

## What is the Corridor Advisory Committee?

The Corridor Advisory Committee (CAC) comprises key stakeholders, such as subject matter experts, and will act as a sounding board and knowledgeable source of corridor-related information for this project. The CAC will meet throughout the project to advise on project needs.

The Project Team anticipates meeting with the CAC up to three (3) times at key points in the project development process. These key points will include initial project introduction to receive input on current issues and needs, review initial improvement alternatives, and review of the preferred alternative. All presentation materials will be shared on the project website, along with a meeting summary.

## CAC Meeting #1: Setting the Stage

### Overview

This first meeting of the Kedzie Avenue Study CAC introduced what this Phase I Study of Roadway Improvements from Vollmer Road to 159th St is all about: thinking about the infrastructure improvements needed along this important yet aging corridor to bring it up to meet today's standards. The CAC was informed of their role and expectations as a sounding board and knowledgeable source of corridor-related information.

The goals of this meeting, which followed meetings with the 5 municipalities in 2022, was to introduce CAC members to each other, share what the team has learned and make sure current understanding accurately reflects community perspectives, and learn about CAC member priorities for the project.

### Quick Facts

#### Topic

**Project Introduction, Corridor Issues & Opportunities**

#### Date/Time

**April 26, 2023 | 10:00a-11:30a | Zoom**

#### Attendees



**12**

CAC Members

**9**

Project Team Members

#### Organizations Represented

**Hazel Crest Public Works, Homewood Flossmoor Park District, SSMMA, Village of Flossmoor, Homewood, Open Lands, HF High School, Markham, MWRD, Cook County, IL Tollway Planning, Lime.**

Topics covered included:

- Welcome, Introductions, & Project Background
- Corridor Existing Conditions & Discussion
- On-line Survey Findings & Discussion
- Initial Alternatives Ideas & Discussion
- CAC Input on Issues & Needs
- Next Steps

## Welcome, Introductions, & Project Background

### Icebreaker: What is your favorite thing about the Kedzie Corridor?

Following a welcome from the Cook County Department of Transportation and Highways (CCDOTH), CAC members shared what their favorite thing is about the Kedzie Avenue corridor, with many participants having long-time family connections to the region. Then the Project Team reviewed the project area, purpose, and timeline with the group.

- The project is led by the CCDOTH and its consultant team includes the lead consultant Patrick Engineering, and subconsultants, Muse Community + Design, 2iM Group, CERA Solutions, Quigg Engineering, TranSmart, and Wang Engineering. Graphic: Project area map
- The purpose of the project is to provide an improved transportation corridor along Kedzie Avenue.
  - **Goals:** Improving safety and mobility for all users; Enhancing pedestrian and bicycle accommodations; Improving aging infrastructure; Accommodating projected year 2050 travel demands
- Various assessments will be made during the study to determine the preferred methods of addressing these goals.
  - **Assessments:** Pavement condition; Traffic; Multi-modal facilities; Drainage; Safety; and Environmental conditions and needs
- The project is currently in Phase I: Preliminary Engineering and Environmental Study, which is expected to last approximately 36 months. Phase II is preparing the Construction Documents which generally takes 24 months. Phase III is the construction phase and varies in time depending on the construction sequencing and funding availability. The Phase I process includes assessing existing conditions, identifying and refining improvement alternatives, and designing the preferred alternative.

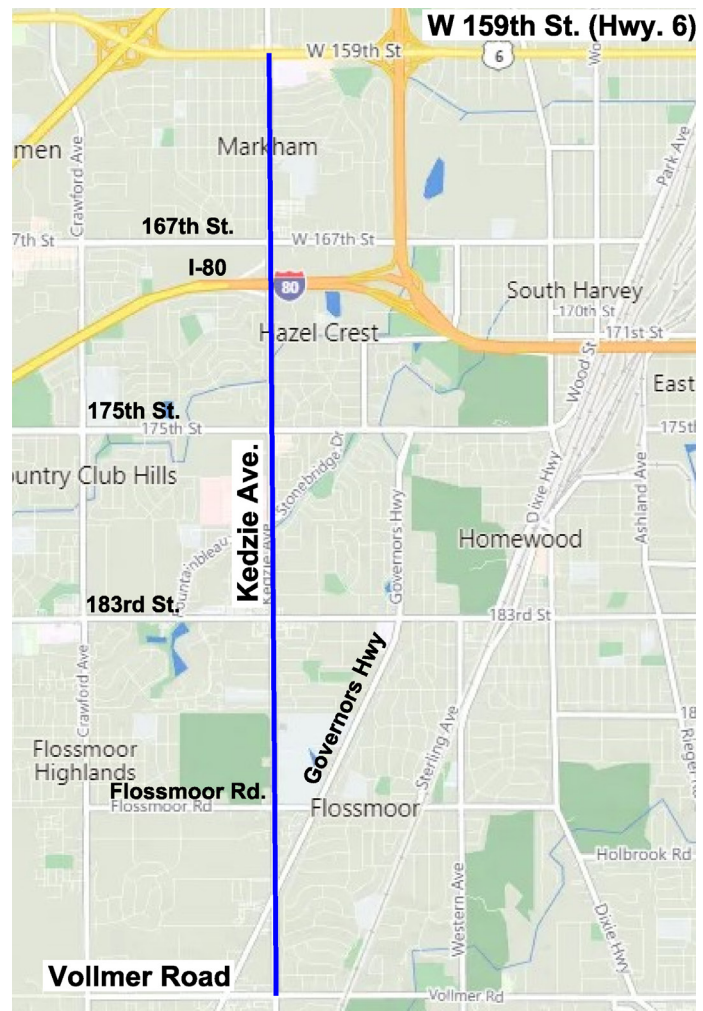


Figure 1: Project Study Area.

## Corridor Existing Conditions

The Project Team presented a review of existing conditions to validate their assessment of four components of the corridor: roadway configuration, multimodal facilities, traffic conditions, and drainage conditions.

- A majority of the Kedzie Avenue existing roadway is a typical urban arterial section with 12-ft lanes, a 16-ft center median and curb & gutter along the roadway with intermittent sidewalks on either side.
- To align with Cook County's Long Range Transportation Plan, this study includes a review of [multi-modal facilities](#) to ensure that all modes of transportation are considered. This review shows that there is a lack of adequate pedestrian/bicyclist accommodations in the area.
- The existing traffic ranges from [7,300 to 25,100 vehicles per day](#).
- Projected travel demand for the design year 2050 [which are based on coordination with the Chicago Metropolitan Agency for Planning (CMAP)] range from 10,700 to 31,100 vehicles per day. These 2050 volumes are used for the long-term design of the corridor improvements.
- Crash data reveal there are [1,058 crashes](#) that occurred, with no fatalities in this study window (2017-2021). The intersection at Kedzie Avenue and 159th Street accounted for 19% of the crashes for the entire corridor. There were 17 crashes that involved pedestrians and four crashes that involved bicycles; most of these occurred at the intersections of [Kedzie/159th Street and Kedzie/183rd Street](#).
- This data is being analyzed to identify patterns and recommend countermeasures to be included in the improvement of the corridor. Potential countermeasures that are being considered include traffic signal upgrades, additional left and/or right turn lanes, upgraded and/or modified pavement markings, enhanced signage, pedestrian signals, crosswalk visibility enhancements, refuge islands, and bicycle accommodations.
- The [stormwater drainage](#) along Kedzie Avenue consists of underground storm sewers and larger culverts that convey water across the corridor. Six waterways cross Kedzie Avenue via culverts within the project limits.
- There is only one known flooding issue, that is approximately 150 feet south of Flossmoor Road. The Village of Flossmoor noted that there is an area that experiences street flooding during heavy rain events that could be caused by a storm sewer capacity issue. These drainage issues will be investigated as part of the Phase I study.



Figure 2: Photos of Corridor Existing Conditions.

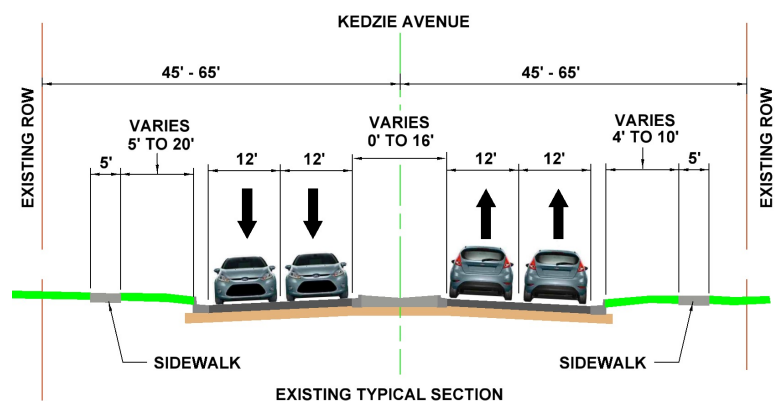


Figure 3: Existing Roadway - Typical Cross Section.

## Open Discussion

**Question 1** – Lee Foley (Lime)- What is the methodology for projecting out the increase in traffic for a subregion of Cook County for a stagnant and slightly declining population? How do the traffic projections interact with the existing traffic capacity for the corridor?

- Jarrod - CMAP is in touch with all the municipalities in that region. They are aware of population, employment, and future growth in certain areas. Based on the numbers, they are projecting some increases, but the overall percentage, there are modest increases for this period, which goes out to 2050. They are predicted to have some infill development and redevelopment in areas. That is how they develop percentage projections that we apply to existing traffic.
- Tara O. - In terms of the use of federal funding, the use of traffic projections from CMAP is intransigent for the federal aid process. Trying to consider land use patterns and employment patterns, there is a constellation of factors that CMAP uses that we are required to account for, so when we look at the level of investments for this corridor, we look at the need of now and the future.
- Mayor Michelle Nelson (Flossmoor) - Jarrod Thank you for getting the road safety plan in there and the flooding. It has been very significant lately.

**Question 2** - Lucas Roat (MWRD)- Can you elaborate on the flooding, 150th south of Flossmoor? It's been identified, but has anything been done? Like a preliminary engineering study?

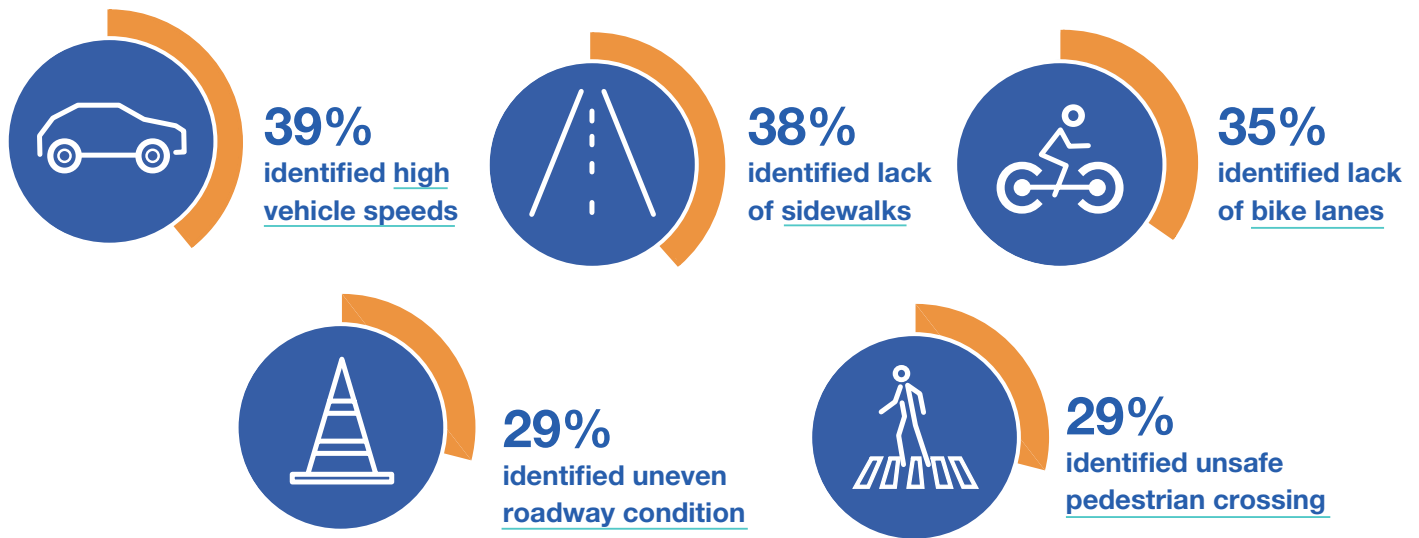
- Jarrod - Studies are underway. One way the county can help is by sending maintenance to see if there are inlets blocked. It could be the storm sewer is over capacity. As part of Phase 1, we are doing a full drainage study, including looking at drainage areas and boundaries. We are also calculating the amount of water coming off of the road into the sewer.
- Tara O. - We are doing "discovery" on the cause.
- Lucas (MWRD) - The district has done a stormwater study; it has been finalized in the last few months.

## Survey Responses

The Project Team presented an overview of the online survey results. The full survey summary is available on the project website.

- We conducted an interactive mapping survey from December 1st, 2022, to January 31st. This survey received 66 responses on the corridor's current conditions from users of Kedzie Avenue.
- As part of the online survey, respondents were asked to place a pin on a map to indicate the location of a transportation-related issue. Issues were distributed throughout the corridor, with the most pins placed at the intersection of Kedzie Avenue and Flossmoor Road.
- The categories of [Pedestrian/Bicycle and Traffic/Roadway](#) had the most responses.
- While only 24% of respondents left comments regarding safety, 39% of all respondents referenced [high vehicular speeds](#) in their comments, making it the most referenced issue along the corridor.





**Figure 4: Top Five Issues Commented by Survey Responders.** Data collected from "Kedzie Avenue Corridor Study Interactive Web-Based Survey" created using ArcGIS Survey123 software by Esri, 2023.

- Short answer questions allowed respondents to identify other or more specific transportation related issues important to this study.
- Another issue mentioned by several responders concerned the [safety of students](#). Also, issues of beautification including cleanliness, trees, and lighting were raised.
- Respondents largely live on or near the corridor (40%) and use the corridor every day or almost every day (61%).

## [Open Discussion](#)

***An opportunity was provided for the CAC members to ask questions.***

- *No Questions were raised at this time.*

## [Initial Alternatives Ideas](#)

The Project Team discussed some initial improvement alternative ideas that are being considered for the Kedzie Avenue corridor.

- An initial alternative for the proposed Kedzie Avenue roadway section:
  - [Narrowing the lanes](#) from 12' to 11' to reduce vehicular speeds
  - A continuous sidewalk along the west side and a continuous [multi-use path](#) along the east side of the corridor to support pedestrian and bicycle travel
  - [Narrowing the median](#) to 13' from 16'. The sidewalk and path additions will widen the corridor, and this median will still provide space for left turn lanes for the cross streets and driveways

- Major intersections are also being evaluated for safety and capacity. The intersections are measured on their ability to handle the existing and anticipated future traffic demand with an acceptable amount of average delay per vehicle.
  - Average vehicle delay is measured based on a Level of Service scale from A to F, which is similar to a school report card. The team presented what each level of service, or LOS, represents from a traffic perspective. Generally, LOS A and B constitute very low vehicle delay and mostly free flow conditions. Under LOS C and D, delays per vehicle are increasing and traffic is starting to break down. Generally LOS D is considered an acceptable LOS for an urban corridor such as Kedzie Avenue. For LOS E traffic would be considered very congested and LOS F represents very high levels of delay with very stop and go conditions.
- **LOS during the peak hour of the day** (generally the afternoon peak hour) for the major intersections along the Kedzie Avenue corridor were calculated at the existing traffic conditions and the projected 2050 no-build condition. All intersections in the existing condition are at D or better and in the future 2050 condition, only the 159th Street and 167th Street intersections are at LOS E.
- The project will be investigating additional capacity improvements at the 159th Street and 167th Street intersections as part of the preferred alternative for the improvement of Kedzie Avenue.

## Open Discussion

**Question 1** – Lee Foley (Lime)- Kedzie, 159th Street LOS worsening over time, or the projection of worsening over time, there has recently been quite a bit of money spent by IDOT. How does that interact with this study, and what was invested in those intersection changes that didn't help?

- Jarrod - When you see a project hit the street and get built, it could've been years since the project was in development. The study could've been done a bit ago, and the projections are 2030 or 2040, but they are just projections. This doesn't automatically mandate what we must do, but we will go deeper and talk with IDOT about what we must do. We are just doing the study and seeing what the corridor needs in the future.

## CAC Input on Issues & Needs

The Project Team facilitated an interactive discussion of issues, needs, and outcomes through Menti live polling. CAC members were encouraged to think about their own personal viewpoints, but also the communities they represent, when responding.

### Interactive Discussion: Menti Questions

- How do you use the corridor?
- What do you want to make sure gets included in this Kedzie Corridor redesign?
- What potential outcome of this study are you most excited about?

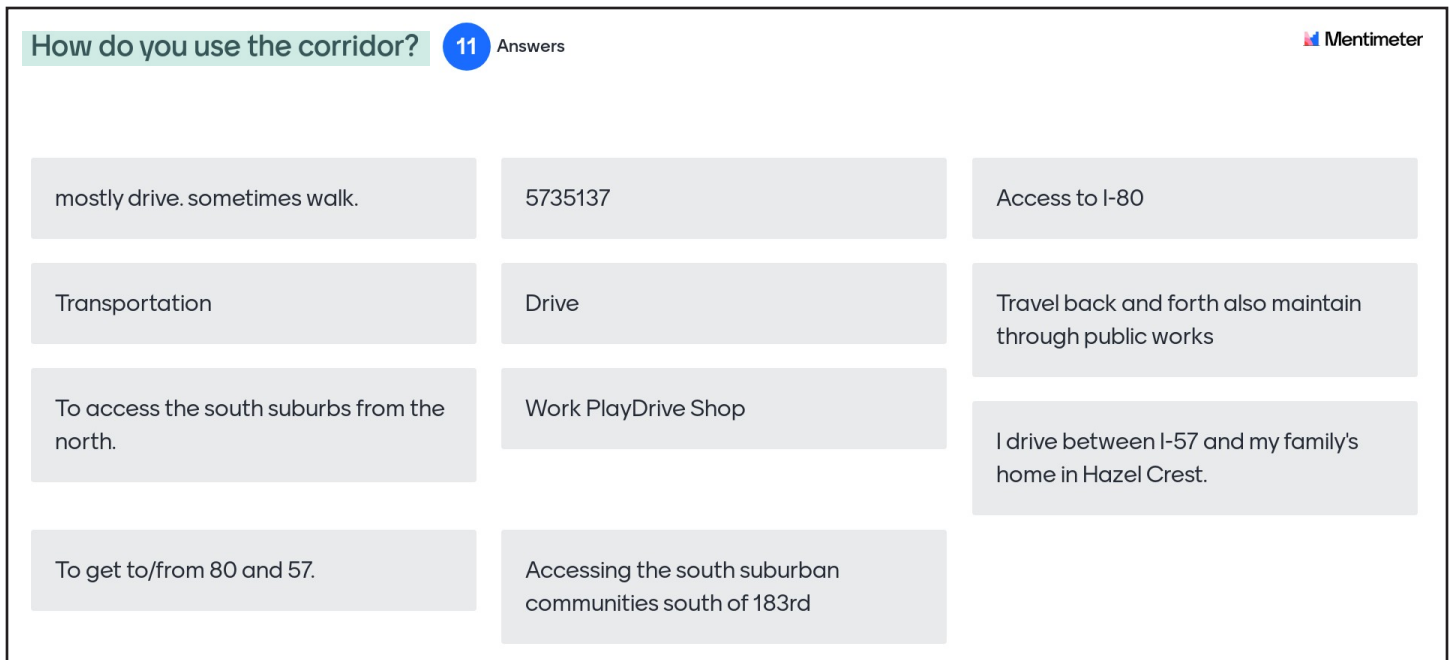


Figure 5: Live Menti Polling Results: "How do you use the corridor?"



Figure 6: Live Menti Polling Results: "What do you want to make sure gets included in this Kedzie Corridor redesign?"

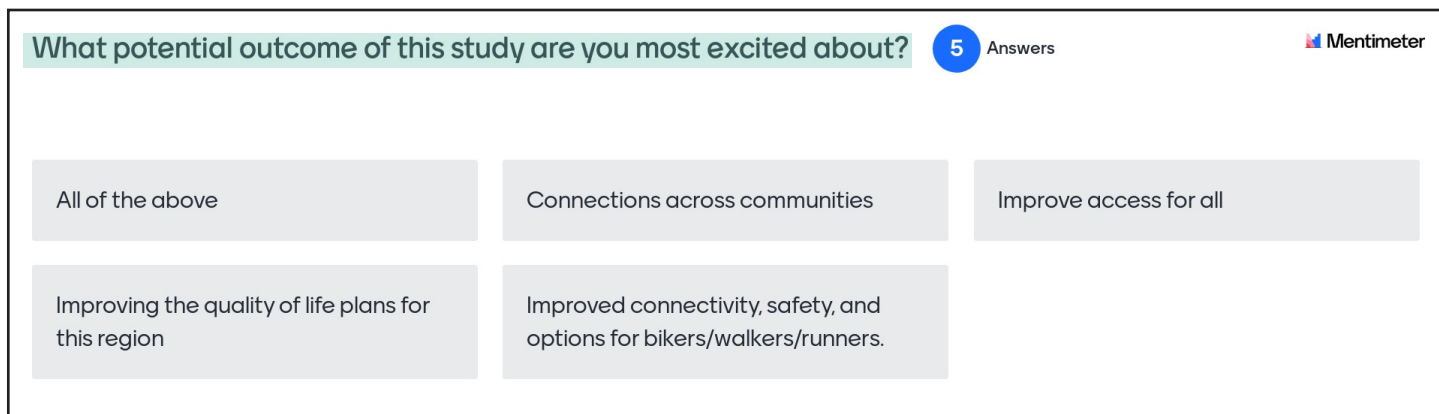


Figure 7: Live Menti Polling Results: “What potential outcome of this study are you most excited about?”

## Next Steps

The next steps in the study process include continuing the alternatives development and evaluating alternatives on their ability to meet the project goals, and their respective impacts along the corridor. The next CAC meeting will discuss those alternatives evaluation findings.

After that, a public information meeting will be held to present the improvement alternatives and solicit public input. Finally, a preferred improvement alternative will be selected and presented at the third CAC meeting followed by a public meeting. Then, the Phase I Study will be finalized and processed to IDOT and the Federal Highway Administration for approval.

Throughout the study process, information will be available on the project website at [improvedzieavenue.org](https://improvedzieavenue.org).

## What Comes Next in 2023

- The Project Team is hard at work developing and evaluating alternatives
- CAC Meeting #2 will be a chance for stakeholder review of alternatives
- Public Meeting #1 will get public comment and feedback on alternatives and provide Project Team with information about preferences and priorities





## CAC Member Organizations

Advocate South Suburban Hospital  
Bremen Township  
Chicago Southland Convention and Visitors Bureau  
Chicago Southland Economic Development Corporation  
City of Markham  
Hazel Crest Park District  
Homewood Flossmoor Community High School  
Homewood-Flossmoor Park District (Coyote Run Golf Course, Homewood-Flossmoor Ice Arena)  
IDOT  
IDOT Consultant (OSEH Inc.)  
Illinois Tollway  
Local Stakeholders  
Markham City Police Department  
Markham Park District  
Markham Public Library  
Metropolitan Water Reclamation District (MWRD)  
Pace Bus  
Prairie Hills School District Office - Markham  
Rich Township  
South Suburban Mayors & Managers Association (SSMMA)  
Village of Flossmoor  
Village of Hazelcrest  
Village of Homewood  
Village of Olympia Fields

## Meeting #1 Attendees

### CAC Members

Karl Persons- Local Stakeholder, Open Lands  
Doug Boehm- Homewood-Flossmoor Park District  
Max Massi- Village of Homewood  
Charles Dryer- Village of Hazelcrest Public Works  
Derrick Champion- City of Markham  
Mayor Michelle Nelson- Village of Flossmoor  
Lucas Roat- MWRD  
Henry Guerriero- Illinois Tollway  
Leslie Rauer- SSMMA  
Lee Foley- Local Stakeholder, Lime  
James (Jim) Skvarla- Cook County

### Project Team

Tara Orbon- Cook County DOTH  
Tara C. Fifer- Cook County DOTH  
Jennifer Palma Skrebo- Cook County DOTH  
Jarrod Cebulski - Patrick Engineering  
Mike Dumas- Patrick Engineering  
Sydney VanKuren- MUSE Community + Design  
Lizbeth Carrazco- MUSE Community + Design  
Gustavo Yanez- CERA Solutions  
Scott VanderAa- CERA Solutions