



VILLAGE OF VILLA PARK
Village Hall, Board Chambers
20 South Ardmore Avenue
Villa Park, IL 60181

Village Board of Trustees - Committee of the Whole

September 11, 2023

6:00 PM

Village President Nick Cuzzone
Village Clerk Hosanna Korynecky

Village Trustees Cari Alfano, Jorge Cordova, Jack Corkery, Jack Kozar, Deepa Kumar, Kevin Patrick

Public participation is invited on each agenda item prior to the Board's deliberation. **When called upon, please approach the microphone. Kindly limit your remarks to three (3) minutes.**

1. Call to Order - Roll Call

2. Pledge of Allegiance

3. Discussion Items

a. CDM Smith Study on Grade Separation at Rail Crossings

The Board of Trustees will be asked to provide input on the data collected by CDM Smith. CDM Smith has evaluated the possible railroad crossing grade separation projects, based on traffic and other objective data, and collected a substantial amount of public input as well. The presentation and discussion will help direct the completion of the study and potential next steps.

4. Public Comments

5. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.

Villa Park | Grade Separation Feasibility Study

Project Status Meeting



September 11, 2023





Agenda

- Study overview
- Existing conditions analysis
- Survey results
- Concept development process
- Assessment of impacts and benefits
- Open discussion/questions
- Next steps

Study Overview

The intent of the study is to assess the nature and demand of user access across the Union Pacific Railroad (UPRR) within the Village limits and to identify feasible means to grade separate permanent access for motorized and non-motorized users.



Feasibility Study - Project Schedule



2023

JAN

FEB

MAR

APR

MAY

JUN

JUL

AUG

SEP

OCT

Data Collection and Data Evaluation

Objectives Workshop

Targeted Outreach

Concepts Development

Concepts Refinement

Concepts Finalization

Administration + QA/QC

KEY: Project Management Progress Meeting

Village Board Meeting Outreach/Support



Existing Conditions Review

Local Traffic Profile

Westmore Ave.

- Local road
- No current crossing
- Two-lane cross section

Addison Rd.

- Minor arterial
- ADT: 9450
- Four-lane cross section

Ardmore Ave.

- Major collector
- ADT: 7550
- Two-lane cross section

Villa Ave.

- Minor arterial
- ADT: 6200
- Two-lane cross section



2018 Average Motorist Delay per Weekday

UPRR Line

- Average of 100 trains per day
- 59 Metra trains

Addison Rd.

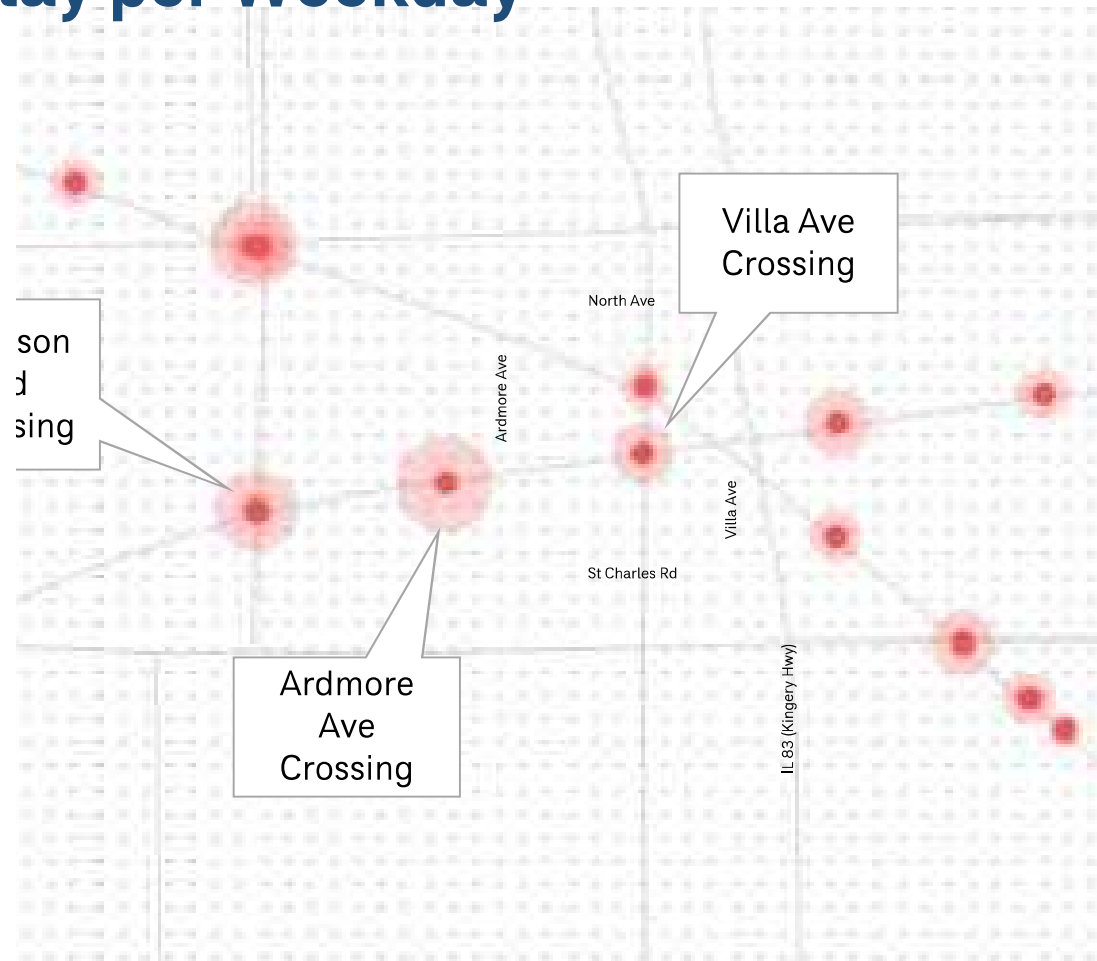
- 159.04 total hours of delay

Ardmore Ave.

- 133.90 total hours of delay

Villa Ave.

- 106.14 total hours of delay



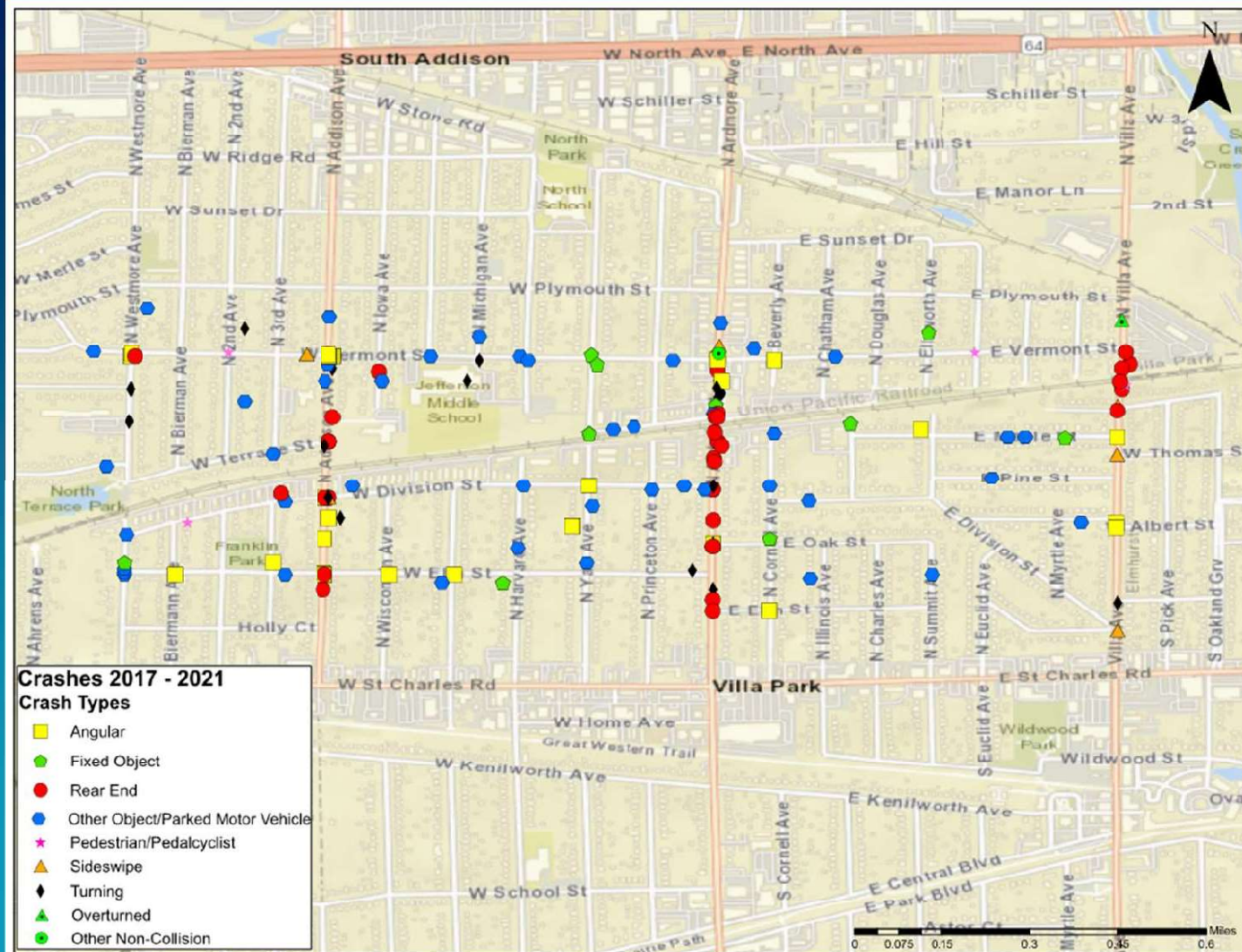
*CMAP NEIL At-Grade Railroad Crossing Motorist Delay, 2018

<https://www.cmap.illinois.gov/mobility/explore#/topic/freight/crossing-delay>

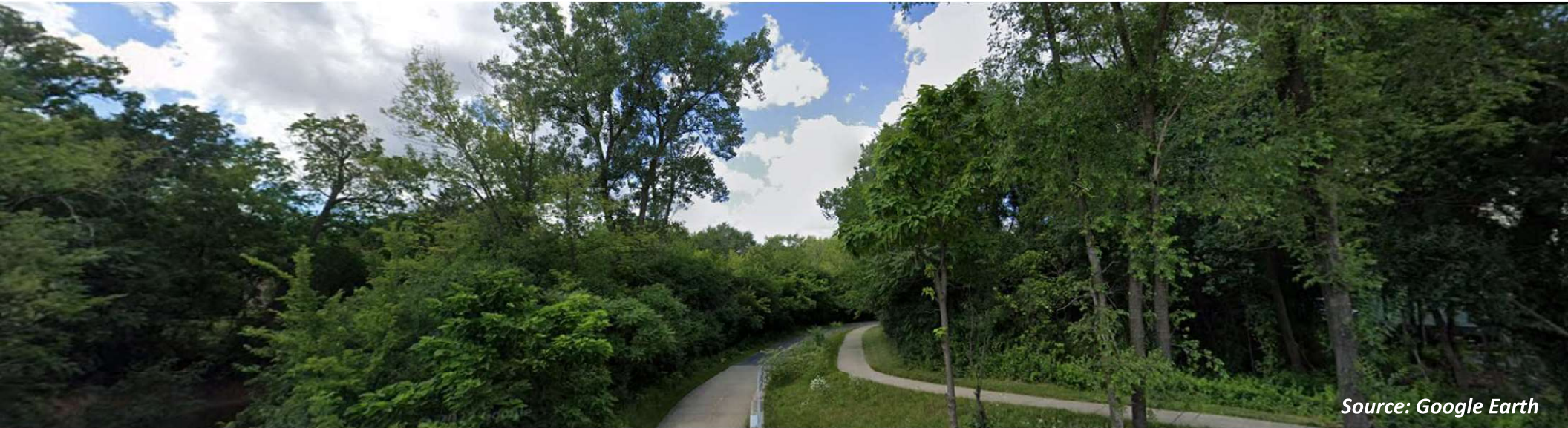
5-Year Crash History

Vehicular Crash Data:

- Evaluated last 5 years of available crash data (2017-2021)
- 169 total crashes in the project area
- No fatalities



Environmental Screening Results



Source: Google Earth

■ Low environmental risks

- No critical habitats within the proposed project area
- No Historic & Architectural Resources in study area
- Low risk of flooding

■ Potential environment issues

- Potential 4(f) Impact at Iowa Community Center property (Addison) or North Terrace Park (Westmore)
- North Terrace Park Freshwater Pond along Westmore Ave (Wetland)



Public Engagement

Online Survey Results – Key Take Aways

- No clear preferred location for improvements
- Share of respondents indicating “very concerned” or “concerned” for the following topics:
 - Emergency response times: **92%**
 - Vehicle delay: **91%**
 - Reliable travel times: **85%**
 - Bike/ped safety: **82%**
 - Bike/ped delay: **76%**
 - Vehicle safety: **69%**
 - Metra station access: **63%**
 - Air quality: **58%**
- Common themes in open-response items
 - Need for improved north-south vehicle access across railroad
 - Need for improved access to community destinations (e.g., Iowa Rec Center and schools)
 - Need for pedestrian crossing improvements at Metra station (potentially as under/overpass)
 - Poor pavement conditions at Villa Avenue crossing





Alternatives Development



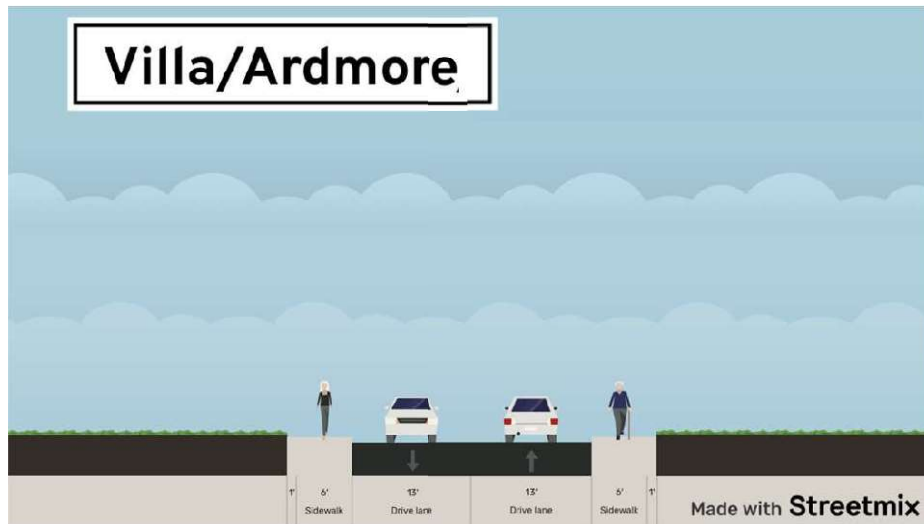
Motorized Alternatives - Considerations

Overpass vs Underpass

- Underpass is generally more expensive
- Underpass typically has less impact on properties and access
- Both options have long lead times based on railroad coordination and approval



Proposed Roadway Section Alternatives



- Two Lanes
- Shared Ped/Bike Path

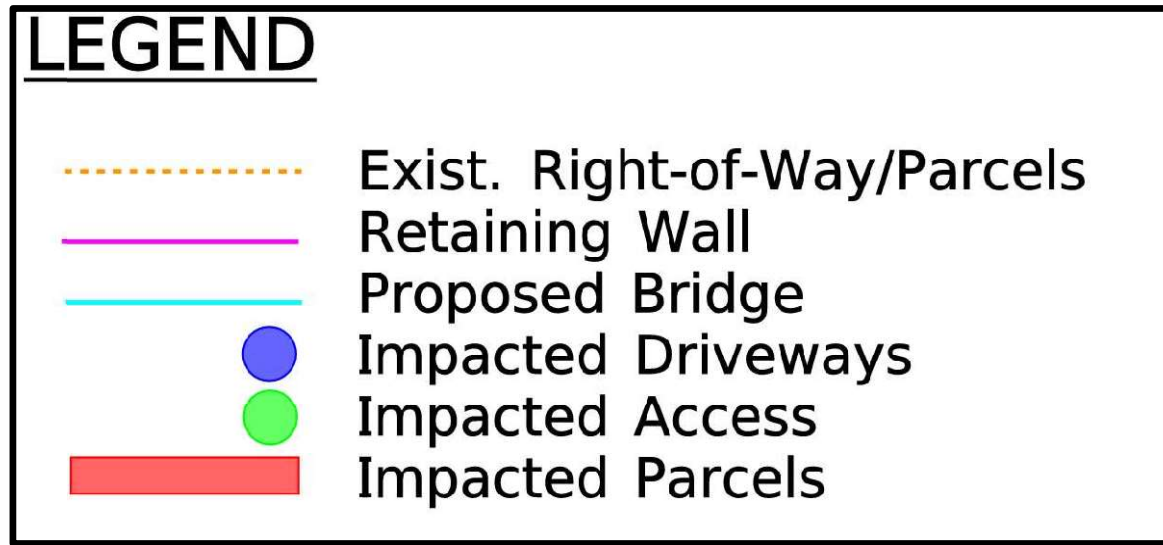


- Four Lanes
- Shared Ped/Bike Path



Assessment of Impacts and Benefits

Motorized Alternatives



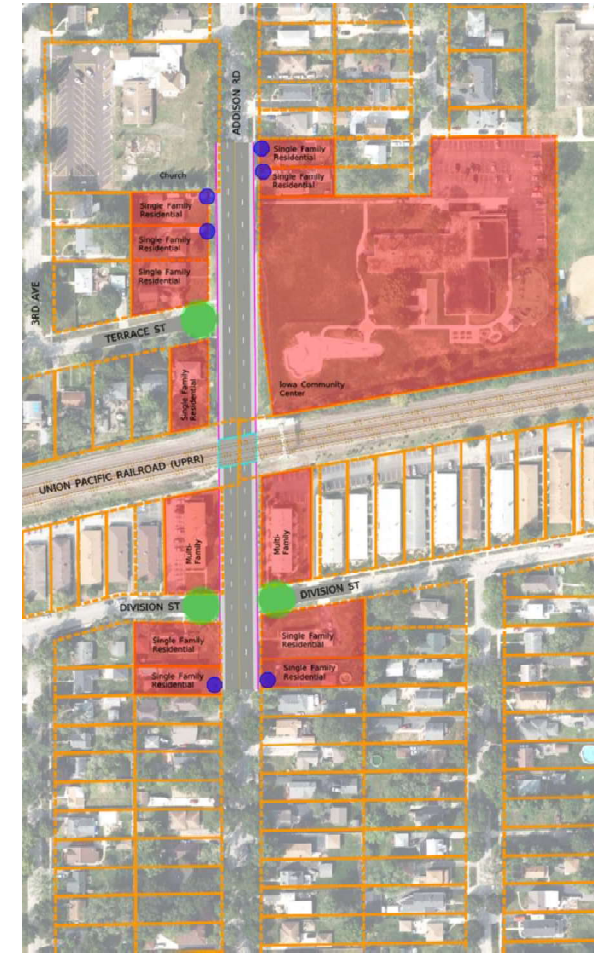
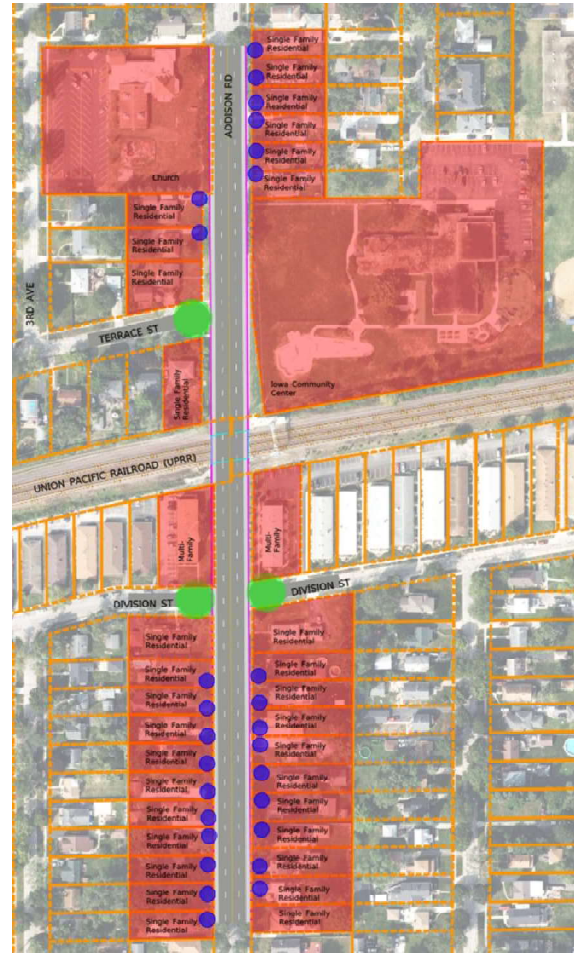
Impacts to Property and Access: Addison Road

Left:

- Overpass

Right:

- Underpass



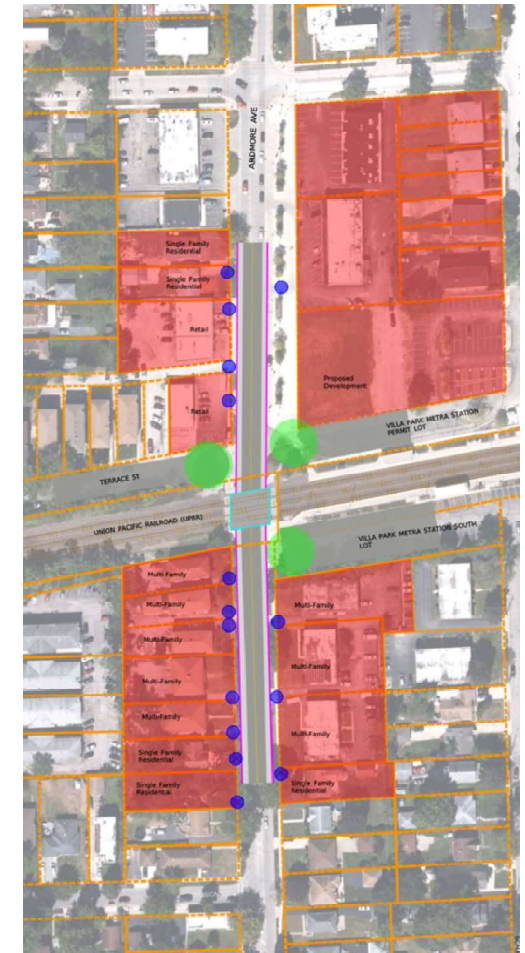
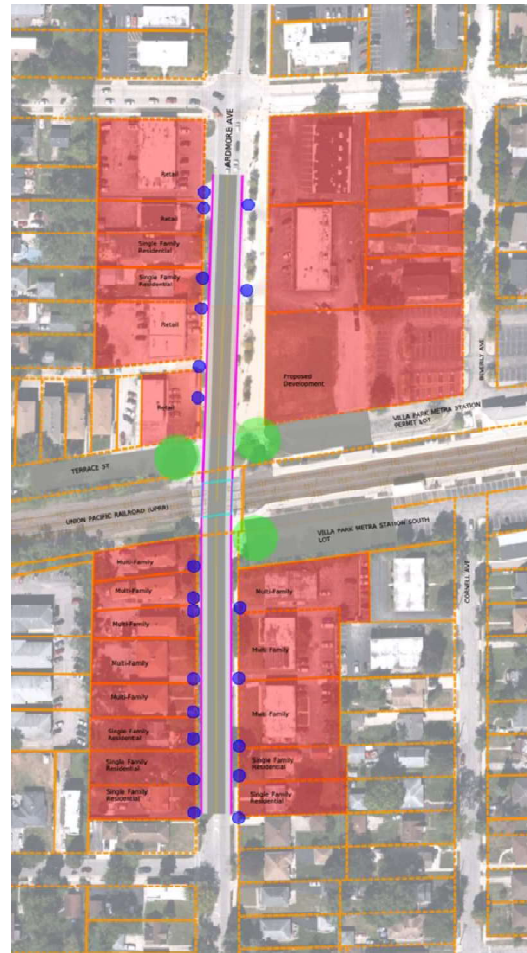
Impacts to Property and Access: Ardmore Avenue

Left:

- Overpass

Right:

- Underpass



Impacts to Property and Access: Ardmore Ave Underpass with Terrace

Left:

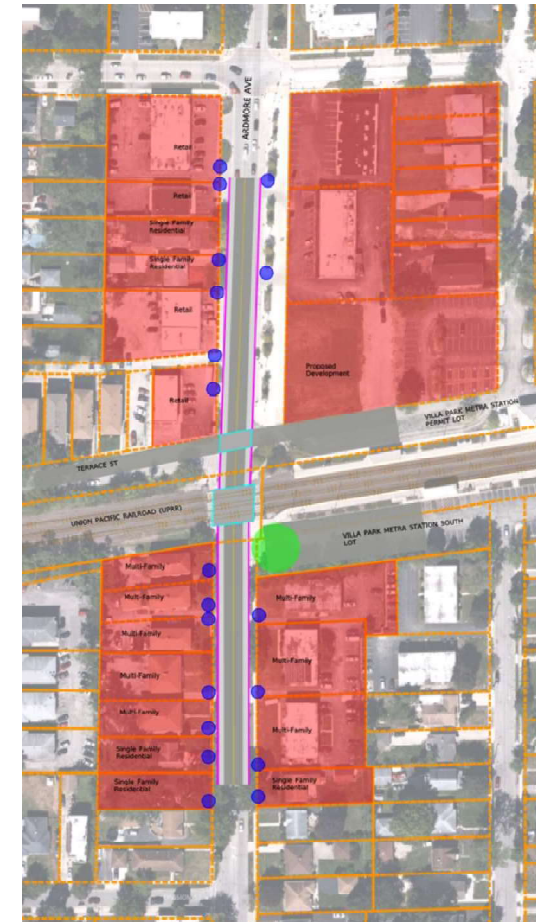
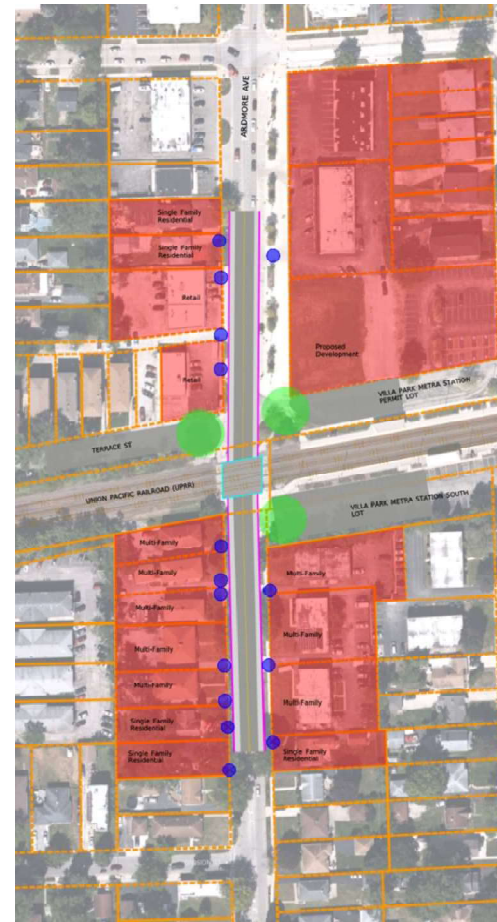
- Underpass

Right:

- Underpass w/ Terrace Connection

LEGEND

- Exist. Right-of-Way/Parcels
- Retaining Wall
- Proposed Bridge
- Impacted Driveways
- Impacted Access
- Impacted Parcels



Left:

- Right:

- ## LEGEND

- [illegible]



Non-Motorized Alternatives

LEGEND

- Exist. Right-of-Way/Parcels
- Retaining Wall
- Underpass Sidewalk
- Additional Sidewalk Connection
- Impacted Parcels



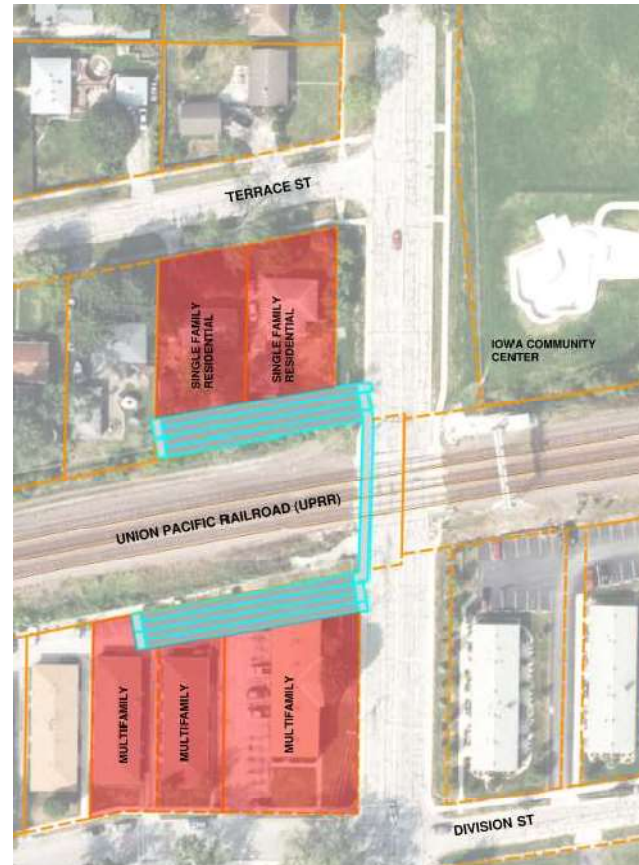
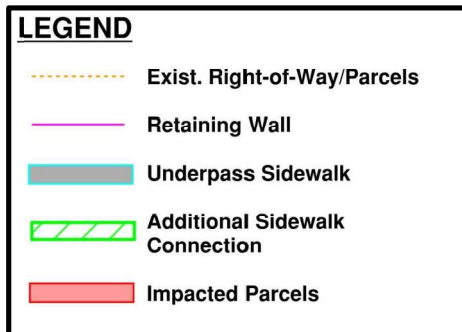
Impacts to Property and Access: Addison Road

Left:

- Overpass

Right:

- Underpass



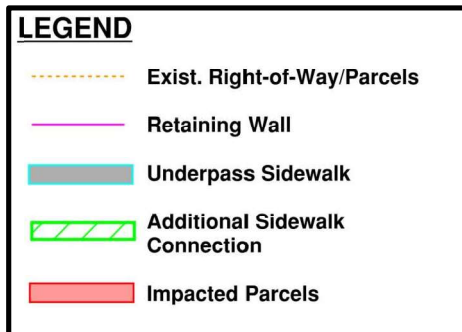
Impacts to Property and Access: Villa Park Metra Station

Top:

- Overpass

Bottom:

- Underpass



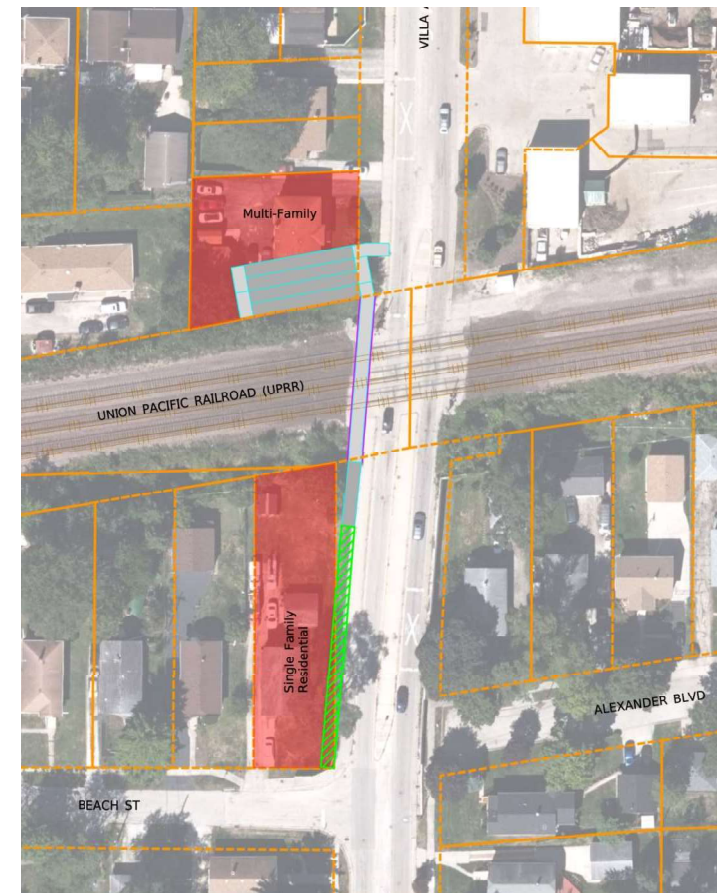
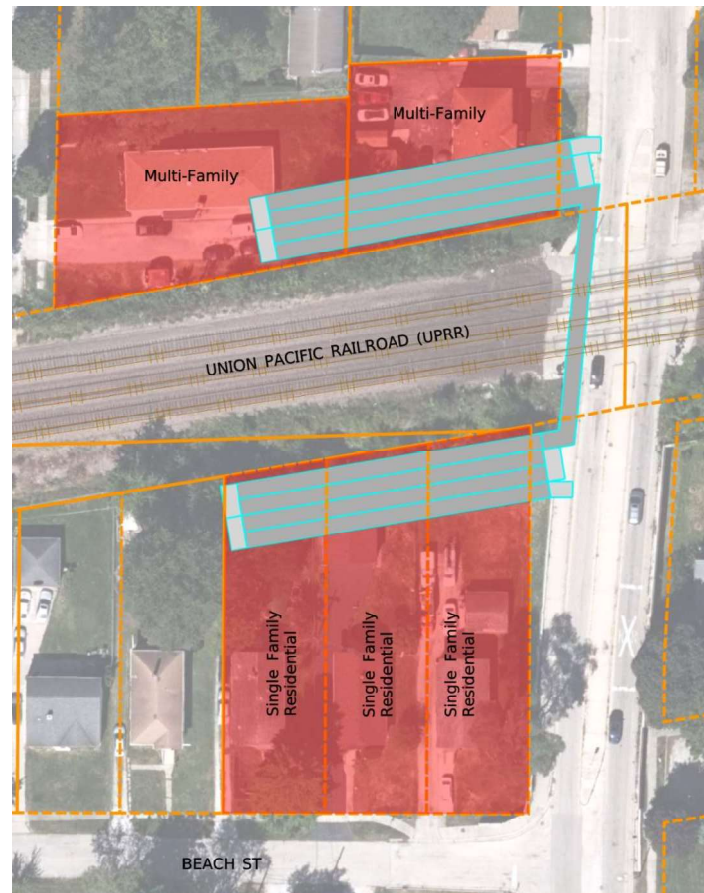
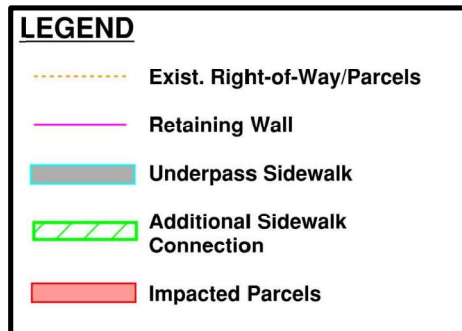
Impacts to Property and Access: Villa Avenue

Left:

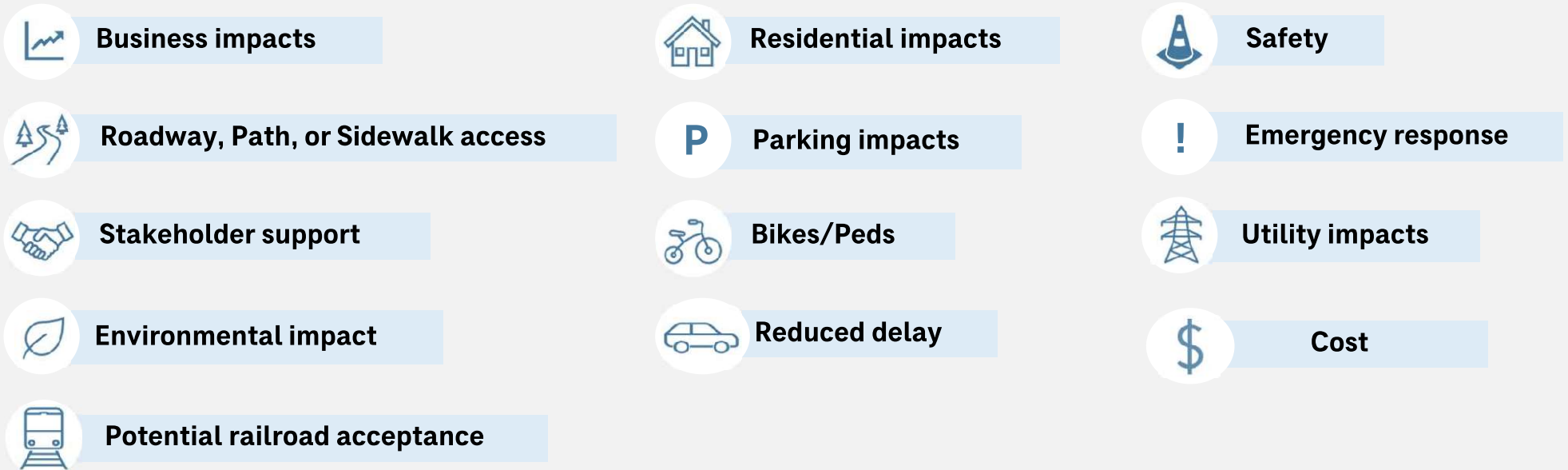
- Overpass

Right:

- Underpass



Evaluation criteria



Motorized Alternatives Summary – Addison Road

Benefits

- Improves location of highest average daily traffic
- Improves location highest recorded delay
- Provide better access to schools/public open space
- Improves opportunity for community connectivity/active transportation

Considerations

- Lack of connectivity of corridor
- Most expensive separation option
- Large impact to residential access
- Impact to church property



Motorized Alternatives Summary – Ardmore Avenue

Benefits

- Connectivity of corridor
- Central to Villa Park
- Existing grade separation to the north
- Proximity to Metra Station
- Potential for transit-oriented development
- Improved emergency response
- Lowest parcel impact

Considerations

- Potential impact to lower income residents
- Potential environmental issue
- Impacts to planned development
- Access/parking impacts to Metra Station



Motorized Alternatives Summary – Villa Avenue

Benefits

- Improves connection for Salt Creek Greenway Trail
- Less overall benefit

Considerations

- Highest impact to residential access (over and underpass)
- Lack of connectivity of corridor
- Lowest average daily traffic
- Close proximity to existing IL-83 grade separation
- Highest utility impacts



Motorized Alternatives Summary - General

	Addison		Ardmore			Villa	
	Option 1A - Underpass	Option 1B- Overpass	Option 2A - Underpass	Option 2B - Underpass w/ Terrance Connection	Option 2C - Overpass	Option 3A - Underpass	Option 3B - Overpass
Parcel Impacts	>10	>30	>10	>10	>10	>20	>40
Utility Impacts	5	5	5	5	5	5	>5
Adjacent CN Grade Separation	N	N	Y	Y	Y	N	N
Potential Environmental Concern	N	N	Y	Y	Y	N	N
Street or alley impact	>1	>1	>1	1	>1	>1	>5
Parking Impacts (loss of on-street spaces)	0	0	>5	>5	>5	0	0
Construction Costs	\$40-60	\$20-40	\$30-50	\$40-60	\$15-30	\$40-50	\$20-40

Non-Motorized Alternatives Summary – Addison Road

Benefits

- Provide better access to schools/ public open space
- Improves opportunity for community connectivity/active transportation

Considerations

- Metra blockages less likely at this location
- More property impacts compared to Villa Ave due to apartment buildings south of the crossing
- Overpass option may conflict with the railroad overhead signal mast
- Users may continue to use at-grade crossing



Non-Motorized Alternatives Summary – Villa Park Metra Station

Benefits

- Enable riders to cross over to the other side while trains are at the station
- Improved reliability potentially attracts more commuters to use the station
- Enhance safety by removing the existing at-grade crossing at the station
- Eliminates issues with Metra blockages

Considerations

- Need agreement with UP as there will be some impacts adjacent to the platforms



Non-Motorized Alternatives Summary – Villa Avenue

Benefits

- Better connect the Salt Creek trail

Considerations

- Metra blockages less likely at this location
- Trail users would still need to cross Villa Ave twice
- Users may continue to use at-grade crossing
- Potentially fewer users than Addison or Ardmore



Non-Motorized Alternatives Summary

	Non-Motorized Option Addison Rd		Non-Motorized Option Metra Station		Non-Motorized Option Villa Ave - West Side	
	Option 4A - Ped Underpass	Option 4B - Ped Overpass	Option 5A - Ped Underpass	Option 5B - Ped Overpass	Option 6A - Ped Underpass	Option 6B - Ped Overpass
Parcel Impacts	>4	>4	0	0	>1	>4
Utility Impacts	1	1	1	1	>1	>1
Potential Environmental Concern	N	N	N	N	N	N
Adjacent CN Grade Separation	N	N	N	N	N	N
Streets or alleys	0	0	0	0	0	0
Parking Impacts (loss of on-street spaces)	0	0	0	0	0	0
Construction Costs	\$10-15	\$7-12	\$10-15	\$7-12	\$10-15	\$7-12

Initial Recommendations



- Underpass options provide less impact
- Addison and Ardmore are preferred locations
- Staged implementation
- Coalition building



Open Discussion



Next Steps

- Document comments
- Finalize alternatives based on comments
- Develop final recommendations
- Identify next phase for potential improvements

Successful Implementation



- **Provide input to Villa Park Comprehensive Plan update**
 - Still unknown economic development potential
 - Avoid preclusion of any future development
- **Demonstrated Commitment and Funding Plan**
 - Identify funding opportunities to frame project purpose and need
 - Outline schedule of proposed funding opportunities
- **Move project into next phase of project (NEPA)**
 - Shows funding providers level of commitment
 - Allows for additional investigation for most feasible alternatives
 - Develop NEPA document with a tiered approach
 - Near term recommendation for Pedestrian Only Grade Separation
 - Potential longer term recommendation for Motorized grade separation



Thank you!