# Connect Franklin Park

## Public Information Meeting #1

November 2025

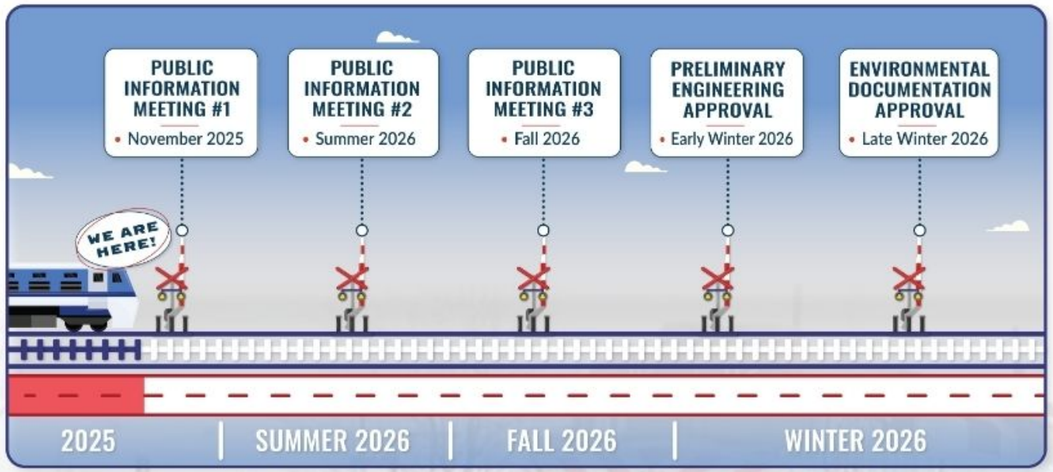
## How is a typical project developed?

There are three stages to moving a project from concept to reality:

1. Preliminary Engineering and Environmental Studies (concept engineering, stakeholder involvement and environmental approvals) — We are here
2. Final Design and Property Acquisition (Detailed engineering plans and acquisition of properties needed to build the project)
3. Construction (utility relocations, construction of the project, restoration)

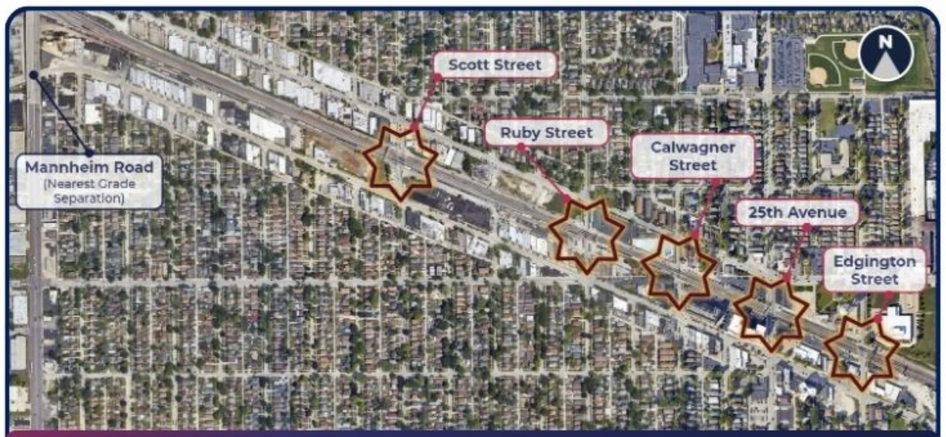
## Project Timeline: Phase I

The project team will review and incorporate the comments received at Public Meeting #1, then proceed with developing a concept design and conducting environmental coordination. Public Meeting #2 is anticipated in the summer of 2026 to gather additional community feedback.




## Project Overview

The Village of Franklin Park has five at-grade railroad crossings within the community. The Village of Franklin Park has five at-grade railroad crossings within the community. Over 100 trains pass through the town each day and often cause significant traffic delays. To improve existing transportation safety, mobility and access in its downtown area, the Village of Franklin Park is sponsoring the **Connect Franklin Park (CFP) Project.** The first portion of this project is dedicated to the preliminary design engineering of a new highway-rail grade separation, including a new pedestrian grade separated crossing. Funding support is being provided by the Illinois Commerce Commission (ICC), Cook County and the Federal Rail Administration (FRA) for this important project.




CPKC / Metra Rail Corridor: Five At-Grade Railroad Crossings

## What is a highway grade separation?

A highway-rail grade separation eliminates where a roadway and rail crossing intersect by placing either the highway or the railway at a different elevation using a bridge or tunnel. This separation allows for traffic to flow without interruption, significantly improving safety by preventing collisions and reducing congestion and wait times at crossings.

## Contact Us

ConnectFranklinPark@gftinc.com

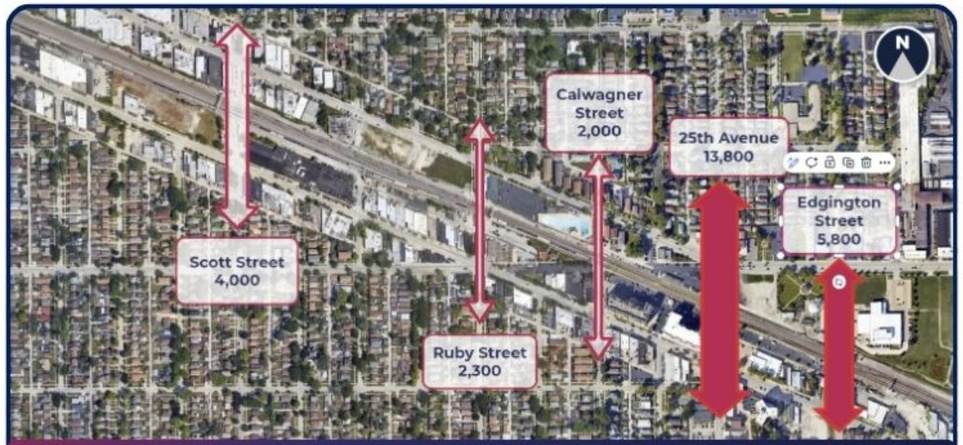

Scan the QR code to find out more information about the project.

ConnectFranklinPark.org

## Transportation Need

Pedestrians, bicyclists and motorists experience delays while waiting for trains to pass through the Village every day. The average crossing delay is 4.5 minutes; however some delays may exceed one hour. This significantly impacts access to schools, jobs, businesses and emergency services both within the Village and nearby areas.

In addition to impacting access, these conditions have also led to unsafe transportation behaviors. The Village has observed pedestrians, often students, crossing under and through stopped train cars, narrowly missing tragic results. Over the past 30 years, crashes, injuries and fatalities have occurred at the rail crossings in town making this project a critical need for the community.



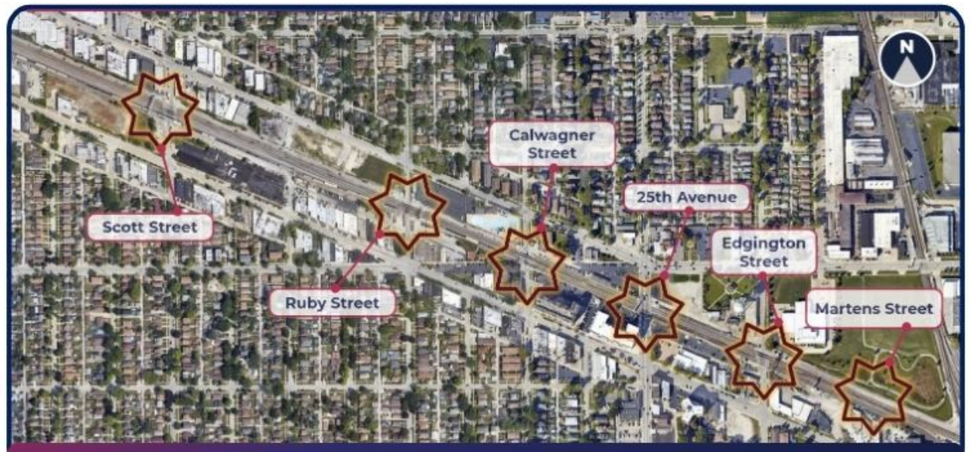

Existing Average Daily Traffic Volumes

## Grade Separation Corridors

The project team considered multiple corridors for a highway-rail grade separation, based on the following principles:

- Improve mobility and safety
- Avoid or minimize direct impacts, as well as indirect impacts
- An underpass would be more desirable than an overpass

**Each of the five existing crossings, plus a new crossing at Martens Street, were evaluated.**




Potential Grade Separation Locations

## Martens Street

This option would involve extending Martens Street north of Franklin Avenue, under the railroad tracks to a new intersection at Belmont Avenue. This corridor is sufficiently near 25th Avenue to draw traffic from 25th Avenue to Martens Street. In addition, Martens Street is a non-residential corridor that has sections of pavement that are wider than 25th avenue and a greater availability of ROW.

A separate grade separation at 25th Avenue for pedestrians and bicyclists will be needed alongside the Martens Street underpass to create a safe crossing for students traveling to nearby schools.

Preferred Corridor

| | Scott St | Ruby St | Calwagner St | Edgington St | 25th Ave | Martens St |
|---|---|---|---|---|---|---|
| Safety | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Private Property Impacts | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| Impact to Traffic on Local System | ✗ | ✗ | ✗ | ✗ | ✗ | ✓ |
| Local Mobility | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Aesthetic Impact to Community | ✗ | ✗ | ✗ | ✗ | ✗ | ✓ |