	2,706
Residents: 10-Minute Bike Ride	36,583
Employees: 10- Minute Bike Ride	11,045
Residents: 30-Minute Drive Time	3,857,630

Source: © 2014 Experian, Inc. All Rights Reserved, Alteryx, Inc.

- A** Pulse Station will Require Coordination with On-Street Parking and Driveway
- B** Improved Marked Crosswalks and ADA Access
- C** Accommodate streetscape enhancements such as lighting, paving, bike racks, benches, trash receptacles, street trees and perimeter plantings.

-  Existing Traffic Signal
-  Streetscape Enhancements
-  **Proposed Pace Pulse Station Location**
 - Updated Shelters/Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting

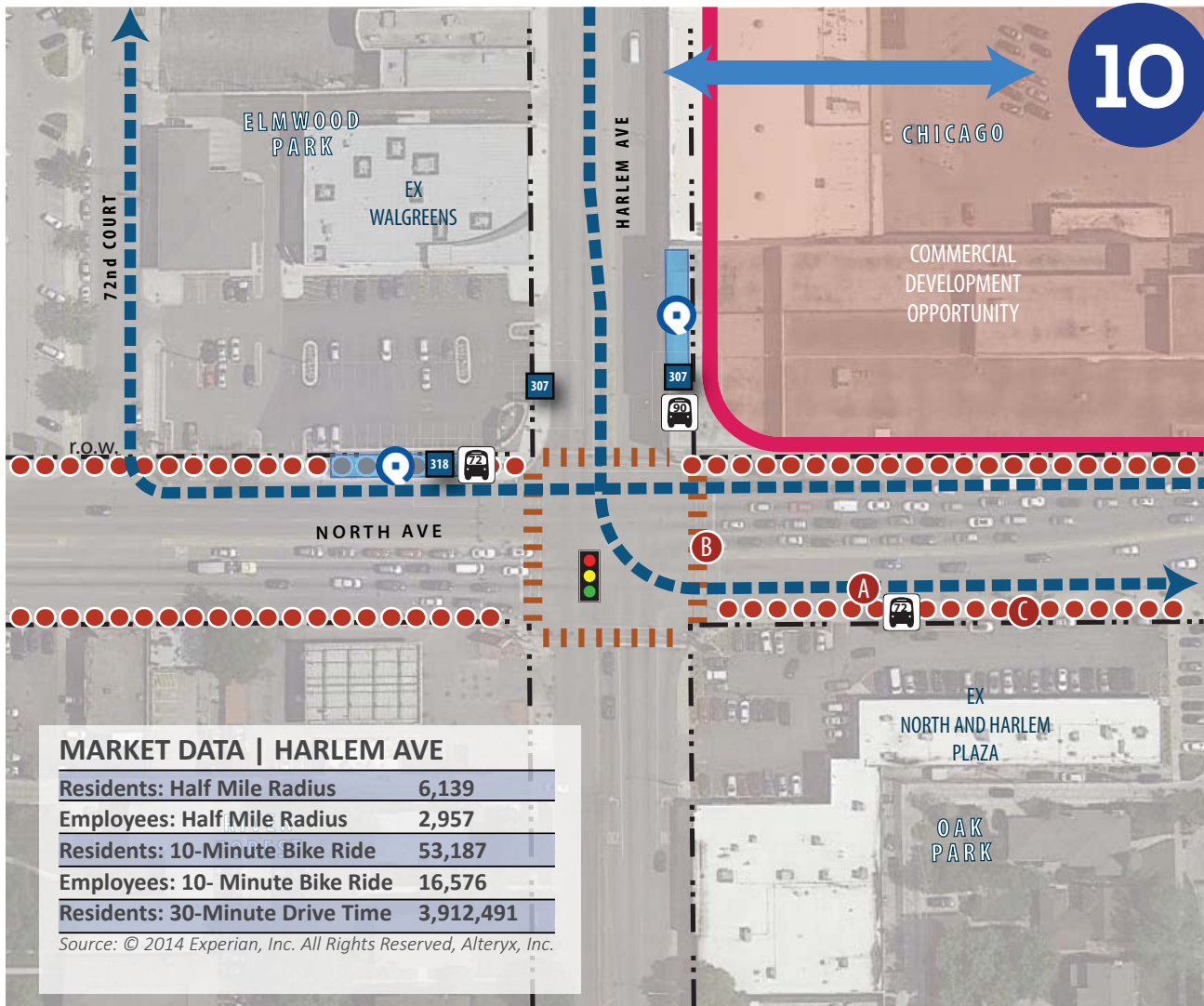
The Pace North Avenue Corridor Study is a collaborative effort between transit/transportation agencies, communities and other corridor stakeholders. The recommendations depicted herein represent conceptual level improvements intended to guide future discussions towards an improved corridor environment for all corridor users.



Pace North Avenue Corridor Plan

Opportunities: Pulse Station Development Guidelines - Lathrop and North Ave





MARKET DATA HARLEM AVE	
Residents: Half Mile Radius	6,139
Employees: Half Mile Radius	2,957
Residents: 10-Minute Bike Ride	53,187
Employees: 10- Minute Bike Ride	16,576
Residents: 30-Minute Drive Time	3,912,491

Source: © 2014 Experian, Inc. All Rights Reserved, Alteryx, Inc.

- A** Relocated Neva and North #72 Stop to Harlem and North Ave (Close Curb Cut), New CTA 72 Westbound Farside Stop at North/Harlem
- B** Improved Marked Crosswalks and ADA Access
- C** Accommodate streetscape enhancements such as lighting, paving, bike racks, benches, trash receptacles, street trees and perimeter plantings.

- Existing Traffic Signal
- CTA Bus Stop (72, 90)
- Pace Bus Stop (307, 318)
- Future Vehicular Access
- Streetscape Enhancements
- Proposed CTA Route #72
- Proposed Pace Pulse Station Location
 - Updated Shelters/Signage
 - Improved Connectivity to Adjacent Land Uses
 - Bike Amenities
 - Improved Landscape and Lighting

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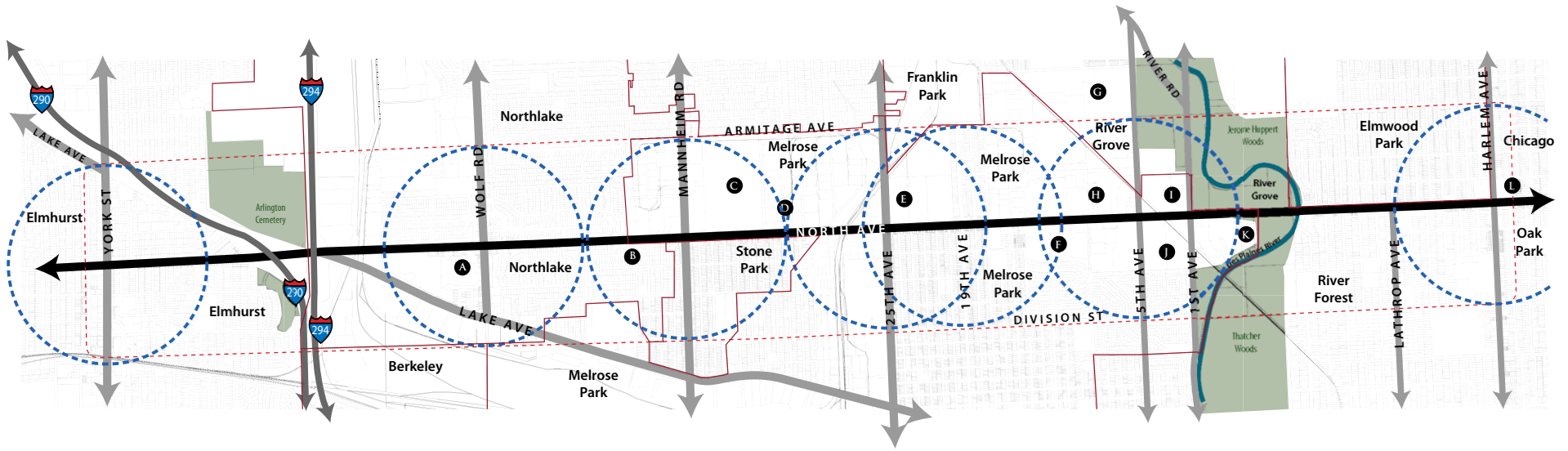
ECONOMIC DEVELOPMENT

Economic development embraces the creation of quality jobs and the expansion of the local tax base through the growth of companies, population, and the organizations that serve markets within and surrounding communities. The Pace North Avenue Corridor market and planning methodology identified opportunities for economic development by enhancing residents', employees' and customers' access to transit.

The corridor economic development analysis relied on Metra models that expect riders living within one half mile of a station to walk in good weather. The enhancements associated with Pace's North Avenue fixed stations should create a similar attraction. Study research documents the residents living within one half mile of each proposed station who could walk to the station and employees working the same distance from the station who could walk to their jobs from the station. The spacing of proposed stations approximately one half mile apart, offers this walkable access to the nearly 35,000 residents living within one half mile of North Avenue and 30,000 employees with jobs in the same area. Study analysis also identified the option to ride a bike to the station and either park or place the bike on a Pace bus is an opportunity for even larger populations to access the stations. Recent bike path improvements and future potential for bike sharing could make this large market even more interested in utilizing Pace service. Note that the close proximity of stations means that bike riders will choose stations based on the easiest, safest routes.

The overall strength of North Avenue as an economic engine for the adjacent communities was verified by examining the 30-minute drive time associated with fixed stations. The 30-minute drive time represents the distance customers are driving to find specialty goods and also is the typical commute for a worker in the Chicago region. This analysis revealed that North Avenue remains a great commercial street because it offers access to approximately 4 Million residents who will work or shop along the corridor. The markets associated with the fixed stops are duplicated geographies and consequently this data illustrates that the whole study area is an opportunity for locating specialty shopping and attractions with a regional draw. That means it is a good location for new businesses that bring more jobs.





shopping {72%}
dining {65%}
entertainment {50%}

the top three reasons for survey respondents' trips to North Avenue

Legend

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

Regional/Community Anchors

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



Maywood Racetrack, Chicago Tribune Archives, 1958



FORMER MAYWOOD RACE TRACK

With the potential to assemble as much as 90 acres with access to forest preserves, shopping, nearby colleges, high average daily traffic streets, and the Pace service highlighted in this study, the economic development potential of the Maywood Race track site combined with nearby vacant property cannot be overstated. The importance of this site is enhanced because it is a bridge location. Although currently in unincorporated Cook County, it is bordered by higher income River Forest and by the lower-income higher density community of Melrose Park. The Costco across North Avenue from this site demonstrates how high volume retail businesses attain superior results by attracting both markets. Attracting this high volume market requires more than a clean, safe environment. There must be an entrepreneurial spirit that is open to new formats and business models. The view “but that is how we have always done it” fails to support innovation that matches new technology and markets. Almost every community is being affected by demographic shifts, as both baby boomers and millennials transition into new lifestyles. The Maywood Race track site can be the region’s response to this dramatic shift.

Cook County’s policy to encourage annexation by adjacent communities ensures that the Maywood Race track site will be added to Melrose Park. During that process important issues such as the demolition of the obsolete buildings and provision for new infrastructure will be resolved. The broad development concepts developed during this study offer guidance in integrating Pace’s fixed stations into the coming, more detailed plans. Other future planning considerations include:

- Match the density of recent, attractive development to the east.
- Provide horizontal mixed use that integrates homes with commercial space that is walkable and bikeable.
- Add a park and water features that enhance the residential component and serve existing, adjacent residential neighborhoods.
- Consider offering private student targeted housing that serves students at Triton College and other nearby schools.



- Unincorporated Cook County
- DATA SHOWN FROM COOK COUNTY'S MAP APPLICATION (2015)
cookviewer1/cookcountyil.gov/jsviewer/mapviewer.html
- Framework Plan Study Area

FORMER MAYWOOD RACETRACK SITE

FRAMEWORK PLAN

As development will require coordination and input by many agencies and organizations, the following planning principles are offered to guide development of the former Maywood Racetrack Site.

TRANSPORTATION

North Ave East of 1st Ave – West Drive
Limit access to right turns in and out only (RIRO) with landscape median;
Exiting site traffic Stop control;
Fill in missing sidewalk.

North Ave E. of 1st Ave – Mid (Main) Drive
Traffic signal should have pedestrian countdown timers and enhanced crosswalks for internal connection to/from trail system;
Provide 2 inbound and 3 outbound lanes via boulevard section – separate right and two left turn lanes;
Widen north approach to better “match” enhanced south approach;
Fill in missing sidewalk.

1st Avenue
New traffic signal interconnected to North Avenue;
New traffic signal should have pedestrian countdown timers and enhanced crosswalks for internal connection to/from trail system;
Provide separate southbound (SB) left turn lane;
Provide 1 inbound and 3 outbound lanes – separate right and two left turn lanes;
Develop sidewalk system on both sides.

5th Ave – Middle Drive
New traffic signal interconnected to North Avenue;
New traffic signal should have pedestrian countdown timers and enhanced crosswalks for internal connections across 5th Avenue;
Provide separate northbound (NB) and southbound (SB) left turn lanes;
Provide separate NB right turn lane;
Provide 1 inbound and 3 outbound lanes on both site approaches – separate left, through, and right turns.

5th Ave – South Drive
Provide separate NB & SB left turn lanes;
Monitor vehicle volumes for traffic signal warrants;
New traffic signal would assist trail connections and pedestrian mobility.

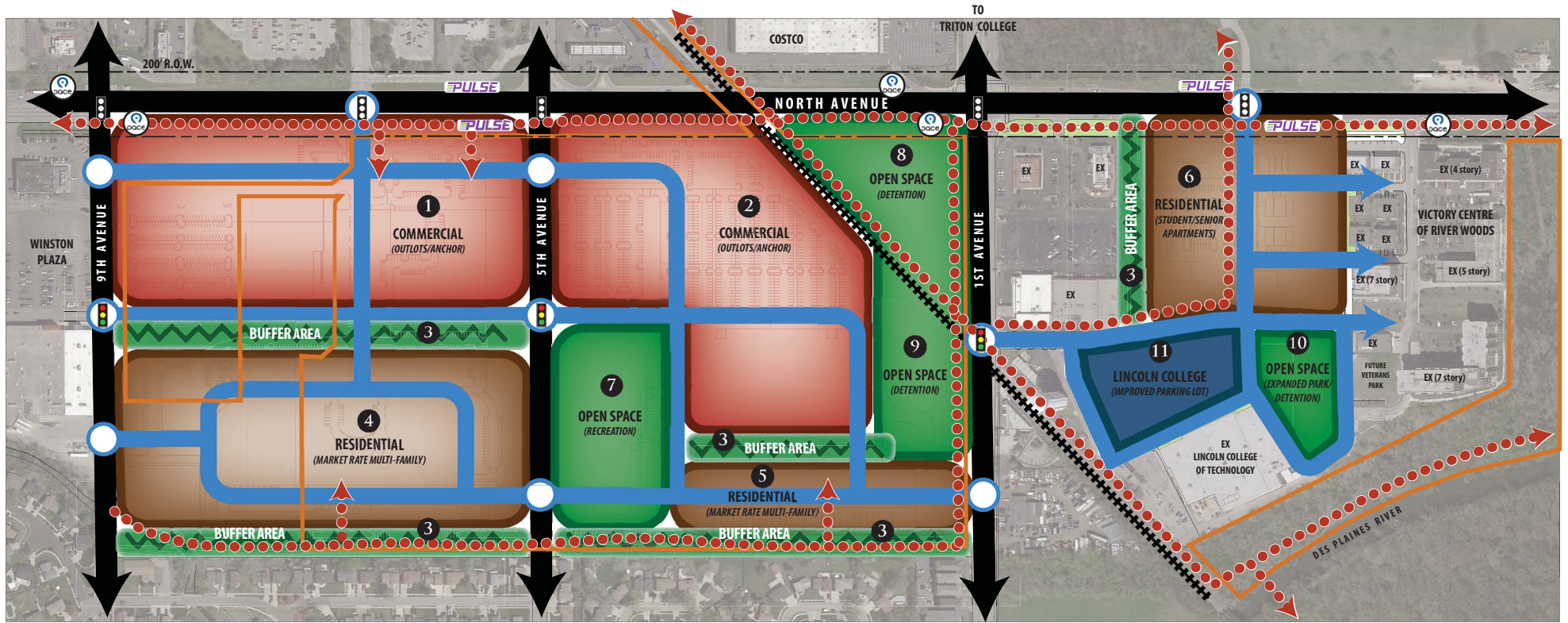
North Ave @ 7th Ave
Traffic signal should have pedestrian countdown timers and enhanced crosswalks. Provide 1 inbound and 3 outbound lanes – separate right, through, and left turn lanes;
Develop sidewalk system on both sides.

North Ave @ Drive West of 7th Ave
Limit access to right turns in and out only (RIRO) with landscape median;
Exiting site traffic Stop control;
Fill in missing sidewalk.

9th Ave – North Drive
Limit access to right turns in and out only (RIRO) with landscape median;
Exiting site traffic Stop control;
Fill in missing sidewalk.

9th Ave – Middle Drive
New traffic signal interconnected to North Avenue;
New traffic signal should have pedestrian countdown timers and enhanced crosswalks for internal connections across 9th Avenue to/from Winston Plaza;
Provide separate northbound (NB) and southbound (SB) left turn lanes;
Provide separate NB right turn lane;
Provide 1 inbound and 3 outbound lanes on both site approaches – separate left, through, and right turns
Modify Winston plaza approach so that lanes align opposite site approach;
Fill in missing sidewalk.

9th Ave – South Drive
Provide SB left turn lane;
Provide 1 inbound and 2 outbound lanes – separate left and right turns;
Exiting site traffic Stop control.



	LAND USE	ACREAGE
1	Commercial	15.3
2	Commercial	16.8
3	Buffer Area	6.0
4	Residential	17.6
5	Residential	4.5
6	Residential	8.2
7	Open Space	5.9
8	Open Space	4.3
9	Open Space	3.2
10	Open Space	1.3
11	Parking Lot	3.7
TOTAL		+/- 90*

*Includes Internal Vehicular Access

DEVELOPMENT	UNITS/S.F.
Luxury Apartments	650 units
Student Apartments	200 units
Senior Apartments	175 units
2-Story Townhomes	48 units
3-Story Townhomes	10 units
2-Story Duplex	12 units
New Commercial	60,000 s.f.
Anchor Commercial	175,000 s.f.

- Existing Traffic Signal
- Potential Traffic Signal
- Pace Bus Stop
- Proposed Pace Pulse Station Location
- Unincorporated Cook County
- Major Roads
- Vehicular Access
- Ped/Bike Access

The Pace North Avenue Corridor Study is a collaborative effort between transit/transportation agencies, communities and other corridor stakeholders. The recommendations depicted herein represent conceptual level improvements intended to guide future discussions towards an improved corridor environment for all corridor users.



Pace North Avenue Corridor Plan

Urban Design - Former Maywood Race Track / Menards Future Framework Plan

FORMER MAYWOOD RACETRACK SITE

FRAMEWORK PLAN (continued)

TRANSIT

Follow PACE ART design guidelines and Pace Transit Supportive Design Guidelines for station and stop design elements/layout.

Pulse stations proposed to be located at:

North Ave. & Victory Centre/ Lincoln Tech/Cook County Forest Preserve: far side stops in both eastbound and westbound directions.

North Ave. 5th Ave: far side stops in westbound direction and near side stop in eastbound direction.

ART style station amenities provided.

BICYCLE

Complete North Ave. Commuter Bike Path, traveling on south side of North Ave. from 19th Ave. to Thatcher Ave.

Complete southern portion of Des Plaines River Trail.

Add new bike/ped multi-use path along south side of site as part of buffer space, traveling between 1st Ave (with a short north-south link along the buffer area to connect to the proposed new traffic signal at 1st Ave) and 9th Ave.

Provide connection at new Costco traffic signal to Des Plaines River Trail as a connection between Triton College and new housing at Menards site.

Incorporate on-site bike parking and at transit stations.

Add enhanced crosswalk design for bike/ped crossings at 1st and 5th Avenues.

PEDESTRIAN

Designate pedestrian paths throughout internal development.

Add high visibility crossing at traffic internal drive signals at 1st, 5th, and 9th, and at signals on North Ave.

Add new bike/ped multi-use path along south side of site as part of buffer space, traveling between 1st Ave (with a short north-south link along the buffer area to connect to the proposed new traffic signal at 1st Ave) and 9th Ave.

Enhance crosswalk design for bike/ped crossing at 1st and 5th Avenues.

Add pedestrian countdown timers at all traffic signals.

Provide pedestrian refuge at signalized intersections: at Forest Preserve/Lincoln Tech, 5th Ave., site access road, 9th Ave.

Add streetscape elements and lighting at all station and stop locations.

PLACEMAKING

Incorporate landscaped buffer along North Avenue to present a welcoming corridor frontage.

Provide welcoming entryways for motorists, pedestrians and bicyclists via well defined entry areas that include lighting, signage, landscaping and appropriate site furnishings.

Enhance transit node areas with streetscape treatments that include lighting, landscaping and site furnishings.

Add streetscape treatments to internal roadway corridors, including lighting, landscaping and wayfinding signage as appropriate.

Designate clustered outdoor seating and gathering areas as they relate to active land uses such as shopping and dining
Maintain landscape bufferyards at the perimeter of the property.

Provide landscaped walkways that are buffered from auto use areas.

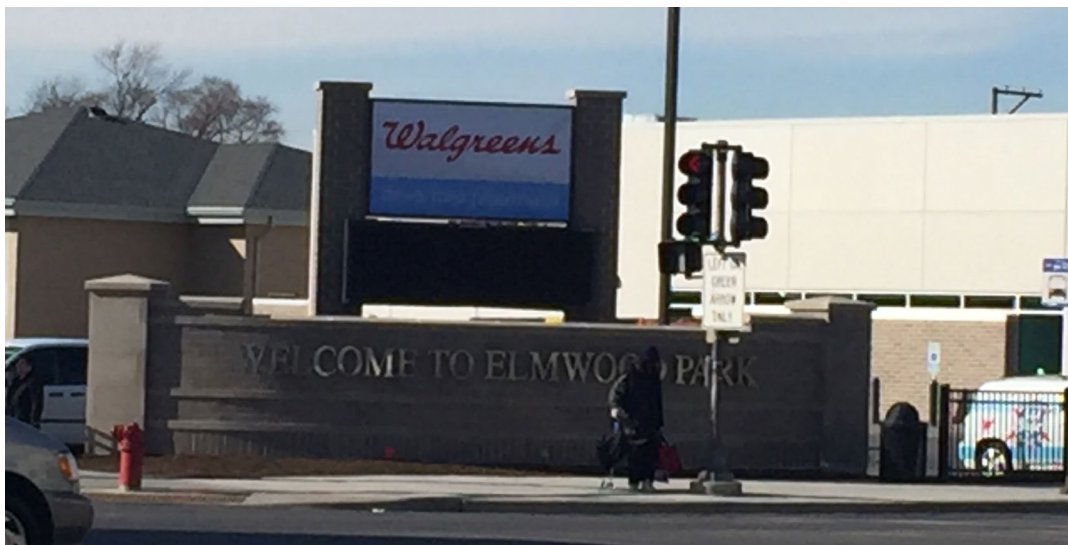
Incorporate open space areas that are accessible to the community and scaled to accommodate community play spaces.

Development character images for the former Maywood Racetrack site suggest attractive, high quality buildings, roadways, open spaces and landscapes that promote North Avenue as a welcoming front door to corridor communities.









SEARS PROPERTY

With recent news reports projecting the impending closure of all Sears stores, it is anticipated that this important property at the intersection of two of the regions busiest streets, Harlem and North Avenues, will soon be available for redevelopment. This is a rare opportunity to both improve the function of transit and automobile access and satisfy demand for new, modern commercial and residential space. Successful development depends on integrating new uses into the existing communities of Elmwood Park and Chicago's Galewood neighborhood. Realizing both the goal of better access to all modes of transportation and improving site and adjacent property values suggests these future planning considerations:

Offer appropriate space for the transfer of passengers from CTA to Pace service.

Provide more efficient and safe turnaround for CTA buses.

Design space that specifically suits high volume retailer desired by the adjacent neighborhood.

Create residential products that respect the scale of adjacent neighborhoods.

Add traffic controls that facilitate pedestrians and bikes crossing high volume streets.



 Sears Property

SEARS SITE

FRAMEWORK PLAN

As development will require coordination and input by many agencies and organizations, the following planning principles are offered to guide development of the Sears Property.

TRANSPORTATION

Harlem Avenue @ South Drive
Limit access to RIRO;
Exiting site traffic Stop control.

Harlem Avenue @ Wabansia Avenue
New traffic signal interconnected to North Avenue;
New traffic signal should have pedestrian countdown timers and enhanced crosswalks for internal connections across Harlem Avenue;
Provide separate northbound (NB) and southbound (SB) left turn lanes;
Wabansia approached should provide one entry lane and two exit lanes – separate left and shared through / right.

Wabansia Avenue Commercial Drive
Provide 1 inbound and 1 outbound lane;
Exiting site traffic Stop control.

Wabansia Avenue @ Neva Avenue
Consider All-way Stop control.

Wabansia Avenue @ Residential Drives
West drive one-way inbound; try to convert to two-way;
East drive 1 inbound and 1 outbound lane;
Exiting site traffic Stop control.

Neva Avenue @ North Avenue
Allow northbound traffic from North Avenue to Wabansia Avenue.

TRANSIT

Reroute CTA route 72 to travel through the North Ave/Harlem Ave intersection with new layover area located on 72nd Court.

Existing through/right turn lane on east approach to North Ave would be converted to Bus/RT only.

New traffic signal at Wabansia & Harlem for safer transit operations and bike/ped crossings.

Bus staging layover area on 72nd Ct. would include layover space from existing Sears Automotive property.

Pulse station on North Ave west of Harlem for westbound service and on Harlem Ave. north of North Ave. for northbound service.

ART style station amenities provided.

New CTA bus stop on south side of North Ave., east of Harlem.

BICYCLE

Marked bike route along Wabansia.

New traffic signal at Wabansia & Harlem for safer transit operations and bike/ped crossings. Traffic signal should include countdown timers.

On-site bike parking, including bike parking inside any proposed parking structure.

PEDESTRIAN

Designated pedestrian paths throughout development.

Mid-block crossing on 72nd Ct.

Streetscape elements and lighting at all bus shelter locations.

New traffic signal at Wabansia & Harlem for safer transit operations and bike/ped crossings. Traffic signal should include countdown timers.

Enhanced crosswalk design at Wabansia/Harlem and North/Harlem.

PLACEMAKING

Maintain an urban frontage along North Avenue with high quality buildings and outdoor seating areas fronting along North Ave.

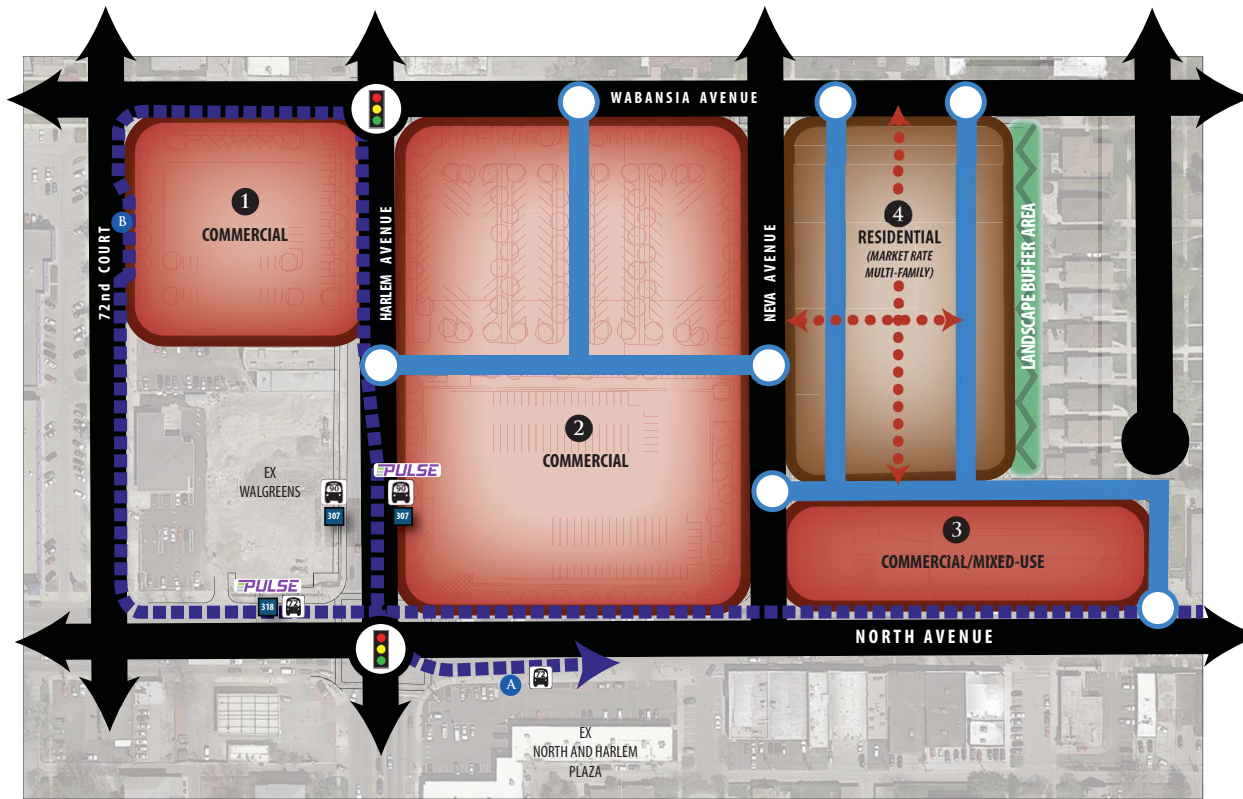
Provide welcoming entryways for motorists, pedestrians and bicyclists via well defined entry areas that include lighting, signage, landscaping and appropriate site furnishings.

Enhance the North/Harlem transit node areas with streetscape treatments that include lighting, landscaping and site furnishings.

Add streetscape treatments to internal roadways, including lighting, landscaping and wayfinding signage as appropriate.

Designate clustered outdoor seating and gathering areas as they relate to active land uses such as shopping and dining.

Maintain landscape bufferyards at the perimeter of the property as appropriate.



	LAND USE	ACREAGE
1	Commercial	1.4
2	Commercial	5.5
3	Mixed Use	1.1
4	Residential	3.0

TOTAL +/- 11*

*Includes Internal Vehicular Access

DEVELOPMENT	UNITS/S.F.
Apartments	128 units
Mixed Use Apartments	51 units
Commercial	120,500 s.f.

- Major Roads
- Vehicular Access
- Pedestrian Access
- Existing Traffic Signal
- Potential Traffic Signal
- Proposed Pace Pulse Station Location
- Pace Bus Stop
- CTA Bus Stop

CTA BUS ROUTE

- Relocated Neva and North #72 Stop to Harlem and North Ave (Close Curb Cut)
- Bus Bay
- Proposed CTA Route #72

The Pace North Avenue Corridor Study is a collaborative effort between transit/transportation agencies, communities and other corridor stakeholders. The recommendations depicted herein represent conceptual level improvements intended to guide future discussions towards an improved corridor environment for all corridor users.

Pace North Avenue Corridor Plan

Urban Design - Sears Site Future Framework Plan





Development character images for the Sears site suggest a compact urban form that maintains an attractive urban street frontage along North Avenue with attractive, high quality buildings, landscapes and connector drives that make logical transitions to the surrounding neighborhood.



IMPLEMENTATION STRATEGIES

POSITIONING NORTH AVENUE AS AN ART CORRIDOR

Pace's Vision 2020 Plan developed a blueprint for the future. This Plan outlines a vision to make public transportation available to the entire region via various infrastructural improvements. Recommendations include various infrastructural and programmatic improvements. Among these are the development of an Arterial Rapid Transit (ART) service, now called "Pulse" service. To best position the North Avenue Corridor as a priority candidate for ART service, existing conditions are compared to Pace criteria for evaluating the potential of ART.

PACE CRITERIA FOR EVALUATING ART CORRIDORS

Characteristics of successful bus rapid transit services include a high level of service to existing transit markets, ability to generate new transit riders, directly connects to a larger transit network, provides rider benefits in terms of reduced travel time, and has the support of the local communities and regional agencies. Based on these characteristics, Pace established the following criteria to determine the potential for successful ART service:

Existing ridership - average daily ridership of existing Pace routes.

Potential to generate new riders based on socio-economic data reflective of transit use: existing and future population/ employment densities, households with zero or 1 vehicle, areas of existing strong transit use, major employment locations.

Regional connectivity - Previous Pace market analysis studies have found that about 2/3 of Pace riders transfer to other transit routes and/or services (CTA, Pace, Metra). North Ave Corridor Survey also found connections to other Pace routes and CTA rapid transit are important considerations.

Support from local communities and regional institutions - regional plans, programs, and/or funding sources that support transit.

Potential for travel time savings – traffic flow reliability, travel speed.

Existing Ridership

The North Avenue Corridor is currently well-positioned to become a successful ART corridor, as evident by the following characteristics:

Ridership on Route 318 has increased, resulting in service improvements effective Dec. 18, 2016:

The hours of weekday and Saturday service have been increased to start earlier and end later.

The frequency of weekday and Saturday service has been improved, with weekday service now operating about every 15 minutes during peak hours and mid-day.

Potential for Travel Time Savings

RTA Regional Traffic Signal Priority (TSP) initiative.

Cook DuPage Smart Corridor.

IDOT intersection improvements as part of I-290 expansion project.

No at-grade railroad crossings.



Potential to Generate New Riders

Route 318 has strong existing ridership.

Route 318 has service levels approaching that of some CTA routes in the City of Chicago.

About 45% of the households in the corridor study area and study area communities have zero or one vehicles available.

Serves hospitals and health facilities - Loyola/ Gottlieb Hospital and medical office building, Kindred Hospital).

Serves universities/colleges – Concordia, Dominican, Triton, Lincoln Tech.

Connections to CTA Blue and Green Lines.

Numerous regional & community anchors – Winston Plaza, Northlake Commons, Costco, Sears, Menards.

Large-scale redevelopment opportunities: Maywood Race Track, former Menards site, Sears site/outlots.

Corridor has high daytime population.

Commitment from Partners and relevant community/agency efforts

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

IMPLEMENTATION ACTIONS

POSITIONING NORTH AVENUE AS AN ART CORRIDOR

While North Ave is well-positioned as a future ART corridor, the following actions can be taken by local communities as a means of establishing a higher priority across the region:

Reference Pace Transit Supportive Guidelines and Transit 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.

Continue to pursue grant funding opportunities such as RTA Access to Transit Improvements, Invest in Cook and ITEP.

Work cooperatively with Pace to continue implementing Posted Stops along North Ave.

Communities adopt/support North Avenue Corridor recommendations.

- Marketing campaigns, such as promoting bikes on buses and bicycling to community destinations such as restaurants.
- Continued outreach to students, employers, and employees along the corridor.

Corridor streetscape enhancements:

- Wayfinding signage and banner design
- Snow maintenance
- Cleaning and landscape maintenance
- Improved ADA crossings



NORTH AVENUE COMMUNITY IMPLEMENTATION ITEMS

Implementation items are organized by corridor community below. The corridor communities are encouraged to formally approve or adopt the Pace North Avenue Corridor Plan. As a next step, municipalities may consider making applications for various funding programs offered by the RTA. When funding applications relate to specific projects outlined in a RTA supported plan, such as the Pace North Avenue Corridor Plan, those community projects are typically prioritized over those projects not associated with such.

ELMHURST

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program .
- Continue to work with Pace to build awareness of transit service throughout the community and to implement posted stops.
- Partner with IDOT to evaluate feasibility of the sidewalk connections between Elmhurst and sidewalk areas along the east side of the Interstates.
- Remain involved in discussions with IDOT regarding the Elgin OHare Western Access Interchange and North Avenue improvements related to the I-290 Reconstruction.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance, snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.

NORTHLAKE

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community and to implement posted stops.
- Monitor the Access to Transit Program application for the Wolf Road intersection.
- Remain involved in discussions with IDOT regarding the Elgin OHare Western Access Interchange and North Avenue improvements related to the I-290 Reconstruction.
- Review property ownership at frontage roads and develop a plan to support continuous landscaped pedestrian walks at frontage road areas.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance, snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.

STONE PARK

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community and to implement posted stops.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Review property ownership at frontage roads and develop a plan to support continuous landscaped pedestrian walks at frontage road areas.
- Work with IDOT to implement connected sidewalks and ADA crossings
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified wayfinding signage and banner program along North Ave.
- Partner with Melrose Park and IDOT to advance the planning for improvements to the Mannheim Road intersection area.
- Advance bike connectivity throughout the Village, making connections to the Melrose Park commuter bike path and Addison Creek.
- Continue to work with Pace to build awareness of transit service throughout the community and to implement posted stops.
- Partner with IDOT to evaluate feasibility of the sidewalk connections between Elmhurst and sidewalk areas along the east side of the Interstates.
- Remain involved in discussions with IDOT regarding the Elgin OHare Western Access Interchange and North Avenue improvements related to the I-290 Reconstruction.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.

MELROSE PARK

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community.
- Collaborate with Pace to implement posted stops.
- Monitor the Access to Transit Program application for the Metra station improvements.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Continue to build upon the commuter bike path project, including striping and wayfinding signage, as well as additional connections to Triton College, Jerome Huppert Woods and areas surrounding the Former Maywood Park Racetrack. Evaluate feasibility to add a route along Silver Creek.
- Continue to make landscape improvements to the roadway median areas.
- Review property ownership at frontage roads and develop a plan to support continuous landscaped pedestrian walks at frontage road areas.
- Work with the County to undertake a detailed study of the factors such as environmental and storm water conditions that could impact development potential at the former Maywood Race Track property.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.
- Partner with Stone Park and IDOT to advance the planning for improvements to the Mannheim Road intersection area.
- Work with IDOT and private property owners to maintain connected sidewalks, including finding opportunities to partner with private property owners to consolidate curb cuts.

RIVER GROVE

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community.
- Collaborate with Pace to implement posted stops.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.

RIVER FOREST

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community.
- Collaborate with Pace to implement posted stops.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Continue to work with the Forest Preserves of Cook County and Triton College on the proposed traffic signal at Stribey and related connections between the communities and Forest Preserve trails.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.
- Continue to partner with Elmwood Park on the ITEP funding efforts for North Avenue streetscape.
- Continue discussions with CTA regarding the proposed CTA bus layover at Harlem Ave.

ELMWOOD PARK

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community.
- Collaborate with Pace to implement posted stops.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Work with Chicago, Oak Park and property owner to evaluate appropriate redevelopment of the Sears site.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.
- Continue to partner with River Forest on the ITEP funding efforts for North Avenue streetscape.
- Advance the planning efforts to add bike connections along Wabansia and Bloomingdale Avenues, connecting Harlem to the Forest Preserve system.
- Continue discussions with CTA regarding the proposed CTA bus layover at Harlem Ave.
- Work with Chicago to undertake a detailed study of the factors that could impact development potential at the Sears property.

OAK PARK

- Formally adopt or approve the North Avenue Corridor Plan.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community.
- Collaborate with Pace to implement posted stops.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Integrate Pace North Ave Corridor Plan with future efforts for the North Ave Corridor Plan east of Harlem (CDOT).
- Work with Chicago and Elmwood Park and property owner to evaluate appropriate redevelopment of the Sears site.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.
- Continue discussions with CTA regarding the proposed CTA bus layover at Harlem Ave.

CHICAGO

- Formal approval of North Avenue Corridor Plan by the 29th Ward.
- Review new developments with special considerations for the Pace Transit Supportive Guidelines and Pace Development Review program.
- Continue to work with Pace to build awareness of transit service throughout the community.
- Collaborate with Pace to implement posted stops.
- Remain involved in discussions with IDOT regarding North Avenue improvements related to the I-290 Reconstruction.
- Integrate Pace North Ave Corridor Plan with future efforts for the North Ave Corridor Plan east of Harlem (CDOT).
- Work with Elmwood Park, Oak Park and property owner to evaluate appropriate redevelopment of the Sears site.
- Work with IDOT to implement connected sidewalks and ADA crossings.
- Review maintenance practices for optimum appearances along North Ave, including cleaning, landscape maintenance & snow removal.
- Consider a unified lighting, wayfinding signage and banner program along North Ave.
- Continue discussions with CTA regarding the proposed CTA bus layover at Harlem Ave.
- Work with Elmwood Park to undertake a detailed study of the factors that could impact development potential at the Sears property.

NORTH AVENUE TRANSPORTATION AND DESIGN IMPROVEMENTS

The development of Pulse Stations can have a transformative effect on the corridor. The stations would not only enhance the function and appearance of an already robust bus transit system, but they would likely also improve the overall image of the corridor and elevate the visitor experience when entering each of the communities. Stations can also serve as a catalyst for improvements and redevelopment of nearby properties. Budget costs depicted below incorporate Pace Pulse Station costs as depicted in the Milwaukee Ave Corridor Arterial Rapid Transit Project Development Report (2014) as well as typical costs for relevant transportation and streetscape components.

Wolf Road and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Raised Crosswalk at Station					
	1	Locations @	\$ 40,000.00	=	\$ 40,000.00
Pedestrian Refuge					
	2	Locations @	\$ 10,000.00	=	\$ 20,000.00
Bicycle Signal					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvements at Nodes					
	1	Intersection @	\$ 45,000.00	=	\$ 45,000.00
			Station 1 Total =		\$ 1,019,000.00

25th Ave and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Bicycle Signal					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 45,000.00	=	\$ 45,000.00
New Sidewalk					
	285	Foot @	\$ 50.00	=	\$ 14,250.00
Perimeter Landscape					
	255	Foot @	\$ 50.00	=	\$ 12,750.00
			Station 3 Total =		\$ 986,000.00

Hawthorne Ave and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Raised Crosswalk at Station					
	1	Locations @	\$ 40,000.00	=	\$ 40,000.00
Bicycle Signal					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvements at Nodes					
	1	Intersection @	\$ 20,000.00	=	\$ 20,000.00
			Station 2 Total =		\$ 974,000.00

19th Ave and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Bicycle Signal					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 45,000.00	=	\$ 45,000.00
New Sidewalk					
	200	Foot @	\$ 50.00	=	\$ 10,000.00
			Station 4 Total =		\$ 969,000.00

George St and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Raised Crosswalk at Station					
	1	Locations @	\$ 40,000.00	=	\$ 40,000.00
Bicycle Signal					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Intersection Realignment					
	1	Intersection @	\$ 500,000.00	=	\$ 500,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 45,000.00	=	\$ 45,000.00
New Sidewalk					
	175	Foot @	\$ 50.00	=	\$ 8,750.00
Perimeter Landscape					
	300	Foot @	\$ 50.00	=	\$ 15,000.00
			Station 5 Total =		\$ 1,422,750.00

5th Ave and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Raised Crosswalk at Station					
	1	Locations @	\$ 40,000.00	=	\$ 40,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Pedestrian Refuge					
	2	Locations @	\$ 10,000.00	=	\$ 20,000.00
New Sidewalk					
	345	Foot @	\$ 50.00	=	\$ 17,250.00
Perimeter Landscape					
	475	Foot @	\$ 50.00	=	\$ 23,750.00
			Station 6 Total =		\$ 1,015,000.00

Riverwoods/Forest Preserve and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Bicycle Signal					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
New Sidewalk					
	200	Foot @	\$ 50.00	=	\$ 10,000.00
Perimeter Landscape					
	200	Foot @	\$ 50.00	=	\$ 10,000.00
			Station 7 Total =		\$ 984,000.00

Lathrop Ave and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 45,000.00	=	\$ 45,000.00
			Station 8 Total =		\$ 909,000.00

Harlem Ave and North Ave

Pulse Station					
	2	Each @	\$ 382,000.00	=	\$ 764,000.00
Modifying Existing Signal					
	1	Intersection @	\$ 100,000.00	=	\$ 100,000.00
Crosswalk Improvement at Nodes					
	1	Intersection @	\$ 50,000.00	=	\$ 50,000.00
			Station 9 Total =		\$ 914,000.00
			Subtotal =		\$ 9,192,750.00
			Grand Total =		\$ 9,192,750.00



