Appendix C

Alternatives Identification and Evaluation

I-290 Eisenhower Expressway
Cook County, Illinois

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Appendix H. Travel Forecasting Assumptions

1.0 Executive Summary

The I-290 Preliminary Engineering and Environmental (Phase I) Study is being undertaken consistent with the National Environmental Policy Act (NEPA) and federal and state policy to prepare an Environmental Impact Statement (EIS) for multimodal transportation improvements from west of Mannheim Road to Racine Avenue (see Figure 1-1).

Figure 1-1. Study Area Map

The NEPA process guides potential federal actions to consider impacts to the environment, and requires the evaluation of alternative ways of accomplishing study goals and meeting study needs (Figure 1-2). The NEPA process establishes three primary steps in project development for an EIS: Establish the Purpose and Need, Alternatives Development and Evaluation, and Identification of the Preferred Alternative.

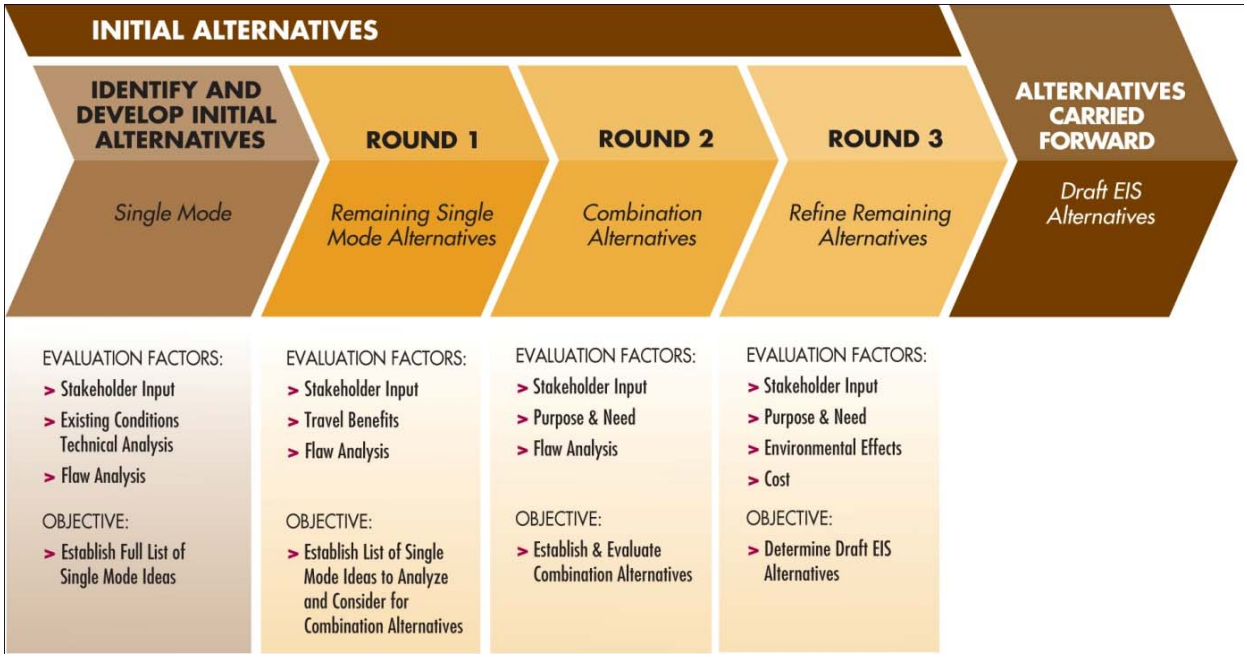
Figure 1-2. Environmental Impact Statement Planning Process

This document, which will be updated as the planning process advances, describes the alternative development and evaluation process used. This process, as illustrated in Figure 1-3, will include:

- Round 1 - The identification and evaluation of single mode alternatives, which are alternatives that consider changes to or improvements of only one mode of transportation, to understand the effectiveness and characteristics of each individual mode.
- Round 2 - The evaluation of an initial set of combination mode alternatives assembled based on the findings from the Round 1 single mode evaluation. Combination mode alternatives include improvements to or additions of more than one mode of transportation (e.g. transit and expressway improvements).
- Round 3 - The revision of the combination alternatives based on the initial results and further development and evaluation.

The goal of this process is to identify the alternatives to be carried forward for evaluation in the Draft EIS. The process also provides the opportunity to examine all modes of travel within the transportation system, which can provide the basis for future planning efforts by other area transportation agencies (i.e. RTA, CTA, Pace, etc).

Figure 1-3. Initial Alternatives Development and Evaluation Process



Prior to the initial alternatives identification process, the Illinois Department of Transportation (IDOT) initiated a project context audit to identify key features of the project area, characteristics of key transportation facilities, and conditions that should be addressed in the scope of the study. With this information, IDOT and the Corridor Advisory Group (CAG)/Task Forces (TF), prepared a project problem statement (February 2010). With stakeholder and transportation agency input, the study team evaluated the condition and performance of the existing transportation system. This activity focused on the identification of transportation needs of the study area, and was documented in the Existing Transportation Systems Performance (ETSP) Report, August 2010. Based on the findings from the ETSP and with stakeholder input, the Purpose and Need for the project was developed between July 2010 and

December 2011 beginning with a basic outline that was gradually expanded and discussed with the CAG/TF and other stakeholders over the course of five CAG/TF meetings and a public meeting in May of 2011. The five needs identified for the I-290 Study Area are:

1. Improve regional and local travel
2. Improve access to employment
3. Improve safety for all users
4. Improve modal connections and opportunities
5. Improve facility deficiencies

A regional travel demand model was used as the evaluation tool for testing the transportation performance of alternatives. To evaluate alternatives, the project established a baseline or "No Build" based on the Chicago Metropolitan Agency for Planning (CMAP) 2040 fiscally constrained network data to forecast future travel conditions outside the study area, and assuming no improvements to I-290 in the study area. As the accepted plan for the regional transportation system for the year 2040, this model establishes the project's No Build alternative, which is 'alternative neutral' and is the baseline condition against which the transportation performance of alternatives area evaluated. Appendix H describes the travel forecasting assumptions. The evaluation process includes a relative comparison between alternatives and comparison of each alternative to the No Build alternative. Specific population and employment forecasts will be developed for the evaluation of the alternatives in the Draft EIS.

Alternatives were initially evaluated for fatal flaws throughout the process. A fatal flaw is defined as a characteristic or component of an alternative that would render it infeasible or impractical in the context of this study. Flaws could include substantial direct impacts to residences, businesses, environmental resources, or community facilities. A fatal flaw could also result from the improvement being beyond the context of the I-290 Phase I Study Area or needs. Alternatives that have costs that are not reasonable and prudent can also be removed from consideration.

1.1 Initial Alternatives Identification Summary

The initial alternatives for the Round 1 evaluation were identified through a pre-screening process that considered approximately 460 alternative suggestions submitted by project stakeholders on how to address the Purpose and Need of the I-290 project. These suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Each of the three groups was subdivided into concept categories based on the stakeholder suggestions provided (example: add general purpose lanes to I-290). As discussed further in Section 4 and Appendix A of this document, 33 concept categories emerged to which each suggestion was assigned.

The 33 concept categories were pre-screened by IDOT to identify which concepts would be either carried forward into Round 1, not carried forward, or deferred for future evaluation. The pre-screening resulted in 11 of the 33 original categories carried forward into the Round 1 evaluation. In addition to these single mode alternatives, 11 other categories of related improvements were deferred for future consideration.

1.2 Round 1 (Single Mode Evaluation) Summary

The purpose of the single mode evaluation was to understand the effectiveness and characteristics of each individual mode. A regional travel demand model was used to test the alternatives, and is based upon decades of research and calibration to appropriately portray existing and expected future conditions; the CMAP GO TO 2040 plan was used as a base for forecasting future conditions. The model seeks the most efficient mode of travel based upon travel costs and times, trip purposes, and the time-of-day for the trip.

Twenty-one single mode alternative concepts, that are derivative of the 11 single mode concept categories carried forward from the pre-screening, were developed by the study team and CAG/TF for evaluation in Round 1. The 21 single mode alternatives are summarized in Table 1-1, and a set of maps representing these alternatives is provided in Appendix C. Some of the concept categories resulted in multiple single mode alternatives. For example, three versions of the CTA Blue Line extension concept were carried forward as single mode alternatives with different project termini.

Table 1-1. List of Single Mode Alternatives Evaluated in Round 1

Transit Mode Alternatives (9 total)

Blue Line Extension (Heavy Rail Transit - HRT) 	[HRT 1] From Forest Park To Oak Brook via IL Prairie Path and Butterfield Road
	[HRT 2] From Forest Park To Oak Brook via IL I-290 and I-88
	[HRT 3] From Forest Park To Mannheim via I-290
Express Bus 	[EXP] Various service from DuPage and Northwest Cook Counties to Forest Park CTA terminal
Bus Rapid Transit (BRT) 	[BRT 1] Oak Brook to Forest Park - via Butterfield Road and IL Prairie Path
	[BRT 2] Oak Brook to Forest Park - via I-88 and I-290
	[BRT 3] Oak Brook to Cicero Avenue - via I-88 and I-290
	[BRT 4] Oak Brook to Ashland Ave - via I-88 and I-290 – CTA Blue Line conversion
	[BRT 5] Lombard to Forest Park - via I-88 and I-290

Expressway Mode Alternatives (11 total)

General Purpose (GP) Add Lane			[GP LANE] General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	**High Occupancy Vehicle (HOV) Lanes**	**2+ Riders** 	[HOV 2LL] Oak Brook to Racine Avenue
			[HOV 2L] I-88 to Racine Avenue
			[HOV 2W] Oak Brook to Central Avenue
		3+ Riders 	[HOV 3LL] Oak Brook to Racine Avenue
			[HOV 3L] I-88 to Racine Avenue
			[HOV 3W] Oak Brook to Central Avenue
	High Occupancy Toll (HOT) Lanes		[HOT 1] Oak Brook to Central Avenue, 3+ Vehicles Free
			[HOT 2] Oak Brook to Racine, 3+ Vehicles Free
	Toll Lanes		[TOLL 1] Toll Existing I-290 Lanes, I-88 to Cicero Avenue
			[TOLL 2] Toll I-290 with Add Lanes , I-88 to Cicero Avenue

Arterial Mode Alternatives (1 alternative with two variations)

Arterial Widening	With Parking	[ART 1 & 2] Widening of Roosevelt Road and Madison Avenue to 4 continuous lanes (2 lanes each direction). • Roosevelt Road from I-294 to Cicero Avenue • Madison Avenue from 25th Avenue to Cicero Avenue
	Without Parking	

The Round 1 single mode travel benefit evaluation results were presented to, and reviewed by the CAG/TF, in July 2011 and September 2011. Further discussion on the single mode evaluation results continued at subsequent CAG/TF meetings. Based on the Round 1 evaluation findings and stakeholder and transportation agency input, an initial set of combination mode alternatives were identified for evaluation in Round 2 in September 2011, and were further refined at the December 2011 CAG/TF Combination Alternatives Workshop.

The following is a summary of the single mode evaluation results:

Transit Modes

The Blue Line extension and BRT single mode alternatives were the best performing transit alternatives with similar results and the express bus alternative resulted in local travel and job accessibility improvements. However, no single mode transit alternative showed improvement to I-290 travel performance due to the already well-established and utilized study area transit network, with new service drawing insufficient auto-trip diversions to offset auto demand for I-290, and a smaller narrower transit market as compared to I-290. Given the extent of the existing transit market in the study area, ridership gains on new transit services are limited, and any ridership on new transit services would be comprised primarily from riders diverting from existing service. For example, the Blue Line extension to Oak Brook alternative [HRT 2] attracts

24,550 riders, 13,260 (54 percent) of these riders are diverted from existing transit services (PACE, Metra), and 8,350 (34 percent) are diversions from auto.

Highway Modes

The single mode expressway alternatives resulted in the highest travel performance improvements to the I-290 Expressway, as well as the best improvement of regional and local (study area) travel performance. This is due to improving travel for the large market served by I-290, for both the traditional and reverse commute patterns. Managed lane expressway alternatives (HOV and HOT) provide some of the best performance benefits because they add capacity to address the underserved demand in this corridor, and manage its use effectively. The expressway alternative that did not add capacity to I-290 resulted in poorer performance with I-290 traffic diverted to study area arterials.

Arterial Widening

An initial fatal flaw footprint impact evaluation found that arterial widening for Roosevelt Road (IL 38) from I-294 to Cicero Avenue and Madison Avenue from 25th Avenue to Cicero Avenue (with and without parking) resulted in a large number of displacements and, therefore, arterial widening was determined to be fatally flawed and not carried forward for performance evaluations. Arterial improvements will be further considered in conjunction with other modes as the evaluation process advances.

Overall

While single mode transit alternatives offer some travel benefits, they do not show any improvement to I-290 performance. Overall, expressway modes provide the best travel improvements locally and regionally. Combinations of transit and expressway alternatives will be assembled and evaluated to identify any transportation performance synergies to be gained by various combinations.

The following single modes were dropped from further consideration as part of the I-290 Study, for the following reasons:

- Blue Line Conversion to Bus Rapid Transit (BRT 4): The BRT 4 Alternative from Oak Brook to Ashland Avenue was evaluated as a conversion of the existing CTA Blue Line to a Bus Rapid Transit facility between Ashland Avenue and the Forest Park terminal. This alternative indicated generally similar and some improved performance as compared to an HRT Blue Line extension to Oak Brook (HRT 2), however, due to the similarity in performance and ROW requirements for these two fixed guideway transit facilities, the HRT extension of the Blue Line will be the representative mode that will be modeled and evaluated in the combination alternatives.
- *Blue Line Extension and BRT Alternatives along the Prairie Path (HRT 1 and BRT 1):* The Blue Line extension and BRT alternatives along the Prairie Path and along I-290 (HRT 2) perform very similarly. However the Prairie Path alignment has greater service overlap/duplication with the existing Metra service, diverting more riders from the UP-West line than the alignment along I-290. There are also potential conflicts with the recreational functions of the Illinois Prairie Path corridor and Section 4(f) of the US Department of Transportation Act of 1966. Therefore, the alternatives using the Prairie Path alignment are not being carried forward for evaluation in Round 2.

Identification of Initial Combination Modes

The results from the single mode evaluation were used to establish the set of combination mode alternatives for evaluation in Round 2. Each of the five Expressway & Express Bus alternatives are also paired with an HCT extension from the Forest Park CTA terminal to Mannheim Road. Figure 1-4 summarizes the 12 combination mode alternatives, and map exhibits that fully describe each of the 12 combination mode alternatives are provided in Appendix F.

Figure 1-4. 12 Combination Mode Alternatives

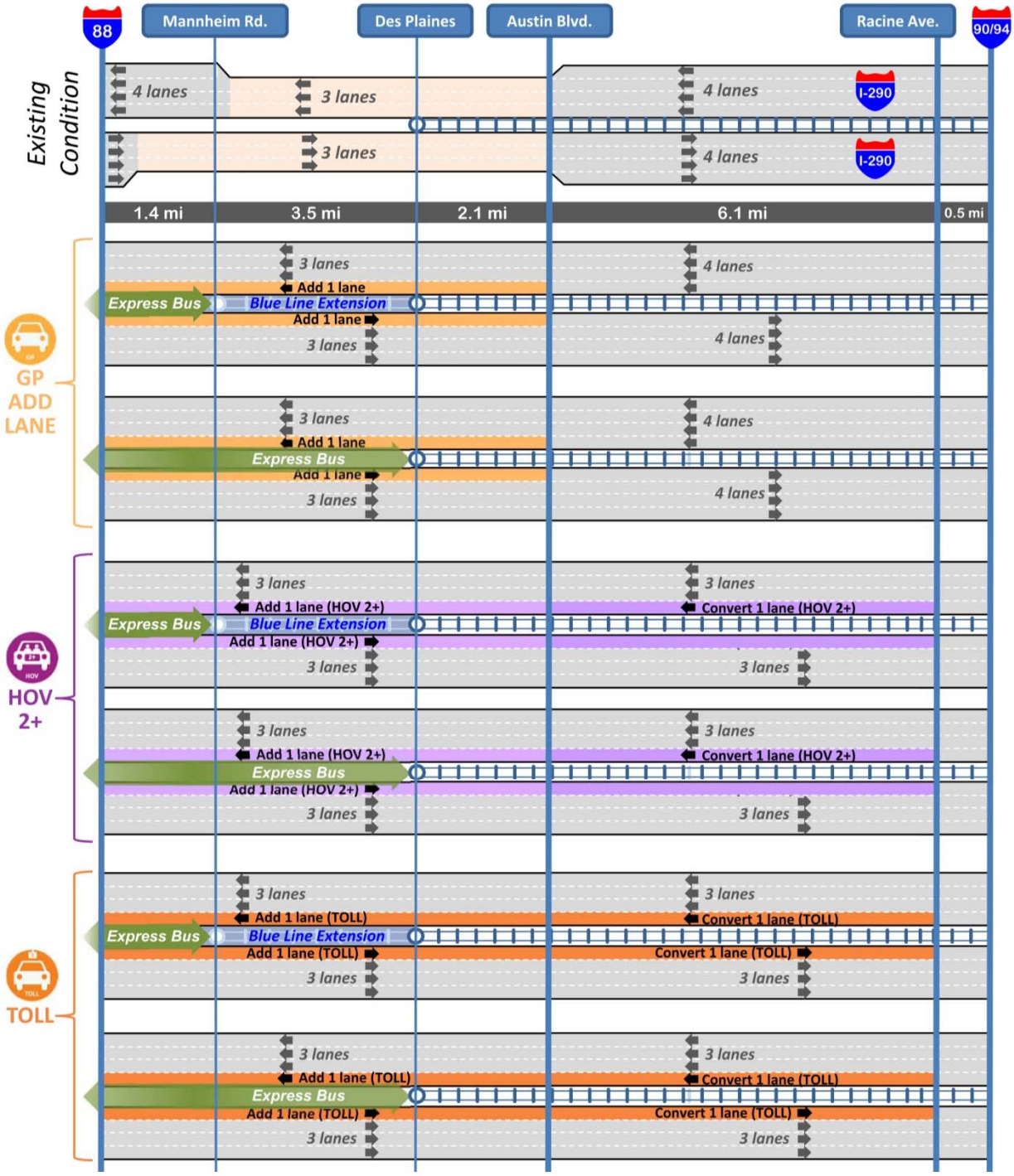
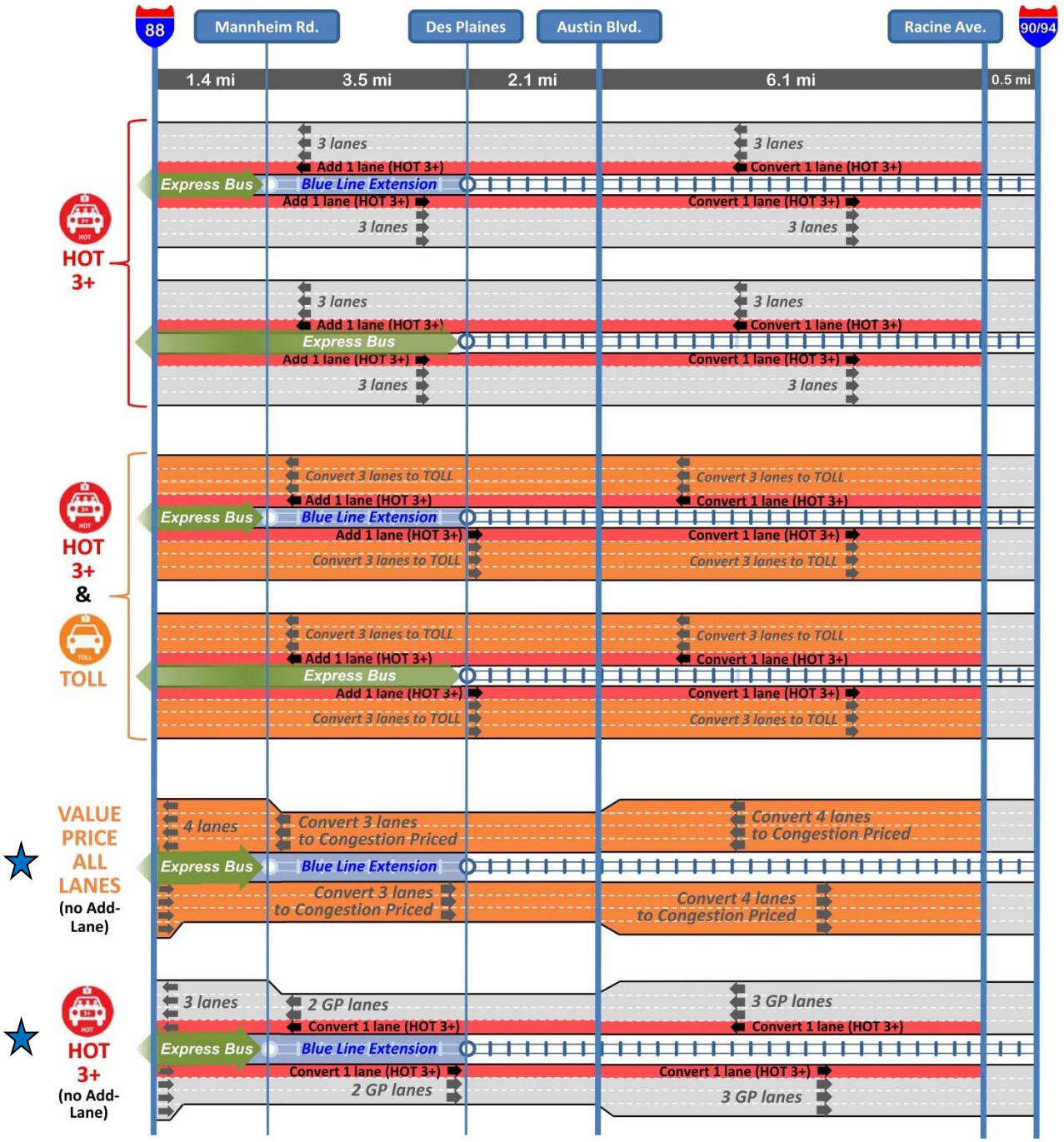


Figure 1-5. 12 Combination Mode Alternatives (continued)



★ Additional Round 2 Initial Combination Mode Alternatives considered, January 2013

1.3 Round 2 - Initial Combination Mode Evaluation Summary

In Round 2, twelve combination mode alternatives were evaluated to determine the collective results of combining various single mode alternatives. This included the ten combination mode alternatives identified at the end of Round 1, plus an additional two alternatives that were suggested by the Corridor Advisory Group. A full discussion of the Round 2 evaluation is provided in Section 6.0 of this report.

As in Round 1, Round 2 evaluated four of the five need points:

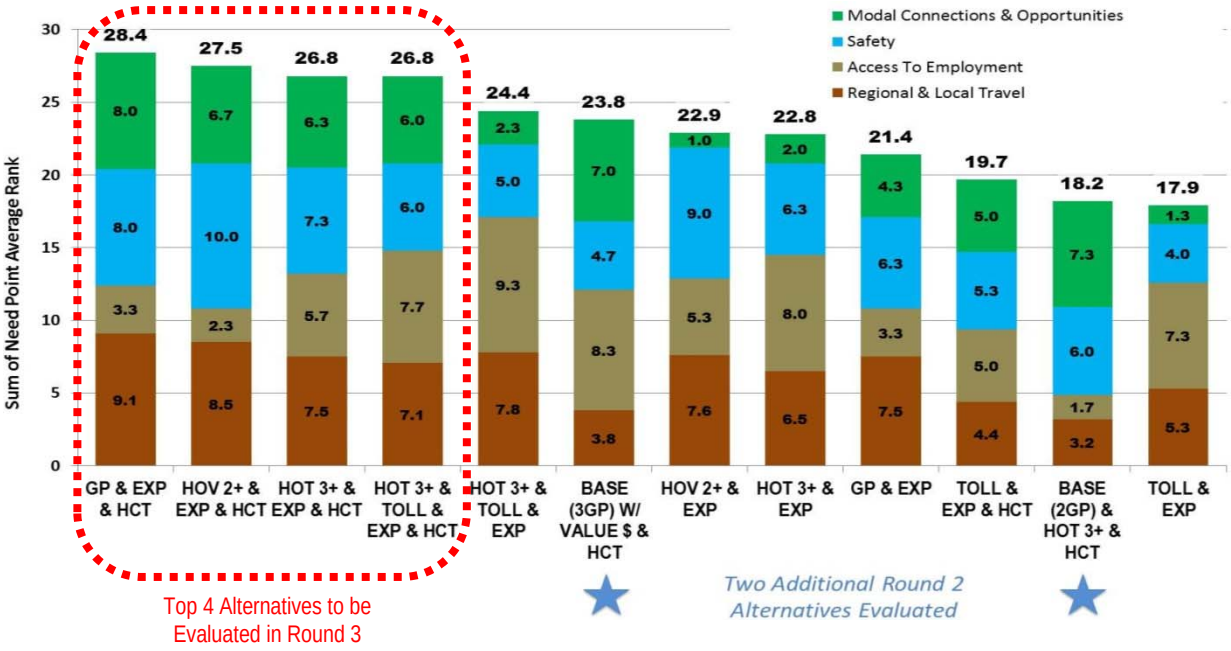
1. Improve Regional and Local Travel
2. Improve Access to Employment
3. Improve Safety for All Users
4. Improve Modal Connections and Opportunities

The fifth need point, Improve Facility Deficiencies, was not evaluated due to a lack of sufficient detail at this stage in the study.

The Round 1 evaluation measures were carried forward into Round 2 but with some revisions based on stakeholder input. Four measures for Improve Regional and Local Travel were removed due to similarity or overlap with other measures, and two additional measures were added for the evaluation of the Improve Modal Connections and Opportunities need point. The alternatives scoring methodology was also revised in Round 2 to give each need point equal weight in the overall score of an alternative. The evaluation measures are presented in Section 3.0, and the Round 2 revisions to the measures and scoring are further explained in Section 3.0.

The overall results of the Round 2 evaluation of the initial combination mode alternatives are presented in Figure 1-6 below. The total scores for each alternative in this figure is the cumulative result of the individual need point scores. The evaluation of each need point is discussed in Section 6 of this report. The individual results or each measure and need point are summarized in the Evaluation Matrix provided in Appendix G.

Figure 1-6. Round 2 Overall Alternatives Scoring Summary



As seen in Figure 1-6, the scores range from a high of 28.4 to a low of 17.9, with the largest gap in scores between the top four and the remaining eight alternatives. The GP & EXP & HCT alternative had the highest overall score of all combination alternatives, followed by the HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and the HOT 3+ & TOLL & EXP & HCT alternative. The following summary describes the general effects of adding general purpose or managed lanes to I-290, not adding lanes to I-290, converting existing general purpose lanes to managed lanes, tolling, and transit improvements. It is important to note that the travel demand modeling process is dynamic; travel is being assessed and recalculated over the entire six county region for each alternative. Depending upon the type of improvements and combination of improvements, the number of trips in the study area may change, trips may shift from one mode to another (i.e., highway to transit), trips may take differing paths, and trip lengths may change. Therefore, each combination alternative yields differing performance results.

General Observations

Adding a Lane to I-290:

- The top four scoring alternatives include both an additional lane on I-290 between Mannheim Road and Austin Boulevard, and an extension of the CTA Blue Line to Mannheim Road ("HCT") with supporting express and feeder bus services.

  – Adding a lane generally results in improved travel times (decrease in Vehicle Hours Traveled, "VHT") on I-290 as well as the arterial system.
  – Adding a lane on I-290 generally results in an increase in expressway travel (Vehicle Miles Traveled, "VMT") and a decrease in arterial travel (VMT).
  – Adding a *general purpose* lane attracts the most *traffic* onto I-290, while adding a *managed lane*, with higher vehicle occupancy rates and/or pricing, allows more *people* to travel through the corridor ("daily person throughput").

- Travel time savings provided by a tolled managed lane makes the I-290 corridor relatively more attractive for longer distance trips, and consequently, longer distance trips shift onto I-290, and VMT is increased. However, there is a corresponding decrease in VHT due to the additional capacity provided.
- Tolling, even with adding a lane on I-290, generally results in relatively lower performance on the arterial system. Tolling makes I-290 slightly less attractive for shorter trips that would otherwise divert from the arterial system to I-290.
- Managed lanes shift some trips away from transit because of the added capacity and I-290 travel time improvements.
- Managed lanes result in net improvement in travel times in the remaining general purpose lanes. Existing (and future) carpoolers are drawn to the managed lane and away from the remaining general purpose lanes.

Not Adding a Lane to I-290:

- The alternatives that did not include an additional lane on I-290, even in combination with a HCT and supporting bus services, performed relatively poorly.

  - The lack of an additional lane, coupled with congestion pricing or existing lane conversions that restrict flow on I-290, causes a significant shift of travel to an already congested arterial system.
  - Value (congestion) pricing shifts longer distance trips onto I-290 (increased VMT), but congestion pricing, without adding lanes to I-290, also has a net negative effect upon regional and arterial VHT due to the added capacity constraints imposed on the overall system.

Transit Service Expansion

- The alternatives that included HCT and supporting bus services created the relatively **highest number of new transit trips**, but over 50% of the total ridership consists of trips diverted from other existing transit services.
- The alternatives that included HCT and supporting bus services provide **new high capacity options for the reverse commute**.
- The alternatives that included HCT and supporting bus services **generally resulted in increased VMT**, as compared to alternatives without these transit components. This is because the HCT improvements in the study area shift some medium and shorter distance trips from auto and on to transit. This frees up capacity for longer distance trips to shift on to I-290.
- The alternatives that include HCT and supporting bus services provided **slightly better safety performance** as compared to alternatives that did not include HCT, due to the shift in trips to transit (and to I-290), which has a higher safety performance.

Overall/Combined Performance – Top Four Alternatives

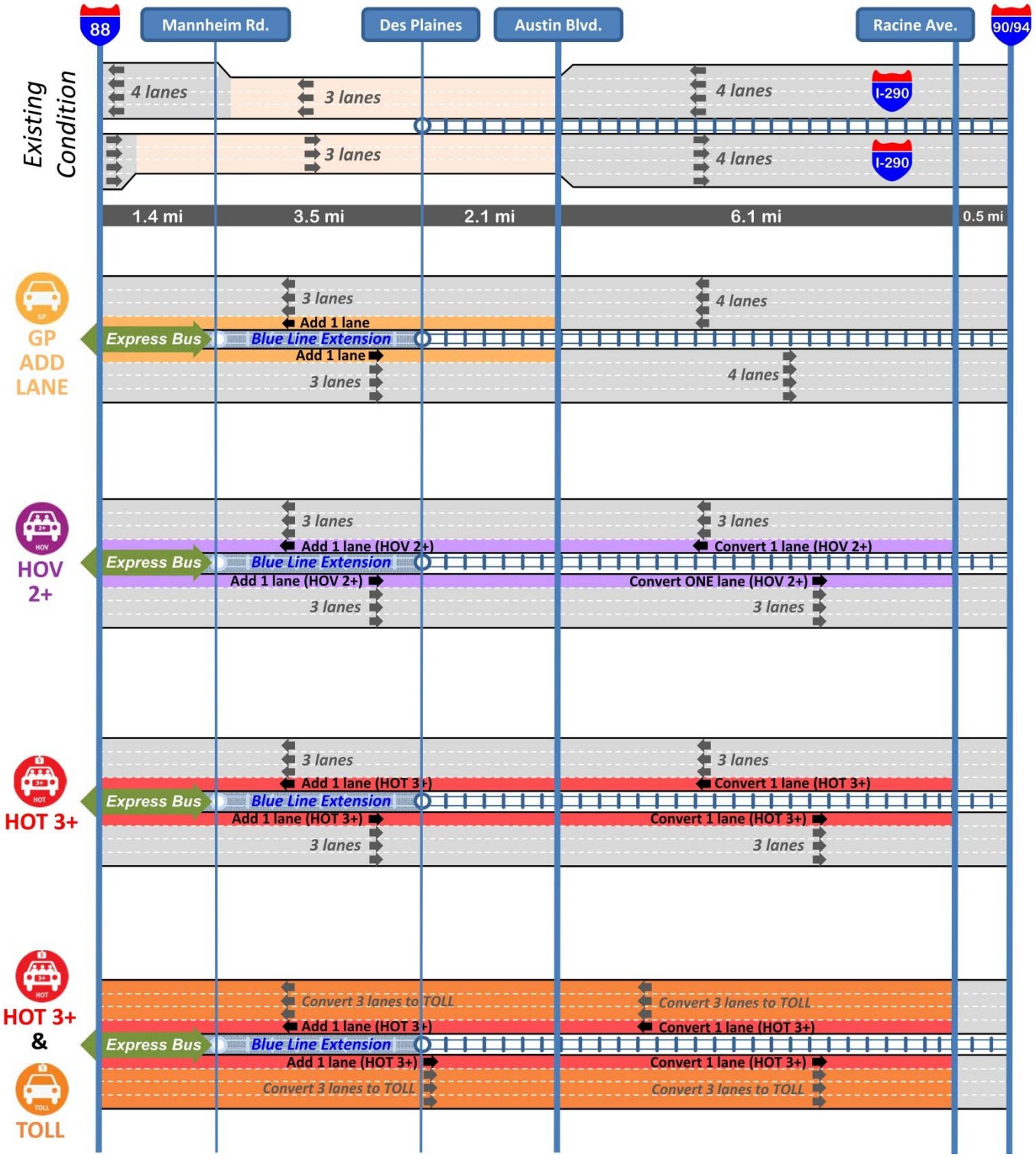
As noted above, the top four alternatives scored relatively higher than the other eight alternatives that were considered in round 2. The following is a description of the combined performance, including all four need points, for each of the top four alternatives.

- The GP & HCT alternative provides the best overall score of 28.4, driven by having the highest regional and local travel and modal connections and opportunity improvements, as well as providing good safety performance. The added capacity attracts longer distance trips from the arterial network and onto the expressways for which they are intended. This shift from arterials also improves arterial performance in the study area, giving GP lanes the relatively highest overall performance for improving regional and local travel. The GP lane combination alternatives showed a lower accessibility to jobs and safety performance compared to other alternatives. Accessibility to jobs for the GP Lane combination alternatives is improved over the baseline condition, but not to the same extent as the managed lane alternatives. This is due to the managed lanes providing a faster path than the GP Lanes, allowing users of the managed lanes to access more jobs located further away in 60 minutes or less. With respect to safety, GP Lane combination mode alternatives provide more vehicle throughput than the managed lane combination mode alternatives. This increased throughput slightly increases the potential for crashes relative to the managed lane combination mode alternatives.
- The HOV 2+ & HCT alternative scored second best overall at 27.5, and provided the best safety performance, and the second highest improvements to local and regional travel, as well as ranking as one of the top three for modal connections and opportunities. HOV lanes provided as much as a 40% reduction in daily hours of congestion in the managed lane, and over 11% in the general purpose lanes. This is due in part to the already high percentage of HOV 2+ vehicles in this corridor that could use the HOV 2+ lane. The HOV 2+ combination alternatives indicated the highest safety performance improvements due to the combination of increased expressway traffic volume and increased person throughput.
- The two HOT 3+ combination mode alternatives (with and without TOLL) showed good overall performance with two HOT 3+ combination mode alternatives in the top 4 overall performers. The two HOT 3+ alternatives in the top four both scored the same overall, with a need point rank sum of 26.8. The two HOT 3+ alternatives, reflected the highest performance related to access to employment due to HOT 3+ use restrictions that better manage operations that results in a relatively faster route (as compared to other combination alternatives) to jobs from the study area. The HOT 3+ & TOLL induces further reduction in demand along I-290, resulting in additional travel time savings that translate into more jobs accessible in 60 minutes. Safety performance in these alternatives was generally better compared to other combination alternatives due to relatively lower traffic volumes (less risk of crashes) and higher person throughput. It should be noted that conversion of existing non-tolled GP interstate lanes to HOT or Toll lanes is currently restricted legislatively, although there are federal programs that allow conversion of HOV lanes to HOT lanes, and the conversion of GP lanes to value pricing.

Identification of Combination Modes for Evaluation in Round 3

The results from the Round 2 combination mode evaluation establish the set of alternatives for further evaluation in Round 3. As noted above, the top four alternatives overall scores were relatively higher than the remaining eight alternatives, and as such, the top four alternatives, shown in Figure 1-7, will be carried into Round 3 for further evaluation. The proposed Round 3 alternatives will be refined to improve their performance with respect to each need point, with access to employment being a particular focus. Additional engineering detail will be added to these alternatives, which will allow for an expansion of the evaluation criteria, including social, economic, environmental and cost factors. As shown in Figure 1-7, the following four alternatives are being advanced into Round 3:, GP & EXP & HCT, HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and HOT 3+ & TOLL & EXP & HCT.

Figure 1-7. Four Alternatives to be Evaluated in Round 3



2.0 Alternatives Identification and Evaluation Process

After the project needs were identified, alternatives were formally sought to address those needs. The process for developing alternatives and evaluating those alternatives consisted of four iterative steps, which are described below:

1. Identify and Develop Initial Alternatives
2. Round 1 – Single mode evaluation
3. Round 2 – Initial combination mode evaluation
4. Round 3 – Identification of Draft EIS alternatives

These four steps will be used to screen a large range of concepts resulting in the alternatives to be carried forward into the Draft EIS for detailed development and evaluation. Alternatives will be evaluated relative to each other and to the baseline or No Build Alternative. A range of factors were considered in the evaluation process, including: transportation performance, stakeholder input, logical termini, fatal flaws, impacts, and cost.

The goal of this process is to identify the alternatives to be carried forward for evaluation in the Draft EIS. The process also provides the opportunity to examine all modes of travel within the transportation system, which can provide the basis for future planning efforts by other area transportation agencies (i.e. RTA, CTA, Pace, etc). The CTA is conducting a concurrent Blue Line Forest Park Branch Feasibility/Vision Study that will assess current conditions and identify modernization needs for rail infrastructure and customer amenities for both the near and long term.

A regional travel demand model was used as the evaluation tool for testing the transportation performance of alternatives in Rounds 1, 2, and 3. The travel demand model is based upon decades of research and calibration to appropriately portray existing and expected future conditions. To evaluate alternatives, the project established a baseline or "No Build" based on Chicago Metropolitan Agency for Planning (CMAP) 2040 fiscally constrained network data to forecast future travel conditions outside the study area, and assuming no improvements to I-290 in the study area. As the accepted plan for the regional transportation system for the year 2040, this model establishes the project's No Build alternative, which is 'alternative neutral' and is the baseline condition against which the transportation performance of alternatives are evaluated. Appendix H describes the travel forecasting assumptions. The evaluation process includes a relative comparison between alternatives and comparison of each alternative to the No Build alternative. Specific population and employment forecasts will be developed for the evaluation of the alternatives in the DEIS.

2.1 Initial Alternatives Identification

Alternatives suggestions for the I-290 Study were solicited from project stakeholders and the public through public meetings, CAG/TF meetings, via comments submitted to the project website or by other means. Initially, single mode alternatives were sought for evaluation; single mode alternatives are those that involve one mode of transportation (commuter rail, bus rapid transit, subway, HOV lanes, etc.) for the modification of, or addition to, the study area. The purpose of evaluating the single modes was to understand the effectiveness and characteristics of each individual mode. The submitted alternatives were categorized, reviewed, and screened to identify an initial set of 'corridor level' single mode alternative concept categories that fit within the context of the study for initial evaluation in Round 1. 'Corridor level' alternatives are those alternatives that include the general location, configuration, and mode type of a potential solution. This list was developed, coordinated, and refined with project stakeholder input.

2.2 Round 1 – Single Mode Evaluation

A total of 21 single mode alternatives were identified for evaluation in Round 1, including 9 transit, 11 expressway, and one arterial widening alternative. A summary of the evaluation that led to the selection of these single mode alternatives is provided in Section 4.0.

The initial set of identified 'corridor-level' single mode alternatives were reviewed for possible fatal flaw impacts, and those not identified as fatally flawed were evaluated with the travel demand model to compare relative transportation performance. Using the results of the Round 1 evaluation, and stakeholder and transportation agency input, various single mode expressway and transit alternatives were reviewed for consideration in combination mode alternatives for further evaluation in Round 2. A summary of the Round 1 evaluation, findings, and list of initial combination mode alternatives is provided in Section 5 of this report.

2.3 Round 2 – Combination Mode Evaluation

Using the results of the Round 1 evaluation, and stakeholder and transportation agency input, a set of 12 combination mode alternatives were assembled for evaluation in Round 2. Combination mode alternatives are those that include two or more single modes as part of an overall corridor level alternative. The results of the Round 2 evaluation will be reviewed with the stakeholders and transportation agencies, and those initial combination mode alternatives that perform well and are not fatally flawed will be considered and/or revised for further evaluation in Round 3.

2.4 Round 3 – Refinement of Remaining Alternatives

In Round 3, with additional stakeholder input, the alternatives and features are further refined based on the findings from Round 2 evaluation. Alternative refinements will undergo additional travel modeling and traffic analysis, impact evaluation (geographic information system (GIS) level footprint, environmental and social impacts), and cost considerations.

Interchanges, access, cross-streets, frontage roads, transit access, non-motorized, and other transportation features will also be developed and evaluated.

The objective at the end of Round 3 is to identify the primary modes, alignment(s), and features of the alternative(s) to be carried forward for evaluation in the DEIS.

(NOTE TO READER: This section and Section 7 will be updated at the completion of the Round 3 Evaluation)

3.0 Evaluation Measures

Measures of transportation performance were developed to evaluate the respective benefits of each alternative. The measures which follow represent the initial evaluation list which is expected to be refined as the alternatives screening process proceeds into subsequent rounds of evaluation. This will also account for more detailed level of design, the refinement of the alternative concepts, and the outcomes of those evaluations.

3.1 Footprint/Fatal Flaw Screening – GIS Level Analysis

Screening was initiated to evaluate the physical impacts of an alternative, or footprint, within the study area based on right-of-way requirements. A geographic information system (GIS) level of analysis was used for the initial screening to assess impacts based on information currently available. In addition, a constraint workshop was held with the Corridor Advisory Group to identify potential footprint constraints along I-290. The most detailed environmental and socioeconomic analysis, field studies, and documentation will be completed for the DEIS alternatives. Table 3-1 lists the measures of physical impacts of an alternative to be evaluated in Round 1 and in Round 3:

Table 3-1. Footprint Screening Measures

Footprint Screening	Unit	Round 1	Round 2	Round 3
Additional right-of-way required/footprint	acres	●	-	o
Displacements (direct impact to residences and businesses)	#	●	-	o
Parkland Impacts	acres	●	-	o
Historic Property Impacts	#	●	-	o
● Completed as of this version of the report o Yet to be completed as of this version of the report				

Alternatives that would result in impacts or displacements may be determined to be fatally flawed and dropped from further consideration.

3.2 Performance & Purpose and Need Screening

The following measures were selected in each need category based on their linkage to addressing the needs outlined in the I-290 Draft Purpose and Need Statement. The following presents the measures to be used in Rounds 1, 2, and 3 evaluations. In Round 1, the performance based measures will be used for the single mode evaluation. Further evaluation with respect to the Purpose and Need will be added in Rounds 2 and 3 as the combination mode alternatives are identified and further defined.

3.2.1 Improve Regional and Local Travel

Measures for improving regional travel listed in Table 3-2 are intended to evaluate the relative potential of an alternative to improve travel conditions through the corridor relative to the 2040 Baseline (No Build) Alternative.

Table 3-2. Regional Measures

Improve Regional Travel	Unit	Round 1	Round 2	Round 3
I-290 Volume to Capacity (v/c)	ratio	●	*not used*	*not used*
I-290 Average Speed	mph	●	*not used*	*not used*
I-290 Average Travel Time	minutes	●	●	o
I-290 Hours of Congestion	hours/day	●	●	o
Person Throughput	persons/day	●	●	o
Vehicle Miles of Travel (VMT)	miles/day	●	●	o
Congested Vehicle Miles of Travel (CVMT)	miles/day	●	●	o
Vehicle Hours of Travel (VHT)	hours/day	●	●	o
Vehicle Hours of Delay	hours/day	●	●	o

I-290 Volume to Capacity Ratio (v/c) – Study Area: Congestion along I-290 affects the ability of this facility to serve regional travel; this measure provides an indication of congestion by relating the actual volume of a facility to its theoretical maximum capacity for acceptable operations. This is expressed as a ratio with values greater than 0.85 indicating potential for congestion, and because the maximum capacity is theoretical, values greater than 1 are possible for this measure. The travel demand model will be used to calculate the AM and PM peak period volume to capacity ratios for each alternative. Lower v/c ratios are desired but this ratio is used as a relative comparison, not an absolute measure. This measure was used in Round 1 only, and was removed for subsequent rounds of evaluation in an effort to consolidate similar measures.

I-290 Average Speed – Study Area: Speeds along I-290 in the study area affect the ability of the expressway to serve regional travel. Average travel speeds along I-290 in the study area for the AM and PM peak periods will be calculated by the travel demand model. Faster travel speeds are desired. This measure was used in Round 1 only, and was removed for subsequent rounds of evaluation in an effort to consolidate similar measures.

I-290 Average Travel Time – Study Area: Travel times along I-290 in the study area affect the ability of the expressway to serve regional travel. Average travel times along I-290 from West of Mannheim Road to Cicero Avenue in the study area for the AM and PM peak periods are calculated by the travel demand model. Travel time changes are reported for all lanes and the managed lane. Shorter travel times are desired.

I-290 Hours of Congestion – Study Area: Congestion along I-290 affects the ability of this facility to serve regional travel. This measure will estimate how many hours of congestion are anticipated per day on I-290 in the study area for each alternative. Congestion is defined as a level of service D or worse on the expressway. The CMAP travel model and/or VISSIM will be used to estimate the volumes on the facility throughout the day and the LOS will be calculated using the Highway Capacity Manual (2000/2010[1]). Fewer hours of congestion per day are desired.

Person Throughput – Study Area: The travel demand model for I-290 will be used to calculate the study area person throughput for each alternative at one or more 'screen line' locations in the study area. Screen lines capture person throughput across specific locations along I-290 and the east-west arterials in the study area. Person throughput for both auto and transit will be evaluated. Higher overall person throughput is desired.

Vehicle Miles of Travel (VMT) – Regional system and Study Area: This measure indicates the distance travelled (in miles) by all the vehicles at the regional and study area levels. The regional travel demand model will be used to calculate this measure.

Congested Vehicle Miles of Travel (CVMT) – Regional system and Study Area: This measure indicates the vehicle miles traveled in congestion per day, and is calculated and compared at the regional and study area levels for each alternative. The regional travel demand model will be used to calculate this measure. Fewer miles traveled in congestion are desired.

Vehicle Hours of Travel (VHT) – Regional system and Study Area: This measure indicates how many hours are traveled each day by vehicles in the region and study area. The travel demand model for I-290 will be used to calculate this measure for each alternative. Fewer vehicle hours of travel are desired.

Vehicle Hours of Delay – Regional system and Study Area: This measure indicates how many hours of delay vehicular traffic is experiencing in the region and study area each day. The regional travel demand model will be used to calculate this measure for each alternative. Fewer hours of delay are desired.

[1] Based on the availability of the current accepted version at the time of evaluation.

Commercial Truck needs have regional importance in this corridor because of the lost time and economic loss due to inefficient truck movements resulting from congestion. This measure differs from the I-290 based measures on Table 3-2 because it evaluates the impacts of an alternative on commercial truck movements which are prominent in this corridor. Regional measures related to truck movements will be evaluated for each alternative. The measures shown in Table 3-3 are the same as the measures above, but limited to trucks.

Table 3-3. Regional Measures - Truck Travel

Improve Regional Travel	Unit	Round 1	Round 2	Round 3
Truck Miles of Travel (TMT)	miles/day	●	●	o
Truck Hours of Travel (THT)	hours/day	●	●	o
Congested TMT	miles/day	●	●	o
Truck Hours of Delay	hours/day	●	●	o

Measures for improving local travel are intended to evaluate the relative potential of an alternative to improve local study area travel conditions. The local travel measures related to the performance of the local arterial network in the I-290 study area are shown in Table 3-4.

Table 3-4. Local Travel Measures

Improve Local Travel – Study Area	Unit	Round 1	Round 2	Round 3
Arterial Volume to Capacity (v/c)	Ratio	●	*not used*	*not used*
Arterial Speeds	Mph	●	●	o
Arterial VMT	miles/day	●	●	o
Arterial Vehicle Hours of Delay	hours/day	●	●	o
Arterial Congested VMT	miles/day	●	●	o
Interchange Level of Service (LOS)	LOS	-	-	o

Arterial volume to capacity (v/c), speeds, vehicle miles traveled (VMT), and vehicle hours of delay are the same measures used regionally, but are evaluated on the study area arterials only. The study area arterials include the north-south streets of Mannheim Road, 1st Avenue, Harlem Avenue, Cicero Avenue, bounded by North Avenue and Cermak Road. The east-west study area arterials are Cermak Road, Roosevelt Road, Madison Street, Lake Street, and North Avenue, bounded by Wolf Road and Cicero Avenue. Arterial volume to capacity was only used in Round 1 and was removed from evaluation in subsequent rounds because other measures from the travel model provide more easily understood arterial performance characteristics.

When appropriate, interchange levels of service (LOS) will also be evaluated; interchanges will be evaluated in Round 3.

3.2.2 Improve Access to Employment

Measures for improving access to employment are intended to evaluate the relative potential of a corridor alternative to improve the accessibility to jobs by number of regional jobs accessible from the study area within 60 minutes. For Round 1, the number of jobs from a single location in the study area was estimated and used to make relative comparisons. In subsequent rounds, the number of jobs accessible from all study area zones are considered. Sixty (60) minutes is used as it able to cast a wider net for jobs accessible by the transit system in the Chicago area. This information is extracted from the regional transportation model based on 2040 baseline population and employment for each alternative modeled as shown in Table 3-5.

Table 3-5. Access to Employment Measures

Improve Access to Employment	Unit	Round 1	Round 2	Round 3
Accessibility to Jobs by Auto	# of jobs/time	●	●	
Accessibility to Jobs by Transit	# of jobs/time	●	●	
Total Accessibility to Jobs (Transit + Auto)	# of jobs/time	●	●	

3.2.3 Improve Safety for All Users

The measure for addressing pedestrian-vehicle conflicts in the each of the evaluation rounds is shown in Table 3-6.

Table 3-6. Safety Measures - Pedestrian-Vehicular Safety

Address Pedestrian-Vehicle Conflicts	Unit	Round 1	Round 2	Round 3
Number of Conflict/crossing Locations at each Interchange	High/Med/Low	-	-	

Number of Conflict/crossing Locations at each Interchange: This measure is evaluated in Round 3 when initial interchange concepts are further developed and refined. The number of existing and proposed interchange conflict points/crossing locations will be counted and compared against existing conditions.

Measures for addressing the high comparative crash rates and high frequency of crashes on I-290 are shown in Table 3-7 and are intended to evaluate the relative potential for an alternative to improve overall safety along I-290 and in the study area.

Table 3-7. Safety Measures - Crash Rates

Address High Comparative Crash Rates and High Frequency of Crashes on I-290	Unit	Round 1	Round 2	Round 3
Arterial Safety – Study Area	injury and fatal (K) crashes per million vehicle miles traveled per year (MVMY)	●	●	
I-290 Safety – Study Area	injury and fatal (K) crashes per million vehicle miles traveled per year (MVMY)	●	●	
Overall Transportation System Safety – Study Area	injury and fatal (K) crashes per million person miles traveled per year (MPMY)	●	●	

Arterial Safety – Study Area: This measure was evaluated for the major east-west and north-south arterials within the I-290 Study area using methods established in the American Association of State Highway & Transportation Officials (AASHTO) Highway Safety Manual (HSM), 1st Edition. Existing characteristics of each route were coded, and travel model traffic volumes of each arterial segment were used to calculate injury and fatality rates for each alternative using the HSM method. This measure is expressed in injuries and fatalities per million vehicle miles traveled per year. Lower injury and fatality rates are desired.

I-290 Safety – Study Area: This measure was evaluated in the I-290 Study area for Rounds 1 and 2 using methods described in the Texas Roadway Safety Manual for highways that will be incorporated in a future edition of AASHTO Highway Safety Manual. Geometric characteristics of the existing facility, and assumptions regarding proposed conditions (including shoulder widths, lane widths, number of lanes, etc.) each were coded, and travel model traffic volumes of each expressway segment were then applied to calculate injury and fatality rates for each alternative using the Texas Roadway Safety Manual methods. The measure is expressed in injuries and fatalities per million vehicle miles traveled per year. Lower injury and fatality rates are desired. HSM methodology for safety evaluation of expressways could be used in subsequent rounds, if available.

Overall Transportation System Safety – Study Area: This measure is used to evaluate the overall safety performance of the alternatives and factors in expressway, arterials, and transit safety performance. The unit for this measure is expressed in injuries and fatalities per million person miles traveled. 'Person miles' is used for this measure because it is the common denominator between both individual vehicular and transit-based travel. Person miles traveled for each facility is calculated from the travel demand model. For expressway and arterials, the injury and fatality rates were calculated by dividing the results of the arterial and highway safety evaluations by the total number of annual person miles traveled on each facility. For this evaluation, it was assumed that there were no injuries or fatalities for users of transit, regardless

of mode (bus or train). The rates of all three facilities were then combined to compare the for the overall safety performance of each alternative. Lower injury and fatality rates are desired.

3.2.4 Improve Modal Connections and Opportunities

Measures for improving access to transit, non-motorized connections, and multimodal opportunities are intended to evaluate the relative potential of an alternative's ability to provide better connections between travel modes, as shown in Table 3-8. Since the last two evaluation metrics listed in Table 3-8 were assumed to be satisfied for all single mode and initial combination mode alternatives, they were not used for evaluation in Round 1 or Round 2.

Table 3-8. Modal Connections Measures

Improve Modal Connections and Opportunities		Unit	Round 1	Round 2	Round 3
New Transit Trips – Region		#	●		
Improve Transit Access – Study Area	Jobs (employment) within ½ mile of transit access	#	-	●	
	Households within ½ mile of transit access	#	-	●	
Improve Non-Motorized Connections – Study Area (qualitative)		✓	-	-	
Improve Multi-Modal opportunities – Study Area (qualitative)		✓	-	-	

New Transit Trips – Region: This measure is used as an indicator of an alternative's ability to improve access to transit. New transit trips are defined as the number of regional transit trips generated by an alternative that exceed the number of regional transit trips of the 2040 no-build scenario. More transit trips are desired.

Transit Access – Study Area: two measures are used to evaluate transit access in the study area. The number of households and jobs (employment) that are within ½ mile of transit access were calculated.

Improving Non-Motorized Connections – Study Area: For this qualitative evaluation, it is assumed that any alternative recommending the reconstruction of existing facilities in the study area will include improvements to non-motorized connections across the I-290 corridor. If an alternative is determined to have the ability to improve non-motorized connections, a ✓ is assigned. This measure will require more definition in future evaluation rounds.

Improving Multi-Modal Opportunities – Study Area: For this qualitative evaluation, it is assumed that any alternative that involves coordination with transit providers and stakeholders regarding transit opportunities has the potential to improve multi-modal connections. If an

alternative is determined to have the ability to improve multi-modal opportunities, a ✓ is assigned. This measure will require more definition in future evaluation rounds.

3.2.5 Improve Facility Deficiencies

Overall, while it is desirous to reconstruct the expressway facility to current design standards, the study area is highly urbanized and contains numerous environmental constraints. As a means to balance good design practice with impact reduction, design will fit in context of its surroundings and the proposed project scope, while also enhancing safety. For the purposes of the initial alternatives evaluation, improve facility deficiencies will not be a differentiator as these types of improvements will be common to all alternatives.

Table 3-9. Facility Deficiencies Measures

Improve Facility Deficiencies	Unit	Round 1	Round 2	Round 3
Pavement Age	yes/no	-	-	-
Structure Deficiencies	yes/no	-	-	-
Geometric Deficiencies	yes/no	-	-	-
ADA ramp and Sidewalk Deficiencies	yes/no	-	-	-
Drainage Deficiencies	yes/no	-	-	-

3.3 Cost Estimates

Conceptual capital cost screening level estimates will be developed based on recent local and or national experience. These cost estimates will typically be based on per mile unit costs and contain an appropriate contingency factor to account for uncertainties in the early screening steps. Cost estimates are considered in Rounds 3 and beyond.

4.0 Initial Alternatives Identification Findings

This section describes the process that was used to identify the alternatives evaluated in Round 1. Section 4.1 presents the range of stakeholder suggestions and Section 4.2 describes the pre-screening process that was used to identify the list of alternatives for the Round 1 screening process.

4.1 Initial Range of Stakeholder Suggestions

Approximately 170 alternatives suggestions were submitted at the first public meeting (November 2009) and at the Corridor Advisory Group/Task Force Alternatives Workshop in December 2010. Over 400 additional comments suggesting alternatives were submitted via the I-290 Study Website, subsequent CAG/TF meetings, and during the comment period for the

second Public Meeting in May 2011. Over 570 suggestions were submitted regarding alternatives. A comprehensive listing of the alternative suggestions is provided in Appendix A.

The suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Based on the stakeholder suggestions, each of the three groups was subdivided into 33 distinct concept sub-categories (example: add general purpose lanes to I-290) to which each suggestion or comment was assigned. A functional description of each concept category can be found in Appendix A which includes a table that describes how the 570 alternatives were screened. A summary of the various concepts by mode are provided in map form in Appendix B. Section 4.2 describes the pre-screening results of the 33 concept categories.

4.2 Single Mode Alternatives Concept Screening

The 33 concept categories were pre-screened to identify the single mode alternative concepts to be carried forward for evaluation in Round 1. Each concept was either: (1) carried forward into Round 1, (2) not carried forward into Round 1, or (3) deferred to a later round of evaluation. An important factor in the pre-screening process was the potential to serve the two largest travel markets in the I-290 study area. The two largest travel markets, as identified by the RTA Cook DuPage Corridor Study Travel Market Analysis (December 2005), are the traditional and reverse commute markets, which serve the highest density of work trip origins and destinations concentrated in the city of Chicago, the near west suburbs centered along the I-290 Study area, and in eastern DuPage County to the west. Concepts that had large right-of-way impacts on adjacent communities were not carried forward for further study. Other related improvements were deferred to future screening rounds.

Table 4-1 summarizes the results of the concept category pre-screening process. A functional description and a detailed disposition for each concept category are provided in Appendix A.

Table 4-1. Summary of Pre-Screening Findings

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to subsequent rounds
Roadway Improvements			
Add general purpose lanes to I-290	✓		
Add high-occupancy vehicle (HOV) lanes to I-290	✓		
Add high-occupancy toll (HOT) lanes in each direction	✓		
Toll I-290 lanes	✓		
Arterial Widening	✓		
Transit Improvements			
Extend CTA Blue Line to O'Hare Airport		✓	

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to subsequent rounds
Extend CTA Blue Line west	✓		
Extend CTA Blue Line west via Illinois Prairie Path	✓		
Add CTA Blue Line express service			✓
Extend CTA Green Line to Maywood		✓	
Add BRT via Prairie Path	✓		
Add BRT along I-290	✓		
Add BRT along east-west arterials		✓	
Improve existing commuter rail		✓	
New commuter rail service		✓	
Convert the existing CTA Blue Line to BRT	✓		
Remove the existing CTA Blue Line		✓	
Add High Speed Rail		✓	
Add Inner Circumferential Commuter Rail		✓	
Express Bus	✓		
Add Automated Guideway Transit		✓	
Add Light Rail Transit		✓	
Related Improvements (that can be combined with other concepts)			
Add express bus service within the project area			✓
Interchange improvements and design			✓
Improve non-motorized facilities			✓
Improve transit stations			✓
Improve transit operations/connections			✓
Add Transportation System Management /Active Traffic Management/Intelligent Transportation Systems			✓
Add a cap over the expressway			✓
Double-deck I-290		✓	
CTA Blue Line in Subway/Tunnel or Elevated			✓
Arterial Improvements			✓
Other			✓
Category Totals	11	11	11

Of the 33 original categories, 11 concept categories were carried forward for consideration in Round 1 evaluation. 11 concept categories of related improvements, as identified Table 4-1, were deferred for consideration in subsequent evaluation steps (i.e. Rounds 2, 3, or DEIS). The

rationale for carrying forward, not carrying forward, or deferring concept categories to subsequent evaluation is provided in Appendix A.

5.0 Round 1 Evaluation Findings

The results of the Round 1 screening evaluation are presented below. Section 5.1 presents the list of initial single mode alternatives identified for Round 1 evaluation, Section 5.2 presents the footprint and flaw analysis results, Section 5.3 presents the results of the travel benefit evaluation, and Section 5.4 summarizes the findings and overall conclusions of the Round 1 evaluation.

5.1 Initial Single Mode Alternatives

Twenty-one single mode alternative concepts, that are derivative of the 11 single mode concept categories carried forward from the pre-screening (see Appendix A), were developed by the study team and Corridor Advisory Group for evaluation in Round 1 that are derived The 21 single mode alternatives are summarized in Table 5-1 through Table 5-3. Some of the concept categories resulted in multiple single mode alternatives. For example, three versions of the CTA Blue Line extension concept were carried forward as single mode alternatives with different project termini.

Table 5-1. Transit Modes Evaluated in Round 1

Mode	ID	Description
Blue Line Extension (Heavy Rail Transit - HRT) 	HRT 1	From Forest Park CTA Terminal to Oak Brook via IL Prairie Path, Butterfield Road, and 22nd Street (elevated) from Forest Park CTA
	HRT 2	Terminal to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	HRT 3	From Forest Park CTA Terminal to Mannheim via I-290 median (at-grade)
Express Bus 	EXP	Various service from DuPage and northwest Cook counties to Forest Park CTA terminal
Bus Rapid Transit (BRT) 	BRT 1	Oak Brook to Forest Park CTA Terminal - via Butterfield Road and IL Prairie Path
	BRT 2	Oak Brook to Forest Park CTA Terminal – parallel to I-88 (elevated) and I-290 median (at-grade)
	BRT 3	Oak Brook to Cicero Avenue – Parallel to I-88 (elevated) and I-290 median (at-grade)
	BRT 4	Oak Brook to Ashland Ave – parallel to I-88 and along I-290 median (at-grade) – CTA Blue Line conversion to BRT from Forest Park CTA terminal to Ashland Avenue
	BRT 5	Lombard to Forest Park CTA Terminal – parallel to I-88 (elevated) and along I-290 median (at-grade)

Table 5-2. Expressway Modes Evaluated in Round 1

General Purpose (GP) Add Lane			GP LANE	General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	**HOV Lanes**	2+ Riders	HOV 2LL	Oak Brook to Racine Avenue
			HOV 2L	I-88 to Racine Avenue
			HOV 2W	Oak Brook to Central Avenue
		3+ Riders	HOV 3LL	Oak Brook to Racine Avenue
			HOV 3L	I-88 to Racine Avenue
			HOV 3W	Oak Brook to Central Avenue
	HOT Lanes		HOT 1	Oak Brook to Central Avenue, 3+ Vehicles Free
			HOT 2	Oak Brook to Racine, 3+ Vehicles Free
	Toll Lanes		TOLL 1	Toll Existing I-290 Lanes, I-88 to Cicero Avenue
			TOLL 2	Toll I-290 with Add Lanes , I-88 to Cicero Avenue

Both the HOV and HOT alternatives assume that two existing general purpose lanes (one in each direction) would be converted to HOV/HOT lane along I-88, and along I-290 from Central Avenue to Racine Avenue. Along I-290 from the I-88/290 split to Central Avenue, two new HOT/HOV lanes (one in each direction) would be added to the existing lanes. Appendix C presents a set of maps representing the single mode alternatives listed above.

Table 5-3. Arterial Improvements Evaluated in Round 1

Arterial Widening	With Parking	ART 1	Widening of Roosevelt Road and Madison Avenue to 4 continuous lanes (2 lanes each direction). Roosevelt Road from I-294 to Cicero Avenue Madison Avenue from 25th Avenue to Cicero Avenue
	Without Parking	ART 2	

5.2 Footprint and Fatal Flaw Screening Results

Corridor level right of way footprints were evaluated and assessed to determine if there were any significant potential impacts that would result in that alternative being fatally flawed due to impacts or displacements. Corridor level footprints included only the main trunk of the alternative, and did not include interchanges, intersection improvements or other localized components, such as park-and-ride lots that will be determined in subsequent rounds of development. The footprint, or width of the alternative, was based on common design standards for each mode.

Corridor level footprint impacts were evaluated along any portion of an alignment that extended west of the DesPlaines River. West of the river, alternatives alignment locations were

relatively straightforward with fewer constraint variables affecting their locations. East of the DesPlaines River, all the alternative alignments generally follow along the existing I-290 corridor, with the exception of arterial improvements. In this section, two important constraint variables that could directly affect the footprint location are still unresolved at this time, the availability of CSX right-of-way on the south side of I-290. Because this variable could affect how an alternative may be physically accommodated in this area, none of the expressway alternatives were fatally flawed in Round 1 due to footprint impacts.

The results of Round 1 footprint screening indicated that the arterial widening alternatives were fatally flawed because of the number of displacements. Due to the very mature and dense urban environment along Roosevelt Road and Madison Avenue, arterial improvements along these routes would involve widening (from two to four lanes where a two-lane section exists) between Mannheim Road and Cicero Avenue. This would result in between 356 to 583 direct impacts to buildings (for widening without and with parallel parking, respectively). For this reason, arterial widening was dropped for further consideration in the alternatives evaluation. Other arterial suggestions may emerge in subsequent rounds and will be considered as appropriate. The summary table of these results and supporting evaluation exhibits maps can be found in Appendix E.

5.3 Travel Benefit Evaluation

Round 1 is intended to evaluate the transportation performance characteristics of each single mode prior to assembling combination mode alternatives in Round 2. Although Round 1 is not intended to be purpose and need test, to be consistent with purpose and need, the performance based criteria presented in Section 3.2 were used to evaluate the single mode alternatives performance relative to the 2040 baseline condition. For further detail, please refer to the full results summary matrix for the single mode alternatives in Appendix D. For each evaluation measure, the four single mode alternatives that resulted in the best performance relative to the baseline condition are indicated. This evaluation is intended to be used as a tool for the presentation and assistance in the interpretation of the Round 1 performance evaluation results. The ratings shown are not considered to be an absolute measure for determining which alternatives are eliminated or carried forward but are best used in a comparative analysis between alternatives of similar mode. In addition, many factors are considered when evaluating alternatives, including stakeholder and transportation agency input, costs, impacts, and more.

5.3.1 Improve Regional and Local Travel

The results of the regional and local travel performance evaluation of the single mode alternatives are presented below. In Round 1, 17 transportation performance measures were evaluated, 13 related to regional travel, and 4 related to Local Travel.

5.3.1.1 Improve Regional Travel

Table 5-4 presents the alternatives that resulted in the best improvements in the I-290 performance measures relative to the 2040 No Build condition. The performance measures are specific to the I-290 Eisenhower Expressway.

Table 5-4. I-290 Expressway Travel Ratings

I-290 Expressway Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
I-290 Volume to Capacity (all lanes, peak periods)	TOLL 2	TOLL 1	HOV 3LL	HOV 3W
% change relative to baseline	-7.85%	-5.98%	-5.95%	-5.69%
I-290 Average Speeds (all lanes, peak periods)	TOLL 2	TOLL 1	HOV 2LL	HOV 2W
% change relative to baseline	+35.45%	+28.12%	+15.30%	+14.94%
I-290 Average Travel Time Changes (all lanes, peak periods)	TOLL 2	TOLL 1	HOV 2LL	HOV 2W
% change relative to baseline	-26.17%	-21.95%	-13.27%	-13.00%
Daily Hours of Congestion Reduction (I-290 in Study Area)	TOLL 2	HOV 2W	HOV 2L	HOV 2LL
% change relative to baseline	-22.22%	-5.56%	-5.56%	-5.56%

All the expressway single-mode alternatives resulted in an improvement of the I-290 performance travel measures relative to the 2040 No Build conditions. Tolling alternatives experience the highest expressway performance increases because tolls increase user costs, discouraging some users from the expressway and reducing overall traffic on I-290, however local arterial performance decreases due to diversions from the expressway. HOV alternatives also perform well because they manage the demand for the added capacity, providing travel time reductions over 40 percent in the HOV lanes and over 10 percent increase in the adjoining 3 general purpose lanes through the study area compared to the travel times for the existing 3 general purpose lanes[2]. The transit alternatives resulted in no performance improvements on I-290 relative to the 2040 baseline condition in all of the above categories because there was insufficient diversion from auto to transit to have an impact on I-290 congestion. Transit is also serving a smaller, more compact market, as shown later in Figure 5-2.

The tolling alternatives provided the best overall improvement (all lanes) in V/C, speed, and travel time during the peak periods, but the HOV alternatives provided the most improvement in travel times and speeds, with speeds in the HOV lanes showing improvements ranging from 40 percent to 55 percent over the 2040 baseline condition. The HOT alternatives also showed good improvement in peak period travel times and speeds in the HOT lanes. The volumes in the general purpose lanes also decrease between 7 and 10 percent when a managed lane is added to the corridor. This is due to the added managed lane capacity addressing a saturated,

[2] See Appendix D – Summary of Single mode Evaluation Results: Measure 1.3 – I-290 Average Travel Time Changes (peak periods)

constrained condition on I-290 and existing and newly formed carpools diverting to the manage lane.

All of the expressway alternatives, which add capacity on I-290 (between Mannheim Road and Central Avenue) as General Purpose, HOV, HOT, or toll lanes, resulted in improved travel performance on I-290. All of the transit alternatives resulted in no improvements travel performance on I-290, since they provide for no capacity improvement on I-290, nor generate enough diversions to transit to offset the unmet vehicle demand for the facility.

Table 5-5 presents the alternatives that resulted in the best improvements in Daily Person Throughput (through the study area) relative to the 2040 No Build condition. Daily Person Throughput measures the number of persons in autos and transit vehicles (including both bus and rail vehicles) moving through the study area in an east-west direction.

Table 5-5. Daily Person Throughput Ratings

I-290 Study Area East-West Person Throughput	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Daily Person Throughput (through study area)	 HOV 3LL	 HOT 1	 HOV 3L	 HOT 2
% change relative to baseline	+7.31%	+7.11%	+6.87%	+6.82%

HOV/HOT alternatives provide the best overall improvement in person throughput. BRT, HRT, General Purpose and Toll 1 provided some improvement, while Toll 2 provided the least improvement in daily throughput.

Added capacity on I-290 in the form of managed lanes that give preferential treatment to carpools (HOV/HOT) were the alternatives that carried the most people through the study area in an east-west direction. This is due to both the increased I-290 capacity due to the additional HOV/HOT lane, and more efficient throughput of vehicles carrying multiple occupants. Transit alternatives increase the capacity of transit in the study area, which results in some new riders that have diverted from auto. However, transit alternatives also result in a more significant diversion of passengers from existing parallel bus and rail services, limiting the overall increase in person throughput. Adding capacity on I-290 in the form of general purpose or toll lanes improves person throughput, but not to the extent of HOV/HOT because there are no incentives for auto vehicles to carry more occupants.

Table 5-6 presents the alternatives that resulted in the best overall improvements in overall regional performance measures. These evaluation measures are for all roadways in the CMAP model area, which covers 22 counties in 3 states, of which 11 counties in northeast Illinois are reported on.

Table 5-6. Regional Travel Ratings

Regional Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Vehicle Miles of Travel (VMT) (daily, regional)	HOV 3LL	HOV 3L	HOV 3W	HRT 1
% change relative to baseline	-0.07%	-0.07%	-0.06%	-0.03%
Vehicle Hours of Travel (VHT) (daily, regional)	HOV 3W	HOV 3LL	HOV 3L	HOV 2W
% change relative to baseline	-0.24%	-0.22%	-0.22%	-0.18%
Congested VMT (daily, regional)	TOLL 2	HOV 3W	HOV 3LL	HOV 3L
% change relative to baseline	-0.47%	-0.46%	-0.45%	-0.42%
Hours of Delay (daily, regional)	HOV 3W	HOV 3L	HOV 3LL	TOLL 2
% change relative to baseline	-0.40%	-0.37%	-0.37%	-0.35%

Daily Vehicle Miles of Travel (VMT) represents the total distance per day traveled by all vehicles in the CMAP region. Daily VMT declines versus the 2040 baseline condition for HOV 3+ and the transit alternatives. HOT, General Purpose, and Toll alternatives resulted in increased VMT. The efficient use of auto in the form of a 3-person (or more) carpool more than offsets the increase in VMT by generally using a slightly longer, but faster route provided by the HOV lane. The HOT, General Purpose, and Toll alternatives result in increased VMT because the auto trips are overall slightly longer to use the additional expressway capacity provided on I-290, but are overall faster trips. Transit alternatives resulted in persons diverting from autos, resulting in less VMT.

Daily Vehicle Hours Traveled (VHT) is the total time spent traveling by all vehicles in the CMAP region, and is an important measure because travel time savings result in economic benefits. Compared to the 2040 baseline condition, HOV 3+ resulted in the largest reduction in VHT, followed by the other expressway alternatives. The transit alternatives showed some reduction in VHT, however the reductions were approximately a third of that provided by the expressway alternatives on average. For the expressway alternatives, VHT savings ranged from 12,000 to 24,000 hours per day.

Congested VMT and Hours of Delay are considered measures of congestion for the CMAP region. HOV 3+ and Toll 2 resulted in the most improvement in Congested VMT and Hours of Delay, followed by the other expressway alternatives. The transit alternatives showed some reduction in these congested measures, but were generally one-fourth of the reduction provided by the expressway alternatives.

Table 5-7 presents the alternatives that resulted in the best improvements in the regional truck travel performance measures relative to the 2040 baseline condition. Travel time is an important measure for trucks, as the value of time is typically higher for trucks than autos, reflecting the value of goods being transported. Regional truck travel time performance measures include truck hours of travel (THT) and truck hours of delay.

Table 5-7. Regional Truck Travel Ratings

Regional Truck Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Truck Miles of Travel (TMT) (daily, regional)	HOV 3LL	HOV 3L	BRT 4	TOLL 1
% change relative to baseline	-0.02%	-0.01%	-0.01%	-0.01%
Truck Hours of Travel (THT) (daily, regional)	TOLL 2	TOLL 1	GP LANE	HOT 2
% change relative to baseline	-0.66%	-0.50%	-0.16%	-0.14%
Congested TMT (daily, regional)	TOLL 2	HOT 2	HOT 1	TOLL 1
% change relative to baseline	-0.70%	-0.57%	-0.47%	-0.37%
Truck Hours of Delay (daily, regional)	TOLL 2	GP LANE	HOT 2	HOT 1
% change relative to baseline	-0.51%	-0.29%	-0.26%	-0.24%

Overall, the Toll, HOT, and General Purpose alternatives showed the most improvement in THT, Congested TMT, and Truck Hours of Delay. HOV and transit also showed improvement in these regional measures for trucks.

5.3.1.2 Improve Local Travel

Table 5-8 presents the alternatives that resulted in the best improvements in the Arterial travel performance measures relative to the 2040 No Build condition in the study area. Arterial Volume to Capacity represents how many vehicles are traveling on an arterial as compared to how many vehicles the arterial can accommodate. At volume to capacity approaching one, the arterials are very congested.

Table 5-8. Arterial Travel Ratings

Study Area Arterial Travel Performance Measures		Top 4 Performing Alternatives Overall			
		1st	2nd	3rd	4th
Arterial Peak Period Volume To Capacity	East-West Arterials	GP LANE	HOV 2LL	HOV 2W	HOT 2
	% change relative to baseline	-4.57%	-3.90%	-3.78%	-3.48%
	North-South Arterials	GP LANE	HOV 2LL	HOV 2W	HOT 2
	% change relative to baseline	-4.50%	-4.01%	-3.87%	-3.86%
Arterial Peak Period Speeds	East-West Arterials	GP LANE	HOV 2LL	HOV 2W	HOV 2L
	% change relative to baseline	+2.52%	+2.45%	+2.34%	+2.28%
	North-South Arterials	HOV 3L	HOV 3LL	BRT 4	HRT 1
	% change relative to baseline	+0.39%	+0.38%	+0.35%	+0.30%

The General Purpose, HOV 2+, and HOT alternatives were the best performing with regards to improving study area arterial travel performance by lowering arterial peak period Volume to Capacity and improving east-west arterial peak period speeds in the study area. The transit alternatives resulted in slightly worse arterial travel performance in the east-west direction.

General Purpose, HOV, BRT, and the transit alternatives showed the most improvements for study area north-south arterials as compared to the 2040 baseline condition.

Generally, east-west arterial travel improvements are seen when capacity improvements are included along I-290, however there is a correlation between the east-west arterial improvements and how the added capacity of the expressway alternative is managed. The less the added capacity to I-290 is managed (General Purpose lanes, with no usage restrictions), the better the performance of the parallel east-west arterials. This is because longer distance trips that were previously using the east-west arterial streets are now using the added capacity on the I-290 Expressway. Since the General Purpose lanes had no requirements for using this added capacity on I-290, it attracted the most longer-distance trips off of the east-west arterials, with more than a 62,000 vehicle miles of travel decrease on study area arterial streets.

Table 5-9 presents the alternatives that resulted in the best improvements in the Local Travel performance measures relative to the 2040 baseline condition. These travel performance measures show which alternatives provide the most travel performance improvement to the study area only.

Table 5-9. Study Area Travel Ratings

Study Area Travel Performance Measures	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Arterial Vehicle Miles of Travel (VMT)	GP LANE	HOT 2	HOV 2W	HOT 1
% change relative to baseline	-1.85%	-1.73%	-1.26%	-1.24%
Arterial Vehicle Hours of Travel (VHT) (daily, regional)	HOT 2	GP LANE	HOV 3LL	HOV 2LL
% change relative to baseline	-3.16%	-2.76%	-2.71%	-2.58%
Arterial Congested VMT (daily, regional)	HOT 2	HOV 3LL	HOV 2LL	HOV 3L
% change relative to baseline	-8.10%	-7.45%	-7.13%	-7.11%
Arterial Hours of Delay (daily, regional)	HOT 2	HOV 3LL	HOV 3L	HOV 2LL
% change relative to baseline	-4.69%	-4.48%	-4.34%	-4.02%

The HOT, General Purpose and HOV alternatives result in the most improvement to study area travel performance. The transit alternatives provide some improvement, while the Toll alternatives result in worsening of arterial travel performance in the study area without additional capacity being added.

A comparison of the Study Area Travel Performance Measures table with the Regional Travel Performance Measures table shows that the General Purpose and HOT alternatives provide more benefit to the study area, but overall at the regional level, HOV provides the most benefit.

5.3.2 Improve Accessibility to Employment

Table 5-10 presents the alternatives that resulted in the best improvements in the Access to Employment performance measures relative to the 2040 No Build condition. Changes to the number of jobs accessible by automobile and transit reflect the changes in travel times due to the transportation performance effects of the single mode alternative being evaluated; the faster the travel time, the more jobs accessible within a given time frame.

Table 5-10. Jobs Accessibility Ratings

# of Jobs Accessible within 60 Minutes	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
By Auto	TOLL 2	HOT 2	TOLL 1	HOV 3LL
% change relative to baseline	+10.75%	+9.28%	+6.95%	+5.41%
By Transit	BRT 4	BRT 5	BRT 2	BRT 3
% change relative to baseline	+13.44%	+8.45%	+7.81%	+7.11%
By Auto & Transit	TOLL 2	HOT 2	BRT 4	TOLL 1
% change relative to baseline	+6.31%	+5.44%	+5.31%	+4.08%

The number of jobs accessible within 60 minutes from a point in the center of the study area by auto, transit, and combined were calculated for each alternative. The expressway modes show the best improvements in job access by auto, and transit had the best improvements in job access by transit. However the single mode transit alternatives generally worsened the number of jobs accessible by auto, which correlates to decreases in I-290 performance exhibited by the transit alternatives.

When considering the total number of jobs accessible by auto and transit for each single mode alternative, Toll and HOT provide the best access, followed by the BRT. Access to jobs would likely increase with combination expressway and transit alternatives, which will be identified and evaluated in the next screening step.

5.3.3 Improve Safety for All Users

The initial single mode alternatives were compared relative to the 2040 baseline condition for the third need point, improve safety for all users, of the Purpose and Need. Injury and fatal crashes per million vehicle miles traveled (per year) for arterials and expressways were calculated using the AASHTO HSM and the Texas Roadway Safety Manual methodologies, respectively. Injury and fatal crashes per million person miles traveled (per year) on arterial, expressways, and transit were estimated for each alternative. The overall measure accounts for transit safety by assuming no injuries or fatalities for transit person miles. The percent change in injury and fatality rates relative to the 2040 baseline condition were then compared. An expanded summary table for the Round 1 safety evaluation can be found in Appendix D. The top four performing single mode alternatives for improving arterial, I-290, and overall safety are shown in Table 5-11.

Table 5-11. Safety Improvement Ratings

Reductions in Injuries and Fatalities % Rates of Change	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
Arterials	 BRT 4	 GP LANE	 HRT 2	 BRT 5
% change relative to baseline	-0.13%	-0.10%	-0.10%	-0.09%
Expressway (I-290)	 TOLL 2	 HOV 3L	 HOV 3LL	 HOV 3W
% change relative to baseline	-14.36%	-14.21%	-14.19%	-13.58%
Overall (Arterials, Expressways, Transit)	 HOV 3LL	 HOV 3L	 HOV 3W	 HOV 2L
% change relative to baseline	-11.51%	-11.06%	-9.58%	-8.66%

For arterials, the HSM evaluation indicates there is a relatively stable total number of injury and fatal crashes per year across the alternatives ranging from between -3 percent decrease (GP LANE) and 1 percent increase (TOLL 2), compared to the total number of injuries and fatalities of the 2040 baseline condition (263.9). With the exception of the TOLL 2 alternative, all the expressway alternatives showed overall reductions in total injury crashes. For transit alternatives, the analysis indicated slight increases in these types of crashes, with the exception of HRT 3. However, when expressed as a rate of crashes per million vehicle miles traveled, the transit options indicate some reduction in crashes. This is due to a higher increase in vehicle miles traveled compared to a relatively similar total number of crashes. Although the GP LANE alternative ranks 2nd, it had the lowest total number of crashes overall coupled with the lowest number of vehicle miles traveled on the Arterials.

Regarding the safety of I-290, the HOV and TOLL alternatives showed reductions in total number of annual injury and fatal crashes (between -1.1 percent and -14.1 percent) as compared to the 2040 base condition. When expressed as a rate of crashes per million vehicle miles traveled (per year), all the expressway alternatives indicate good safety improvements with crash reductions ranging from -9.6 percent (HOT 2) to -14.4 percent (TOLL 2). All the transit alternatives indicated an increase in total number of crashes and related increases in crash rates.

Overall safety factors in all the projected annual injury and fatal crashes on arterials, expressways, and transit, and divides by the total number of person miles traveled on these facilities in the study area.

Comparing the overall safety performance of the arterials, expressways, and transit in the study area, all the alternatives demonstrated an improvement in safety using person miles traveled as a basis. With the exception of TOLL 1, all the expressway alternatives indicate the highest overall safety improvements, ranging between -5.2 percent (GP LANE) and -11.5 percent

(HOV3 LL) reductions in crash rates. These higher crash rate reductions experienced by the expressway alternatives are due to higher person throughput, combined with overall reductions in these crash types.

5.3.4 Improve Modal Connections and Opportunities

The initial single mode alternatives were compared relative to the 2040 baseline condition for their ability to attract new transit trips, and the top four performing single mode alternatives are shown in **Table 5-12**. New transit trips represent the number of persons that previously used automobiles and have now switched to transit because of the transit improvement.

For the Round 1 Screening, measures of improving transit access, non-motorized connections and multimodal opportunities were not evaluated. As the alternatives are detailed and refined in later screening rounds, a more robust assessment will be made of these evaluation criteria.

Table 5-12. Modal Connections Ratings

Improve Modal Connections and Opportunities	Top 4 Performing Alternatives Overall			
	1st	2nd	3rd	4th
New Transit Trips (Regional)	BRT 3	BRT 5	BRT 4	BRT 2
Transit Access (qualitative)	*Not used*			
Non-Motorized Connections (qualitative)	*Not used*			
Multi-Modal Opportunities (qualitative)	*Not used*			

The BRT alternatives are the best performing alternatives for attracting new transit trips, followed closely by the Blue Line extensions. This level of new transit trips is within the bounds of other proposed transit extensions in the region.

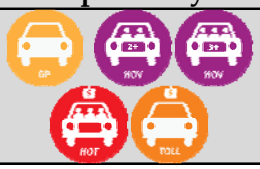
It is also informative to examine the diversion of transit riders to auto that result with the expressway alternatives. With the expressway capacity improvements, there are some transit riders that are switching to auto. In general, the HOV and HOT single mode alternatives indicated some transit riders switching to auto (up to 6,800, and 3,200 transit diversions, respectively). The General Purpose and Toll alternatives had relatively no impact on transit.

5.3.5 Improve Facility Deficiencies

The initial single mode alternatives were compared relative to the 2040 baseline condition for the fifth need point of the Purpose and Need, improve facility deficiencies. For the Round 1 Screening, facility deficiencies measures were not used for screening as shown in Table 5-13. As

the alternatives are detailed and refined in later screening rounds, a more robust assessment will be made of these evaluation criteria.

Table 5-13. Facility Improvement Ratings

Improve I-290 Facility Condition and Design	Transit	Expressway
		
Pavement Age	*Not used*	
Structure Deficiencies	*Not used*	
ADA Deficiencies	*Not used*	
Drainage Deficiencies	*Not used*	

Since the expressway alternatives require the complete reconstruction and renewal of the expressway, interchanges, and overpasses, these alternatives would address the identified needs for improving the facility condition and design. As standalone improvements, the single mode transit alternatives would not address these needs as they would not require the reconstruction and renewal of the expressway throughout the entire study area.

5.4 Summary of Findings

Twenty-one single mode alternatives were identified for evaluation in Round 1: nine-transit, 11-expressway, and one arterial.

5.4.1 Transit Mode Findings

Overall, the single mode transit alternatives provide some improvement in regional congestion and safety, although less than the single mode expressway alternatives. They improve transit access to jobs because of improved transit travel times and improved reverse commute options. The transit alternatives also result in up to 11,600 daily auto person trip diversions, but up to 13,000 diversions from other transit services.

The Blue Line extension and BRT alternatives had similar results and had the best travel performance of the single mode transit alternatives. Each showed some improvement in regional and local travel performance measures, the highest increases in access to jobs by transit and the highest number of new transit trips.

When comparing the effectiveness of the length of transit improvements, it was found that of the three Blue Line Extension alternatives evaluated, the results indicated that the majority of the performance improvements were achieved by a Blue line Extension to Mannheim Road as

compared to an extension further west to Oak Brook at less than half the length (3.5 miles vs. 8 miles). Table 5-14 illustrates this comparison for several of the measures evaluated in Round 1.

For example, a Blue Line Extension to Mannheim Road (HRT 3) provides 71 percent of the new jobs accessible, and 89 percent of new regional transit trips vs. an extension to Oak Brook. Also, an HRT terminal at Mannheim may serve as the starting point for a further westward extension of the HRT line.

Table 5-14. Performance Comparison of Blue Line Extensions

Performance Comparison* of Blue Line Extensions to:	Alignment Length (miles)	Daily Person Throughput	Regional Vehicle Miles Traveled	Regional Hours of Delay (Daily)	# of Jobs Accessible Increase	Overall Safety Improvements (Injury crash reductions)	New Transit Trips (Regional)
	Miles	# persons	Miles	Hours	# Jobs	Crash Rate	# trips
Oak Brook (HRT 2)	8	13,812	-37,362	-3,055	128,032	-3.37%	8,353
Mannheim Rd (HRT 3)	3.5	9,552	-35,438	-4,371	91,328	-2.25%	7,456
HRT 3 as % of HRT 2	44%	69%	95%	143%	71%	67%	89%

* from Round 1 single mode evaluation results

Although not fatally flawed due to impacts, the Blue Line Extension and BRT Alternative along the Prairie Path (HRT 1 and BRT 1) are not being carried forward into Round 2 for further evaluation. The Blue Line extension and BRT alternatives along the Prairie Path and along I-290 (HRT 2) perform very similarly. However the Prairie Path alignment has greater service overlap/duplication with the existing Metra service, diverting more riders from the UP-West line than the alignment along I-290. There are also potential conflicts with the recreational functions of the Illinois Prairie Path corridor which would be considered 4(f) lands. Therefore, the alternatives using the Prairie Path alignment are not being carried forward for evaluation in Round 2.

The BRT 4 Alternative from Oak Brook to Ashland Avenue was evaluated as a conversion of the existing CTA Blue Line to a Bus Rapid Transit facility between Ashland Avenue and the Forest Park terminal. This alternative indicated generally similar and some improved performance as compared to an HRT Blue Line extension to Oak Brook (HRT 2), however, due to the similarity in performance and ROW requirements for these two fixed guideway transit facilities, the HRT extension of the Blue Line will be the representative mode that will be modeled and evaluated in the combination alternatives.

Overall, the single mode transit alternatives do not improve I-290 travel performance as compared to the 2040 No Build conditions, providing no improvements to volume-to-capacity ratios, speeds and travel times, and hours of congestion. This is due to an already well-established and utilized study area transit network, with new service drawing insufficient auto-

trip diversions to offset auto demand for I-290, and a smaller narrower transit market as compared to I-290.

Figure 5-1 and

Figure 5-2 illustrate differences between the transit and expressway travel markets. As seen in Figure 5-1, the travel market for traditional commute (home-to-work) trips is much smaller and confined to the area immediately around the Blue Line extension as compared to using the I-290 Expressway, which has a much broader, more extensive draw of users that extends throughout DuPage County, and into Kane County and northwest Cook County. In the reverse commute direction, shown in

Figure 5-2, the travel market for the Blue Line extension is broader, due to the extensive existing CTA network in the city of Chicago. However, the transit reverse commute travel market is much smaller than the I-290 Expressway at less than a tenth of the size.

Figure 5-1. Traditional Commute Travel Origins

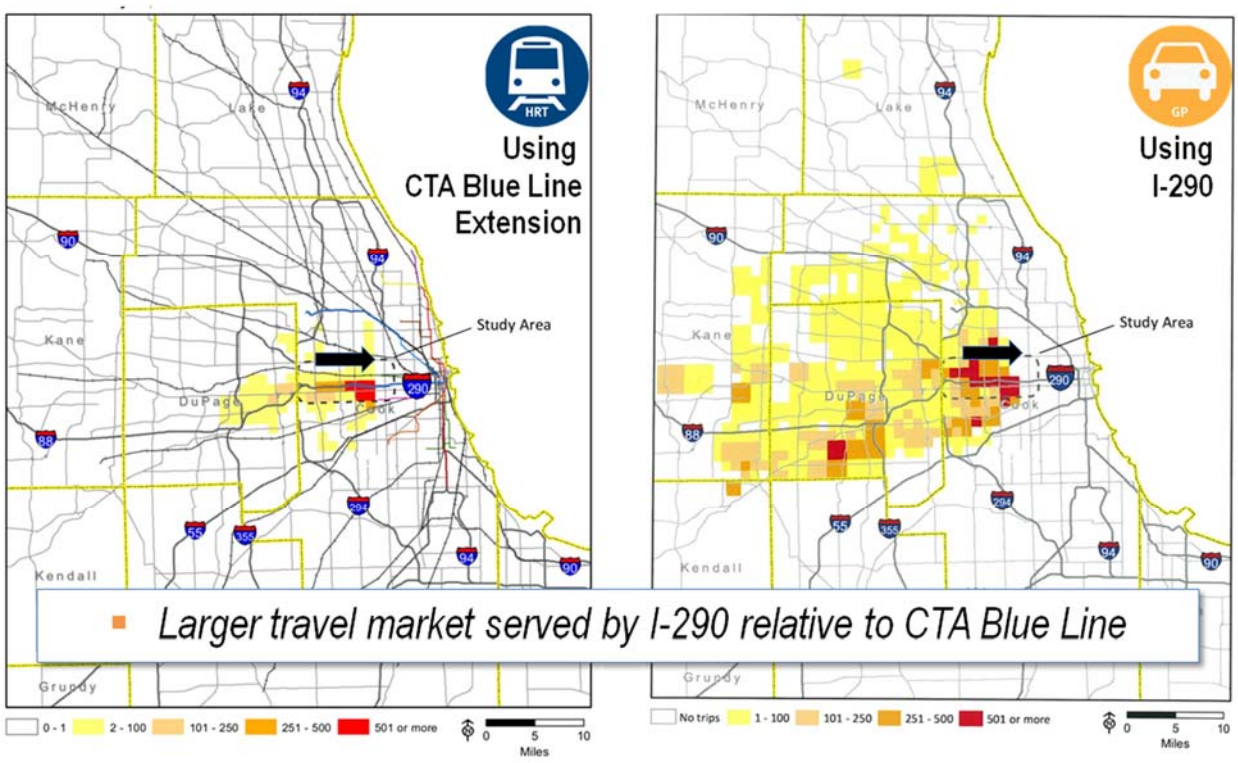
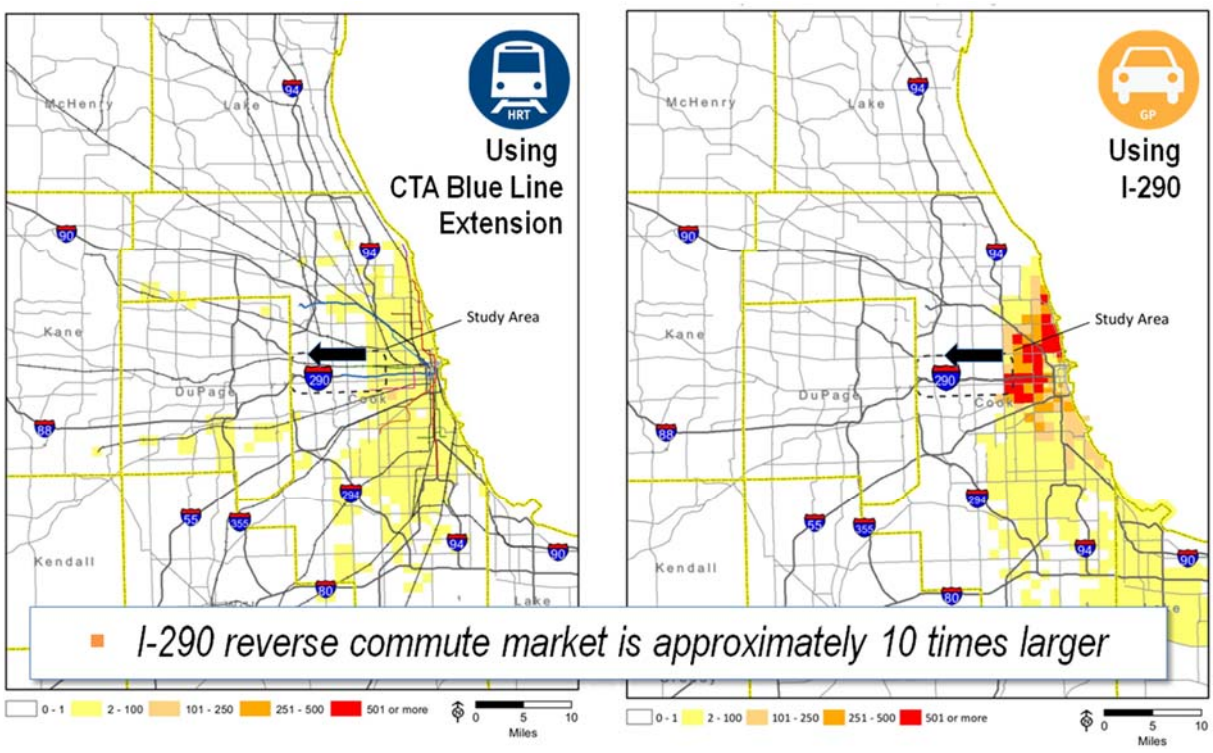


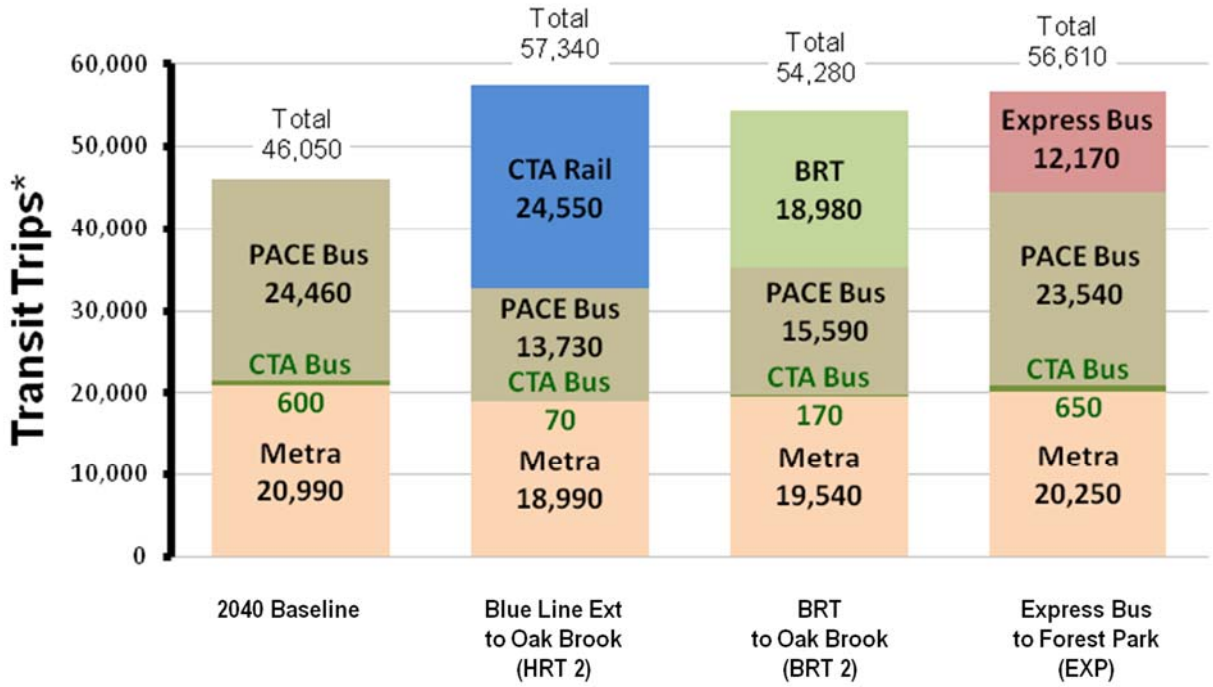
Figure 5-2. Reverse Commute Travel Origins



In addition, new single mode transit service diverts riders from existing transit services. A screen line through the study area was evaluated between 1st Avenue and Des Plaines Avenue in comparison to the east-west transit trips through the study area of three single mode transit alternatives to the baseline condition. As represented in

Figure 5-3, approximately 46,000 transit trips in Pace and CTA buses and on Metra commuter rail trains cross this screen line in the 2040 No Build condition. The Blue Line extension and BRT single mode alternatives to Oak Brook (HRT 2 and BRT 2) result in a diversion of Metra commuter rail trips of up to 2,000 persons, and diversion of Pace and CTA bus riders of up to 11,000 passengers. The ridership on the new Blue Line extension and BRT services is between 19,000 and 25,000 riders, resulting in total screen line crossing of between 54,000 and 57,000 persons. This difference roughly corresponds to the new transit riders (those diverted from auto). Most of the ridership on the new transit service is due to the diversion of trips from other existing transit services. For example, the Blue Line extension to Oak Brook alternative [HRT 2] attracts 24,550 riders, 13,260 (54 percent) of these riders are diverted from existing transit services (PACE, Metra), 8,350 (34 percent) are diversions from auto, and the remaining 2,940 are additional transit trips.

Figure 5-3. Trip Diversions within Transit Modes



In summary, the Blue Line extension and BRT single mode alternatives were the best performing transit alternatives with similar results; however, no single mode transit alternative showed improvement to I-290 travel performance. Regarding an extension of the existing CTA Blue Line, an extension to Mannheim Road would be more cost effective than longer extensions, and therefore Mannheim Road will be the west terminus evaluated in Round 2. The conversion of the existing Blue Line from Forest Park to Ashland to BRT combined with an extension to Oak Brook performed well, but didn't perform appreciably better than HRT so HRT was carried forward as the representative transit. The express bus alternatives resulted in local travel and job accessibility improvements.

5.4.2 Expressway Mode Findings

Overall, the single mode expressway alternatives provide the highest improvement in regional and local (study area) travel performance, and on the I-290 Expressway. They also improve auto access to jobs because of the added capacity that results in reduced time spent traveling. The expressway alternatives also result in up to 6,800 daily transit person trip diversions to auto.

The General Purpose alternative has the best study area peak period arterial performance improvement. The HOV Lane alternatives show the best overall regional travel performance improvement and overall job accessibility improvement. The HOV and HOT Lane alternatives have the best overall performance and person throughput. The Toll and HOV Lane alternatives have the best I-290 travel performance improvements in terms of peak period volume-capacity improvement, peak period average speed increase, and hours of congestion reductions. The

Toll and HOT Lane alternatives have the best auto safety improvement and best regional truck performance improvement.

In comparing volumes for the existing I-290 Expressway general purpose lanes for the expressway alternatives in Table 5-15 below, the daily general purpose lane volumes associated with HOV, HOT, and Toll alternative decrease 7 to 10 percent, while the General Purpose lane alternative, (with the added lane in each direction) results in a 14 percent increase in daily volume.

Table 5-15. Expressway General Purpose and Managed Lane Performance

Study Area Performance		2+ HOV Oak Brook to Racine	3+ HOV Oak Brook to Racine	3+ HOT Oak Brook to Racine	General Purpose Add Lane	Toll I-290 Existing Lanes I-88 to Cicero
		HOV 2LL	HOV 3LL	HOT 2	GP LANE	TOLL1
General Purpose Lanes Daily Volume **		-8%	-7%	-7%	14%	-10%
HOV/HOT Lanes	Daily Volume	31,000	17,600	43,700		
	Peak Hr. Volume	2,930	1,970	3,730		
	Peak Hr. Speed**	67%	112%	17%		

The travel performance of the HOV and HOT lanes in the expressway alternatives is also shown in the Table 5-15. With 1,970 peak hour volume (both directions) for the HOV 3+ lanes, there is a concern that the HOV 3+ lanes may not be fully utilized given capacity of over 4,200 vehicles per hour (2,100 vehicles per hour in each direction). The HOT Lane alternative shows the highest volume, due to excess capacity being utilized by vehicles that may pay a toll to access the lane. The overall peak hour travel speeds of all lanes in the HOV and HOT alternatives also provide improvements compared to the overall speeds of the General Purpose lane alternative. The HOT Lane alternative showed 14 percent speed improvement during the peak hour. However, this can be managed to a greater degree through setting of the dynamic toll rates for the HOT lane.

In summary, the single mode expressway alternatives resulted in the highest travel performance improvements to the I-290 Expressway, as well as the best improvement of regional and local (study area) travel performance. The HOV and HOT Lane alternatives have the best overall performance. The HOV Lane alternatives have the best regional travel performance and job accessibility, and the Toll and HOV Lane alternatives have the best improvement in I-290 Expressway performance. The Toll and HOT Lane alternatives have the best regional truck performance. The Toll alternatives show the least arterial performance

improvements among the expressway alternatives. The General Purpose lane alternative has the best improvement in study area peak period arterial performance.

5.4.3 Arterial Mode Findings

An initial fatal flaw footprint impact evaluation found that the arterial widening (with and without parking) resulted in a large number of displacements and, therefore, arterial widening was determined to be fatally flawed and not carried forward for performance evaluations. Less extensive arterial improvements in conjunction with other modes may be considered in subsequent rounds.

5.4.4 Overall Conclusions

The I-290 Study Area is an existing multi-modal corridor that serves broad travel markets to the east and west of the study area. To the east, the primary travel markets served by this corridor extend to the city of Chicago, the Chicago Central Business District, suburban Cook County, and Lake County, Indiana. To the west the I-290 Corridor serves the markets of west and northwest Cook County, DuPage County, and Kane County. These markets include the auto and transit markets, with the auto travel market being much broader and larger. The traditional commute is the primary market served by transit.

Transit Conclusions

- The transit alternatives provide improved mobility options to areas west of the Forest Park Blue Line station, improved access to jobs, and also diversion of auto users.
- The transit alternatives did not result in any travel performance improvement to the I-290 Expressway.
- When evaluating various single mode transit alternatives, extensions of the existing CTA Blue line with high capacity transit modes of BRT and HRT showed the highest mode shifts and person throughput from auto to transit.
- There was a considerable mode shift between transit modes and no single transit mode alternative was able to shift enough demand from auto to transit to offset the demand on the expressway, and therefore resulted in no improvements to expressway performance.
- Due to the similarity in performance and ROW requirements between the existing Blue Line and a conversion of the existing Blue Line to Bus Rapid Transit (BRT 4) the conversion of the existing Blue Line will not be carried forward.
- Mannheim Road will be the western terminus for Round 2.

Expressway Conclusions

- The expressway alternatives showed the greatest improvement in travel performance for the region, study area and on the I-290 Expressway itself. Due to the size of the expressway travel markets, there is a much higher demand for use of the expressway alternatives than for the transit alternatives. Of the expressway alternatives, the HOV and HOT lane alternatives had the best overall performance, followed by the Toll and General Purpose lane alternatives. The HOV, HOT, and Toll lane alternative resulted in congestion improvements for the existing I-290 general purpose lanes.
- The HOV and HOT lanes showed increased travel speeds over the existing general purpose lanes. Round 1 evaluation, raise a concern as to whether optimal peak period HOV 3+ lane

volumes will occur; additional evaluation will be needed to further evaluate the effectiveness of HOV 2+ and HOV 3+ .

The alternatives showing the best performance relative to the 2040 baseline condition are shown in Table 5-16.

Table 5-16. Single Mode Performance Ratings

Purpose and Need Summary	Top Performing Alternatives						
	1st	2nd			3rd	4th	
Overall	 HOV 3LL	 HOV 3L	 HOT 2	 TOLL 2	 HOV 2LL	 GP LANE	 TOLL 1

Overall, managed lane expressway alternatives (HOV and HOT) provide some of the best performance benefits because they address the underserved vehicle travel demand in this corridor, and manage its use more effectively.

5.4.5 Initial Combination Mode Alternatives

Based on the findings of the Round 1 Single mode alternative evaluation, 10 combination mode alternatives were assembled for evaluation in Round 2.

5.4.5.1 Expressway Modes in Combination Alternatives

The stand-alone expressway alternatives resulted in the greatest improvement in travel performance for the region, study area, and along I-290, when compared to the no-build condition The stand alone expressway alternatives also resulted in better performance than stand-alone transit modes (for improving local and regional travel, overall access to employment and safety). Although the stand alone transit alternative did not show the same level of improvements demonstrated by the expressway alternatives, they do offer additional benefits, such as large increases in transit access to jobs, auto person trip diversions to transit, and some improvements in regional congestion and safety. Building on the performance improvements exhibited by the expressway modes and recognizing the additional benefits that transit provides, initial combination mode alternatives were developed to systematically test the transit modes with each highway mode to determine what performance gains may be achieved by various combinations. The following four expressway modes were selected for further testing in combination with the transit modes; HOV, Toll, HOT, and GP Lanes. HOV with 2+ occupants was selected over HOV with 3+ occupants due to greater reduction in general purpose lane volumes and approximately twice the volume in the HOV lanes. However, a decision as to whether to operate HOV 2+ or HOV 3+ will require more detailed operational analyses as the alternatives are continued to be refined.

A fifth expressway combination alternative pairs Toll Lanes and HOT 3+ with transit. This scenario was added to test the combined effects of converting I-290 to a tolled facility, HOT 3+, and transit.

To provide a consistent comparison basis between managed lane alternatives (HOV, HOT, Toll) the eastern and western managed lane/toll limits for each alternative extend from the I-88/I-290 split in the west, and to Racine Avenue in the east. These limits will be revisited depending on the evaluation results, further clarification of tolling/managed lane conversion legislation, and stakeholder input.

5.4.5.2 Transit Modes in Combination Alternatives

Although transit modes do not provide any improvements to I-290 performance, the transit modes are being tested in combination with the expressway modes to evaluate how transit may improve overall transportation performance of the alternatives in the study area and region.

Express Bus service was included as a component in all combination mode alternatives due to its operational and physical compatibility with other modes. Express bus serves a broad market to the west, providing an express connection to the existing Blue Line Terminal in Forest Park, or to a new Heavy Rail Transit (HRT) terminal at Mannheim Road. Express bus may operate on the shoulder in the GP Add Lanes scenario, or in HOV, HOT, or Toll lanes, allowing this mode to integrate readily into the expressway alternatives.

The evaluated single mode transit system extensions from the existing Forest Park CTA Blue Line Terminal included Heavy Rail Transit (HRT) and Bus Rapid Transit (BRT) alternatives, and it was found that both modes are feasible, show similar performance characteristics, and have similar footprint/ROW requirements. For the purposes of Round 2 evaluations, the fixed guideway transit mode will be evaluated as High Capacity Transit (HCT) that could be either HRT or BRT. The I-290 Phase I study is providing a foundation for future detailed studies of this transit improvement, such as a Federal Transit Administration (FTA) Alternatives Analysis (AA) study.

The Mannheim Road terminus for an HCT extension was selected due to the single mode modeling results that suggested, relative to each other, the majority of the performance improvements were achieved by a Blue Line extension to Mannheim Road as compared to an extension further west to Oak Brook at less than half the length. Also, an HCT terminal at Mannheim may serve as the starting point for a further westward extension of the HCT line (Section 5.4.1). Each Expressway & Express Bus transit combination alternatives will be tested with and without High Capacity Transit to systematically evaluate the effects of HRT in each scenario.

5.4.5.3 Initial Combination Mode Alternatives to be Evaluated in Round 2

Combination alternatives have been assembled to analyze the combined performance of transit and expressway alternatives in meeting study area and regional needs. In addition, the compatibility of pairing each of the expressway modes with the transit alternatives must be analyzed with regards to:

- Travel markets: To what degree do the expressway and transit components of these combination alternatives serve complementary or overlapping travel markets? For example, would HOV lanes compete for some of the same users as HRT and to what extent?

- Operations: How well do the expressway and transit components of the combination alternatives work together from an operational perspective? For example, does express bus run on the inside or outside shoulder with the General Purpose lanes, how well would it operate in a managed lane?

The rationale described above resulted in ten initial combination alternatives, which are summarized in Figure 5-4 below. The top five highest performing expressway alternatives were first paired with the EXP single mode transit alternative to form the first five combination mode alternatives. Each of the five Expressway & Express Bus alternatives were then paired with the HCT extension from the Forest Park CTA terminal to Mannheim Road to create the final five alternatives.

Figure 5-4. Initial 10 Combination Mode Alternatives

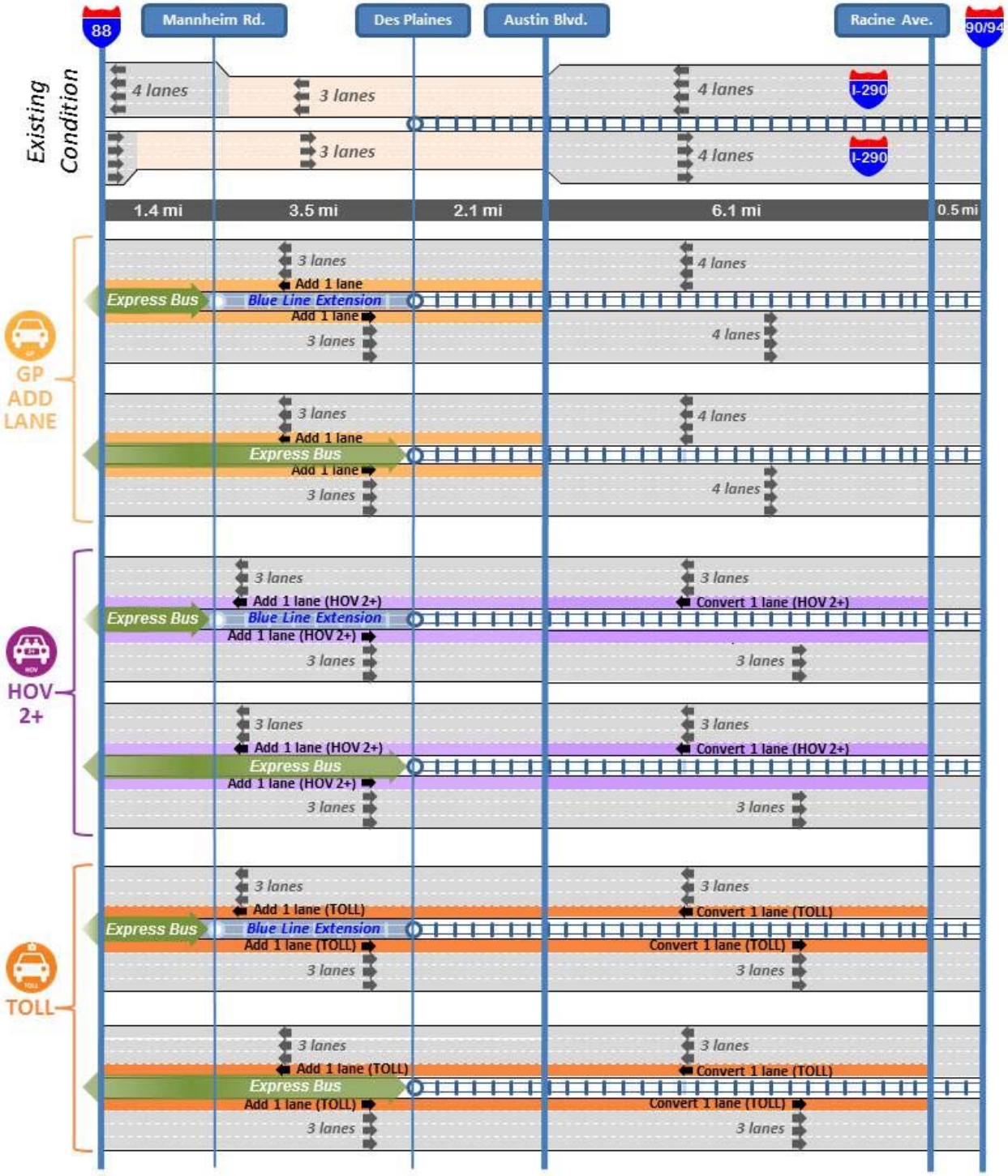


Figure 5-4. Initial 10 Combination Mode Alternatives (Continued)

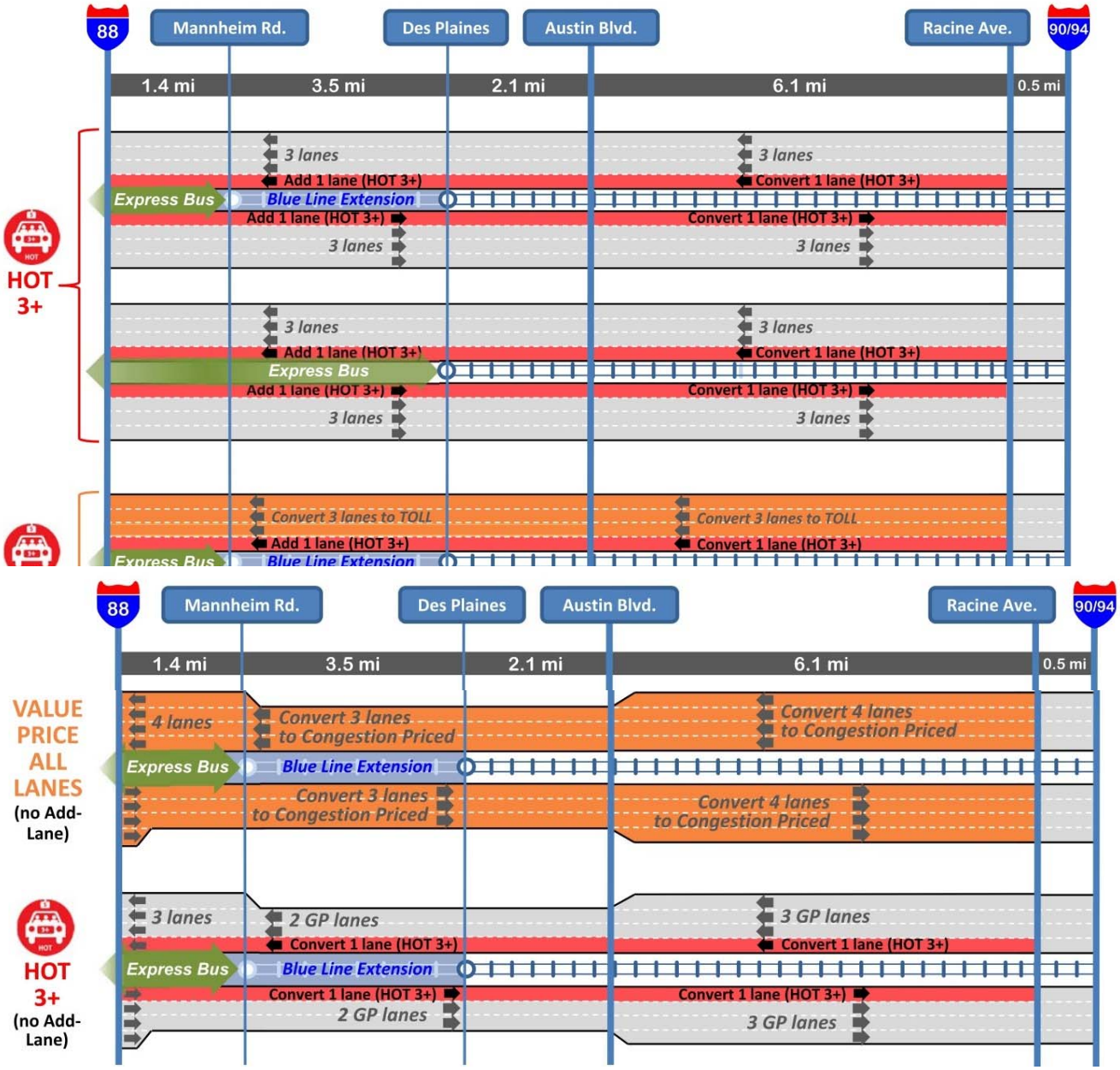


Table 6-1 provides more detailed descriptions of the Round 2 Alternatives evaluated. In Round 2, service and operational characteristics of the alternatives were further defined for evaluation in the project's regional travel forecasting model. Model results were used to evaluate the performance measures in Round 2. General footprint variations of the combination mode alternatives were identified.

With regard to the service and operational characteristics of the 12 combination mode alternatives, the express bus component (EXP) consists of three I-290 express bus services either continuing north on I-290 to serve the northwestern suburbs, heading west on I-88 to serve the western suburbs, and heading south on I-294 to serve the southwestern suburbs. The express bus components were included in all 12 alternatives and have two different termini depending on whether or not an HCT extension is included in the combination mode alternative. In the 5 combination mode alternatives that do not include an HCT extension to the west, the Express bus service connects via I-290 to the existing Forest Park CTA Blue Line Station. For the seven combination mode alternatives that include an HCT extension to Mannheim Road, the express bus service connects to a new CTA terminal located near Mannheim Road (and does not continue further east along I-290).

For the purposes of evaluation with the regional travel model the HCT extension was coded as an extension of the CTA Forest Park Blue Line rapid transit service, however, this service could be also run as bus rapid transit. Intermediate stations at 1st Avenue and 25th Avenue were assumed in each of the 7 HCT extension alternatives. Park-and-ride availability was also assumed at a Mannheim Road terminal station.

The expressway alternatives assumed in the 12 combination mode alternatives include maintaining the existing number of lanes throughout and the addition of a new lane (in each direction) in the existing six-lane section of I-290 between I-88 and Central Avenue for 10 out of the 12 combination mode alternatives. For the managed lane concepts of HOV 2+, HOT 3+, Toll, and HOT 3+ & Toll, a conversion of one of the existing 4 lanes (in each direction) to a managed lane was assumed from Central Avenue to Racine Avenue. Racine Avenue was used as the eastern boundary of this lane conversion in order to allow sufficient traffic operational weaving distance between Racine Avenue and the ramps to I-90/94.

Of the 12 alternatives considered, three general footprint variations result; an expressway lane addition with, and without, a provision for a HCT extension in the median, and maintaining a six lane section but including a provision for an HCT extension in the median. Footprint requirements will be developed and evaluated in Round 3.

The I-290 travel forecasting model was improved for use in testing the Round 2 combination mode alternatives. The regional mode choice model that determines if trips are made using auto or transit was updated to be sensitive to tolling. Therefore, the combination mode alternative results better reflect sensitivity to tolling.

Table 6-1. Combination Mode Alternatives Rationale

10 Initial Combination Alternatives – Summary			Combination Rationale
GP Add Lane		**General Purpose Add Lane** from I-88 to Central Ave. with shoulder riding **Express Bus** from Forest Park to the west	GP Lane: • I-290 performance improvements • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with GP Lane (Bus on shoulder) HRT: • Auto diversions to transit • Job access improvement
		**General Purpose Add Lane** from I-88 to Central Avenue, **HRT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west	
HOV 2+		**HOV 2+** from I-88 to Racine Ave., **Express Bus** operating in **HOV Lane** from Forest Park to the west	HOV Lane: • I-290 performance improvements • Manage added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOV Lane (Bus in HOV Lane) HRT: • Auto diversions to transit • Job access improvement
		**HOV 2+** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim Rd, **Express Bus** from Mannheim Rd. to the west	
HOT 3+		**HOT 3+** from I-88 to Racine Ave., **Express Bus** operating in **HOT Lane** from Forest Park to the west	HOT Lane: • I-290 performance improvements • Manage added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOT Lane (Bus in HOT Lane) HRT: • Auto diversions to transit • Job access improvement
		**HOT 3+** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim Rd., **Express Bus** from Mannheim Rd. to the west	
TOLL		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction from I-88 to Racine Ave., and **Express Bus** operating in Toll lane from Forest Park to the west	TOLL Lane: • I-290 performance improvements • Manage added capacity) • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with TOLL Lane (Bus in Toll Lane) HRT: • Auto diversions to transit • Job access improvement
		**Add lane** from I-88 to Central Ave., **Toll 1 lane** in each direction form I-88 to Racine Avenue, **HRT** to Mannheim Road, and **Express Bus** from Mannheim Rd. to the west	
HOT 3+ & TOLL		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave. , **Toll remaining lanes** from I-88 to Racine Ave., and **Express Bus operating in HOT Lane** from Forest Park to the west	HOT Lane & TOLL Lanes: • I-290 performance improvements • Manage existing and added capacity • Regional & job access improvements • Safety improvements Express Bus: • Local travel & job access improvement • Implementable with HOT Lane (Bus in HOT Lane) HRT: • Auto diversions to transit • Job access improvement
		**Add HOT 3+ lane** from I-88 to Central Ave., **convert 1 existing lane** in each direction to **HOT 3+ lanes** from Central Ave. to Racine Ave., **Toll remaining lanes** from I-88 to Racine Ave., **HRT** from Forest Park to Mannheim, and **Express Bus** from Mannheim Rd. to the west	
Value Price & HCT (No Add Lane)		**Value Price all existing lanes** from I-88 to Racine Avenue (maintain existing number of lanes throughout) and extend Blue Line **HRT** to Mannheim Road.	Corridor Advisory Group Suggested Alternative
HOT 3+ & HCT (No Add Lane)		**Convert 1 lane in each direction to HOT 3+** from I-88 to Racine Avenue (maintain existing total number of lanes throughout) and extend Blue Line **HRT** to Mannheim Road.	Corridor Advisory Group Suggested Alternative

6.2 Round 2 Screening Process

As the study process moves forward with detailed evaluations of fewer alternatives, the screening process and measures will be revised & refined as appropriate. For the Round 2 screening process of the 12 combination mode alternatives, a revised evaluation matrix was developed to address 4 out of the 5 principal Purpose and Need points. The evaluation matrix for the combination mode alternatives addressed:

- Improve Regional and Local Travel
- Improve Access to Employment
- Improve Safety for All Users
- Improve Modal Connections and Opportunities

Given the corridor level evaluation and insufficient design detail in Round 2, the Improve Facility Deficiencies need point was not evaluated, but will be considered in Round 3.

The evaluation measures used for **Improve Regional and Local Travel** are those used in Round 1 (and described in Section 3 of this report), except for some consolidation of similar/repetitive measures. This included the removal of I-290 Volume to Capacity (v/c), Average I-290 Speeds, and Arterial v/c measures.

Evaluation measures for **Improve Access to Employment** and **Improve Safety for All Users** are the same as those used in Round 1.

For the **Improve Modal Connections and Opportunities** need point, two additional measures were included: the number of households, and the number of jobs (employment) within 1/2 mile of a transit station, as compared to the No Build or Baseline Alternative.

Evaluation Measures Consolidation

Regional Travel	All Vehicles	~~1.1~~	~~I-290 Volume to Capacity (v/c) (Peak Periods)~~	~~All Lanes~~	~~ratio~~
				~~HOV/HOT *~~	~~ratio~~
		~~1.2~~	~~I-290 Average Speeds (Peak Periods)~~	~~All Lanes~~	~~mph~~
				~~HOV/HOT *~~	~~mph~~
		1.3	I-290 Average Travel Time Changes (Peak Periods)	All Lanes	%
				HOV/HOT	%
		1.4	Daily Hours of Congestion (I-290 in Study Area)	All Lanes	hrs
				HOV/HOT *	hrs
		1.5	Daily Person Throughput thru Study Area)	(Daily	#
		1.6	Vehicle Miles of Travel (Daily VMT)		miles
		1.7	Vehicle Hours of Travel (Daily VHT)		hours
		1.8	Congested VMT (Daily)		miles
		1.9	Hours of Delay (Daily)		hours
	Trucks	1.10	Truck Miles of Travel (TMT)		miles
		1.11	Truck Hours of Travel (THT)		hours
		1.12	Congested TMT		miles
		1.13	Truck Hours of Delay		hours
Local Travel	Arterials	~~1.14~~	~~Peak Period Volume to Capacity~~	~~East-West Arterials~~	~~ratio~~
		~~1.15~~		~~North-South Arterials~~	~~ratio~~
		1.16	Peak Period Speed	~~East-West Arterials~~	mph
		1.17		North-South Arterials	mph
		1.18	Vehicle Miles of Travel (VMT)		miles
		1.19	Vehicle Hours of Travel (VHT)		hours
		1.20	Congested VMT		miles

The alternatives scoring system was revised for Round 2. Across each of the 26 measures, alternatives were ranked from 1 to 12 (12 being the best), based on how well they performed relative to the 2040 no build condition. Each alternative was then scored for each need point by the averaging the rankings of all the measures for that need point. A total score for each alternative was then calculated as the sum of the 4 need point scores. With this scoring method, each need point contributes equally to the overall score. The Rank Average for each need point

was summed to arrive at the total, overall score for each alternative. illustrates how the overall scores were calculated.

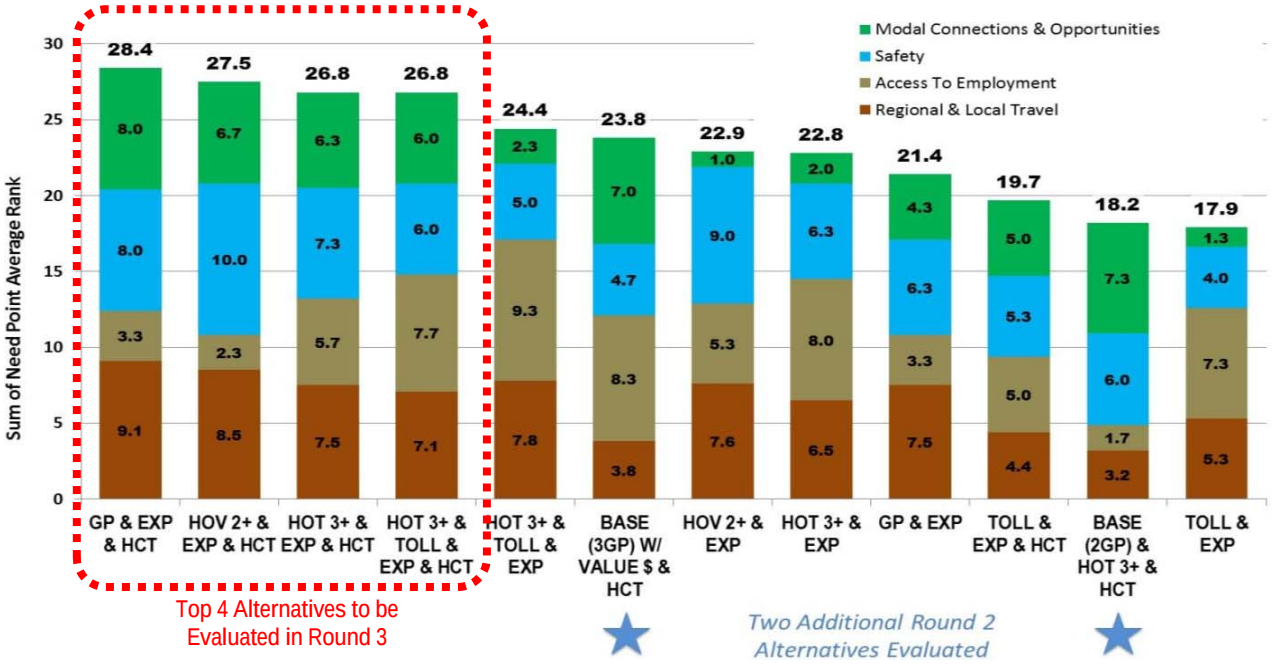
Figure 6-2. Alternative Ranking Example

P&N Point	Rank Average	
	HOV 2+ & EXP	HOV 2+ & EXP & HCT
Improve Regional And Local Travel	7.6	8.5
Improve Access to Employment	5.3	2.3
Improve Safety for All Users	9.0	10.0
Improve Modal Connections & Opportunities	1.0	6.7
Improve Facility Condition and Design	✓	✓
Score = Sum of Rank Averages	22.9	27.5

6.3 Round 2 Screening Results

The overall result of the Round 2 evaluation of the initial combination mode alternatives is presented in Figure 1-6 below. As seen in Figure 6-3, the scores range from a high of 28.4 to a low of 17.9, with the largest gap in scores between the top four and the remaining eight alternatives. The GP & EXP & HCT alternative had the highest overall score of all combination alternatives, followed by the HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and the HOT 3+ & TOLL & EXP & HCT alternative. The total scores for each alternative in this figure are the cumulative result of the individual need point scores.

Figure 6-3. Round 2 Overall Alternatives Ranking



The following summary describes the general effects of adding general purpose or managed lanes to I-290, not adding lanes to I-290, converting existing general purpose lanes to managed lanes, tolling, and transit improvements. It is important to note that the travel demand modeling process is dynamic; travel is being assessed and recalculated over the entire seven county region for each alternative. Depending upon the type of improvements and combination of improvements, the number of trips in the study area may change, trips may shift from one mode to another (i.e., highway to transit), trips may take differing paths, and trip lengths may change. Therefore, each combination alternative yields differing performance results.

General Observations

Adding a Lane to I-290

- The top four scoring alternatives include both an additional lane on I-290 between Mannheim Road and Austin Boulevard, and an extension of the CTA Blue Line to Mannheim Road ("HCT") with supporting express and feeder bus services.
  - Adding a lane generally results in **improved travel times** (decrease in Vehicle Hours Traveled, "VHT") on I-290 as well as the arterial system.
  - Adding a lane on I-290 generally results in an **increase in expressway travel** (Vehicle Miles Traveled, "VMT") and a **decrease in arterial travel** (VMT).
  - Adding a *general purpose* lane attracts the most ***traffic*** onto I-290, while adding a *managed lane*, with higher vehicle occupancy rates and/or pricing, allows more ***people*** to travel through the corridor ("daily person throughput").
  - Travel time savings provided by a **tolled managed lane** makes the I-290 corridor relatively more attractive for **longer distance trips**, and consequently, longer distance trips shift onto I-290, and VMT is increased. However, there is a corresponding **decrease in VHT** due to the additional capacity provided.
  - **Tolling**, even with adding a lane to I-290, generally results in **relatively** lower **performance on the arterial system**. Tolling makes I-290 slightly less attractive for shorter trips that would otherwise divert from the arterial system to I-290.
  - Managed lanes shift some trips away from transit because of the added capacity and I-290 travel time improvements.
  - **Managed lanes result in net improvement in travel times in the remaining general purpose lanes.** Existing (and future) carpoolers are drawn to the managed lane and away from the remaining general purpose lanes.

Not Adding a Lane to I-290

- The alternatives that **did not include an additional lane on I-290**, even in combination with a HCT and supporting bus services, **performed relatively poorly**.
  - The lack of an additional lane, coupled with congestion pricing or existing lane conversions that restrict flow on I-290, **causes a significant shift of travel to an already congested arterial system**.
  - Value (congestion) pricing shifts longer distance trips onto I-290 (increased VMT), but congestion pricing, without adding lanes to I-290, also **has a net negative effect upon**

regional and arterial VHT due to the added capacity constraints imposed on the overall system.

Transit Service Expansion

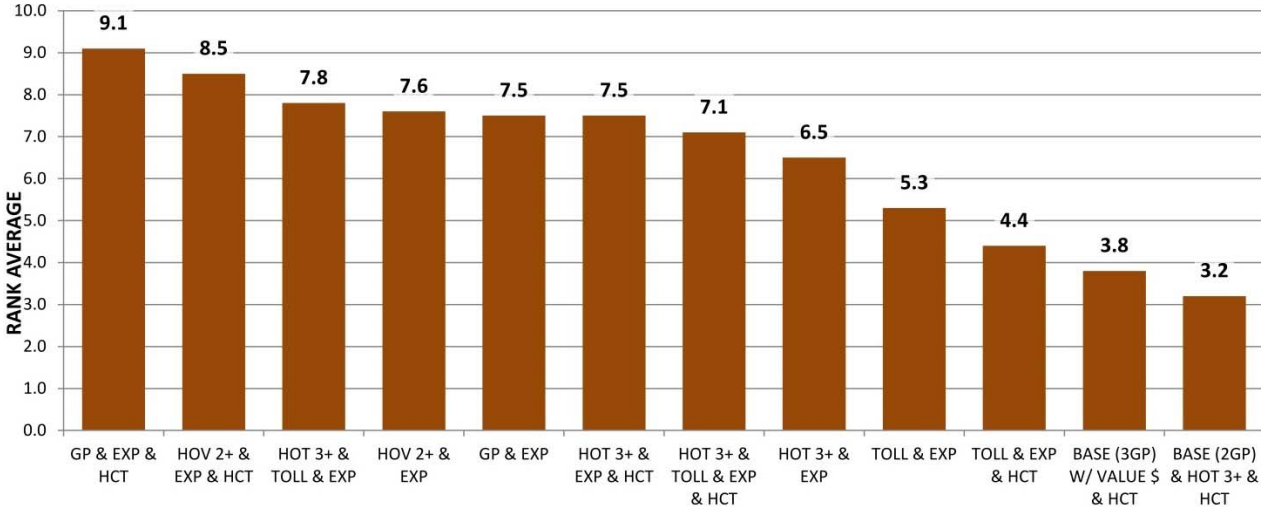
- The alternatives that included HCT and supporting bus services created the relatively **highest number of new transit trips**, but over 50% of the total ridership consists of trips diverted from other existing transit services.
- The alternatives that included HCT and supporting bus services provide **new high capacity options for the reverse commute**.
- The alternatives that included HCT and supporting bus services **generally resulted in increased VMT**, as compared to alternatives without these transit components. This is because the HCT improvements in the study area shift some medium and shorter distance trips from auto and on to transit. This frees up capacity for longer distance trips to shift on to I-290.
- The alternatives that include HCT and supporting bus services provided **slightly better safety performance** as compared to alternatives that did not include HCT, due to the shift in trips to transit (and to I-290), which has a higher safety performance.

The results matrix for the Round 2 evaluation of the 12 combination mode alternatives is provided in Appendix G. The results of the Round 2 screening are summarized below by each principal need point and measure evaluated.

6.3.1 Improve Regional and Local Travel Findings

Seventeen measures were evaluated to arrive at a combined ranking for the Improve Regional and Local Travel need point. As summarized in **Error! Reference source not found.**, when individual measures are combined, the GP & EXP & HCT Alternative is the highest ranked alternative, followed by the HOV 2+ & EXP & HCT Alternative. The BASE (3GP) W/ VALUE $ & HCT and BASE (3GP) & HOT 3 & HCT alternatives were ranked the lowest for this need point. Since Express Bus (EXP) service is included in all alternatives, for simplicity, 'EXP' has been left out of the descriptions in the following discussions.

Figure 6-4. Improve Regional and Local Travel - Round 2 Results



Improve Regional and Local Travel – By Measure:

1.3 I-290 Average Peak Period Travel Time Changes: This measure is divided into two parts: the reduction of time on the general purpose lanes and the reduction of time on the toll, HOT or HOV lane(s). Each alternative reduced the peak travel time on the facility as compared to the 2040 No Build Alternative (average of 17.2 minutes to traverse the study area during peak periods) for both the general purpose lane and for the managed lane, where it existed. The GP+EXP+ HCT (general purpose lane addition) delivered about 8% time reduction. The other HOV2, HOT3, and TOLL alternatives delivered between 9% and 12% time reduction. The HOT3+ & TOLL and BASE (3GP) W/ VALUE $ had 35% to 40% time reductions on I-290, and achieved this result because the value pricing on all existing lanes caused I-290 traffic to divert onto parallel arterials.

1.4 Daily Hours of Congestion on I-290: This measure is divided into two parts: the sum of daily hours of congestion on the general purpose lanes and the sum of daily hours of congestion on the toll, HOT or HOV lane(s). The 2040 No Build has 18 hours of congestion per day on the existing GP lanes. Each alternative reduced the daily hours of congestion, measured as Level of Service "D" or worse during a one hour period of the day. The alternatives that reduced congestion at the highest rate were the BASE (3GP) W/ VALUE $ and the HOT 3+ & TOLL. The reason for this outcome is that the pricing on all lanes caused I-290 traffic to take alternate routes, primarily the parallel arterials.

1.5 Daily Person Throughput: This measure captured the number of persons moving through the study area in a day by auto (SOV, HOV, and HOT) and transit. Each alternative increased the number of persons moving through the corridor over the 2040 No Build Alternative providing increases from about 10,500 to over 40,000 persons. The following contributed to the increase in person throughput in the alternatives:

- The transit alternative used in the scenario – if HCT & EXP was used as opposed to EXP alone, the person throughput increased as travelers switched to transit, and from bus to HCT to make their trip. Also the use of the additional road capacity improved person

throughput in those alternatives by providing additional lanes in the existing 6-lane section.

- Vehicle occupancy – when the opportunity to travel at a higher speed on an HOV or HOT lane is available, some travelers shift from drive-alone to carpool travel to take advantage of the time savings.

1.6 Daily Vehicle Miles of Travel (VMT): This measure is regional in scale and includes both autos and trucks, although autos dominate overall traffic. In all alternatives there is an increase in VMT. In cases where a capacity enhancement is being tested on an important, heavily traveled urban interstate, an increase in VMT is expected. These facilities offering increased capacity and the resulting increased speed entices travelers to take advantage of the new capacity. These travelers may have a similar overall travel time for their trip, but it will actually be a slightly longer trip due to increased speed provided by the facility with the added capacity. Thus, at the regional level, while the miles traveled are slightly higher, it is expected that the total regional time traveled would be lower.

1.7 Daily Vehicle Hours of Travel (VHT): This measure is regional in scale and includes both autos and trucks. There are regional VHT savings for all the alternatives except those where there is no additional capacity increase on I-290. This savings ranges from 1,200 to 28,500 hours saved per day. The alternative with the highest value, 28,500 hours saved is GP & EXP & HCT (general purpose lane). The reason that this alternative achieves this level of VHT savings is that trucks are permitted to use the added capacity, thus reducing hours of travel for all vehicles. The "auto-focused" HOV/HOT alternatives add lanes that do not permit trucks, thus shifting trucks back to the slower general purpose lanes or arterial streets and muting the net change in VHT.

1.8 Congested VMT: This measure is regional in scale, includes autos and trucks, and is reflective of the level of regional congestion change induced by each alternative. All alternatives have a reduction in congested VMT except the BASE (2GP) & HOT 3+ & HCT. The highest reductions occur in the HOT 3+ & TOLL and the GP & EXP & HCT. In analyzing the congested VMT it is important to keep in mind that some capacity additions, such as a general purpose lane, offer shorter less congested routes to both truck and cars – the reason the GP performs well. Others, such as HOT and HOV lane additions, help autos directly since they can use the new lane. Trucks benefit by using the capacity created by the auto diversions. The net regional reduction in congested VMT is often a blend of higher congested VMT in one market and lower in another. For example, this can result in overall relief due to more efficient movement on I-290 offsetting worsening congestion on the arterials parallel to I-290. The alternative HOT 3+ & TOLL, for example, has improved regional congested VMT while worsening I-290 parallel arterial measures. The alternative BASE (2GP) & HOT3+ & HCT retains only 2 General Purpose lanes and converts the third lane to HOT 3+. The constraint on throughput, especially for trucks, is severe, since it is a step down in truck capacity from the 2040 No Build. Accordingly this alternative has slightly more congested VMT than the No Build.

1.9 Hours of Delay: This measure is regional in scale, includes trucks, and should be reflective of the level of delay relief offered by each alternative. All alternatives have a reduction in hours of delay except the BASE (2GP) & HOT 3+ & HCT. The highest reductions occur in the GP & HCT and in the HOT 3+ & TOLL alternatives. Similar to the congested VMT

measure, the alternatives that can offer capacity to trucks as well as autos perform more effectively under this measure. Again the alternative BASE (2GP) & HOT 3+ & HCT which retains only 2 General Purpose lanes and converts the third lane to HOT 3+, shows a counter-intuitive result; hours of delay increase. The reason is that the constraint on throughput, especially for trucks, is severe, since this alternative is a step down in capacity from the 2040 No-Build. Accordingly this alternative has slightly more hours of delay than the No-Build.

1.10 Truck Miles of Travel (TMT): This measure is regional in scale. The results are mixed with most alternatives showing some decrease in TMT. This measure demonstrates that trucks find a more efficient (shorter) distance when provided with the I-290 alternatives. The alternative that does not show a TMT decrease are the GP alternatives. In these alternatives, TMT responds to alternatives that delivers the largest direct increase in truck capacity, which are the GP add lane alternatives. Trucks, on average, travel a bit farther so as to be able to make a faster trip.

1.11 Truck Hours of Travel: This measure is regional in scale. The results are mixed with most showing a decrease in truck VHT. The alternatives showing the greatest truck VHT savings are the GP and the HOT 3+ & TOLL. The GP alternative as mentioned above, delivers the largest direct increase in truck capacity, thus decreasing regional truck hours. The HOT 3+ & TOLL & EXP which has three tolled lanes all admitting trucks that are willing to pay toll, gets the biggest decrease in trucks hours. This savings is achieved by the parallel arterials carrying the extra truck traffic.

1.12 Congested TMT: This measure is regional in scale, addresses trucks only, and is reflective of the level of congestion relief offered by each alternative to trucks. All alternatives have a very small reduction in congested Truck Miles Traveled with the exception of BASE (2GP) & HOT 3+ & HCT. The alternatives with the greatest congested TMT savings are the GP and the HOT 3+ & TOLL; the reason for the reduction in TMT is that those alternatives have added lanes that allow trucks. The exception cited above is due to a constraint on throughput, especially for trucks, since this alternative is a step down in capacity from the 2040 No-Build since trucks may not use the HOT lane. Accordingly this exception alternative has slightly more congested Truck Miles Traveled than the No Build.

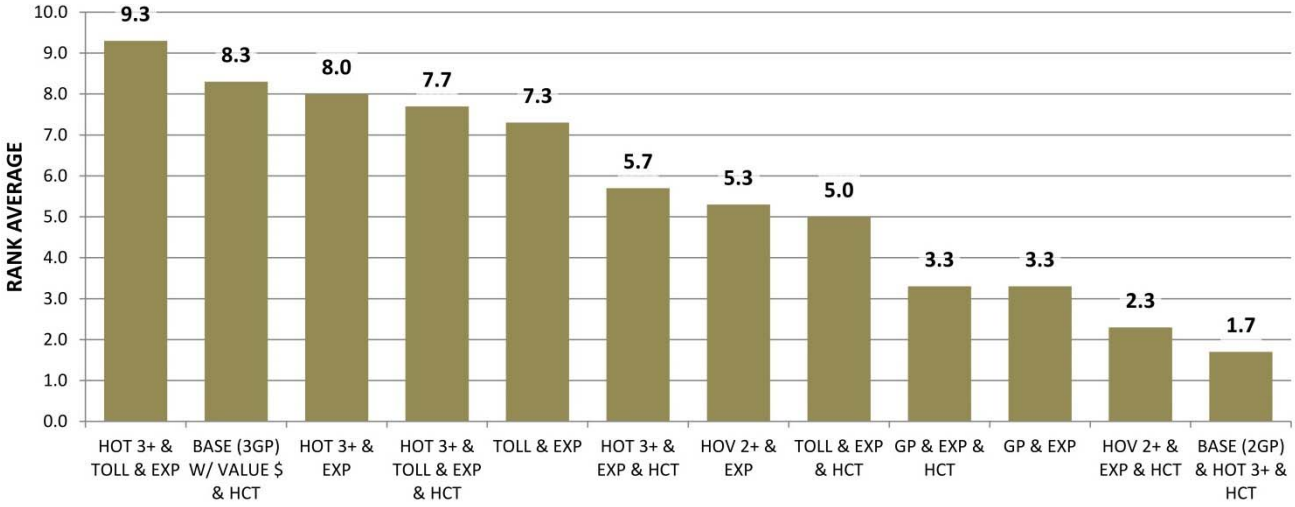
1.13 Truck Hours of Delay: This measure is regional in scale, addresses trucks only, and should be reflective of the level of delay relief offered by each alternative to trucks. All alternatives have a reduction in truck hours of delay. The alternative with the greatest truck hours of delay savings is GP & HCT because the added capacity of this alternative permits trucks, and the addition of HCT induces some mode shift to transit resulting in more available capacity for trucks.

6.3.2 Improve Access to Employment Findings

The overall results of the Round 2 combination mode alternatives evaluation for the Improve Access to Employment need point are presented in Figure 6-5. Three measures were evaluated to arrive at a combined ranking for this need point. As summarized in , when individual measures are combined, the HOT 3+ & TOLL alternative is the best performing, for access across all modes, followed by the BASE (3GP) W/ VALUE $ & HCT and the HOT 3+ alternatives. The HOV 2+ and BASE (3GP) & HOT 3+ & HCT alternatives were ranked the

lowest for this need point as a result of poorer performance in access to jobs by auto as compared to the other alternatives.

Figure 6-5. Round 2 Improve Access to Employment Results



Improve Access to Employment – By Measure:

2.1 # of Jobs Accessible within 60 Minutes (Auto): 8 of the 12 alternatives show an increase in the number of jobs accessible within 60 minutes by auto. The key factor in this measure is travel speed; the faster the overall trip travel speed, the greater the area (and number of jobs) can be reached within 60 minutes. The auto accessibility scores generally follow the speed improvements on the I-290 facility. The exceptions are those alternatives such as HOV 2+ where the improvements are provided to a subset of commuters – carpoolers instead of to all drivers. Those alternatives that reduce traffic or manage added capacity on I-290 also get resulting increased speeds, making more employment sites accessible within 60 minutes.

HOT 3+ & TOLL alternatives generally show the greatest improvement compared to the 2040 No Build Alternative. This is primarily due to the indicating the greatest travel time improvement on I-290 that tolls provide by managing added capacity and diverting varying amounts of I-290 traffic to other routes including parallel arterials. The decreased travel time results in more jobs being accessible to the study area via I-290 in the same amount of time. Also, due to higher travel speeds in the HOT 3+ lanes, users of the HOT 3+ lanes have access to greater number of jobs in the same amount of time. The TOLL and HOT 3+ alternatives showed the next best improvement in I-290 average travel time.

2.2 # of Jobs Accessible within 60 Minutes (Transit): All alternatives return an increase in jobs within 60 minutes by transit. The set of two transit scenarios, EXP and EXP & HCT return a fixed increase in transit accessibility across all alternatives because the transit improvement scenarios assumed are the same for EXP and EXP & HCT.

With respect to transit accessibility to jobs, alternatives with only EXP showed slightly greater accessibility to jobs than the EXP & HCT alternatives as compared to the 2040 No Build Alternative. This is primarily due to the bus to HCT transfer location between HCT and EXP alternatives. For the EXP alternatives, the transfer takes place at the existing

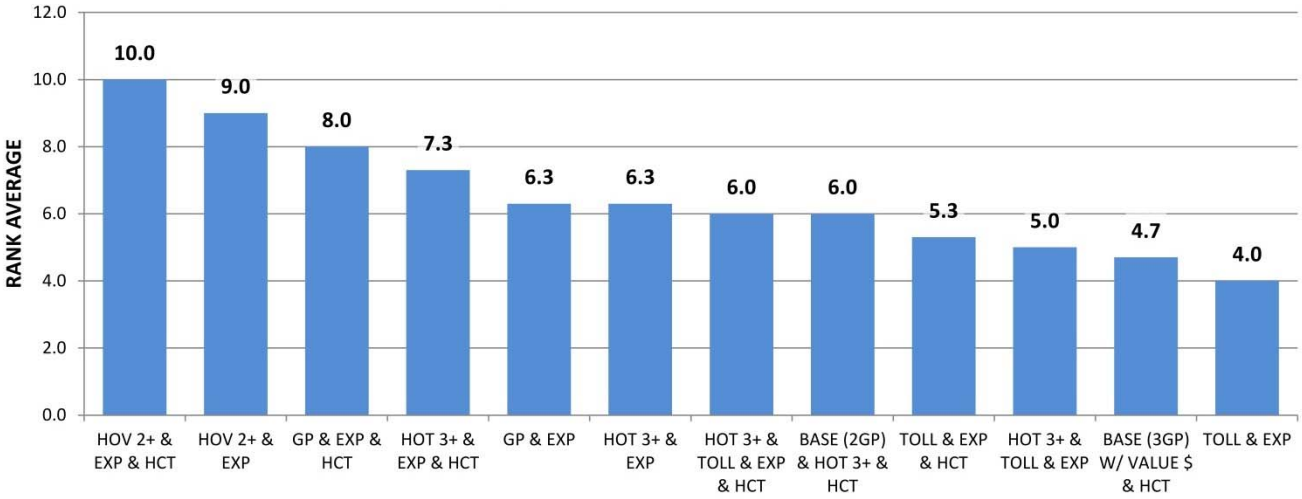
Forest Park terminal station of the CTA Blue Line. For the EXP & HCT alternatives, this transfer takes place at a terminal near Mannheim Road, several miles west of the Forest Park Terminal. Transfers between EXP and HCT that take place further to the west are subject to three additional stops along the HCT alignment, versus an express bus ride to Forest Park station. These additional stops increase the travel time slightly, resulting in fewer jobs accessible in 60 minutes.

2.3 # of Jobs Accessible within 60 Minutes (Transit & Auto): All alternatives return an increase in jobs within 60 minutes using the sum of auto and transit with the defining input being the auto portion. The alternatives with very high speed reductions on I-290 rated highest for this measure.

6.3.3 Improve Safety for All Users Findings

The overall results of the evaluation of the Round 2 combination mode alternatives for the Improve Safety for All Users need point are presented in Figure 6-6. In Round 2, the primary variables used to evaluate the relative safety performance between alternatives are traffic volumes and person throughput. Three measures were evaluated to arrive at a combined safety ranking. As summarized in , when individual measures are combined, the HOV 2+ & HCT Alternative is the best performing, followed by the HOV 2+, the GP & HCT, and the HOT 3+ & HCT alternatives. The TOLL and the BASE (3GP) W/ VALUE $ alternatives were ranked the lowest for this need point, relative to each alternatives performance against the no-build condition.

Figure 6-6. Round 2 Improve Safety for All Users Results



As alternatives are better defined in subsequent evaluations, additional design variables will be incorporated.

Improve Safety for All Users – By Measure:

3.1 Arterial Safety: GP & HCT and HOV 2+ & HCT show the most improvement in arterial injury and fatal crash rates as compared to the 2040 No Build Alternative because these alternatives indicate the largest decreases in volumes along the study area arterials. Larger the declines in study area arterial volumes results in better improvement in the injury and

fatality vehicle crash rate since arterials have a higher baseline rate of injuries and fatalities as compared to expressways. Conversely, any alternative that applied a toll to the mainline either one lane or all lanes indicated a decrease in safety as compared to the 2040 No Build due to the these alternatives experiencing a relative increase in traffic volumes on study area arterials. The worst performing alternative with respect to arterial safety is the BASE w/ VALUE $ that tolls all existing lanes and does not add any additional capacity to I-290.

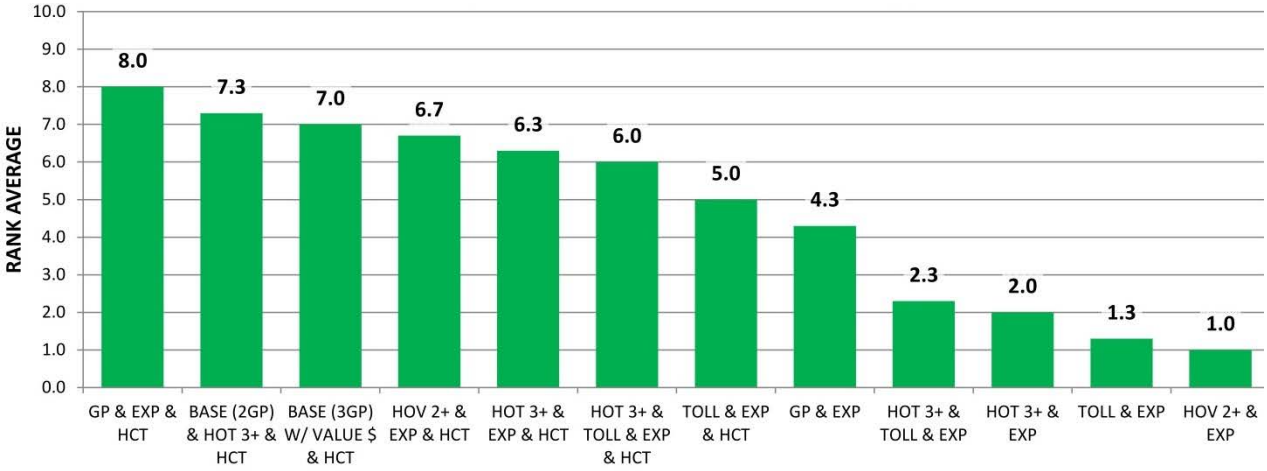
3.2 **Expressway Safety**: For safety related to the I-290 expressway in the study area, the BASE w/ VALUE $ alternatives showed the greatest improvement in safety performance as compared to the 2040 No Build Alternative primarily due to the most study area expressway volume reduction of all alternatives, resulting in relatively less exposure to potential for crashes. Also, the addition of a fourth lane in each direction also has improved safety characteristics as it conveys the expressway volumes more effectively than three lanes. Of the 12 combination mode alternatives evaluated, alternatives without a High Capacity Transit extension show slightly better expressway safety performance than their non-HCT extension counterpart. In all cases, the addition of HCT results in a slight increase in traffic volumes on I-290 as compared to the same alternative without the HCT. This is primarily due to a change in trip distribution with HCT, making I-290 more attractive for longer, regional trips and HCT more attractive for trips starting or ending in the study area. The higher traffic volumes result in slightly decreased predicted expressway safety performance in HCT alternatives compared to their non-HCT counterpart (Appendix G summary matrix, measure 3.2).

3.3 **Overall Safety**: Overall alternative safety performance considers the arterial, expressway, and transit systems in the study area, based on person miles traveled rather than vehicle miles traveled. This measure evaluates crash rate with respect to person throughput via transit and auto (assuming that there are no injuries or fatalities for transit users). The calculated annual injury and fatalities for the expressway and arterials was totaled, then divided by the number of individual person miles traveled by auto (including multiple passenger cars) and on transit (bus & rail) through the study area. Based on crash rates per person miles traveled, the HOV 2+ & HCT alternatives indicate the highest safety improvement as compared to the 2040 No Build alternative, followed by the HOV 2+ and GP & HCT alternatives. This is due to the more balanced safety improvements between the arterials and expressway by these alternatives (as opposed to the BASE (3GP) W/ VALUE $ & HCT and TOLL alternatives) and the generally higher vehicle occupancy of these alternatives. Also, of the five combination mode alternative pairs with and without an HCT extension, alternatives with an HCT extension show slightly better overall safety improvements. This is due to a relatively higher person throughput in the corridor for those alternatives with an HCT extension as compared to those without (see measure 1.5).

6.3.4 Improve Modal Connections and Opportunities Findings

The overall results of the evaluation of the Round 2 combination mode alternatives for the Improve Modal Connections and Opportunities need point are presented in . Three measures were evaluated to arrive at a combined ranking for this need point. As summarized in , when individual measures are combined, the GP & HCT alternative is the best performing, followed by the BASE (2GP) & HOT 3+ & HCT alternative. The TOLL and HOV 2+ alternatives were ranked the lowest for this need point.

Figure 6-7. Round 2 Improve Modal Connections and Opportunities Results



Improve Modal Connections and Opportunities – By Measures:

4.1 – New Transit Trips: While a High Capacity Transit extension and Express Bus Service generally improve transit service in the corridor, all but one alternative results in a slight reduction of regional transit trips as compared to the 2040 baseline condition. The GP alternatives showed the best transit performance, with the GP & EXP & HCT Alternative resulting in an increase of 1,300 transit trips, and the remaining alternatives all showing decreases in transit trips as compared to the 2040 No Build Alternative. The GP alternatives are more compatible with transit, whereas the managed lane alternatives such as HOT, HOV, an even tolling an value pricing, all compete with transit resulting in a net decrease in regional transit ridership. However, from a physical and operational perspective, the HOV, HOT, and Tolling options provide a managed lane for express bus operations, rather than relying on shoulder riding in the GP alternatives.

When comparing an alternative with an HCT extension with its counterpart without an HCT extension, transit trips are greater. This is due to HCT providing a higher level of transit service than express bus, with decreased headways and higher running speeds.

4.2.1 & 4.2.2 – Access to Transit within 0.5 Mile for Household and Employment: The transit assumptions for transit service location is identical across all alternatives with or without a High Capacity Transit Extension. Therefore, each alternative with an HCT extension achieves the same number of additional households and employment within a half-mile of a station, as does each alternative without the HCT extension.

6.3.5 Alternatives to be Evaluated in Round 3

Based on the results of the Round 2 evaluation, four alternatives are being advanced for further evaluation in Round 3.

Figure 6-8 summarized the four alternatives. These four were selected because they were the overall top performers that had the overall highest scores. A logical cutoff exists between the fourth and fifth ranked alternative, where the largest scoring gap between two successively ranked alternatives exists.

Overall/Combined Performance – Top Four Alternatives

As noted above, the top four alternatives scored relatively higher than the other eight alternatives that were considered in Round 2. The following is a description of the combined performance, including all four need points, for each of the top four alternatives.

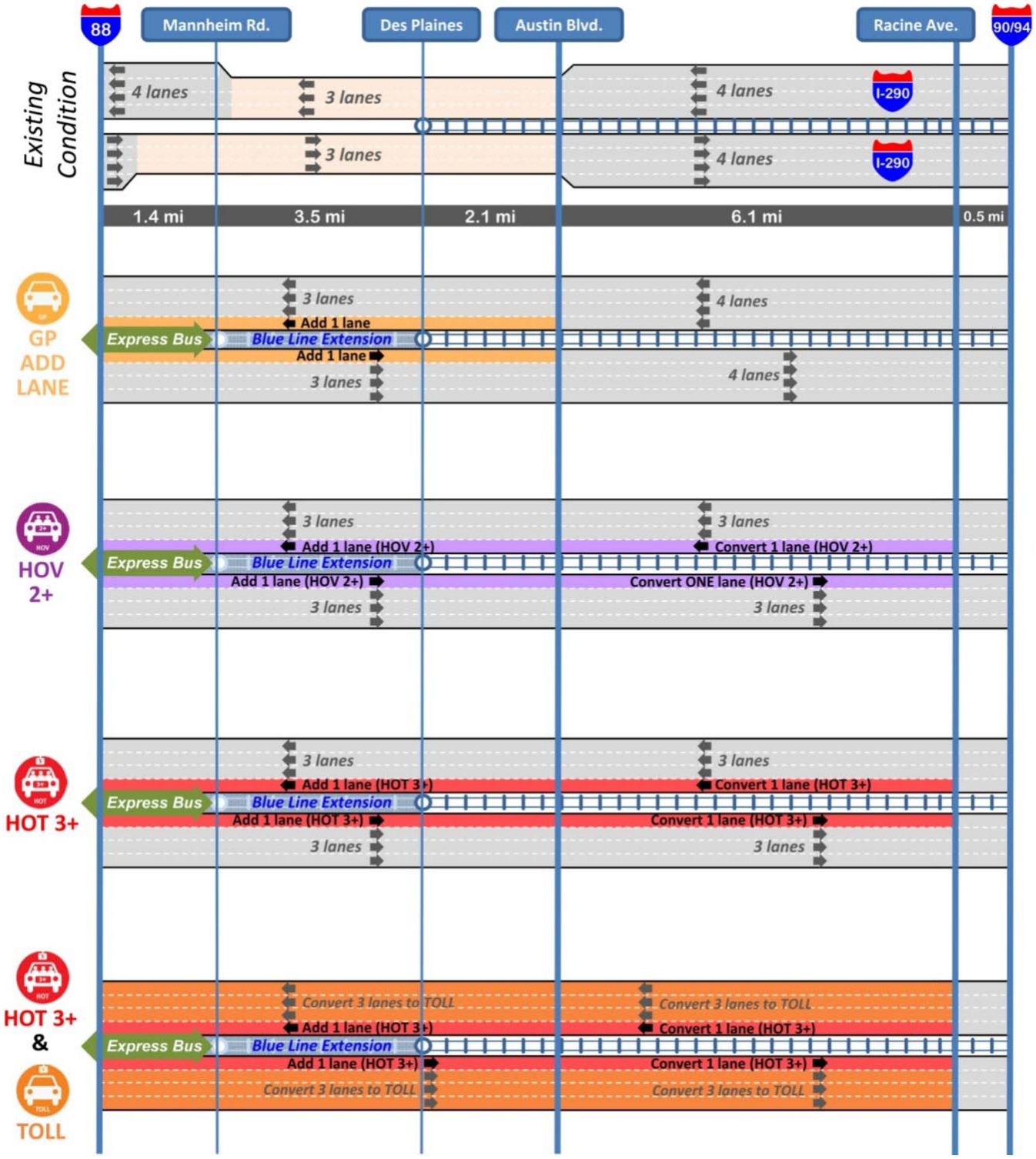
- The GP & HCT alternative provides the best overall score of 28.4, driven by having the highest regional and local travel and modal connections and opportunity improvements, as well as providing good safety performance. The added capacity attracts longer distance trips from the arterial network and onto the expressways for which they are intended. This shift from arterials also improves arterial performance in the study area, giving GP lanes the relatively highest overall performance for improving regional and local travel. The GP lane combination alternatives showed a lower accessibility to jobs and safety performance compared to other alternatives. Accessibility to jobs for the GP Lane combination alternatives is improved over the baseline condition, but not to the same extent as the managed lane alternatives. This is due to the managed lanes providing a faster path than the GP Lanes, allowing users of the managed lanes to access more jobs located further away in 60 minutes or less. With respect to safety, GP Lane combination mode alternatives provide more vehicle throughput than the managed lane combination mode alternatives. This increased throughput slightly increases the potential for crashes relative to the managed lane combination mode alternatives.
- The HOV 2+ & HCT alternative scored second best overall at 27.5, and provided the best safety performance, and the second highest improvements to local and regional travel, as well as ranking as one of the top three for modal connections and opportunities. HOV lanes provided as much as a 40% reduction in daily hours of congestion in the managed lane, and over 11% in the general purpose lanes. This is due in part to the already high percentage of HOV 2+ vehicles in this corridor that could use the HOV 2+ lane. The HOV 2+ combination alternatives indicated the highest safety performance improvements due to the combination of increased expressway traffic volume and increased person throughput.
- The two HOT 3+ combination mode alternatives (with and without TOLL) showed good overall performance with two HOT 3+ combination mode alternatives in the top 4 overall performers. The two HOT 3+ alternatives in the top four both scored the same overall, with a need point rank sum of 26.8. The two HOT 3+ alternatives, reflected the highest performance related to access to employment due to HOT 3+ use restrictions that better manage operations that results in a relatively faster route (as compared to other combination alternatives) to jobs from the study area. The HOT 3+ & TOLL induces further reduction in demand along I-290, resulting in additional travel time savings that translate into more jobs accessible in 60 minutes. Safety performance in these alternatives was generally better compared to other combination alternatives due to relatively lower traffic volumes (less risk of crashes) and higher person throughput. It should be noted that

conversion of existing non-tolled GP interstate lanes to HOT or Toll lanes is currently restricted legislatively, although there are federal programs that allow conversion of HOV lanes to HOT lanes, and the conversion of GP lanes to value pricing.

Identification of Combination Modes for Evaluation in Round 3 (DEIS Alternatives):

The results from the Round 2 combination mode evaluation establish the set of alternatives for further evaluation in Round 3 in the DEIS. As noted above, the top four alternatives overall scores were relatively higher than the remaining eight alternatives, and as such, the top four alternatives, shown in Figure 6-8, will be carried into Round 3 for further evaluation. The proposed Round 3 DEIS alternatives will be refined to improve their performance with respect to each need point, with access to employment being a particular focus. Additional engineering detail will be added to these alternatives, which will allow for an expansion of the evaluation criteria, including social, economic, environmental and cost factors. As shown in Figure 6-8, the following four alternatives are being advanced into Round 3:, GP & EXP & HCT, HOV 2+ & EXP & HCT, HOT 3+ & EXP & HCT, and HOT 3+ & TOLL & EXP & HCT. These alternatives will be further refined and evaluated in Round 3 for the expanded study area from I-88 to Racine Avenue.

Figure 6-8. Four Alternatives to be Evaluated in Round 3



Alternatives Identification and Evaluation Report

November 2011

APPENDIX A

Initial Alternatives Identification & Pre-Screening

Draft

1. Overview of Design Concepts and Pre-Screening Results

Over 570 suggestions were submitted by project stakeholders on how to address the Purpose and Need of the I-290 project. As part of the pre-screening process, the suggestions were sorted into three main groups: roadway improvements, transit improvements, and related improvements that could be combined with other concepts. Based on the stakeholder suggestions, each of the three groups was expanded to include distinct categories of concepts (example: add general purpose lanes to I-290). After reviewing the comments and suggestions from stakeholders, 33 concept categories emerged to which each suggestion or comment was assigned. A pre-screening of the 33 concept categories was performed to determine the concepts that would be carried forward into Round 1, not carried forward for further consideration, or deferred to a future round of evaluation. Table 1-1 summarizes the results of the pre-screening process. The sections that follow provide the general functional description of each concept and the pre-screening finding.

Table 1-1. Summary of Pre-Screening Findings

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to Subsequent Rounds
Roadway Improvements			
A1. Add general purpose lanes to I-290	✓		
A2. Add a high-occupancy vehicle (HOV) lanes to I-290	✓		
A3. Add a high-occupancy toll (HOT) lane in each direction	✓		
A4. Toll I-290 lanes	✓		
A5. Arterial Widening	✓		
Transit Improvements			
B1. Extend CTA Blue Line to O'Hare Airport		✓	
B2. Extend CTA Blue Line west	✓		
B3. Extend CTA Blue Line west via Illinois Prairie Path	✓		
B4. Add CTA Blue Line express service			✓
B5. Extend CTA Green Line to Maywood		✓	
B6. Add BRT via Prairie Path	✓		
B7. Add BRT along I-290	✓		
B8. Add BRT along east-west arterials		✓	
B9. Improve existing commuter rail		✓	
B10. New commuter rail service		✓	
B11. Convert the existing CTA Blue Line to BRT	✓		
B12. Remove the existing CTA Blue Line		✓	

Concept Categories	Concept Disposition		
	Carried Forward	Not Carried Forward	Deferred to Subsequent Rounds
B13. Add High Speed Rail		✓	
B14. Add Inner Circumferential Commuter Rail		✓	
B15. Express Bus	✓		
B16. Add Automated Guideway Transit		✓	
B17. Add Light Rail Transit		✓	
Related Improvements (that can be combined with other concepts)			
C1. Add express bus service within the project area			✓
C2. Interchange improvements and design			✓
C3. Improve non-motorized facilities			✓
C4. Improve transit stations			✓
C5. Improve transit operations/connections			✓
C6. Add Transportation System Management /Active Traffic Management/Intelligent Transportation Systems			✓
C7. Add a cap over the expressway			✓
C8. Double-deck I-290		✓	
C9. CTA Blue Line in Subway/Tunnel or Elevated			✓
C10. Arterial Improvements			✓
C11. Other			✓
Pre Screening Category Totals	11	11	11

A Roadway Improvements

A1. Add general purpose lanes to I-290

General Functional Description

This concept would add capacity to I-290 as general purpose travel lanes. This category includes concepts with additions of one or more lanes in each direction along I-290.

Pre-Screen Finding: *CARRIED FORWARD*

A single add lane concept is being carried forward for evaluation in Round 1 screening evaluation because adding capacity along I-290 would serve the identified east-west travel market and improve facility conditions in the project area. Adding one lane in each direction through the study area was carried forward for evaluation since it would provide a consistent eight-lane section between I-88 and downtown Chicago. Due to right-of-way (ROW) constraints in this urban corridor, a 10-lane section was not carried forward into Round 1. A map representing this concept is provided in Appendix C.

- [GP LANE] General Purpose Add Lane From I-88 to Central Avenue along I-290 (Add 4th lane each direction)

A2. Add high-occupancy vehicle (HOV) lanes to I-290

General Functional Description

High Occupancy Vehicle (HOV) lanes restrict the use of a travel lane to vehicles that meet the required occupancy requirements (typically two or more people per vehicle including the driver). This category includes all concepts that add HOV lanes to I-290 in the study area with either 2+ or 3+ configurations and several beginning- and end-point suggestions.

Pre-Screen Finding: *CARRIED FORWARD*

Six different variations of the HOV concept are being carried forward into the Round 1 screening process to capture several different termini and operating parameters. Maps representing these alternatives are also shown in Appendix C.

- [HOV 2L] HOV 2+ From I-88 to Racine Avenue along I-290
- [HOV 2W] HOV 2+ From Oak Brook (IL 83) along I-88 and I-290 to Central Avenue
- [HOV 2LL] HOV 2+ Oak Brook (IL 83) along I-88 and I-290 to Racine Avenue
- [HOV 3L] HOV 3+ I-88 to Racine Avenue
- [HOV 3W] HOV 3+ Oak Brook (IL 83) along I-88 and I-290 to Central Avenue
- [HOV 3LL] HOV 3+ Oak Brook (IL 83) along I-88 and I-290 to Racine Avenue

A3. Add a high-occupancy toll (HOT) lane in each direction

General Functional Description

HOT lanes allow higher occupant vehicles to access a toll lane without paying a toll, while all other vehicles using the HOT lane are required to pay a toll. This concept adds HOT lanes along I-290.

Pre-Screen Finding: *CARRIED FORWARD*

This concept is being carried forward to the Round 1 screening for further evaluation, with 3+ person vehicles allowed to use the HOT lane without paying a toll, and all other vehicles paying a toll to use the HOT lane. Two variations on termini will be evaluated to identify the effects of the different termini. Maps representing these alternatives are provided in Appendix C:

- [HOT 1] HOT 3+ from Oak Brook (IL 83) along I-88 and I-290 to Central Avenue ($1.00 Toll for 11 miles)
- [HOT 2] HOT 3+ from Oak Brook (IL 83) along I-88 and I-290 to Racine Avenue ($1.50 Toll for 16.5 miles)

A4. Tolling of I-290

General Functional Description

Tolling concepts include flat or variable tolling of all vehicles in existing lanes and/or new lanes along I-290 in the study area. Variable tolling changes the cost of travel depending on the time of day or the level of congestion on the roadway. A flat toll keeps the cost of travel the same, regardless of the time of day.

Pre-Screen Finding: *CARRIED FORWARD*

Two tolling concepts are being carried forward for evaluation in Round 1. The two variations on tolling include tolling the existing lanes only, and adding an additional lane in each direction and tolling all lanes. Maps representing these alternatives are provided in Appendix C:

- [TOLL 1] Toll Existing I-290 Lanes from I-88 to Cicero Avenue
- [TOLL 2] Toll I-290 with an Add Lane in each direction between I-88 and Cicero Avenue

A5. Arterial Widening

General Functional Description

This concept would expand Roosevelt Road and Madison Avenue to four continuous through lanes (2 lanes each direction). Roosevelt Road would be expanded between I-294 and Cicero Avenue; Madison Avenue would be expanded between 25th Avenue and Cicero Avenue.

Pre-Screen Finding: *CARRIED FORWARD*

This concept is being carried forward into the Round 1 evaluation

- [ART 1 & 2] Widening of Roosevelt Road and Madison Avenue to 4 continuous through lanes (2 lanes each direction). Roosevelt Road from I-294 to Cicero Avenue and Madison Avenue from 25th Avenue to Cicero Avenue.

B Transit Improvements

B1. Extend CTA Blue Line to O'Hare Airport

General Functional Description

This concept would extend the existing Chicago Transit Authority (CTA) Blue Line to O'Hare airport from the existing CTA Forest Park station. The extension would follow the Canadian National (CN) railroad line and create a Blue Line loop.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not carried forward for further consideration in the I-290 Study because it would not serve the identified east-west travel market.

B2. Extend CTA Blue Line west

General Functional Description

This category includes concepts that would extend the CTA Blue Line from the existing Forest Park station to points further west of Forest Park along I-290. This sub-category includes all suggestions to extend the Blue Line along I-290. These concepts also include enhancements to existing local bus service to provide feeder service to the proposed new CTA stations and park-and-ride sites for the new stations.

Several distinct termini locations for a Blue Line extension from the Forest Park CTA terminal were suggested, which are shown in Appendix C.

Pre-Screen Finding: *CARRIED FORWARD*

Two versions of the Blue Line extension are being carried forward into the Round 1 evaluation because they extend existing high capacity transit service and serve the identified east-west traditional and reverse commute travel markets in this corridor. Two of the five versions of Blue Line extension are being carried forward into Round 1 to evaluate performance sensitivity related to extension length. Maps representing these alternatives are provided in Appendix C:

- [HRT 2] Blue Line extension from Forest Park to Oak Brook (IL 83) in the I-290 median (at grade), and parallel to I-88 (elevated)
- [HRT 3] Blue Line extension from Forest Park to Mannheim in the I-290 median (at grade)

B3. Extend CTA Blue Line west via Illinois Prairie Path

General Functional Description

This category includes concepts that would extend the CTA Blue Line west from the existing Forest Park station to points west using the existing Illinois Prairie Path alignment. The concepts include enhancements to existing local bus service to provide feeder service to the new CTA stations.

Stakeholders suggested several different variations of the Blue Line extension via Illinois Prairie Path, which are shown in the Appendix C.

Pre-Screen Finding: *CARRIED FORWARD*

A Blue Line extension via Illinois Prairie Path is being carried forward for evaluation in Round 1 because this would extend high capacity transit service and serve the identified east-west traditional and reverse commute travel markets in this corridor. Maps representing these alternatives are provided in Appendix C:

- [HRT 1] Blue Line extension along the Illinois Prairie Path, Butterfield Road, and 22nd Street (elevated) from Forest Park to Oak Brook (IL 83)

B4. Add CTA Blue Line express service

General Functional Description

This concept would add new express rapid transit service along the existing Blue Line between downtown Chicago and western portions of the study area with limited stops in between.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in future evaluations.

B5. Extend CTA Green Line to Maywood

General Functional Description

This concept would extend the CTA Green Line to Maywood along the Union Pacific west rail line.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because it would duplicate existing Metra UP-W service that serves Maywood and it would not directly address the need to serve the identified east-west travel market along the I-290 corridor.

B6. Add BRT via Prairie Path

General Functional Description

This concept would create a dedicated bus rapid transit (BRT) facility along the Illinois Prairie Path (IPP) to points further west. The BRT system would connect the Forest Park CTA Terminal to Oakbrook following IPP and Butterfield Road.

Pre-Screen Finding: *CARRIED FORWARD*

This concept is being carried forward to the Round 1 evaluation because it would serve the identified east-west traditional and reverse commute travel markets in this corridor. The concept includes enhancements to existing local bus service to provide feeder service to the proposed new CTA BRT stations. A map representing this alternative is provided in Appendix C:

- [BRT 1] Oak Brook to Forest Park CTA Terminal - via Butterfield Road and IL Prairie Path

B7. Add BRT along I-290

General Functional Description

This concept group includes suggestions to create a dedicated bus rapid transit (BRT) facility along I-290. The BRT would connect the Forest Park CTA Terminal to points west following I-290. This sub-category also includes suggestions from the Cook-DuPage Corridor Study (e.g. the J-line).

Pre-Screen Finding: *CARRIED FORWARD*

Three BRT concepts were carried forward into the Round 1 evaluation because this transit mode serves the identified east-west traditional and reverse commute travel markets in this corridor. Three variations of BRT via I-290 are being carried forward for initial single mode evaluation in Round 1. These concepts include enhancements to existing local bus service to provide feeder service to new BRT stations. Maps representing these alternatives are provided in Appendix C:

- [BRT 2] Oak Brook to Forest Park CTA Terminal – parallel to I-88 (elevated) and I-290 median (at-grade)
- [BRT 3] Oak Brook to Cicero Avenue – Parallel to I-88 (elevated) and I-290 median (at-grade)
- [BRT 5] Lombard to Forest Park CTA Terminal – parallel to I-88 (elevated) and along I-290 median (at-grade)

B8. Add BRT along east-west arterials

General Functional Description

This concept adds bus rapid transit (BRT) service to east-west arterials in the study area.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward since arterial BRT has already been included in the background bus improvements assumed for the 2040 travel demand model.

B9. Existing Commuter Rail Improvements

General Function Description

This category includes concepts for station improvements, station consolidation, and additional capacity improvements along the existing commuter rail lines in the study area.

Pre-Screen Findings: *NOT CARRIED FORWARD*

These concepts are not being carried forward in the I-290 study since the majority of the commuter rail improvements are included as committed projects and are in the 2040 baseline network, or are being studied by Metra as part of their UP-West Line Alternative Analysis study.

B10. New Commuter Rail Service

General Function Description

This concept includes a new commuter rail line within the I-290 corridor, along either the CN and CSX rights-of-way.

Pre-Screen Findings: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration in the I-290 Study because it would not serve the identified east-west travel market in the case of the CN routing, and because it duplicates service already provided by the CTA Blue Line in the case of the CSX routing. Also, several other existing proposals by area transit providers, including the Inner Circumferential Commuter Rail and the Mid-City Transitway, would connect O'Hare and Midway airports (see Section B14 of this document).

B11. Convert the existing CTA Blue line to BRT and extend to west

General Functional Description

This concept would convert the existing CTA Blue Line between the Ashland Avenue CTA station and Forest Park CTA station with BRT service and would extend BRT service west of the Forest Park station along the I-290 corridor.

Pre-Screen Finding: *CARRIED FORWARD*

The concept to convert the existing Blue Line to BRT and extend to the west is being carried forward to the Round 1 screening for further evaluation. A map representing this alternative is provided in Appendix C:

- [BRT 4] Oak Brook to Ashland Avenue – parallel to I-88 (elevated) along I-290 median (at-grade), convert existing CTA ROW to BRT from Forest Park to Ashland Avenue.

B12. Remove the existing Blue line

General Functional Description

This concept would remove the existing CTA Blue Line to the west of the medical center (Ashland Avenue) and build a new transfer station for Illinois Medical District (IMD) and access to yard and shop at 54th Street.

Pre-Screen Finding: *NOT CARRIED FORWARD*

The concept to remove the Blue Line without replacement of any other transit service is not being carried forward because it would remove existing service to east-west transit markets.

B13. Add High Speed Rail

General Functional Description

This concept would add high-speed commuter rail to the I-290 corridor. High speed rail is generally defined to be commuter rail service that runs on grade-separated ROW connecting long-distance destinations at speeds in excess of 100 mph.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because high-speed rail is intended to serve long distance inter-city travel markets, and is not suited for this corridor and the identified urban/suburban markets the project needs to serve.

B14. Add Inner Circumferential Commuter Rail

General Functional Description

The Inner Circumferential Rail Line (ICR) would provide commuter rail service along the Indiana Harbor Belt Line Railway from O'Hare airport to Midway airport.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration in the I-290 Study because ICR proposal focuses on providing service for the north-south travel markets of O'Hare and Midway airport, and would not serve the identified east-west travel market along the I-290 corridor. A feasibility study has been completed for this concept, and the project is listed in the CMAP Go To 2040 regional plan, but is not included as a financially-constrained project.

B15. Express Bus

General Functional Description

This concept includes various express bus services in the study area, along I-290 from DuPage and northwest Cook counties to and from the Forest Park CTA terminal. Buses would run on the I-290 shoulder, in existing lanes, or in a managed lane.

Pre-Screen Finding: *CONSIDERED*

An express bus concept is being carried forward to the Round 1 screening for further evaluation because it would serve the identified east-west traditional and reverse commute travel markets in this corridor and is compatible with existing transportation services. A map representing this alternative is provided in Appendix C:

- [EXP] Express Bus to Forest Park CTA

B16. Add Automated Guideway Transit

General Functional Description

This concept would add an automated guideway transit (AGT) within the I-290 project area. AGT is an automated (driverless) transit system that runs on a fixed guideway.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because AGT primarily serves as circulator and distributor of travelers and it generally has very closely-spaced stations. It does not provide commuter service with station spacing of one mile or more.

B17. Add Light Rail Transit

General Functional Description

This concept would add a light rail transit (LRT) line within the I-290 project area. LRT are steel-wheeled electric vehicles that may operate in mixed traffic or in a dedicated right-of-way.

Pre-Screen Finding: *NOT CARRIED FORWARD*

This concept is not being carried forward for further consideration because Heavy Rail Transit (HRT) already exists in the study area. It would be more effective to extend the existing HRT rather than add a new rail mode that requires all new vehicles, a transfer at the Forest Park station, and a new maintenance and yard facility.

C Related Improvements (that could be combined with other concepts)

The related improvements category includes suggestions that are compatible with other concepts. All of the concepts in this category were deferred to future rounds of evaluation since Round 1 focuses on evaluating single mode alternatives.

C1. Add express bus service within the project area

General Functional Description

This concept would add local express bus service within the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C2. Interchange improvements and design

General Functional Description

This concept would involve the redesign of and improvements to existing interchanges within the project area. This category includes suggestions to reconfigure left-hand exits to right-hand exits, and right-hand exits to left-hand exits. This category also includes suggestions for roundabouts in the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C3. Improve non-motorized facilities

General Functional Description

This category includes concepts that improve non-motorized facilities. Concepts include improvements to bicycle and pedestrian facilities along cross roads, adjacent arterials, and frontage roads, new non-motorized crossings of I-290, and bike and pedestrian trails along I-290.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C4. Improve transit stations

General Functional Description

This concept would improve the existing CTA Blue Line stations within the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C5. Improve transit operations/connections

General Functional Description

This category includes concepts that would improve local transit bus operations within the project area by adding additional routes, improving transit service, and/or improving transit connections.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C6. Add Transportation System Management /Active Traffic Management/ Intelligent Transportation Systems

General Functional Description

This concept includes Active Traffic Management (ATM), Intelligent Transportation Systems (ITS), and Transportation System Management (TSM) upgrades on both the I-290 mainline and adjacent arterials. This category also includes signage improvements along the corridor or on adjacent arterials. The specific design of these systems has not yet been defined.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C7. Add a cap over the expressway

General Functional Description

This concept would place a cap or cover over the I-290 facility in the project area.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C8. Double-deck I-290

General Functional Description

These suggestions are variations on the theme of building a two-level structure to carry I-290 traffic through the study area.

Pre-Screen Finding: *NOT CARRIED FORWARD*

Because existing I-290 is below grade with cross-streets approximately 20' above the expressway, a double-deck facility throughout the length of the study area would create a third roadway level approximately 50-55 feet above the existing I-290. Due to the noise, lighting and aesthetic impacts of an elevated facility, as well as increased construction and maintenance costs, this concept is not being carried forward for further consideration.

C9. CTA Blue Line in Subway/Tunnel or Elevated

General Functional Description

This concept would relocate the existing or proposed extensions of the Blue Line underground as a subway or to elevated structure.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C10. Arterial Improvements

General Functional Description

This category includes concepts that would improve arterial operations, including but not limited to improvements to the pavement, traffic flow and light synchronization on the two principal alternate parallel routes, Roosevelt Avenue and Madison Street.

Pre-Screen Finding: *DEFERRED*

This concept is being deferred for consideration as part of alternatives in subsequent evaluations.

C11. Other

General Functional Description

This category includes other suggestions that are location-specific and can be combined with other roadway or transit improvements. For example, park and ride and intermodal transfer facilities are included in this sub-category.

Pre-Screen Finding: *DEFERRED*

These concepts are being deferred for consideration as part of alternatives in subsequent evaluations.

2. Concepts Carried Forward to Round 1

A total of 21 concepts identified in Sections B and C of this appendix are being carried forward into the Round 1 evaluation as single mode alternatives. These 21 single mode alternatives can be further broken down into transit improvements, expressway improvements and arterial improvements and are summarized in the tables shown below. In addition to these single mode alternatives, 11 other categories of related improvements, as identified in Section C of this appendix, are being deferred to future screening rounds (i.e. Rounds 2 or 3).

Transit Mode Alternatives (9 total)

MODE	ID	Description
Blue Line Extension (HRT) 	HRT 1	From Forest Park CTA Terminal to Oak Brook via IL Prairie Path, Butterfield Road., and 22nd Street (elevated) from Forest Park CTA
	HRT 2	Terminal to Oak Brook via I-290 median (at-grade) and parallel to I-88 (elevated)
	HRT 3	From Forest Park CTA Terminal to Mannheim via I-290 median (at-grade)
Express Bus 	EXP	Various service from DuPage and northwest Cook counties to the Forest Park CTA terminal
Bus Rapid Transit (BRT) 	BRT 1	Oak Brook to Forest Park CTA Terminal - via Butterfield Road and IL Prairie Path
	BRT 2	Oak Brook to Forest Park CTA Terminal – parallel to I-88 (eleveated) and I-290 median (at-grade)
	BRT 3	Oak Brook to Cicero Avenue – parallel to I-88 (elevated) and I-290 median (at-grade)
	BRT 4	Oak Brook to Ashland Avenue – parallel to I-88 and along I-290 median (at-grade) – CTA Blue Line conversion to BRT from Forest Park CTA terminal to Ashland Avenue
	BRT 5	Lombard to Forest Park CTA Terminal – parallel to I-88 (elevated) and along I-290 median (at-grade)

Expressway Mode Alternatives (11 total)

General Purpose Add Lane			GP LANE	General Purpose Add Lane from I-88 to Central Avenue
Managed Lanes	HOV* Lanes	2+ Riders	HOV 2LL	Oak Brook to Racine Avenue
			HOV 2L	I-88 to Racine Avenue
			HOV 2W	Oak Brook to Central Avenue
		3+ Riders	HOV 3LL	Oak Brook to Racine Avenue
			HOV 3L	I-88 to Racine Avenue
			HOV 3W	Oak Brook to Central Avenue
	HOT Lanes*		HOT 1	Oak Brook to Central Avenue, 3+ Vehicles Free
			HOT 2	Oak Brook to Racine Avenue, 3+ Vehicles Free
	Toll Lanes		TOLL 1	Toll Existing I-290 Lanes, I-88 to Cicero Avenue
			TOLL 2	Toll I-290 with Add Lanes , I-88 to Cicero Avenue

*Both the HOV and HOT alternatives assume that two existing general purpose lanes (one in each direction) would be converted to HOV/HOT lanes along I-88, and along I-290 from Central Avenue to Racine Avenue. Along I-290 from the I-88/290 split to Central Avenue, two new HOT/HOV lanes (one in each direction) are added to the existing lanes.

Arterial Mode Alternative (1 total with 2 variations)

Arterial Widening	With Parking	ART 1	Widening of Roosevelt Road and Madison Avenue to 4 continuous lanes (2 lanes each direction). • Roosevelt Road from I-294 to Cicero Avenue • Madison Avenue from 25th Avenue to Cicero Avenue
	Without Parking	ART 2	

ID #	Proposed Alternative Comment	Disposition
1	I sent this comment in an email as well: I travel from downtown to Oak Brook and back daily M-Th, and have a suggestion for improving the westbound flow of traffic. It seems to me that much of the congestion before and after Austin Blvd. could be avoided if there were simply more signs earlier indicating that the left lane will become an exit-only lane. Obviously removing the left hand exits altogether would be the ultimate fix, but I believe that additional signs would allow a high percentage of drivers to move out of the left lane earlier than they normally would, i.e. before they have to come to a complete stop on the ramp and cut off people in the adjacent lane thereby causing a major slowdown.	**C6**
2	At Harlem Ave and Austin Blvd, please strongly consider replacing the center lane entrances/exits with traditional right lane entrances/exits. It seems that merging vehicles and exiting vehicles travel more slowly than typical center lane traffic. This results in more frequent lane changing or weaving by those trying to maintain the higher rate of speed typically found in the center lane.	**C2**
3	Reconstructing Eisenhower Expressway - main cause: Having driven this for years, I agree that 8 lanes to 6 lanes is a problem. My thought is that Oak Park with its lane 1 merges is also a major cause of the problems when combined with too many merges in too short a distance. Most drivers in this area have difficulty with merges to the inside lane. A more standard merge system in this area would be merges and exits to and from the outside lane #3 only. This may help the congestion also. It seems traffic mostly flows smoothly till Oak Park from either direction, then the problems start.	**C2**
4	I take I-290 daily and it is miserable. It is obvious new lanes are needed. HOV lanes would be a benefit also. I am happy to help any way I can.	**A1, A2**
5	Widening the Eisenhower seems like a smart and important move for IDOT. Has IDOT explored additional ideas? I-66 in Northern Virginia allows HOV traffic to use the right shoulders during rush periods. This adds capacity for merely the cost of lane markers and signs. I also support the extension of the Blue Line to Yorktown Mall, if it is run as an express service to downtown. The Eisenhower median provides enough room for 4 tracks - this opportunity should be explored. Also, the new line should, if possible, use the Illinois Prairie Path right-of-way between Forest Park and I-294.	**A1, A2, B2, B3, B10,**
6	The Eisenhower between Mannheim and Austin needs to be fixed. This has always been a problem. Make this section a 2 level road. This must be fixed ASAP!	**C8**
7	Need express lanes directly out to I-88.	**A2, A3**
8	You may want to consider thinking in three dimensions . . . lanes can be added vertically, as well as horizontally. Instead of taking away land from neighborhoods, express lanes (no trucks, destination downtown and Manheim) can be constructed on an elevated portion, with structure in the center median.	**C8**
9	Eisenhower needs to add a lane in both directions from Austin to Mannheim to ease congestion. Need to move Austin Blvd. and Harlem Avenue ramps from center of expressway to sides. Plus when the Ike gets backed up everyone uses Roosevelt Rd. and our side streets become busy because were the 1st southbound St. from Central Avenue.	**A1, A5, C2, C10**
10	Please consider work of the DuPage/Cook Corridor committee. Widening the ditch is not smart in light of the carbon economy that is coming in the near future. Augmenting public transit with extension of CTA Blue Line (light rail) BRT is a smarter long term strategy. Revitalization of the old inner ring suburbs with public transit (illegible word) design will help with the (illegible word) along the corridor. Land acquisition along the corridor will be costly. *Disrupt.	**B2, B7, B14, B17**
11	Please consider alternative route exiting I-290 to 25th through Wedgewood then to Beach. When I-290 is backed up people exit and block commercial building from entering or leaving. Cars doesn't help local commerce. Taxes in Broadview are outrageous. Many tenants will be willing to sell their building if the taxes don't improve.	**C2**
12	Encourage metro commuter usage by providing quick, safe, convenient, high speed rail from key West node of I-290/I-294/I-88 to downtown at abandoned U.S. Post Office Building in the Southwest Chicago loop.	**B13**
13	Considering trends in future oil prices and the need to cut carbon emissions the best plan is to look to the future and figure out how to get people out of their cars. Enhanced public transit via a blue-line extension makes more sense than adding lanes for increased vehicular traffic. Please consider the input of regular citizens, especially those living near the expressway.	**B2**
14	Please also work with the CTA to extend the blue line. The blue line should be extended as far west as possible (Aurora-wishful thinking). Due to limited land you might consider an underground subway city like New York. There would be less car congestion if a railway system was extended. There should be 5 or 4 lanes on each side, preferably 5. Right now, the Hillside strangler is congested because there is too much traffic from I-88, 290 (West), Roosevelt Rd, and Mannheim Road. Please look at Detroit's expressway system, they have 5 lanes on each side. If Detroit can do it then Illinois can do it too. Please get rid of the ramps on the center of the expressway, they should all be on the right side. Sign should be in big fonts and highly visible before the exits so people don't switch lanes at the last minute. Another idea is to look at Germany's expressway system. They control the flow of traffic electronically. They close and open lanes based on traffic.	**A1, B2, C2, C6, C9, C11**
15	Currently, I-290 is a four-lane roadway (both inbound and outbound) from downtown Chicago to Austin Blvd. During times of heavy traffic, it is typical for outbound traffic to become congested at this choke point and back up for miles. We need to add a lane to both sides of the expressway, and especially on the outbound side.	**A1**
16	25th Street ramps cause tremendous back ups not only on the Eisenhower (East Bound) but cause congestion under the train tracks along Beach St. all the way to 25th. Business locations along Beach have trouble exiting onto Beach at times because of the way the ramp is located so far from 25th street. Back ups also occur on the Eisenhower because of the stop sign at the end of the ramp. Trucks use 25th because they missed the Mannheim exit coming from 88 East Bound.	**C2, C10**
17	Thank you for holding this meeting but: By holding this meeting in an area not easily accessible by public transportation you are skewing the results greatly. Extension of the blue line at least to Mannheim, preferably to Oak Brook, would eliminate enough automobile traffic to, very likely, eliminate the need for expansion. This is the least disruptive, possibly least expensive because no land would need to be purchased, option. Try it first! If it doesn't solve all the problems, expansion can always be considered later. Our kids want expansion of public transportation.	**B2**
18	Don't stop blue line until you reach the internetion of I-290, I-88, I-294. Add High speed rail for commuters. Conduct study that determines how much time.	**B2, B13**
19	The road obviously needs to be widened but the state should not neglect the available land that exists in the current footprint of the CTA rails. Turning the rail into subway and widening the road into currently owned land is a financially responsible decision. Also, new expressway should be designed with the capability to be come "double-deck" in the future as capacity needs increase.	**A1, B2, C8, C9**

ID #	Proposed Alternative Comment	Disposition
20	Extend the Blue Line and don't widen the Ike! We spent $140 million on the "Hillside Strangler" and did not reduce travel time at all. Widening the Ike would be a colossal waste of money.	**B2**
21	To add lanes w/out widening the trench, more. CTA tracks under ground! Make it a subway, like much of it already. Make it toll with congestion pricing.	**A4, C9**
22	A possibility would be eliminating Harrison , or as previously considered, use the CTA's "right of way" lanes to add a lane. Stop patching the pavement and rebuild it! I'm concerned that, due to funding or politics, that this study will not get past Phase I and then it will start all over again in another 5 years.	**A1, C10**
23	The loss of property to Columbus Park is minimal. Must importantly is that both East and West bound traffic with entrance and exits be retained at Central and Eisenhower. 2010 parishioners exit W. I-290.	**C2**
24	Please consider going to Congress Washington D.C. to inquire the feasibility of moving the R.R. in Forest Park on the Southside of the expressway. Or can the El train be truly elevated above and in-between the directions of the expressway.	**C9**
25	A subway dug by the deep tunnel machines could help obtain the space now taken up by the above ground train. Express trains from Oak Brook area to downtown on the hour would make it more appealing. This would greatly reduce the land acquisition needed and could start moving people into mass transit.	**B4, C9**
26	Extending the CTA (Blue Line) toward the west suburbs will give alternatives to commuters both to Chicago or to the west shopping centers. Yes to the Oak Park Cap.	**A1, C11**
27	1. We must think long-term on this. 2. We must extend rail transit along the corridor above all else. 3. We must discourage automobile commuting. 4. HOV lanes will not Work-- You need 7 lanes each way and still more will drive. 5. Widen the highway and still more will drive. 6. Make the CTA to Hillside or Oak Brook run express to the Loop and suburbanites will take it and especially every-day commuters.	**B2, B4**
28	If lanes are added, more people will drive downtown and back fill them up, just as happened after the "Hillside Strangler" was fixed. We must encourage more people to take public transit, not drive. Extend the CTA. Don't add lanes to to Ike. Find a spot in the trench for a bicycle route. Add parking near Metra stops. Get more cars off the roads, for the sake of our planet. And convince me this whole process isn't a sham.	**B2, C3, C11**
29	No Cap of Ike through Oak Park--Estimated to cost billions we don't have. Acquire CN Railroad property as needed from Central to DesPlaines.	**C11**
30	Thank you for soliciting public input on this issue. Also, thank you for following the context sensitive solution decision process for this study. Briefly my concerns are as follow. The Blue Line stations in the study area all need 100% repair to improve access and usage. Include BRT as a solution option. Move the Oak Park ramps to the outer lanes. All the bridges in Oak Park over I-290 need 100% replacement to improve safety, access, and traffic flow. Support the decision of the I-290 ditch between Austin Avenue, and Harlem Avenue--Cap the Ike!	**B7, C2, C5, C7**
31	I live six houses south of Garfield-- near I-290. I oppose the expansion on I-290 to add lanes. This would completely disrupt our neighborhood and negatively affect property values, encouraging increased traffic is a step backwards for the environment-- expansion of public transportation should be considered instead.	**B2**
32	Couple of Points: 1. EB ramps (left) from 290 to Harlem and WB ramp (right) from 290 have green light at the same time making it very unsafe. Should have separate phasing. 2. Too much traffic on Harlem Avenue (North leg from 290). Need improvements on Harlem. 3. Left ramps should be taken out along I-290. Temporary fix could be to provide warning signs on I-290 explaining that next ramp is on left side.	**C2, C6, C10, C11**
33	Concerns with the possible annex of Community for roadway expansion? Need more noise abatement (sound barrier between Laramie and Central. Also concerned with excessive traffic on Flournoy when traffic exit at Laramie travel down Flournoy to advance around traffic and Central. Excessive speed-trucks etc.)	**C6, C10**
34	Comment Form 1: 1. Retain interior ramps at Harlem and Austin! 2. Minimize taking of land/existing properties! 3. Recognize that additional lanes will not ever be large enough to accommodate traffic growth in area. 4. Forget HOV lanes- won't be used 5. Expand rail service and systems Comment Form 2: 1. Retain interior exists at Harlem and Austin! 2. Publicly identify potentially affected properties.	**B2, C2**
35	What is the impact on the neighbors of highway? No need for additional lanes. Spend $ on public transit instead, look at regional transit studies, fund 3rd phase of RTA study, no need for more lanes.	**B2, C2**
36	DO NOT WIDEN THE HIGHWAY. BUILD MORE RAILLINES FOR METRA, CTA, AND FREIGHT. DO NOT BUILD A CAP.	**B2, B10**
37	What about using managed lanes to increase the throughput. Will Need a combination of alternates (roadway, rail, and transit) to meet long term needs.	**A2, A3, B2**
38	I would like to express my concerns about the upcoming 1-290 rehabilitation/expansion. understand that the roadway is in desperate need of repair. And while 1 am a proponent of increasing public transportation options in order to decrease congestion, I am not deluded enough to think that there will be no expansion of 1-290 from Austin Blvd to Mannheim Road. ram however concerned how this will effect my family and home because of my proximity to the current roadway. Any expansion that moves me from my house is unacceptable. I would 1 ike to see a plan that takes a number of issues into account. First, not to be so shortsighted as to think that only roadway xpansion or increased public transportation optIOns will be the answer to local traffic congestion. A concerted effort needs to be made to include expansion of both in order to be successful of expansion. Second, I am of the opinion that there is much wasted space in the current configuration that, with the proper planning, could be used to add lanes to 1-290 and increase public transportation. Case in point: the freight train tracks next to the CTA lines at Oak Park avenue have been used as a storage for an empty container train. This train has been in the same place since April, 2009. If this line is so unneeded, then the hree sets of tracks there can be condensed. Third, I feel that the CTA Blue Line is an essential part of the area and it needs to be rehabilitated. The Austin, Oak Park, and Harlem stops are a disgrace to the area and Regional Transit Authority. I have only seen this much rusting corrugated steel in third-world shanty towns. The Blue Line has the ability to go underground, as it does through downtown and at other points along the line as it travels to O'Hare. 1 do not see a reason why the Blue Line cannot operate under a section of I-290 through Oak Park in order to make room for additional lanes of traffic without expanding the size of the current "canyon" that divides my town. Finally, I \vould hope that covering, or capping, parts of 1-290 would still be an option as part of any rebuild of the roadway. While 1 would hope the citizens of Oak Park would understand that a full "cap" of the Ike is not feasible, 1 still believe that a partial cap is necessary. A previous study conducted by the Village of Oak Park showed that partial "caps" in a couple of areas would help reclaim lost space and help unite the village that is shaved offby nearly a third by the canyon of the roadway. Thank you for you time and for taking my concerns seriously.	**A1, B2, C5, C7, C9**

ID #	Proposed Alternative Comment	Disposition
39	I am writing on behalf of myself and the many concerned citizens of the area potentially impacted by proposed expansion of the 1-290 corridor between Austin Avenue and Mannheim Road. We strongly oppose plans to expand this corridor with additional lanes or reconfiguration of exits. I support ONLY the extension of the Blue Line west to Oak Brook, either as a surface line or subway, but not any of the other proposals involving HOV or other added lanes. Only this solution will reduce congestion and offer the residents of the city and these west suburban communities who don't own cars access to the businesses, employment and shopping opportunities of the western suburbs. There are a number of folks out there that believe adding lanes, moving the exits. and other highway-based improvements will solve "the problem." However, such positions reflect a fundamental misunderstanding of the problem and insufficient awareness of alternative solutions. 1-290 was congested in 1959, a mere four years after having opened. Will a short section of added highway capacity make an appreciable difference? The only true solution to congestion in heavily traveled urban highway corridors is to get people out of their cars. In order to do that along 1-290 between Oak Brook and Chicago, there must be a rail extension to the Oak Brook area, perhaps combined with other incentives to encourage mode shift. Models suggest that congestion could be reduced as much as 30% to 40% simply by combining rail transit and increasing the cost of driving. If you keep doin' what you've always been doing, you'll keep gettin' what you've always got: Added highway capacity yields added congestion. If you build it, they will come!	**B2**
40	As a resident of and the Sustainability Manager for the Village of Oak Park, I am writing to urge lOOT to adopt a regional transit solution, rather than the formerly proposed highway expansion, for the 1-290 corridor between Oak Brook and Chicago, Illinois. There must be a new paradigm for the 1-290 corridor, one in which it is envisioned as a 21 st century high-performance transit corridor that disfavors peak period automobile traffic, reduces congestion by getting people out of their cars, improves air quality, reduces greenhouse gas emissions, and provides for solution permanence. Bus Rapid Transit (extra long buses called "BRr) and carpools (HOV) simply can't do that on 1-290, between Chicago and Oak Brook, a heavily congested urban corridor where population and job densities call for rail solutions. A rail solution is not only appropriate, but the only solution that can achieve permanence and not simply serve as a placeholder for the next major investment to "solve congestion." Sure, we can build our way out of congestion by routinely adding highway lanes on a periodic basis, but how many lanes and at what costs, including economic, social, and environmental considerations for communities along the 1-290 corridor like Oak Park? Ten highway lanes would be required to move the same number of people that a CTA train does, and the CTA train does so with significantly fewer adverse environmental impacts. Where density is appropriate, and it is along the 1-290 study area, rail is truly the only real solution; a placeholder HOV/BRT facility is imprudent where conditions already warrant and would support rail service. Let's create the first high performance transit corridor of the 21st century, rather than the last great highway project of the 20 th century. The communities along this corridor are confronting the leading edge of a perfect storm fueled by national security concerns, environmental degradation, economic stress, and a federal highway fund that is insufficient to meet current and anticipated highway needs. Surely we have the collective sensibility to recognize that more rubber tires on more highway lanes using more and more foreign fuel is not the way to survive the storm. While highways continue to provide great value, the manner in which we manage mobility and urban congestion during peak usage periods is receiving a failing grade. It is time for change. Therefore, I am urging lOOT to forego the idea of highway expansion along 1-290 and adopt a regional rail solution which includes expansion of the CTA Blue Line as the only long-term solution to congestion along this urban orridor.	**B2**
41	Can we have bike lanes? I hope so.	**C3**
42	Be more visitor friendly if you want more revenue. Give plenty of earning with signage for Austin and Harlem. (Make them larger so people can see them from a distance.)	**C6**
43	This region needs to develop a managed lane network with high performance bus transit on the expressway and tollway system. This would complement existing (illegible word) transit/commuter rail network. I-290 could be a (illegible word) first element of such a managed/ ok network. We need to diversify our investment in transportation by using highway effectively for cars and transit. prefer this strategy (managed lane) over ideas like the STAR Line/ Circle Line, or other rail line extensions.	**A2, A3, B7**
44	I would encourage the study team to: A) ease pedestrian access to Blue Line Stations via bridges over the 290. B) Include best technology to reduce noise impact to local community (e.g. road surface, walls, etc.) C) Look at ways to mitigate heavy truck traffic in adjacent communities.	**C3, C11**
45	NO LANE EXPANSION!!! 1) Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. 2) If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike [I-290]. 3) More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. 4) Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
46	Do not widen the existing profile of the Eisenhower Expressway. Use alternate solutions. More cars, noise, pollution is not the solution. Extending public transit and capping the Ike [I-290] are good solutions.	**B2, C7**
47	Please DO NOT expand the Eisenhower X-way. What we really need are more public transportation options--how about extending the Blue Line westward, or getting some express buses on I-290?	**B2, B15**
48	The days of destroying communities to build bigger roads is over. Please think about serving transportation needs in fresh ways that conserve energy. Could the Blue Line be extended westward?	**B2**
49	More lanes on the Eisenhower means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
50	I strongly oppose plans to widen the Eisenhower or otherwise encourage auto traffic. Instead, we must expand public transit. I will be watching this project closely, as will my friends.	**B2**
51	I do not support the addition of more lanes for the Eisenhower Expressway. I believe adding an extension to the Blue Line CTA is a much better solution on many levels.	**B2**
52	Increasing public transportation is a better long-term use of funding than expanding the Eisenhower. Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike [I-290]. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**

ID #	Proposed Alternative Comment	Disposition
53	I would like to add my voice to the opposition to any effort to add lanes to the Eisenhower from Cicero Ave to Mannheim Rd. I have driven that route both as a commuter and for personal reasons for many years. I also live in Oak Park. I believe we must offer a Blue Line extension with park & ride options to limit the negative impact of additional traffic lanes. More lanes will translate to more cars and traffic, thereby increasing noise and pollution. In the long-term there will be negative effects in the surrounding neighborhoods where there are lovely homes and trees. Undoubtedly, adding a Blue Line and even a Green Line Extension would be better and cheaper. Offering a park & ride option reduces the already stressed parking situation in Chicago and is less expensive for the commuter. Traffic safety would be assured given that many people tied up in traffic are not attentive - talk on their cell phones and text while driving. Those activities may be safely conducted on the train with no danger to other motorists.	**B2, B5, C11**
54	What about improving public transportation? And, keeping rider costs low?	**C5**
55	Regarding the I-290 expansion, I would like to say that no matter what is done to expand the Ike [I-290] to a larger lane format, traffic congestion will continue to build and grow unless a convenient alternative method is devised. Strong consideration toward public rail expansion with possible express trains and use of driving lanes using hybrid alternative fuels, to deter added pollution and unwanted traffic. It has to be part of the deal.	**B2, B4**
56	Why are you expanding the Eisenhower? Why are you not creating Mass Transit for this cooridor? The North Shore has over 30 miles of Mass Transit available to them and the Westside has 10! Why such a disparity? GO GREEN!! Spend the money on Mass Transit!!!!	**B2**
57	Please consider a different apporach to traffic in Illinois. If we lengthen the Blue line to Hillside or even to Oak Brook-- we are saving the environment, reducing traffic (thereby increasing flow) and strengthening our public transportation system. I take the Blue Line everyday from Oak Park to Clinton Stop---I love it! PLease consider that expansion over adding more lanes- remeber the Hillside expansion at mannheim was supposed to reduced traffic flow and its still the same. Lane additions are not the answer! Thank you! Christine Horwitx Oak Park, IL	**B2**
58	I wish to let the IDOT know that I oppose plans to add capacity to the Eisenhower Expressway. I feel that extending the CTA Blue Line to Hillside and beyond is a better solution. The Chicago area lags behind transportation systems in other major cities, such as Washington D.C. and London. Let's solve a 21st century problem with a 21st century solution.	**B2**
59	I attended the forum in Hillside but I have to say I have little confidence in your work project. It seems that IDOT could really care less about the users of the system or the neighbors. I drive for a living and am continually reminded of this reality every day. Why is it cheaper to black top than to use hardened cement for roads. The answer is because you put no value on my time. This is unfortunate because your interference with my work days reduces my income potential. I guess that is someone else's problem to a bureaucrat. This reality is only exacerbated by the rolling mid-day work crews. Who cares that it causes accidents and interferes with peoples lives as long as my budget is ok. As far as the Ike [I-290], as an Oak Park [resident] I am confident you will take more land, change the exit ramps because it's simple and really who cares what we want? Leave the left hand exit, use a cantilevered structure where there is no dirt to remove, have your extra lane and leave a minimal impact, please.	**C2**
60	Do not add more car lanes. Add protected bicycle lanes, mass transit, and parking for mass transit. WAKE UP!!!	**B2, C3, C11**
61	It seems that rather than increase highway capacity, which usually encourages additional automobile traffic, IDOT ought rather to be partnering with other local transportation agencies to create alternative commuting and transit options. The tremendous expense of fixing the Hillside strangler made such a minor impact and only moved the congestion elsewhere. If the CTA Blue Line were extended to Hillside, daily commuter conditions would likely improve more than the impact of adding lanes.	**B2**
62	Expanding the Ike [I-290] will not solve the problem, that has been proved nationally; build it and they do come. It is time to try some new thinking. We suggest you try alternate forms of transportation. Also a national green alliance will form to defend historic Columbus Park already been scared by roadway expansion, others will protest the taking of any land and the demolition of any residences. It is time for a change.	**B2**
63	I know not much information is available yet regarding this study, but I would be strongly opposed to widening the Eisenhower, even if the additional lanes will only be HOV lanes. We need to focus as a country on getting people out of their vehicles and giving them alternative forms of public transportation, not encourage continued use of the car by providing a bigger "parking lot." Vehicular congestion will always be an increasing problem if we do not make a shift in our culture and move away from our dependence upon the car. I understand there could be potential to extend the CTA Blue Line to Oak Brook, which I feel would be a much better alternative to widening the Eisenhower. I have also heard about the possibility of high speed bus lanes being proposed in our area, and am wondering if that is also being considered as an option for this project. It is not as ideal as extending the el lines, but I feel it would be a better step than a wholesale widening of the expressway with "carpool" lanes. Regarding the CTA expansion, I know that IDOT does not have any control over what happens with the CTA, but if enough residents and commuters bring this up, I would hope the information could be passed on to the CTA or RTA.	**B2, B7**
64	I live in Oak Park, and I am opposed to the proposed expansion of the Eisenhower. We do not need more air pollution and noise in our communities and it's time to think of greener alternatives. We learned from the last expansion (Hillside Strangler) that adding more lanes do NOT reduce congestion very much at all. Commute times remain virtually the same after all that money and effort! Extending the Blue Line makes much more sense from an economic and environmental perspective both. It would reduce congestion, be a greener solution, and would improve our communities rather than create even more urban congestion.	**B2**
65	I was unable to attend the public hearing on expanding the Eisenhower through Oak Park, but want to comment that I find the idea very troubling. We western suburbanites badly need expanded rail transportation options, NOT more highways which primarily benefit the wealthy, and continue the degradation of our local biosphere. Extend the Blue Line, please!	**B2**
66	Please don't widen the Eisenhower without extending the Blue Line FIRST. Please, do that and observe how much traffic is reduced by this necessary and forward-thinking improvement!	**B2**
67	Let Illinois show how "green" it can be by finding a solution to the Eisenhower's congestion that IS NOT more congestion. If you make another lane, more cars will come. Add on to the already existing CTA or find low emissions buses for commuters. Making one of the existing lanes each direction could be designated an HOV lane. Think people, THINK.	**A2, B2**
68	As a long time Oak Park resident, I do not want the additional pollution another lane on the Ike [I-290] would cause. The lane would also not solve the congestion problem. Many studies have shown new lanes just increase traffic, creating more pollution for my family. We need public transportation that would allow movement to the western suburbs.	**B2**

ID #	Proposed Alternative Comment	Disposition
69	Please do not add additional lanes to I-290. I feel that public transportation by means of extending the Blue Line further west is a much more environmentally-friendly option and we should be encouraging people to take public transportation. I think the additional lanes will only increase traffic and do little to improve commute times.	**B2**
70	I am particularly concerned about the fact that there is serious consideration about widening the Eisenhower Expressway. There have been numerous studies which suggest that expanded expressways are obsolete before the expansion is completed because of the increased volume of cars. In this economy, we cannot spend money in such a foolish fashion. We expect more of our government. Another very important consideration is that as we as a country are trying to become less reliant on fossil fuels, it makes more sense to spend the money to invest in public transportation options. Besides the obvious "green" considerations, public transportation would clearly help more people save money, find and travel to jobs and such a move would most likely help with the redevelopment of some of the western suburbs that have fallen on hard times and the City of Chicago as well. We do not need government wasting more money on antiquated transportation systems. NO EISENHOWER EXPANSION.	**B2**
71	I heartily oppose the widening of the Eisenhower Expressway between Cicero Ave and Manheim Rd. Traffic studies have shown that adding lanes to existing highways only attracts more and more cars, with the attendant pollution, congestion, and property acquisition. As a resident of Oak Park, I object very much to the idea that parts of our village would be lost to this kind of property take-over. The Hillside Strangler is an example of how $140 million was wasted, in order to "fix the problem", but it has not fixed the problem. The congestion just moved down the road. As a resident of Oak Park, I would much rather see the money go for an extension of the CTA Blue Line to Hillside. This would ultimately benefit the economy by increasing our shopping options and it would contribute to a greener world. Let's not waste money again! Please listen to our voices! Don't widen the Ike [I-290]!	**B2**
72	There is currently an issue on the eastbound side with motorists who use the Mannheim Road exit as an 'express' lane to get back on the Eisenhower further east. This causes an unnecessary merge near 25th Ave and the resulting congestion. It also poses a safety issue as these motorists tend to congest the ramp for motorists who use the ramp for its intended purpose (to exit). Need a pilot study to determine if enforcement of the 'exit only' nature of the ramp eases congestion. If the Roosevelt Rd entrance is closed at rush hour, force all traffic to exit at Mannheim. The other option would be signs on the east bound side warning motorists that they must heed the 'exit only' designation or face a citation.	**C2, C6**
73	Heading east, right before the Manheim spur, can be a total mess (I'm sure you all know this already, but I'm just saying). It'd be great if you got the 4 lanes going down to more than one under that viaduct. [Darmstad Rd]	**C10**
74	As someone that uses the Eisenhower regularly and lives within three blocks on the interstate in Oak Park, I want to lodge my opposition to any lane expansion of the Eisenhower. Many studies - and our own experience in the greater Chicago area - have shown that additional lanes do little to ease traffic congestion. The disruption to homes and lives that such an expansion would cause would bring much greater harm than the expansion warrants. I recommend that IDOT look to innovative traffic relief measures that include expanded public transportation through the extension of the CTA's Blue Line to address traffic problems rather than spending scarce resources on additional lanes.	**B2**
75	As an Oak Park resident, I feel this would have VERY DETRIMENTAL affects to our community and my family's quality of life. Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike [I-290]. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
76	How about adding an elevated non-stop year round bike lane along or on top of the Eisenhower? This would alleviate cyclists that drive downtown because they are tired of getting accosted by folks hanging out in the city, especially on the West side. Also widen the pedestrian/bike/disabled bridge that crosses the I-290 at Home Ave in Oak Park. Also extend the CTA Blue Line West to further reduce automotive traffic.	**B2, C3**
77	I am opposed to widening the Eisenhower expressway between Cicero Ave and Manheim Rd. This is an expensive project with little or no benefit. I would support a long term solution such as expanding the reach of the CTA Blue Line further west. We have seen time and again that expansion projects, such as the Hillside strangler 'fix', yield little to not reduction in congestion.	**B2**
78	DO NOT EXPAND EISENHOWER. Adding lanes won't reduce traffic congestion. Look at the Hillside Strangler problem. A better solution is extending the CTA Blue Line to Hillside. It would increase mobility, solve congestion problems, and improve our communities.	**B2**
79	Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike [I-290] would be 12-14 lanes wide. Clearly we aren't going to do that, so let's find a better solution BEFORE we expand the Ike. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside is a better solution. It would increase mobility, solve congestion problems, and improve our communities. Please oppose the expansion!	**B2**
80	It seems that the problem of getting people and goods from east to west focuses on the Eisenhower Expressway. That is a limited view of a problem. If the problem moving automobiles from east to west then perhaps that expanding the Eisenhower Expressway would be a temporary solution. Yet the true problem of moving people and goods will remain unresolved. The solution would be multi-faceted and seeking multiple solutions from a variety of sources. Unfortunately, it does not appear that the Illinois Department of Transportation has that capability. It lacks a broader perspective of the true problem, and focuses on the automobile-an inefficient and damaging form of transportation of people and of goods. When I.D.O.T. and policy makers view and defines the problem differently, then perhaps a change for people, the environment, for communities and the future of transportation will be addressed appropriately.	**B2**
81	Please do NOT widen the Eisenhower expressway. Extending the Blue Line is a much more fiscally and environmentally responsible option. Encouraging more car travel is the last thing we need to do. It will only bring more pollution, more noise, more global warming. Is it worth all that to save a few people a few seconds of travel time? Obviously not. Widening the Eisenhower is an incredibly short-sighted "fix" that ignores the long-range problems. Please don't waste our money on this!	**C5**
82	I urge that serious consideration be given to extending public transportation (e.g., the CTA Blue Line) west in lieu of destroying portions of communities in order to add additional lanes to the Eisenhower. We have recently experienced high gas prices and will likely do so again and again. I firmly believer that it is in the public interest to provide public transportation alternatives to driving.	**B2**
83	Extending the Blue Line is the best way to go. Adding more car/truck lanes is very backward thinking and I doubt that it will solve anything.	**B2**

ID #	Proposed Alternative Comment	Disposition
84	I am writing to let you know I am opposed the expansion of the Eisenhower between Cicero and Manheim. Our communities would be better served by extending the Blue Line. This would reduce pollution and provide people more affordable ways to travel. Adding more lanes to the Eisenhower is not a long-term solution. Expanding public transportation should be the first option.	**B2**
85	Please do not widen the Ike [I-290]. It will not solve the congestion problem. You would need at least 10 lanes to solve part of the problem. Oak Park does not need more pollution. Extend the Blue Line to Hillside! Extend the Blue Line to Hillside!	**B2**
86	The expansion of this expressway is essential. It is ridiculous that there are horrible delays due to the narrowing of the lanes at Austin, and that this has continued for years. I live in Oak Park, and I am an advocate of the addition of one additional lane in each direction. Perhaps the lowering of the lanes would prevent housing loss. Is this an option?	**A1**
87	I fully support adding a fourth lane to the Eisenhower Expressway between Austin Blvd and Mannheim Road. This would correct one of the worst traffic bottlenecks in our region and fix a design flaw that has existed since the highway was built in the 1950's. Hopefully the fourth lane can be added in the existing right of way or "trench" that the highway currently occupies. Every effort should be made not to have to take any adjacent property unless absolutely necessary. I would also support extending the CTA Blue Line to Mannheim Road, where a large parking lot and transit center could be constructed at the old Hillside landfill. Free commuter parking could be offered to commuters taking the Blue Line. First and foremost. please fix a fifty year old problem and add the fourth lane to the Ike. I look forward to being able to attend public hearings to support this vitally important project for our regions economy and quality of life.	**A1, B2, C11**
88	Come on folks! Widening the Ike to 4 lanes each direction is a stop-gap measure, just like the Hillside strangler is still poor. What we need is MASS TRANSIT improvements!!!	**B2**
89	I'm an Oak Park resident who opposes widening the Eisenhower for several reasons, namely: Adding lanes will not reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. Why spend tens of millions more to end up with the exact same problem? Research shows that the Ike [I-290] actually would require an additional six to eight lanes to handle congestion. Given that this is not going to happen, a better solution to congestion needs to be created. Expanding the Ike [I-290] will only contribute to the problem of climate change—at a time when we should all be looking for solutions. One alternative would be to extend the CTA Blue Line to Hillside. This would improve congestion problems and contribute to, instead of detract from, our communities. This is such an opportunity for Illinois to be a leader, instead of a joke on late-night TV. Please don't blow it.	**B2**
90	I think expanding the Eisenhower is a bad idea. You spent $140 million expanding the Ike [I-290] at Hillside and all it caused was more congestion. You need to please start thinking about increasing public transportation through the corridor. Rail lines leading out to the western suburbs makes a lot more sense than expanding a lane of highway for the 4 or 5 miles up to Austin, it will only increase vehicle usage and create the same problems with no solution. Public transportation ridership is way up, capitalize on this and expand rail.	**B2**
91	As a resident of Oak Park and user of the Eisenhower Expressway, I'm concerned about efforts to increase the freeway's capacity for two reasons: 1) it would increase pollution and noise in the adjacent communities, and 2) it incents further use of automobiles (typically containing only one person) for commuting. Before we do anything to widen the Ike [I-290], let's first extend the CTA Blue Line west to Hillside (or beyond!) to provide greater commuter capacity. This would help contain emissions, reduce congestion and energy use -- and would probably provide a financial boost for the beleaguered CTA!	**B2**
92	I have developed these comments for IDOT's Phase 1 (Environmental and Engineering Study) for the I-290 corridor evaluation. Will IDOT re-engineering a few on/off ramps along with increasing lanes really solve the transportation challenges facing the Chicagoland region? Will increasing capacity relieve automobile congestion for more than a few year period? I say that the money invested in re-engineering I-290 could be better spent on thinking beyond roads and automobiles. When evaluating transportation needs, I would hope IDOT would expand its mind set from the road/automobile paradigm to a more holistic view of transportation. The continued expansion of roads is not a long-term viable solution to our society's transportation needs. IDOT should think beyond highways to increasing mass transit option for residents i.e. CTA Blue Line extension/expansion, bus and Metra service increases, regional transportation hub development along I-290, etc. Additionally, the inevitable rise in gasoline costs, a known finite resource, should be strongly considered. With increasing gas costs, more individuals will shift to mass transit use. When IDOT is evaluating the environmental aspects of the expansion, I would hope IDOT would consider global climate change and the health of the communities near the highway. Increasing automobile traffic will only allow our region to increase their CO2 emissions (adding to global climate change) and adversely affect the health of the residents the highway transverses (increased air pollution). The Chicagoland area has an extraordinary amount of public transit options for an American city; however there is room for so much improvement. Increasing the "livability" of the region will cause people to flock to Chicago as a place they want to live. Also, increasing mass transit needs will make this a place where everyone can thrive. Increasing the highway capacity of I-290 only benefit a small group of people with extra disposable income who can afford a car but it adversely affect many other people with less financial options by increasing air pollution by their homes and creating a situation that isolated them financially. If IDOT shifts their view and looks more at a holistic way to solving public transportation issues (i.e. expanding the CTA Blue Line west), this will be money spent that will benefit everyone. It will help many more individuals have more access to commerce and job opportunities. In summary, I believe that: I-290 should not expand the number of lanes; I-290 on/off ramps should remain as is; Public transit should be increased i.e. CTA Blue Line extension/expansion, increase in bus and Metra services, regional transportation hub to be expanded/developed; Any money spent towards expanding I-290 will benefit only a few individuals with higher disposable income but adversely affect many communities; and money should be spent on increasing mass transit therefore helping many more individuals have more access to commerce and job opportunities. In closing, I am perplexed why IDOT is performing this evaluation. The communities along the I-290 corridor went through a thorough public meeting / workshop process when evaluating these same topics in the Cook Dosage Corridor Study. I would hope that IDOT would not spend tax dollar money redoing a study so thorough performed before – the issues haven't changed.	**B2, B9, C11**

ID #	Proposed Alternative Comment	Disposition
93	I support the expansion of the Blue Line west, the addition of bus rapid transit service, and increased Metra service to address the transportation needs of this corridor. Furthermore, the Blue Line expansion should include a third track for express trains. There exists room in the current right-of-way for such track. The "problem" in this corridor is one of moving people, NOT vehicles. Widening I-290 will NOT result in less congestion. IDOT spent $140 Million to "solve" the problem of the Hillside Strangler and yet travel times remain virtually unchanged from before the solution of widening the road. I read of one study that found that the additional time lost by a car drivers during the construction phase will never be made up by sufficiently reduced travel times post-construction. The fact that travel times are virtually unchanged is testament to this fact. To add more lanes will only result in more people choosing to drive. This choice will then result in more pollution, more negative quality of life impacts, and, ironically, more congestion and NO reduction in travel times. Tax dollars will be better spent by expanding choices, i.e. expanding the Blue Line, better connectivity between the 'el, Metra and Pace. Expanding I-290 and incentivizing people to drive is irresponsible considering the fact that Chicagoland has the highest asthma rates in the nation. With a small exception, I-290 bisects communities that are lower income and suffer from higher asthma rates, especially among youth. More vehicles will only mean more missed school days and hospitalizations. I urge IDOT to truly become a department of transportation and not just highway building.	**B2, B9**
94	I live within two blocks of I-290 in Oak Park and I would urge you to consider all transportation options as you review the future of I-290. I am aware there are several community groups who have provided numerous solid alternatives to expanding I-290, so I will not repeat those here. Instead, I would like to your team to consider the benefits of being a leader in addressing the situation. IDOT and the other stakeholders have a unique opportunity to partner together and develop a solution to the traffic issues of I-290 in a way that is creative and environmentally friendly. In this way, your work on this project could serve as an example on how communities, government agencies, and action groups can work together to solve problems in an innovative way. Regardless of the specific benefits and plans being offered, please consider this an opportunity to be on the forefront of transportation planning and execution, which will serve your organization well and offer benefits in this project and future projects for years to come. Bottom line: true innovation often is rewarded more than merely repeating what has been done in the past. By executing smartly on this project, your team well be well positioned to secure additional funding and resources in the future.	**B2, B7**
95	I strongly urge you to reconsider your proposed expansion of the Eisenhower Expressway. In this era of improving our environment, creating 6-8 additional traffic lanes to accommodate cars isn't a wise choice when we are aiming to reduce noise and air pollution as well as preserve the beautiful landscape and structures around Oak Park and surrounding areas. A much better solution is to expand the Blue Line transit system. On a personal note, my family consciously decided to use our one car only when necessary; we much prefer using public transportation when going to the city; it saves us money and helps make our environment cleaner. For the sake of future generations, help us reduce global warming, put much-needed dollars towards the CTA through the Blue Line extension, and leave Oak Park the desirable community it is by not expanding lanes on the Eisenhower.	**B2**
96	If you built 8 lanes each way it will still be problematic. Any discussion of widening the Ike [I-290] must START WITH the idea of simultaneously extending the Blue Line to Lombard / Oak Brook.	**B2**
97	Please consider expanding public transit.	**B2**
98	As a resident of Oak Park, I am unhappy that IDOT has decided to try to ram through this project and ignore the studies that have been done concerning I-290 area near Oak Park. While your department may think that roads are the answer to all problems, this is a time in history where we need to focus much more on public transportation rather than widening roads. Expanded public transportation to the western suburbs is a much better solution to the traffic problems than is widening an already wide highway. Plus, widening I-290 through Oak Park will destroy some our most valuable assets: a library, a conservatory, and numerous homes. Such destruction is absolutely unwarranted and shows gross disregard for other options for improving transportation and gross disregard for the residents of our village.	**B2**
99	A net air pollution benefit is likely to result from an increase of capacity on the Eisenhower Expressway. An extension of the CTA Blue Line is less appropriate for the context, an expressway corridor. Significant transit capacity exists and improvement will result for flexible bus service traveling in an uncongested express toll lane connecting to the Forest Park Blue Line and other locations. The Eisenhower Expressway study should include as a principal alternative the addition of an express toll lane in each direction from Mannheim Road to Austin Boulevard. The Chicago Metropolitan Agency for Planning released preliminary measures for capital projects at the October 23, 2009 Transportation Committee, in which the results for such a project are very impressive. Additional capacity on the Eisenhower is forecast to reduce regional congestion by 50,000 hours per day. While no one can expect uncongested freeway travel this project has more benefit than any other evaluated. Result in a net air quality benefit. Slow moving or stop and go vehicles are more polluting than those traveling at speeds more typical of urban expressways. Pollution due to vehicle volume increase is offset by an improvement in the rate of pollution from each vehicle. Among highway projects only the Eisenhower expansion project indicates a net benefit for both fuel vapors and oxides of nitrogen. Result in a minimal diversion from transit of 3700 transit trips out of over 90,000 in the corridor. However, the CMAP model did not include improved and new bus service with uncongested travel to the Forest Park Blue Line Station. A express toll lane providing uncongested bus travel between the Forest Park Blue line and job centers in DuPage and Northwest Cook Counties is likely to attract thousands of additional riders. Enumerating existing transit infrastructure and daily trips questions the value of a Blue Line extension: Metra BNSF: 60,000 trips per day; Metra UPW: 25,000 per day; Pace Route 747: 1010 per day; Pace Route 313: 1278 per day; Pace Route 322: 2187 per day. Further, Metra has a New Start proposal to improve service on the UP-West to match that of the BNSF. Consider the land use context and the desire to see compact urban development, rail transit lines in expressway medians that necessitate long walks to the final destinations are less successful. The most successful transit lines in our region are within their own corridors. The north main branch of the CTA, that is the Red, Brown, and Purple lines, supports 180,000 riders per day. Metra's UPN, UPNW, MDW, and BNSF are examples of rail service to vibrate suburban downtowns, all running in their own corridor. An express toll lane supports transit service, allocates the scarce highway resource, and supports a portion of the construction cost. Tolls typical provide a modest subsidy to the accompanying transit service. A variable price in the toll lane will ensure good utilization; the lane will not be empty. High occupancy vehicles should not travel for free due to the availability of transit and the need to move more persons than is possible in private vehicles. In Houston and New York busses move up to 40,000 thousand people per lane per hour. Finally, some measure of reconstruction funding for the Eisenhower expressway, a benefit to all in the corridor, can be gained through toll funding of the single new express toll lane. The remaining lanes can remain untolled.	**A3, B2, B7, B9**
100	I hope that we don't just look at expanding an expressway here. With the upcoming need for a high-speed-rail corridor, adding high speed rail along side of, and near the Oak Park corridor under, the roadway would be a smart plan.	**B13**

ID #	Proposed Alternative Comment	Disposition
101	I am in support of IDOT closely examining a road improvement project that would provide a consistent 4 lanes on I-290 from the loop in Chicago to Mannheim Road. This type of project makes total sense for environmental and efficiency reasons. An incredible amount of time and gas are wasted in the unnecessary traffic jams caused by the reduction in travel lanes from 4 to 3 between Mannheim and Central Avenue in both directions of travel.	**A1**
102	A simple one, move the entrance/exit ramps to the outside of the expressway at Austin and Harlem to help reduce the amount of congestion caused by people not knowing the exit side or people waiting until the last minute to merge unto the next lane when not exiting the expressway. Plus a ramp at Oak Park Ave would be nice.	**C2**
103	I think we need to separate the questions of increasing capacity and design deficiencies. If a truly good and impartial study shows that design deficiencies are significantly slowing traffic then I am in favor of a redesign of the Oak Park section of I-290. However, redesigning the Oak Park section cannot and will not significantly increase capacity. An extension of rail service is a far better response to trying to increase capacity than adding extra lanes (especially HOV lanes) throughout I-290 and capacity certainly needs to increase. If people are interested in carpooling to use an HOV lane, they will be willing to use public transit and then rail is a preferred alternative.	**B2**
104	There is no question that the Eisenhower needs to be widened. When it was built in the mid-50s, the three lanes west of Austin Blvd were sufficient. That is no longer the case. I would suggest that if you are going to widen the expressway, do it right for once and for all. Widen it to four lanes and extend the Green Line (is it?) out to Oak Brook at the least and preferably Yorktown. That area is growing and has no public transportation to speak of. An extension of the el would be a boon to the depressed towns of Maywood, Broadview, Bellwood and Hillside.	**A1, B2**
105	I live in Oak Park. I see the problem with congestion not stemming from "too few lanes" but from not enough public transportation out to areas like Schaumburg where a lot of the jobs seem to be going. Why not take a better look at where all of this traffic is coming from...and going to...then make a decision as to whether or not to cut a new lane into a historic suburb like Oak Park. Expanding rail...there's your answer. How about a collar Metra line running North/South and intersecting with some of the lines that go into the city?	**B10**
106	Do not relocate the exit/entrance ramps at Harlem and Austin in Oak Park. These are absolutely necessary.	**C2**
107	The lane exit at Austin is wonderful. Likewise at Austin entering the Ike [I-290], works well. Harlem going west isn't as smooth. Considering the population base of Oak Park and surrounding communities improving Harlem and leaving Austin's exit as is makes sense.	**C2**
108	Thanks someone can see a problem and does something to fix the problem. Add 2 more lanes, add 4 more lanes, but fix the problem. Maybe public transportation will be great in 2040. For now, we have millions of vehicles we need to move east and west through the I-290 system. Also, EXIT to the right.	**A1, B2, C2**
109	The exits at Austin and Harlem would work better if there was a lane dedicated to exiting at those spots! People use the lanes to ditch and get in front of the other traffic that is westbound and not exiting at these streets. We need more lanes to help carry the load of traffic here.	**A1, C2**
110	Please, please, please widen the Eisenhower at Harlem !!! Get rid of the bottleneck.	**A1**
111	Leave the expressway ramps open at Harlem Ave and Austin Blvd.	**C2**
112	I would like to go on record as being opposed to the expansion of I-290 to add additional lanes. I live very close to the expressway in Oak Park, and have many concerns: decrease in property values; increase in pollution; disruption to community during construction; not a viable solution - traffic will only increase (fairly recent expansion at Hillside did NOT solve the problem it was intended to solve - let that be a LESSON LEARNED). Public transportation should be expanded instead.	**B2**
113	I am in favor of a fourth lane in each direction thru Oak Park as long as: It is accompanied by an extension of the CTA BLUE LINE to the outskirts of Cook County with parking garages at stations; the State of Illinois gives tax credits to those who live within 10 miles of their place of work; the City of Chicago increases the fees for downtown Chicago parking; the State of Illinois gives tax credits for economic automobiles (smaller user tax fee at purchase); noise walls are erected along the Eisenhower from Westchester to Oak Park; all expressways in Chicago are turned over to the Illinois State Toll Highway Authority so that those who choose to use them will be taxed on that use; and it is not dependent on taking additional right-of-way. It is not in the best interest of the driving public or Oak Park to maintain a bottleneck from Westchester to Oak Park.	**A1, A4, B2, C11**
114	I live in Oak Park and feel strongly that the Eisenhower Expressway should NOT have additional lanes added. The problem in our society is that we constantly want more and don't spend time figuring out how to get by with less. If we add more lanes, then more people will drive and we will be back to the same problem of increased traffic in the future. If people are forced to think of alternatives to driving (like using public transportation) because there is too much traffic, then they will. We need fewer cars on the road and better public transportation, not more lanes to accommodate more cars.	**B2**
115	Crossing the Eisenhower Expressway as a pedestrian in Forest Park is very difficult and dangerous. There is a high traffic volume from a number of locations at Harlem and Des Plaines and the Circle Avenue bridge has narrow vehicle lanes and narrow sidewalks adjacent to the roadway. Our main park is just along the south side of the Eisenhower Expressway. Forest Park desperately needs a pedestrian walkway over the Eisenhower at Beloit Avenue which is in the middle of our park. Please provide a safe way for pedestrians and bicycles to cross the Eisenhower Expressway in Forest Park.	**C3**

ID #	Proposed Alternative Comment	Disposition
116	The Eisenhower Expressway plan will have a significant and long-lasting impact on the area... well beyond it's projected completion sometime in 2017 or 2018! The planning for this project involves more than IDOT, as we know that the [Cook] DuPage [Corridor] Study and Oak Park Eisenhower Cap have included considerable input and studies into this projected development. In addition, other stakeholders are seeking involvement relative to the future applications in this corridor including freight rail, CTA, Metra, Illinois District 8 Park Districts. The study must include projected transportation demands considering: fall in peak oil production by 2020; 2020 - 2030 global oil demands relative to US fuel costs; projected "Green Generation's" increased dependency on public transportation; expected future capacity of CTA and/or Metra to meet increased commuter demands; evaluation of the similar US cities (i.e. Minnesota, Denver, Salt Lake City, St Louis, Portland) and the likely need for high-speed commuter rail; new 'auto ferry' approach (possible vehicle rail transport between I-290/I-294/I-88 and the south loop); rail or commuter termination within unused building spanning over Congress; convert I-290 to tollway to supplementary fund ongoing operation of public transportation alternatives; private business resource opportunities within the expressway; evaluation of the appropriate sound and environment barriers (avoiding the likes of the now disassembled "Berlin Wall" thru Illinois District 8 communities). There are many vantage points to look at this endeavor. At this critical planning juncture, it needs the leadership to encompass all stakeholder needs, and the vision to successfully merge these ideas.	**A4, B2, B9, B13, C7**
117	Adding more lanes to I-290 is not the answer. All that will do is add more auto traffic to this corridor in the long run. Extending public transportation further west along I-290 is a much better short and long term solution.	**B2**
118	I am opposed to an expansion of the Eisenhower. However, if the Eisenhower is to be widened, I believe any automobile expansion of the Eisenhower should be matched by an equal rapid transit CTA expansion to Hillside. I think the facilitation of automobile traffic will lead to greater urban sprawl which I consider to have a negative impact on the quality of life within our metropolitan region. I would prefer to see the Eisenhower capped and not widened. I believe the day of the car has come and gone. Detroit will be the next Tombstone. Highways will be the next Oregon Trail - just ruts across the landscape. Let's not burden our grandchildren with highways they will not use and will not be able to afford to maintain.	**B2**
119	As a long time resident of Oak Park, I would encourage IDOT to take a comprehensive look at the various options presented to dealing with the transportation needs of the Eisenhower corridor. I urge the study group to consider the various alternatives that have been put forward to simply recommending that the expressway be widened. I particularly urge the study group to support the westward expansion of the Blue Line along the expressway corridor. This option will be beneficial to all western Cook County suburbs and would promote the economic development of the area.	**B2**
120	Concerning the proposed Ike [I-290] land expansion project, we are concerned about the health issues during the construction period. Also we will lose our street, Garfield Ave, therefore, there will be more traffic on other streets. This doesn't seem like [I-290] a good idea, and there will be no advantage to people in our area (south of the Ike [I-290] and east of Harlem Ave). Only disadvantages and hardship during the construction.	**C10**
121	I was just wondering if there is going to be any coordination with CTA in regards to extending the Blue Line west. It seems as though it would be a given that raising money and community support etc. could all be done around both objectives. Also, if bringing the Blue Line west is going to happen perhaps we should consider underground subway system, with this system your property acquisition would be less. It may also speed up the process in that you would not have to hassle with some communities for land.	**B2, C9**
122	I am writing to express my opposition to any widening of I-290. As a resident of Illinois, my hope is that any future development will be with an eye to what our state and our country really need to succeed. Wider highways perpetuate our dependence on a car-based society. A car-based society relies on foreign oil and produces global warming - both things which make this country a frightening place for future residents. Instead of continuing the knee-jerk reaction of adding lanes because we have so many cars, we should take a careful look at what is fueling this need. Are more residents in far-lying suburbs driving daily into the city? How can we plan urban communities to better protect our resources while also helping our citizens. Better public transportation options are the wave of the future and Illinois risks being behind the times if we don't face this reality. As a former resident of Atlanta, I have seen that a city built of 10-14 lane highways built through unregulated urban sprawl, only continues to be clogged with traffic. If you add more lanes, they too will be clogged with traffic with no added benefit to commuters or those whose communities have been destroyed. As a resident of Oak Park, I am even more vehemently opposed to any widening of the Ike [I-290].Our historical homes and libraries and conservatories are national treasures. It will cripple a vibrant community to destroy this. The current Ike is enough of an eye-sore and pollutant. Why isn't there already a barrier wall separating the Ike from Oak Park to cut down on air and noise pollution? Why aren't trees planted on either side to further counter-act the ill-effects of the highway? If IDOT insists upon widening the Ike [I-290],they should consider these kind of options to make it more palatable. In addition, when looking at the current path of I-290 through Oak Park, it is obvious that any construction will impact the Blue Line. If more lanes are really the ONLY option, why not raise the Blue Line, creating a lane for cars underneath? Why not re-route the freight train line to the south of I-290 which is hardly ever in use to create another lane or two without destroying historic homes and the heart of a community? I urge you to act with an eye toward a sustainable future and a heart full of respect for the history and future of a vibrant town.	**B2, C9**
123	I have lived in Hillside for 30 years. I work right in the south loop. The solution seems simple. Move the ramps from the middle of the highway at Austin Blvd and Harlem Ave to the sides. Extend the Blue Line west, maybe as far as Lombard. Add lanes till there are 5 in each direction from the Circle to Wolf Road. Enforce the truck lanes and stop light [metering] on the ramps.	**A1, B2, C2, C6**

ID #	Proposed Alternative Comment	Disposition
124	As someone who lives in Oak Park and commutes using the I-290 I have first-hand experience with the traffic problems there. Expanding I-290 is not a viable long-term solution to the area's congestion problem. While it is true that a bottle-neck exists, where the expressway narrows from eight lanes to six, Oak Park is not the root cause of congestion on I-290. The only way to truly reduce congestion is to reduce the number of low-occupancy vehicles using the roadways at any given time. Some form of public transit is the solution. The six lane constriction of I-290 is not simply an Oak Park issue. The expressway is narrowed in this fashion for six miles between Austin Blvd and Mannheim Rd. Making I-290 wider in Oak Park will accomplish nothing other than a shift in the bottle-neck 1.5 miles and a great deal of destruction in Oak Park simply for being in the way. It solves nothing. Oak Park will loose hundreds of homes and the attendant property tax revenue, many businesses, and a public library. Seven bridges would need to be demolished and reconstructed causing a major disruption on major north/south arterial streets like Austin Blvd, Harlem Ave, Oak Park Ave and Ridgeland Ave. The negative consequences for emergency services are obvious. Five CTA station houses would also require reconstruction. All this and years of construction related traffic disruption for no solution. Fixing the lane issue would require a swath of demolition six miles long from Austin Blvd to Mannheim Rd across several municipalities including Oak Park, Forest Park, Maywood, and Bellwood. This would engulf homes, businesses, schools, parks, municipal buildings, and churches. The acquisition costs for theses properties would be staggering not to mention the permanent loss of tax revenue, and the costs required to replace public buildings. In addition, the relocation of hundreds of graves in Waldheim and/or Concordia Cemeteries would be necessary. The reconstruction of twenty-one bridges will also be needed. However the massive investment of public money, many years of construction and extremely worsened traffic, as well as the years of shutdowns or disruptions of CTA services between Des Plaines and Austin will ultimately accomplish very little but the construction of two terribly expensive expressway lanes. It would be a profligate waste of public funds that no government entity in Illinois can really afford. The pattern in other areas such as Atlanta, GA shows that simply building more and bigger expressways does little to solve traffic congestion problems. Any effort to reverse the eight-to-six lane bottleneck on I-290 will have very limited success at best and at a disproportionately great expense. Expanding I-290 will do absolutely nothing to address the very real congestion issues between Mannheim and Thorndale or Austin and the Loop where no bottleneck problem exists. Other expressways in the region without bottlenecks also suffer from severe congestion during peak use periods. In light of this, the six-lane stretch between Austin and Mannheim can hardly be the sole traffic obstacle of east-west travel. If the growth patterns of the region persists, then there will be even more vehicles on the road negating the benefit of an additional lane by the time such a project is completed unless there is some viable transit alternative to reduce the need for more roads to accommodate more low-occupancy vehicles. Express buses from outlying western suburbs to the city is one low cost alternative that would not require vast expenditures on new infrastructure and can be implemented very rapidly. Such buses would travel between major population/activity centers with very limited stops (e.g. Oak Brook Mall – West Point Mall – Maybrook Court – Loop). A proper study and survey of travel pattern would be needed to designed the best routes. However, any such routes must be active during peak travel times and should not add significant time to commuter's travel compared to driving by making excessive stops. Alternatively, extending the CTA Blue Line further west can serve a similar purpose at greater speed and capacity, especially if express services can be initiated that bypass most stops within Chicago. However the rail option carries with it significantly higher cost than bus routes, similar community impact construction issues, as well as jurisdictional and cost-sharing issues between Chicago and the suburbs an extended CTA rail line would service. Community impact can be ameliorated with a subterranean route, but at higher cost. In the end, IDOT must fully consider all possible transportation options and not focus exclusively on more and bigger roads. Further, there must be an openness to acknowledge that a new or bigger road is not always the best or only solution to traffic mitigation.	**A2, B15**
125	Please look to a public mass transit solution rather than more lanes on the Eisenhower. It is the right thing to do...reducing dependence on oil, creating less pollution and leaving more green space rather than paving more area.	**B2**
126	Regarding the proposed expansion of I-290, I hope that an extension of the CTA Blue Line will be a priority over adding new lanes. I would also like to request a safe bike lane for bicycle commuters. The Illinois Prairie Path ends at 1st Avenue. Why not extend it through to the Lakefront as part of your new plan? Traffic congestion is not solved by more lanes, only by more transportation choices. As a citizen of River Forest, I am affected by any changes to the I-290 corridor. As a bicyclist and commuter, I want public dollars spent of transportation options for all citizens of Illinois, not just able-bodied, wealthy private vehicle owners between the ages of 16 years and 80 years old. Please consider all transit options for all citizens.	**B2, C3**
127	The key component of any I-290 project is to add additional lanes. Why not eliminate the emergency lanes at bridges and expand the emergency lanes between (removing grass embankments) to accomplish this. This is very cost effective. Secondly, a second access ramp for east bound I-290 to I-294 S and I-88 is a must. Create one for I-88, one for I-294, there is plenty of room and could be done immediately.	**A1, C2**
128	Please, please, please make two of the following changes to the this roadway. 1) Widen to 4 lanes all the way to the Austin exit. 2) Change the exits at Harlem and Austin so that they flow from the right lanes and not the center. I've entered and exited those lanes hundreds of times and each time it is dangerous.	**A1, C2**
129	I am a new Oak Park resident who must travel daily to the far SW suburbs. Getting rid of the bottleneck between Wolf and Austin is my primary concern. Obviously, a broader view would dictate some of the public transport options that have been discussed. But the current situation is subtracting years from my life.	**A1**

ID #	Proposed Alternative Comment	Disposition
130	Dear IDOT, To combat the growing tensions over the Eisenhower Expressway, IDOT has thus far viewed the problem as a need for more capacity on I-290, and seeks to expand the highway. There are not sufficient reliable, safe, and affordable transportation options in the study area west of Forest Park. What was originally constructed with great foresight as the first multi-modal highway/heavy-rail corridor in the nation has since devolved into a single-mode corridor beyond the western terminus of the Blue Line in Forest Park. In the environmental community, however, several officials and organizations view the situation differently. In order to understand the problems that are currently present in the Eisenhower Expressway, the foremost issue to be addressed is that of the environmental injustices perpetuated against low to moderate income families. The noise, air pollution, and unsafe pedestrian environment that already exist along the highway will be exponentially increased, decreasing the quality of life for local residents. Conversely, those that will benefit from the addition of lanes to the expressway are those that are already wealthier, and live further away from the expressway. Instead, we recommend that public transit options be considered as an alternative to further highway expansion. The corridor is in desperate need of a safe, reliable, and economical transit option to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health. Any option that is accompanied by highway expansion undermines support for these critical needs. Much of the traffic on I-290 could be significantly reduced simply by providing an alternative between the Oak Brook area and the present terminus of the CTA Blue Line. Coupling such an extension with a decent transit option operating between Naperville, Oak Brook, and Schaumburg, while also implementing congestion prices on I-290 during peak periods, would significantly amplify the benefit. Location-efficient housing would become clustered around the new rail stops, decreasing the cost of housing and transportation for low-income populations. In addition to the negative effects felt by denizens of the local neighborhoods, the proposed highway expansion would have a host of negative environmental effects. An expansion of this type will directly contribute to global warming, through the burning of more fossil fuels. The reduced air quality that this will result in will reduce public health, and put a strain on Chicago's hospitals and health systems. I implore IDOT to further examine the benefits of an expanded transit system as an alternative to highway expansion. The environmental, human health, and general societal benefits will be present for years to come. Sincerely, Kate Galbraith Jacky Grimshaw	**B2**
131	Traffic on the Eisenhower Expressway increases between Hillside and Harlem. Efforts to address the problem must include smart transportation such as a multiple rider lane, a dedicated bus lane, and extending surface rail to the far western suburbs.	**A2, B2, B7**
132	There is no doubt the Ike [I-290] needs to be widened. All the work on the "strangler" had minimal impact. The ramps at Austin and Harlem need to be replaced as well. I do NOT wish expressway to be covered in Oak Park, as has been suggested. These dollars should be spent on the project as a whole.	**A1, C2**
133	I am a resident of Oak Park and I am writing to express my opposition to further expansion of the Eisenhower Expressway. More lanes of highway will not reduce congestion, but investments in mass transit will. We have a wonderful regional transit system serving the western suburbs. We should build on it by extending the CTA Blue Line to Hillside to provide a real solution to urban congestion and a reduction to the energy consumption that contributes to global warming.	**B2**
134	As a senior citizen who does not like to drive at night, I feel it would be more useful to many seniors as well as those without autos to have the CTA Blue Line extended thru the suburbs to Oak Brook shopping malls.	**B2**
135	Please place emphasis on increasing and improving rapid transit along the Ike [I-290] as an alternative to adding more lanes in the targeted area. History has proven that increasing capacity on roads quickly leads to having that new capacity filled. So don't add more lanes. Instead extend the CTA Blue Line farther out west, perhaps to Hillside if possible. And see if the existing tracks can be improved to increase speed, lessen noise, and ensure a smoother ride. The transit cars need to be improved as well - with more comfortable seats and better suspension. People will use the CTA more if riding on it was less uncomfortable. We are not cattle. Regarding the repaving of the Ike [I-290] planned for 2010, efforts should be made, if possible, to improve the pavement and traffic flow and light synchronization on the two principal alternate parallel routes, Roosevelt Ave and Madison St. Drivers would be much more likely to take these streets into/out of the city if they weren't so bumpy, if traffic lights were better timed, if there were better street lighting, and if police aggressively enforced the ordinances prohibiting double parking, lane changes without signaling, and similar Third World-like driving practices that now make driving on those streets so stressful and even somewhat risky. We are a First World country and people need to drive as if they live in one.	**B2, C5, C6, C10**
136	Regarding the I-290 study, I adamantly oppose expanding the highway. The expansion will have detrimental effects on the livability of neighborhoods affected by expansion including an increase in noise and air pollution a loss of important through streets adjacent to I-290. Moreover, it is unlikely that any possible expansion will reduce congestion. A better alternative would be to extend the CTA Blue Line tracks further west. This would allow for greater transit capacity and connect areas of disparate opportunities to one another. In particular, it would be useful in opening up quality job opportunities in the suburbs to low-income persons living in the City of Chicago. In an age where we need to build for sustainability and regional equity, IDOT should invest in smart growth. Extension of the Blue Line is much more sustainable and less destructive than widening I-290.	**B2**
137	Build a second deck.	**C8**
138	This is a comment regarding the I-290 Expressway study. I do not feel that expansion of the roadway would be at all beneficial. The "Hillside Strangler" study and expansion project only moved the congestion to another point. I seems better to consider extending the El or similar options further west and having a decent parking area at that end.	**B2, C11**
139	I suggest the Eisenhower be expanded by building up instead of widened.	**C8**

ID #	Proposed Alternative Comment	Disposition
140	I think that this project is a complete waste. There is no reason to expand the Ike [I-290]. It will have little or no affect on traffic and will just encourage more people to try to use it to get into and out of the city. The money should be used to provide viable alternative transportation for people to move back and forth from the outer suburbs into the city that is more sustainable for the economy, the environment and less disruptive of the community. The corridor between Manheim Rd and Austin Blvd is narrow and densely built up and has created a deep division in several of the towns it passes through including Oak Park and Forest Park. In the space of a city block of Oak Park that corridor includes 6 lanes of highway, two CTA train tracks, dedicated space for two more that could allow express trains to operate if the track was extended to west as a transit alternative, and three well-used freight train tracks. Retaining walls and narrow frontage roads for local traffic are all that separates the corridor from business and single- and multi-family homes in Oak Park. Moving entrance and exit ramps to the outside of this gap will put fast moving traffic right next to Oak Park homes and the local traffic creating dangerous conditions and even more noise than currently exists. There is no room for wide curving exit ramps to connect to Harlem Ave, Austin Blvd or Des Plaines Ave to name just a few. There should absolutely be no taking of additional land or demolition of buildings in Oak Park or Forest Park or elsewhere in the area under study. Whatever is done needs to be done fully within the existing corridor property and not destroy the adjacent communities by removing even more of the built fabric of the historic older suburbs so those who choose to live in the outer suburbs miles away from the center of the city can more easily reach their destination. People need to live closer to the places they need to reach or live with long commute times.	**B2, C2**
141	I would urge IDOT to place the highest possible priority on an extension of rapid transit- high speed rail- as the primary solution to our region's auto commuting dilemma on the Eisenhower. We believe adding lanes to the expressway is a short sighted, ill-fated approach.	**B2, B13**
142	I would like to express my strong opposition to adding additional lanes to the Eisenhower Express between Mannheim Rd and Cicero Ave. Past experience demonstrates that such a strategy is self defeating. Improvements to public transit are a more cost effective way to reduce congestion, improve access to transportation services and avoid the public health and other environmental problems associated with increasing automobile traffic. Extending public transit also provides an opportunity to reduce our reliance on foreign oil and the threats of global warming. The extension of the Washington D.C. transit system to the suburban metropolitan area with its remote parking provides a compelling example of the benefits of a modern public transit system. In addition to taking thousands of cars off the road each day the transit stops have become centers of economic development. I urge IDOT to reject obsolete highway strategies and use the I-290 corridor to develop a modern public transit option to meet the region's transportation needs.	**B2**
143	Why not create a two level expressway. A double decker approach would increase traffic flow, shield the road from snow and other weather, allow for construction repairs and not require a substantially larger footprint. It could be built with pre-stressed concrete(flexicore)and this would allow for rapid construction while utilizing superior materials and a much more efficient process. It would also create a sophisticated and advanced look that would positively impact the perception of Chicago.	**C8**
144	This is long overdue. Can the I-290 eastbound to I-294 southbound ramp be included? Backups are notorious as far back as Rte 83.	**C2**
145	For years, my husband has complained as we go from Harlem Ave to Austin Blvd about the control Oak Park has to create unsafe conditions for thousands of people. We definitely think that the "Ike" [I-290] should be widened to 4 lanes all the way! The last time the Hillside Strangler was attacked, I was "strangled" during construction, for I worked at Proviso West HS--and we all could have predicted that the bottlenecks were not going to leave--only to move a bit east. Let's not have such a lot of money spent on something that's NOT a solution again!	**A1**
146	Regarding the IDOT discussion of widening I290 between Cicero Avenue and Manheim Road: Adding lanes won't reduce traffic congestion. Illinois spent $140 million to fix the Hillside Strangler, yet travel time remained virtually unchanged. If we were to build all the lanes traffic engineers say is necessary to "solve" congestion, the Ike would be 12-14 lanes wide. As long as they still have to merge into two lanes to get onto I90/94 or two lanes on Congress, all that will be accomplished is moving the bottleneck farther East. The congestion will continue. More highway lanes means more cars, more noise, more air pollution, property acquisition, and more global warming pollution. Extending the CTA Blue Line to Hillside, and providing parking for commuters near the stations, is a better solution. It would increase mobility, solve congestion problems, and improve our communities.	**B2, C11**
147	I am opposed to expanding the Eisenhower Expressway. I believe that we should extend the Blue Line train to increase the transportation "bandwidth".	**B2**
148	Adding highway lanes has proven to be an ineffective means of reducing traffic congestion. The totality of transportation needs and options of the Cook-DuPage Corridor [study] must be considered. Extending the CTA Blue Line west has to be the top priority. Building new roads is a 20th century solution to the transportation and ecological challenges of the 21st century.	**B2**
149	Expanding the Eisenhower is a short-term solution to a long-term problem. We need to think into the future expanding the El and public transport is the way to go on this issue, not adding more cars, more carbon and frustrated people grid locked in traffic.	**B2**
150	I would like to state that I do not believe widening the Eisenhower Expressway between Cicero Ave and Mannheim Rd is a good solution to the current traffic problem. Rather than increase the capacity we would be better served by reducing the traffic that passes through this area. The extension of the CTA Blue Line further west is more responsible from a global and environmental aspect. The United States needs to develop a mass transit program and teach people the value of it, choosing to expand the CTA rather than using up more land and adding to pollution by accommodating more traffic is a more forward looking and longer lasting solution.	**B2**
151	I do not want anymore pollution or noise by my house which is two blocks from the expressway. Expansion of the expressway only promotes automobile travel. In a few years the expressway will be crowded again. Where do you stop? Why not just build a ten lane expressway? Please leave the expressway as it is currently or expand public transportation.	**B2**

ID #	Proposed Alternative Comment	Disposition
152	This letter presents the views of the Oak Park Environmental and Energy Commission ("Oak Park EEAC") regarding IDOT's current review of its options for reducing congestion on the Eisenhower Expressway. The Oak Park EEAC believes that the current congestion on the Eisenhower imposes unacceptable environmental and economic costs on Oak Park and the other communities that border the Eisenhower, and we urge IDOT to address this problem. But the only environmentally responsible way to reduce congestion is by expanding rail service along the Eisenhower west to Oak Brook. Whatever the other comparative costs and benefits of adding traffic lanes rather than expanding rail service, when it comes to the environment, rail is the only responsible option. The Oak Park EEAC is a citizen commission established by ordinance in 1997 to advise the Village of Oak Park Board of Trustees on energy and environmental issues in the Village of Oak Park. The Commission is appointed by the Board of Trustees. The Oak Park EEAC is submitting its position to IDOT because expansion of the Eisenhower Expressway would have a significant negative impact on the environment in Oak Park. Oak Park has approximately 50,000 residents and is one of several communities that are bisected by the Expressway. Many Oak Park residences and businesses are located within a ¼ mile of the Expressway. These residences and business would be most directly affected by an expansion of the Eisenhower, but the negative environmental consequences of an expansion would ripple throughout Oak Pak, endangering the health and quality of life of the entire community, imposing additional economic costs (most obviously for additional health care) and directly undermining the Village's investments in programs to reduce greenhouse gas emissions and improve air quality in the Village. We encourage IDOT to review the December 2002 "Report on the Potential Impacts of the Proposed Eisenhower Expansion" prepared by the Oak Park Eisenhower Citizens Advisory Committee. The Report contains substantial detail about the environmental impact of expanding the Eisenhower. The goal of this letter is not to replicate that analysis, but to emphasize the primary quantifiable environmental benefits of additional rail – reducing green house gas emissions and harmful pollutants. [Continued] [Continued] First, transporting commuters by rail, rather than bus or car, will reduce pollution and greenhouse gas emissions. According to the 2009 American Public Transportation Association ("APTA") Fact Book, each year public transit use in the United States reduces C02 emissions by 37 million tons from what they would have been if public transit commuters had commuted by automobile. While putting commuters who would have travelled by car into a bus will have a positive environmental impact, most buses burn diesel fuel while CTA trains do not, and the electricity needed to operate CTA trains can be generated by sources other than fossil fuels. Furthermore, even if adding lanes were to reduce some pollution by reducing congestion, prior experience strongly suggests that the number of vehicles on the road will quickly increase, offsetting any such gains. By contrast, adding rail will inevitably take cars off the road, which will necessarily reduce pollution. Second, transporting commuters by rail will save energy. The APTA estimates that each year, use of public transit reduces annual fuel use by the equivalent of 4.2 billion gallons of gasoline. Third, adding additional lanes to the Eisenhower will have a significant negative impact on air quality and, consequently, public health. The additional emissions produced by additional vehicles will increase the exposure of Oak Park residents to diesel soot, ozone, nitrogen oxides, carbon monoxide, hydrocarbons and other carcinogenic substances, not to mention subjecting them to increased noise pollution. This increase in noxious emissions will not only reduce the quality of life of citizens who live along the Eisenhower, it will increase health care costs to treat the respiratory and other ailments that result from these pollutants. For example, the Clean Air Task Force predicts that in 2010, diesel fine particles will cause 540 premature deaths, 707 non-fatal heart attacks, 321 cases of chronic bronchitis, 11,459 asthma attacks, and 67,603 work-loss days in Cook County. The Clean Air Task Force ranks Cook County 17th out of 3,019 counties in the United States in terms of risk from diesel soot. Expansion of the Eisenhower will impose a number of other costs on the Village of Oak Park, and it is far from clear that expansion will produce any long term benefits in the way of reduced commuting times. Indeed, given the costs outlined above, there is a significant risk that choosing to expand the Eisenhower rather than adding rail will have a negative economic impact on the region. For all these reasons, the Oak Park EEAC strongly urges IDOT to solve the congestion problems on the Eisenhower by adding rail, not by adding traffic lanes.	**B2**
153	If you can do what they have done for I-294 and I-80/I-90 on the Eisenhower especially between Hillside and just past Austin Blvd going east and approaching Austin Blvd going west from Chicago you would make the Chicago area expressways the best in the country.	**A1, A4**
154	I'd like to tell you that I'm totally against the widening of the Eisenhower Expressway. We have a two flat in Oak Park that has been in the family since 1917 and four and soon five generations have been raised in that house. By widening the expressway it puts our house in jeopardy. It means more cars, more fuel, more noise, and more pollution. I've been told that the Conservatory would be torn down and the park would become much smaller. Why not expand the Blue Line and spend the money improving public transportation.	**B2**
155	I have lived in Oak Park for over 30 years. Please do not expand the Ike. Extend the EL.	**B2**
156	GET CARS OFF ROADS...RUN HI SPEED RAIL TO FAR SUBS LEARN FROM OTHER COUNTRIES	**B13**
157	I have gone to the meetings and I looked at the maps _____ on google. It makes no sense to just widen a few miles of the Ike. All that will so is add to the congestion! What does make sense is to use that money and extend the Blue Line at least to Maybrook Dr. and then to I294 with the ultimate goal of Oak Brook and _____ to the new ring Metra communities from the North. When I moved to this area in 1970, the commute from the Western suburbs was already a mess just a few years after being built. We must take a different approach to public transportation. Good, clean, safe trains are a much better use of our tax dollars! P.S. Website not working.	**B2**
158	Expanding the Eisenhower is a short term solution to a long-term problem. As a concerned resident who lives directly beside the already existing road I am against expansion, it will destroy our community. A long term solution would be to extend to El-Line and better public transport.	**B2**
159	To have exits all major streets on 290. To widen lanes near Oak Park and Maywood to lessen bottleneck.	**A1, C2**
160	Current Conditions Problems: 1. Too much traffic congestion through the corridor, especially through Oak Park. 2. Over pass bridges in Oak Park are in poor condition, are unsafe, and now-ADA compliant, not wide enough for traffic flow. 3. The negative environmental impact, of poor air quality and extremely excessive noise, from the expressway ditch b/w Austin and Harlem. Solutions: CAP the Eisenhower through Oak Park; extend the Blue Line to Oak Brook; Add a BRT Lane. Do all 3.	**B2, B7, C7**
161	Yes there is congestion, but I worry that widening the Ike will only create more traffic. Please consider either extending the blue line buying a rail line from Canada line and running Metra trains. We need alternatives.	**B2, B9**
162	I am strongly focused in extending public tranportation rather than widening the Eisenhower. Or use land used by rail instead of tearing down houses	**B2**
163	I was a long-time resident of Westchester, now living in Darien. I still use I-290 quite often for business and pleasure and find it frustrating day and night to get through this area of the highway. On an even more personal note my brother was killed in 1988 after his eastbound car stalled on the right side of the highway while approaching Harlem Ave. He attempted to cross the highway on foot to get to the Harlem Ave ramp and was struck by a car in the left-hand lane. That ramp situation as well as the ramp at Austin Blvd I would hope could be moved to the right side as part of this project. While my brothers situation was unique I have always found it uncomfortable trying to enter or exit at those ramps in heavy traffic, maybe because they are not the norm. I don't know if accident statistics support my concern but if so please consider the possibility of moving those ramps.	**C2**
164	Please expand I-290! sooner rather than later.	**A1**

ID #	Proposed Alternative Comment	Disposition
165	(Map Post-it Note) Blue Line stop on Mannheim Rd. Think how many automobiles can be eliminated.	**B2**
166	(Map Post-it Note) How will analysis contemplate/integrate a proposed J-Line, potentially @ a intermodal Oak Brook Blue Line Interface.	**B7**
167	(Map Post-it Note) Add Blue Line stop at Westchester Blvd.	**B2**
168	(Map Post-it Note) Blue Line should extend to Oak Brook area.	**B2**
169	(Map Post-it Note) Continue CTA Blue Line from Forest Park to Mannheim RD via abandoned rail right of way & preserve "Prairie Path".	**B2**
170	(Map Post-it Note) Think about how much traffic would be eliminated with extension of the Blue Line to this point.	**B2**
171	(Map Post-it Note) Don't stop blue line until you reach the intersection of I-290, I-88, I-294-- or-- add high-speed rail for commuters.	**B2, B13**
172	(Map Post-it Note) We need a high performance transit corridor not more highway capacity-- HOV and BRT are not appropriate.	**B13**
173	(Map Post-it Note) Consider HOV lanes through the corridor.	**A2**
174	(Map Post-it Note) Expand the amount of lanes on the highway.	**A1**
175	(Map Post-it Note) Add missing through lane E/B through Oak Park.	**A1**
176	(Map Post-it Note) Add a lane between Austin Blvd. and split @ Hillside.	**A1**
177	(Map Post-it Note) Consider creating an upper level to the expressway, where cars ride on roads that are above the current road.	**C8**
178	(Map Post-it Note) Eliminate a few of the entrance and exit ramps between Mannheim Rd. and Harlem Ave. where Roosevelt Rd. is 4 lanes and could take on some traffic. Congestion is caused by traffic merging on and off the expressway.	**C2**
179	(Map Post-it Note) Better signage signaling lane changes for exit and entrance ramps.	**C6**
180	(Map Post-it Note) Truck-to-rail transfer point (landfill area west of Mannheim and north of 290.)	**C11**
181	(Map Post-it Note) Toll plaza.	**A4**
182	(Map Post-it Note) North bound tollway at East bound I-88 Exit to Park and Ride.	**A4**
183	(Map Post-it Note) North bound tollway at West bound I-290 entrance from Park and Ride.	**A4**
184	(Map Post-it Note) New location for high-speed rail Park N' Ride from Hillside to the old post office building on Congress and Clinton.	**B13**
185	(Map Post-it Note) South bound tollway exit and East bound 290 exit to high- speed rail Park N' Ride.	**B13, C11**
186	(Map Post-it Note) Add parallel track for high speed rail (along rail between Darmstadt Rd and I-290).	**B13**
187	(Map Post-it Note) South bound tollway and West bound I-88 entrance from new high-speed rail Park and Ride.	**B13, C11**
188	(Map Post-it Note) Make I-290 a tollway between Hillside and downtown to finance high-speed rail and support of it's operational costs.	**A4**
189	(Map Post-it Note) Congestion pricing to encourage mode shift. All lanes tolled should be tested.	**A3, A4**
190	(Map Post-it Note) Blue Line stop at 25th Ave.	**B2**
191	(Map Post-it Note) 1. Extend Blue Line as far West as possible. 2. Ramp entrances should be on the right side. 3. There should be 5 lanes on each side. 4. larger exit signs.	**A1, B2, C2, C6**
192	(Map Post-it Note) Blue Line stop at 1st Ave, Maywood.	**B2**
193	(Map Post-it Note) Extend Forest Park "L" to Maywood and further.	**B2**
194	(Map Post-it Note) Blue Line must go further West than Maybrook---to Oak Brook area.	**B2**
195	(Map Post-it Note) Look at intermodal facility at 1st Ave by extending Blue Line, moving shops and bus terminal.	**B2**
196	(Map Post-it Note) Blue Line park & ride (along Maybrook Dr in Maywood).	**C11**
197	(Map Post-it Note) Blue Line park & ride (west of 25th Ave at Prairie Path).	**B2, C11**
198	(Map Post-it Note) Blue Line extension and consistent with the Maywood Comp. Plan	**B2**
199	(Map Post-it Note) Consider BRT through corridor.	**B7**
200	(Map Post-it Note) BRT with HOV without barrier separation is ill-advised.	**A2**
201	(Map Post-it Note) Expand	**A1**

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202	(Map Post-it Note) Expand roadway 4 lanes.	A1
203	(Map Post-it Note) Build a double-decker expressway.	C8
204	(Map Post-it Note) Build double-decker for express traffic over present railroad tracks.	C8
205	(Map Post-it Note) Expand at the 1st Avenue area. Traffic always bottlenecks in this area.	A1
206	(Map Post-it Note) Emergency lane needed for emergency vehicles going to Loyola (1st Ave.)	A1, C11
207	(Map Post-it Note) Muni Plans along IHB, E.G., LaGrange Park, Broadview, etc., anticipate inner circ to Blue Line @ I-290/25th. How will alternatives contemplate these benefits.	B10
208	(Map Post-it Note) Project should contemplate accessibility benefits @ IHB--inner circ for O'Hare/Midway job access.	B10
209	(Map Post-it Note) I like it the way it is, but bike lanes might be nice.	C3
210	(Map Post-it Note) Add bicycle lanes into corridor	C3
211	(Map Post-it Note) Connect the Prairie Path to a bike route into the loop.	C3
212	(Map Post-it Note) Restore ____ Prairie Path (Old Elgin) Chicago _____.	C3
213	(Map Post-it Note) 1) Traffic timing issues for north ramps at 1st Avenue cause congestion. 2) District courthouse is considering expansion. 3) Increase mobility to/from courthouse pedestrian/public transit.	C3, C5, C6
214	(Map Post-it Note) 25th Avenue ramp backs up causing traffic problems for business along Beach Street.	C2
215	(Map Post-it Note) Reconstruct Roosevelt Rd in advance as alternative during construction.	C10
216	(Map Post-it Note) More public transportation, especially coming in from DuPage Co. is very important.	B2
217	(Map Post-it Note) Please save our real estate. Extend the Blue Line (surface or subway) to Oak Brook.	B2
218	(Map Post-it Note) Extend CTA Blue Line to DuPage County	B2
219	(Map Post-it Note) Have the Green Line extend. Consider bicycle lanes to the community.	B5, C3
220	Public transportation is the one solution	B2
221	(Map Post-it Note) Consider BRT solution through corridor	B7
222	(Map Post-it Note) Cost for BRT must include new lanes, etc. BRT can't exist without them.	A1, B7
223	(Map Post-it Note) How will alternate modes of transportation like bike lanes and bus and train lines be added or extended within the context of this plan. I fear the only thing considered will be widening I-290.	B2, C3
224	(Map Post-it Note) Consider HOV lanes through the corridor.	A2
225	(Map Post-it Note) To reduce traffic on I-290 and not just move it downstream past Cicero= the extension of the Blue Line Westward (possibly to Oak Brook). Also add park and rides in westward villages.	B2, C11
226	(Map Post-it Note) BRT is a placeholder for rail. The corridor is already dense enough for rail, so a placeholder is a waste of $.	B2
227	(Map Post-it Note) This plan is myopic. Instead think of a rail-west with multiple routes.	B2
228	(Map Post-it Note) Waste of $ to build more lanes. Spend $ on public transit.	B2
229	(Map Post-it Note) Bring the Cta under the roadway.	C9
230	Pave it over and add rail. Electric rail (freight and passenger) .	B10
231	(Map Post-it Note) Do not add HOV lanes. Put in extension of Blue Line.	B2
232	(Map Post-it Note) Put trains underground and run new lanes on top.	C9
233	(Map Post-it Note) Can CTA be extended West-- with parking lots out west, ride train into downtown.	B2, C11
234	(Map Post-it Note) Extend Blue Line further west.	B2
235	(Map Post-it Note) The extension of the CTA Line would be a better solution to the problem . Yes to the Oak Park Cap.	B2, C7
236	(Map Post-it Note) Extend Blue Line to Oak Brook. Do not add HOV lanes.	B2
237	(Map Post-it Note) I live in Oak Park six houses south of I-290, and I oppose the additional lanes. Expansion of public transportation is the answer--this will negatively impact the entire neighborhood and the investment I have made in my home-- No additional lanes!	B2
238	(Map Post-it Note) Extend rail service to Oak Brook and N/S to O'Hare.	B1, B2

ID #	Proposed Alternative Comment	Disposition
239	(Map Post-it Note) Blue Line to Yorktown in Lombard/Oak Brook/Downers Grove.	**B2**
240	(Map Post-it Note) Concentrate on light rail. Blue Line to Yorktown.	**B2**
241	(Map Post-it Note) If Blue Line is extended into DuPage county, do not run alignment next to expressway.	**B2**
242	(Map Post-it Note) Local traffic only. Replace highway with electric rail, freight on flat beds to Harlem or Cicero or Circle only. Passengers use CTA.	**B2, B10**
243	(Map Post-it Note) Extend Blue Line at least to Oak Brook (IL 83) or Lombard (Highland Ave).	**B2**
244	(Map Post-it Note) Make El a subway.	**C9**
245	(Map Post-it Note) Extend CTA or add Metra. Do not widen Ike.	**B2, B10**
246	(Map Post-it Note) Extend Blue Line to Oak Brook.	**B2**
247	(Map Post-it Note) Extend entrance ramps. Increase red light by a minimum of five seconds.	**C2, C6**
248	(Map Post-it Note) Build a pedestrian/bike bridge over the Ike at Beloit for access to park.	**C3**
249	(Map Post-it Note) Move ramp and aid traffic flow	**C2**
250	(Map Post-it Note) Make Austin Blvd and Harlem Ave right exits. There is room to do this without adding lanes or taking land.	**C2**
251	(Map Post-it Note) Move exit/entrance ramps to right side of lanes in Oak Park for safety.	**C2**
252	(Map Post-it Note) Place several "fat bridges" across I-290 to add open space and re-link several neighborhoods.	**C7**
253	(Map Post-it Note) Keep the ramps on the interior of I-290.	**C2**
254	(Map Post-it Note) Minimize land taken for off ramps at Harlem. Increase rail to the west.	**B2, C2**
255	(Map Post-it Note) Reconstruct the Harlem Ave. interchange as a traditional diamond interchange.	**C2**
256	(Map Post-it Note) The pedestrian bridge has all the appeal of a minimum security prison.	**C3**
257	(Map Post-it Note) Remove center lane merges [Austin Blvd, Harlem Ave].	**C2**
258	(Map Post-it Note) Lower R.R. tracks as much as much as possible to avoid raising crossroad bridges.	**C11**
259	(Map Post-it Note) Ped. access of EL on Harlem requires crossing a very busy road. Can this be made safer?	**C3**
260	(Map Post-it Note) Blue Line train station entrance is not safe for pedestrians crossing I-290 on and off ramps at Harlem Ave and Austin Blvd.	**C2**
261	(Map Post-it Note) We need bike lanes, not more car lanes so local commuters can bike downtown safely.	**C3**
262	(Map Post-it Note) Harrison frontage between Harlem and East Ave. is only 1.5 lanes wide. Dangerous for parking or two-way traffic. (See similar comment(#32) for Garfield)	**C10**
263	(Map Post-it Note) Garfield frontage road between Home Ave. and Austin is only 1.5 lanes wide and dangerous to park or drive. (See similar comment (#30) for Harrison)	**C10**
264	(Map Post-it Note) There needs to be a stop sign here on the north side of the bridge @ Circle due to heavy pedestrian traffic by the parks.	**C6**
265	(Map Post-it Note) Oak Park -- Widen the curb cuts and sidewalks for pedestrians at the Harlem Ave. off and on ramps. Much too narrow now.	**C3**
266	(Map Post-it Note) Sidewalk is very pedestrian unfriendly. Roadway is also too narrow to accommodate busses and ____ loading and unloading at CTA stations.	**C3**
267	(Map Post-it Note) See example of Oak Park, Michigan in terms of running expressways through communities without physically dividing them.	**C7**
268	(Map Post-it Note) Extend Prairie Path east to link up with Columbus Park.	**C3**
269	(Map Post-it Note) Jackson Blvd., bikes and pedestrians only. Connect to Prairie Path and Columbus Park.	**C3**
270	(Map Post-it Note) Partial Cap @Oak Park Ave/I-290--Reconnect business district.	**C7**
271	(Map Post-it Note) (Map Drawing) Cap I-290 from Home Ave. to East Ave. for new straight connection to East-West	**C7**
272	(Map Post-it Note) Either have CSX use their tracks or give them up to make room.	**C11**
273	(Map Post-it Note) Cantilever street on north side. Bump over on south side. Do not remove any more houses.	**C11**
274	(Map Post-it Note) Make it toll road $40 minimum.	**A4**
275	(Map Post-it Note) Look at one-way couples on frontage roads.	**C10**

ID #	Proposed Alternative Comment	Disposition
276	(Map Post-it Note) Meet with local communities impacted by the study. Extend Blue Line	**B2**
277	(Map Post-it Note) Move ramps to aid traffic flow.	**C2**
278	(Map Post-it Note) Don't switch ramps to right--use more effective metering.	**C2**
279	(Map Post-it Note) Re-design left exit/enter ramps in Oak Park.	**C2**
280	(Map Post-it Note) Lengthen on-ramps for rush hour traffic.	**C2**
281	(Map Post-it Note) Reconstruct westbound Austin Blvd interchange such that exit and entrance ramps depart and enter from westbound I-290 right lane.	**C2**
282	(Map Post-it Note) Get rid of lane drop westbound at Austin Blvd and all left hand ramps (Austin Blvd, Harlem Ave).	**C2**
283	(Map Post-it Note) Keep the ramps on the interior of I-290.	**C2**
284	(Map Post-it Note) How about building a fly over ramp to avoid the congested area.	**C11**
285	(Map Post-it Note) Provide bus space on bridges where there are rapid transit stops.	**C5**
286	(Map Post-it Note) This ramp catches motorists off guard. Left turn only w. four lanes to 3 lane reduction.	**C2**
287	(Map Post-it Note) Provide ample space for long semi-trailer trucks wanting to enter the Eisenhower or limit trailer length and enforce.	**C2**
288	(Map Post-it Note) Move all entrances/exits to right side of the road.	**C2**
289	(Map Post-it Note) Put CTA below ground.	**C9**
290	(Map Post-it Note) Expand public transit options. Do not add lanes.	**B2**
291	(Map Post-it Note) Extend rail service to Oak Brook.	**B2**
292	(Map Post-it Note) Need to acquire railroad property for moving CTA to the south and add lanes.	**A1**
293	(Map Post-it Note) No additional lanes-- Increase Blue Line track. No cap!	**B2**
294	(Map Post-it Note) Be more visitor friendly by providing many large signs for streets.	**C6**
295	(Map Post-it Note) Have more signs ahead of arriv[ing] at exits for Harlem & Austin	**C6**
296	(Map Post-it Note) Cars sitting in traffic pollute. Need more lanes.	**A1**
297	(Map Post-it Note) Need 4th lane - managed lane with transit - as part of regional managed lane network.	**A2, A3**
298	Would moving the 4-3 lane contraction to a straight road segment (here?) result in less congestion?	**A1**
299	(Map Post-it Note) Add lanes! Keep it in the ditch!	**A1**
300	(Map Post-it Note) Cap on partial cap @ Austin/I-290. Connect Columbus Park with Barrie Park.	**C7**
301	(Map Post-it Note) Blue Line station entrance at Harlem unsafe with pedestrians crossing I-290 on and off ramps.	**C5**
302	Try SPUI [single-point urban interchange] at Austin Blvd and Harlem Ave.	**C2**
303	Oak Park EEC letter, add rail, no adding of traffic lanes.	**B3**
304	Commuter trains should be extended to at least Hillside (the former quarry landfill could be a terminal) or Berkeley (the air space above the Proviso Rail Yards could be a terminal and connection to Metra) It would relieve some of the highway traffic. Adding lanes would of course reduce congestion.	**A1, B2**
305	Intersection saftey at Austin and Railroad south of IKE	**C10**
306	There should be a lane increase between Mannheim and Cicero in both directions, but especially the inbound. No boutique in Oak Park is more important than the precious time of thousands of commuters who are bottlenecked in this area each and every day.	**A1**
307	The obvious solution is to add a lane from Austin to Mannheim. Whoever design I 290 to narrow at Austin must have had the foresight of a rock. Getting rid of that ridiculous bottleneck would vastly improve the flow in peak hours.	**A1**
308	Carpool lanes will not solve any of the problems on the Eisenhower. I doubt that many drivers would pay attention to the restrictions. I think that the CTA lines should be extended at least to Oak Brook.	**B2**
309	Expand the CTA Blue Line west and upgrade the rail lines. Leave the Eisenhower itself alone. We need to lessen our dependence on cars and move to forms of transportation that benefit the environment and do not destroy the community.	**B2**

ID #	Proposed Alternative Comment	Disposition
310	As a resident of Oak Park and one living a block away from I-290, I am writing to express my extreme opposition to any attempt to expand the Eisenhower freeway without a proper, independent and honest environmental impact study. This study should not only look at the deposition of highway contaminants up to 5 blocks away from the freeway's proposed site of expansion, but also the immediate impact of the expansion on air quality in the surrounding area. Additionally, a cost benefit analysis should be done to compare the cost of the expansion over the cost of more environmentally and socially sound alternatives, such as expanding the CTA service. Finally, this analysis should also accurately reflect the true value of HOV lanes (many studies show them to be ineffective) and consider the cost of the decrease in quality of life, property values, and the increase in potential diseases due to increase pollutants in the air and ground. I believe that a fair analysis will show what Oak Park residents have been saying all along, that there are far better alternatives to improve transportation along this corridor without compromising people's health and the environment.	**B2**
311	It is foolish to expand the Eisenhower, given that we are in a crisis regarding availability of oil and of global warming. The only sensible solution involves rapid transit and the Blue Line.	**B2**
312	Please, please provide a safe bicycle path that will run along the new eisenhower expressway. There are many bikers, runners, etc...that would utilize this route into the city, especially from Oak Park and nearby suburbs. The current Augusta bike path is not a safe route and is pretty much a joke - too many gangbangers, crazy drivers and pot-holes. It would be irresponsible not to implement a healthy lifestyle and safe route into the city for the 21st century. Now is the time and Chicago can be a leader in promoting "green" urban development.	**C3**
313	Please consider adding a "green" piece to this project...a separate,protected from traffic, bicycle lane, running parallel to the expressway. This is a wonderful opportunity to provide communities with an alternative method of transportation.	**C3**
314	I would like to see a bike lane incorporated into this project. It's a sensible, green, twenty-first-century thing to do. If the el can exist alongside traffic, so can a bike path. Please consider allowing commuters an alternative means to transportation that reduces congestion and reliance on foreign oil.	**C3**
315	I can not believe in this day and age we are not planning for alternative transportation choices which include biking to work or a day in the City. Come on people and get wtih the times and add a bike/walk path along the Eisenhower expressway while you still have the opportunity to still make this an option.	**C3**
316	The expressway should be rebuilt with the future in mind. Just expanding the size is not what will help the general public. In London you cannot drive in the downtown area without paying a fee. The same thing is going to happen in Chicago so we do not need more cars & trucks going into the city. A much better idea is to expand the public transportation to reflect the growing population. It should be expanded to the suburbs so they will come to the City but not clog it up with vehicles. Better and safer service with Trans (ELS) going out to Aurora and Dekalb & other Surburs on all areas North,South,Southeast & West is the ideal situation, not more vehicles. It will also help keep polution down.	**B2**
317	How about a bike/running lane? Those close to the city could use their own power to get there safe and fast. Perfect time to move toward a more environment responsible plan. Not to do so would be a great mistake.	**C3**
318	The Hillside strangler is worse than ever, especially after the huge project that was supposed to fix it. What is being done to have a set number of lanes the entire length of the highway - i.e. 4 or 5 lanes so the 4 and 5 lanes of traffic downtown and out in the suburbs do not need to jam into 3 lanes in the strangler area.	**A1**
319	It is important to add the idea of "bike paths" to the initial design for the Eisenhower Expressway project. Chicago needs to think more "green". Otherwise, we'll be a city that is always repairing bad decisions.	**C3**
320	I travel the Eisenhower from Wolf Road through downtown Chicago every weekday because public transportation is too difficult to get me to the north side of Chicago. I'm not the first one to register this observation, but the narrowing of the Ike through Oak Park is nonsensical. Let me echo the sentiment of thousands: Add a fourth lane all the entire length of the Ike. Thank you.	**A1**
321	Instead of adding additional lanes to the Ike [I-290] at Austin, your should seriously consider expansion of the CTA Blue Line west into Maywood and Hillside and upgrade the rail lines to accommodate transportation demands.	**B2**
322	Instead of expanding the Eisenhower, the State should re-allocate the funds to extend the CTA Blue Line to Maywood and Hillside. Expanding the Eisenhower is at most a temporary fix. In time more drivers will use the extra lanes causing those lanes to be overcrowded, just as the added lanes intended to solve the "Hillside Strangler" already are. The environmental impact of extending the El is much less than adding lanes to the Ike.	**B2**
323	We need a bike path into the city!!!!!!! It must be incorporated into this plan or we again will be missing out on a golden opportunity to be GREEN!!!!	**C3**
324	I strongly support adding a fourth lane to the Eisenhower Expressway between Austin Blvd and 25th Ave. The fourth lane would correct a design flaw that has existed in the highway since it was built 50 years ago. The daily traffic gridlock caused by this design flaw has a huge economic and environmental cost to our region and even the national economy. The costs of having tens of thousands of cars and trucks caught in the gridlock include a huge loss of productivity, additional pollution and a waste of fuel. The cause of this gridlock is the narrowing of a busy highway from four to three lanes. It is time for the obstructionists to stand aside and let the state add the fourth lane. I believe that there are options to add the fourth lane in Oak Park without widening the existing trench through the village. I hope that the project can be completed without taking any additional, or only very minimal land, in Oak Park. I am also opposed to the fourth lane being only a HOV lane. We do not have HOV lanes in the region, and I see no reason to require that the new lane be HOV. I work in downtown Chicago and ride the Metra from Oak Park on most work days. I do support improvements to public transportation, including looking at extending the Blue Line to Hillside or Oak Brook and expanding service on Metra. But first things first-widen the Ike [I-290].	**A1, B2**
325	Add a lane both eastbound & westbound from Austin to Mannheim.	**A1**
326	It is vital to the transformation of our urban area to have a green and cycling safe connection linking, the near suburbs to downtown. I am a regular bicycle commuter from Oak Park into the Loop. Safety is a huge issue.	**C3**
327	With a critical need to improve physical health, lower carbon emissions and alleviate congestion, we must integrate alternative transportation, like safe cycling and pedways.	**C3**

ID #	Proposed Alternative Comment	Disposition
328	What happened to the proposals which were extensively studied to partially cap the IKE in Oak Park?? Oak Park does not need more lanes widening the IKE. It is plenty disruptive now!! In the 50's the community successfully blocked the exits at Ridgeland Ave. Later the idea of tunring Ridgeland into the Crosstown Xway was shot down along with the whole extreme disruption of the Crosstown route elsewhere..fortunately. The metro area should not have more traditonal expressways - think of European Cities defaced and destroyed by what has taken place in the US - rapid transit must be improved. Build another xway or lane and it will be clogged in no time. I am an 50 year Oak Parker residing on block adjacent to IKE - anmd a cyclist - so would appreciate accomodations in the future for cyclists. Riding from Oak Park downtown to the Lakefront is quite a challenge..no bike lanes, bike lanes which end, etc. Thanks for the chance to comment.	**C3**
329	We are not in favor of the expansion of the Eisenhower Expressway. We would like to see public transportation (rail) expanded instead.	**B2**
330	With everything that we now know regarding automobiles and their impact on the environment, there should be some kind of option for bicycles included in updated version of the Eisenhower. It would add little to the cost and greatly enhance the lifestyle for many Chicagoans. Thank you for listening.	**C3**
331	Has anyone thought of just putting another highway on top of the Eisenhower highway? Please do not cap the Ike. Oak Park should think about selling the property south of the expressway to Berwyn. That way there wouldn't be that seperation problem that Oak Park officials seems to worry about.	**C8**
332	Our concern is the taking away of private property in the communities along the expressway. Our suggestion is to go green and expand the El line further west.	**B2**
333	After years of suffering with the bottleneck of the Eisenhower from Austin to Mannheim, hopefully they will finally widen the highway to what it should have been all along 4 lanes each way!	**A1**
334	I strongly object to the widening of the Eisenhower Expressway. Studies show that widening highways creates more of a demand and increases the numbers of cars. Also, it would take land away from my town, Oak Park. We should put the money into Rapid Transit.	**B2**
335	With this lastest re-paving fiasco: Of which it seems like all of us that go west just got through with stuff and here we are again! Why dont we/you do the real repair on the IKE which is the ebtrance and exits from the left lanes from Central, Harlem, etc and.....the lanes narrow by a lane! Whomever designed the left hand enter and exit on top of a lane reduction - should have to drive the IKE in both directions every day for at leat 5 times per day! I hope whomever is reading this has a sense of humor but it is rediculous! Drivers have a tough time merging to begin with and then when you let them on and off to the left!???!!! That is where we should be working and investing! I also do NOT think I am alone on this!?	**C2**
336	With so much money involved why don't we widen and improve the rail through out the area as well, instead of just resurfacing.	**B2**
337	Station improvements in Maywood at 5th Avenue, Infrequent stop times at Metra Stations	**C5**
338	I live in Oak Park. Make the damn thing 4 lanes. There are people who will support you. Look at how well the I-294 project went. Lets start I-290 in 5 years. Then we can extend 53!!!	**A1**
339	Recommended 'fiscally constrained' solutions identified in the 'Regional Mobility' Section 5.6 - 'Cost and Financing' of the CMAP 2040 Draft Plan (pp. 180-194) indicates alternative transit related projects and upgrades to existing roads and highways. Roads and Highways for 2040: IL 53 North and IL 120 ; Elgin O'Hare Expressway ; I-190 access; Add lanes to I-80; Add lanes to I-88; Add lanes to North I-94; Add interchange at I-57 and I-294; Provide "Managed Lanes" along I-55; Provide "Managed Lanes" along I-90. Alternative Transit for 2040: CTA Red Line Extension; West Loop Transportation Center; CTA North Purple and Red Line Improvements; Metra Rock Island Improvements; Metra UP North Improvements; Metra UP Northwest Improvements and Extension; Metra UP West Improvements; I-290 Multimodal corridor provisions. Regarding the I-290 (Eisenhower) Corridor, the Draft Report states that the "the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor." The report refers to IDOT's phase I engineering work for the modes to be chosen and goes on to state that "a multimodal approach is favored over simply adding lanes to the highway."	**B2**
340	Provide greater evaluation of fraontage roads, safety, on-off ramps and reduced width. Sustainability intiatives	**C2, C11**
341	CTA Forest Park terminal issues • Congested auto access and constrained capacity at the existing park-and-ride facility • Lack of direct express bus access from I-290 to the Forest Park bus terminal • Undersized terminal rail yard facility • Potential for relocation of terminal facilities to a new site between First Avenue and the Des Plaines River in Maywood (and TOD redevelopment of surrounding Maywood area and existing Forest Park terminal site)	**C5**
342	Regarding the purpose and need outline as it relates to the Village of Maywood:What about residential population areas not being served by transit (slide 9). Improve bus connection times between blue, green lines and Metra (slide 16).	**C5**
343	We [the park district] would like assurances that the investment that the community has made will not be laid waste by this project. Without the mass transit component, th econgestion will grow worse instead of better. Extend the Blue line, add some safe, well designed places to park a bicycle, figure out how to fund connecting bus lines, shove over and use some of the rail space for something other than storing flat cars. After these aspects are addressed realistically, then talk to me about taking a street and a line of homes.	**B2, C3, C5**
344	(1) Ultimately the Park District of Oak Park would like concrete evidence that there are absolutely no major impacts to our parks, buildings, or programs, whether it be physically, economicaly, or environmentally. (2) Extend the CTA's El Blue Line farther west to a destination spot, for example, Oak Brook Terrace or Downers Grove. (3)Arterial and non-motorized improvements should be proposed for the intersection at Harlem Avenue and Austin Boulevard. (4) Create a north-south HRT, CR, or LRT line, maybe along I-355, to connect to existing single and multimodal transportation systems that lead into interior suburbs and the City of Chicago.	**B2, B16, C3, C10**
345	Make all exits and entrances from right lanes	**C2**

ID #	Proposed Alternative Comment	Disposition
346	Can someone take a look at how the traffic on the eastdound Ike exit at Cicero extends all the way to Lavergne and sometimes Laramie Ave. This is a very big accident waiting to happen. It was a very scarry wait for the Cicero light at Lexington to change. Please take a look it happens everyday, especially around 10:am-6:pm When I'm sitting in the local lane waiting It only reminds ME of the kids that were killed when the truck rammed into the car or van they were in Pleas Help before it is too late!!!!!!!!!!!!!	**C2**
347	I attended Your open house on May 18th and YIKES! it was happenning all over again! You took my home for the Hillside Strangler Project and I moved to Elmhurst. I was studying your map of ALTERNATIVE #54 [CORRIDOR ADVISORY GROUP] which showed a rail line coming down Butterfield Road, RTE 56, to Oak Brook. Right past close to where I live! From the time the "Strangler" Project was announced until We received our "offer" From IDOT for our Home, The Real Estate value depreciated from $225,000 to $180,000. If you bring a rail line down Butterfield Road, you'll get Me again, depreciating the value of our property. Nothing like noisy trains to bring down property values. In Hillside, we lived next to the Railway and our home was much cheaper to purchase because of it. It seems like it is intended to bring "customers" to Oak Brook Shopping Center instead of alleviating traffic congestion. It reminds me of when some friends and family worked at NORTH RIVERSIDE SHOPPING MALL a number of years ago. They were always replacing stolen cars. The "JOKE" was --"I'm taking the EL and a bus to North Riverside Mall, but I'm Driving home!". Widen the Expressway from 25th to Austin or Central but don't Play West of Wolf Road.	**A1**
348	The blue line should be extended and light rail should be added. Expanding the IKE should be off the table.	**B2**
349	1. Include Desplaines ave in arterial study 2. Ironic & unfortunate that bicycle travel is not recommended at First Ave and DesPlaines Ave when Prairie path ends at First Ave and there is a pedestrian bridge over Desplaines River at Haybrook Court House 3. Rapid bus on Prairie path? No way!	**C3, C10**
350	1. Improve regional travel: Include Harrison from 1st to Austin & frontage raods (including garfield) along I-290 2. AGT would best serve as express rather station every 1/4 mile 3: Express bus should be express bus. 4. Express rail with Park-n-ride	**B4, B15, B16, C10**
351	Add bicycle lanes along 290 to connect downtown with the western suburbs. Please consider connecting the Prairie path east into the city.	**C3**
352	Take a look at the public trans that extended to the western suburbs. Please remember other plans like the "intercirc" which was going to link O'hare and Midway on the IL Harber belt.	**B2**
353	Fenwick High School advocates the inclusion of CTA Blue Line Rapid Transit Service from Forest Park to Hillside.	**B2**
354	Improve regional and local travel transit mode including people movers.	**B16**
355	Construct an elevated highway over the present expressway with limited access and egress. Extend Blue Line West along Prairie Path.	**B3, C8**
356	Please get rid of the left-lane on and off ramps at Harlem and Austin.	**C2**
357	The stoplight on 1st avenue going south that is near the expressway takes twice as long to turn green than the opposite side street light. Extend the blue line and add lanes.	**A1, B2, C2**
358	Extend Blue Line west, widen I-290 to 4 lanes to Cicero, redo Austin and harlem ramps to right side of expresway	**A1, B2, C2**
359	Bike /pedestrian-maintian (blue) improve(green)-These designations for blue should change to green or improve at Austin, Lombard, Sait and OP Ave. Most important at Austin and OP. Cap over the IKE at OP Ave.	**C3, C7**
360	Focus on better public transportation, green alternatives and cost effectiveness	**B2, C11**
361	The main push must be improving and extending the blue (and green) lines. Toll Eisenhower road during peak traffic okay. Bury the train under highway?	**A4, B2, B5, C9**
362	I strongly oppose adding a lane to the Eisenhower. Blue and green lines should be extended. Park and ride lots at terminal. The blue line could be moved underground. Eisenhower should be a toll road, increased toll during rush hour.	**A4, B2, B5, C9**
363	Raised monorail system from blue line down prairie path to Dupage.	**B16**
364	The roads need to be widened and public transit needs to be extended.	**A1, B2**
365	Extending public transit westward should be the first priority. I would ride my bicycle more if safety was assured. More "improvements" or widening Roosevelt Rd seems like a bad idea.	**B2**
366	I would love to be able to take public transportation that runs 24/7 at least to Oak Brook. I also agree in principle with changing the Harlem & Austin Ave ramps to right-hand ramps.	**B2, C2**
367	Move all Eexit/entry lanes to right side, add lanes to avoid congestion, no bus lanes, no bike lanes next to car lanes	**C2**
368	I really like the people mover concept.	**B16**
369	The project should not seek to increase traffic on local arterials such as Ridgeland Avenue. New interchanges at these types of roadways that cross I-290 should not be part of the project.	**C10**
370	Maintain praire path with new roadway improvements. Provide buffers (physical) & space between bicylle and roadway. Love to see the "round abouts " to help with arterial traffic congestion	**C2, C3**
371	The following conditions need to be included at Oak Park Ave, Home Ave, and East Ave over I-290: "Improved Conditions for Pedestrians"/"Suggested Interchange Improvements"/ "Suggested pedestrian and bicycle improvements."	**C3**
372	I agree we have to ease the congestion on 290, not by adding more lanes or changing ramps, but by extending the current rail lines further west.	**B2**
373	Extend the blue line.	**B2**

ID #	Proposed Alternative Comment	Disposition
374	Consider bicycle and pedestrian crossings/paths for your design. Connections to the Illinois Prairie path should also be considered.	C3
375	Extend the blue line out to Oak Brook along existing infrastructure.	B2
376	Extend blue line. Extend Green Line. Add NS Metra Line N IL 59. No commerical trucks on I-290.	B2, B5, B10
377	Pace, CTA, RTA how can their contribution to the over-all logistical equation be changed go as to decrease individual relinace on single-vehicle traffic.	C5
378	Focus is pointed more toward increasing number of vehicules on road, rather than increasing efficiency & reliability of mass transit. Why? Increasing safety: if there were fewer vehicules on road, the highway would be safer. Increasing mass transit would reduce vehicules on road. Why is this not being emphasized more?	B2
379	The initial alternatives do not include improvements for pedestrian and bicycle crossings at Oak Park Avenue or at the Home Avenue pedestrian bridge. Wider sidewalks, curb cuts and concrete repairs are sorely needed for safety and ease of use of these heavily traveled crossings.	C3
380	1) Suggested one way frontage road (arterial improvement). Am concerned this would create unitended conseguenses of higher traffic in residential side roads. Need the proposed modeling and integration with other soultions to understand what this could mena. 2)Construct additional general purpose lanes. First priority should be to take space from rail not frontage road. Widening expressway beyond existing frontage is couterproductive to goals. Not for optimizing existing footprint is fine.	A1, C10
381	Trains/buses are the way to go. Tunnel from the Hillside Strangler to west of the I-290-90/94 interchange. Put trains and express lanes in tunnel.	B2, C9
382	Include area for wildlife crossings at Des Planines River and Addison Creek	C11
383	Widening the Ike will not relieve congestion. Rapid transit is more environmentally friendy, creates jobs and improves access to jobs	B2
384	Don't close Austin entrance. Just reroute Harlem or Austin Ramps to sides. Fix rapid transit entrances by moving entrances off main street. Last but not least to fix congestion on Eisenhower destrot it completely	C2, C5
385	AGT-Follow 290 route to 88 to Oakbrook/Yorktown. Use the mall lots as park and ride. Do not extend blue line through river forest on old rail tracks. Rather extend blue line as above with AGT to Mannheim.	B16, C11
386	Make more lanes for the ramp for 294 south. Different on and off ramps in the most congested areas. Make semi-truck only lanes.	A1, C2
387	Extending the 4th lane all the way to Mannheim would be a tremendous help. Also, north-south pedestrian/bike routes need to be added at DesPlaines and Harlem.	A1, C3
388	Just restripe, contrinue 4 thru lanes between Central and Mannheim.	A1, C11
389	Expand transit to points west and multi-use trails	B2, C3
390	Have two lanes meet two lanes on the I-290/I-88 merge to become four lanes.	A1
391	Prefer expanding public transit options over "highway only" options. However improvements to entrance/exit ramps needed for improved safety.	B2, C2
392	We support adding the blue line extension, possibly buying and putting metra lines on the CSX railway and adding other forms of transportation (monorail, bus lines).	B2, C5
393	Consider expanding CTA rail corridor west, more public transport options.	B2
394	The best option for reducing congestion seems to be extending the CTA Blue Line (and improving its service). The blue line used to run to Westchester and should once again.	B2
395	Use the Harlem blue line entrance frequently. Not only is it not ADA compliant but it is also very dangerous for all pedestrians. Please use this reconstruction as an opportunity to improve conditions for pedestrians accessing CTA median stations.	C3, C5
396	Yes to pedestrian improvements suggested. Yes to improvements for bikes. Yes to BRT service. No to widening 290.	B7, C3
397	Alternate public transportation items need to to be fully considered. The RTA Cook-DuPage corriodr study outlines a number of these transit options that would reduce inbound/outbound congestion along I-290	A1, B9, C5
398	I favor the following solutions: 1. Add a 4th lane to the Eisenhower between Austin and 25th avenue. Negotiatewith the CN railroad to purchase their right of way through Oak Park so the road can be widened in the existing trench. 2. Improve Metra and CTA service especially the reverse commute options on Metra for commuters who work in DuPage County.	A1, B9, C5
399	Please do not add any more capacity for cars on the Ike…We must have better interconected public transit with easy transfer across systems.	C5
400	Reversible HOV lanes could satisfy most of the peak hour problems of the IKE without requiring a widening of the ditch. In the alternative, I would prefer to see the Blue Line extended to at least 1st ave. A partial cap should be built whether or not lanes are added [through Oak park]. More and better public transportation coupled with policies which discourage auto travel would be the best course of action.	A2, B2, C7, C11
401	Adding a fourth lane will align the highway and eliminate westbound strangle and improve the eastbound trip. I am against tolls. And transit. No more. The area has tons of transit holding up the surface roads. Also an interchange at Norht avenue and 290 to 294 would reduce that strangle on 290.	A1, C2
402	Connect Cermak to 294N to I-88N ramp to divert I-290 traffic that could use Cermak and avoid Oakbrook congestion when going Cermak to I-88 West.	C11
403	I love blue line extension but need express lane to make it successful. (1) Travelers loop to Oakbrook need trip to be short, easy (2) Every day commuters who work in loop/Oakbrook need express can't stop at all stops or will take over.	B2, B4

ID #	Proposed Alternative Comment	Disposition
404	Proposed Prairie Path, Realignment per CMAQ, Butterfield Road Reconstruction Project, Widening: Reconstruction. Prairie path to travel north via Mannheim to Washington, Mannheim then cross, travel west to exist offroad path at Forest.	**B10**
405	Provide additional space for bus loading/unloading. Get rid of center on/off ramps. Provide longer on ramps (thru traffic is hindered by turning vehicles). Build larger turn lanes for long semi-trucks (turn radius)	**C2, C5**
406	(1) Extend blue line to Oak Brook. (2) Ban commerical trucks between Mannheim and Cicero-better to loop. (3) Create tollway authority under state control. (4) Metra line following approx IL RTE 59.	**A4, B2, B10, C11**
407	Eliminate either Central Ave or Austin Blvd interchange. (1) Eliminate Austin Blvd interchange, Have CTA put Central Ave stop on Blue Line back in service and improve pedestrian and bike access at Austin Blvd. (2) Eliminate Central Ave interchange-improve pedestrian, bike and CTA bus access at Austin Blvd.	**B2, C2, C3**
408	Maintain 1 1/2 miles between interchanges. Ie eliminate interchanges at 9th ave, 17th ave, DesPlaines, Central Ave. Improve ped, bike, and bus acess at remaining interchanges. Improve ped, bike, and bus access at DesPlaines, Circle, OakPark, East, Lombard, Central Ave.	**C2, C3**
409	Need better links between Metra and Pace. Especially for reverse commuters.	**C5**
410	Ped crossing at Harlem and I-290 is dangerous due to ramp configuration. Consider express CTA service from DesPlaines station to UIC Halsted, Med Center, or Jackson. Consider BRT along Harlem to Midway and North to O'Hare. Consider widening bridge at Circle Ave.	**B7, B15, C2**
411	BRT along Roosevelt and Mannheim to North interchanges at North, Melrose park station, Prairie Path, Roosevelt. No to "expressway improvements" (ie don't build more lanes). Express Blue Line (take auto lane on each side for 2nd rail line to allow express to pass) expand park+ride to encourage people to use these trains.	**B2, B4, B7, C11**
412	Transit needs are overlooked. We need more options and alternatives to driving.	**B2, C3, C5**
413	(1) Extend the blue line west to at least Oakbrook and eventually to the starline. (2) Improve the current bike trail and extend it into at least Oak park-connect it to the blue line.	**B2, C3**
414	I am writing to provide comments on the DRAFT PURPOSE AND NEED document for the I-290 proposed activities. The plan is geared toward highway expansion which will not alleviate highway congestion in the long run. If more lanes are constructed, more cars and trucks will find their way to I290 and will again become as congested as before the lane additions. A more holistic solutions needs to be found. If transportation issues are to be solved along the I290 corridor, the CTA Blue Line needs to be expanded/upgraded. (Special busing routes should not be created to overlap with the Blue Line coverage, this is spending extra funds on providing a repetitive public service.) More freight traffic can be directed along the rail lines south of the CTA Blue Line to alleviate truck traffic. The left side exit and entrance ramps are said to be unsafe, however in 9 years of living in Oak Park and my 38 years of living in the Chicagoland area, I have never seen an accident along this area. Traffic may slow down from the 70 mph speed of the vehicles, which may cause traffic to slow down to 55 mph - the legal speed limit on the road. If unsafe conditions are being caused, it is not due to the left hand ramps, but to drivers not obeying the speed limit. With the price of gas ever increasing, I am not sure why the state is putting more resources into road expansion. People are reducing their driving and taking public transport to save money. Any state funds need to be reallocated to supporting other forms of transportation. Also, the increase in traffic, will only decrease the living standards and health of the families living along this corridor and beyond.	**B2, C4, C5**
415	The most viable solution to transportation issues in the corridor is the expansion of the CTA Blue Line further west. Such expansion will accomplish the d ual goal 1) moving people through the corridor, and 2) reducing vehicles on I-290. By reducing the number of single occupancy cars, there'll be more capa city for truck traffic; which seems to be an underlying and unstated goal of this study.	**B2**
416	A "managed" lane, using only the existing structure would lead to even worse traffic jams. The Blue Line should be extended farther west, to reflect grow th in those areas. Long term planning should consider a monorail, which would free up more space beneath and be quieter. Unlike most Oak Park reside nts, I do think that it should not lose a lane at Oak Park. Not only is the backup annoying it puts a tremendous amount of fumes into the air. One way to expand the highway without encroaching farther on private land would be to have the blue line be a subway all the way and use its current space for cars . Perhaps more practically, the subway could begin at Austin Blvd, and then a lane could be added without taking any more Oak Park land.	**A1, B2, C9**
417	As a student at University of Illinois at Chicago, I would like to see the Morgan Street exit more aesthetically appealing. I am interested in involving stude nts in a project to build a garden that can enhance its appearance. Who controls the property on the east side of the highway there?	**C2**
418	Extend study area east to Wells or Michigan, Extend Blue line to Hillside and beyond	**B2**
419	As an Oak Park resident, I strongly urge for improvements in pedestrian and bicycle transportation in the Ike corridor, specifically at all crossings (Oak Par k and Ridgeland Ave. especially, repair/improvement of the Home Ave. pedestrian bridge, and more pedestrian bridges if possible. I also strongly oppos e expanding the Ike footprint in Oak Park. There should be no added traffic lane studies have shown it will not ease congestion. We need rail and alternate transportation, not more auto congestion. Further, the existing off ramps sho uld not intrude further on Oak Park. The left exits are unique in the minimal intrusion on our limited space, and giving up space for "modern" off ramps i s moving in exactly the wrong direction.	**C2, C3**
420	better mass transit and bicycle-friendly and pedestrian-friendly features along 290 Beautification of the corridor on all exits entering Oak Park - Harlem, Austin bike friendly curbs and streets along Oak Park Ave. , Home Street and 290 bridge improvements trash removal along highway and exits!	**C3, C5**
421	HRT to oakbrook, AGT to oakbrook, ped and bike improvements	**B2, B16, C3**
422	Extend Blue Line, Improve intersections along I-290	**B2, C2**
423	I strongly support: (1) HRT to Oak Brook or (2) AGT to Oak Brook and (3) non motorized pedestrian and bicycle improvements. I strongly oppose: (1) HOV lanes (2) Expressway expansion/improvements (3) arterial improvements	**B2, B16, C3**

ID #	Proposed Alternative Comment	Disposition
424	You have to look prior to Mannheim. The 294 / 290 interchange needs to be addressed. Traffic coming from 290 east onto 294 south backs up 290 to Yor k road. There is plenty of room here to use the fly over interchange. This is a major interchange and the current configuration squeezes 290 east inbound traffic to 1 lane due to 294 south bound traffic. The same occurs on west bound 290 traffic on a smaller scale when 294 merges onto 290 thru York road. f: congestion after Manheim. I do not understand why there is only 3 lanes from route 83 to Austin. There needs to be a Min of 4. The population of the metro area has exceeded the capacity of the current system. Austin to Circle should be 5 lanes. Traffic at the 53 90 interchange are at times 6 lanes and that over 40 miles from the City. Parking Garages. The court house and CTA would both benefit from parking garages to free up some land move the trai ns in to the parking lot and cars above the trains. g. In the places where land is tight why not use suspension bridges, expensive but effective. I also thin k concrete walls need to be built like they did on the Dan Ryan, even if your not going to expand lanes to the wall, use that space for shoulders to get bro ken down cars out of the way. h. Raised reversible express lanes. I know land is a premium. Also do not do 2 lanes like you did on the Kennedy It only tak es one problem in the express lane to make the solution the problem.	**A1, C2, C11**
425	We live on the south end of Oak Park, and my primary concern is making the El Stops at Oak Park Ave and Harlem Ave more pleasant and easier to use. The overpasses at these two streets are too narrow for pedestrians and bikes. The El stops are unpleasant (compared to some of the new stations in the city). The pedestrian bridges e.g. Home Avenue, over 290 are in horrible shape - dangerous to walk over and worse for biking due to uneven broken con crete.	**C3, C4, C5**
426	Expand the Blue Line to add commuters on the rails not the highway! Expanding the Ike is not solving the problem! Look at ways to make El & Metra acc ess easier for those in the burbs.	**B2, C5**
427	What?? Expand the IKE-our village was already cut in half when you built it and you tore up our trees bringing water to the western suburbs. How about Public transportation..I take the blue line every day. Extend it, make it cleaner and safer and I think you may have a solution that will save lots in oil consumption, congestion and our tax dollars.	**B2, C4, C5**
428	Encourage public transportation!! Another waste of our tax dollars. We need alternatives and when people have an option that saves them money they will use it. If you have to have consultants-use some that are from the area!! Not Denver residents that don't have a solid public transport system....how about some commone sense here-quit wasting our taxes on consultants!!	**B2**
429	We need to reform and expand the CTA and Metra options in order to be a viable city of the future.	**B2, B9**
430	I am shocked beyond belief that in this day of $4.50 + /gallon gas and an increased awareness of the health and political costs of our reliance on foreign oil that an major highway expansion is even being considered. Experts in the field (talk to someone at McKinsey & Co. and scientific experts) readily agree that the U.S. is rapidly approaching or has already passed peak oil production. The coming years near to provide replacemens for a car driven culture, not a pathetic attempt by state agencies to get more money by expanding our roads. Most middle class people cannot afford a $5/gallon commute from the far western suburbs on top of expensive city parking. We need to reform and expand the CTA and Metra options in order to be a viable city of the future.	**C5**
431	Please reconsider widening the IKE in the Oak Park area. Please DO consider more public transportation	**B2**
432	I am in favor of expanding blue line service to the far western suburbs. Not only would expanded blue line service relieve traffic congestion on the Eisenhower, but it would also offer a less expensive way for people to commute to downtown Chicago from the western suburbs. Widening the Eisenhower, by contrast, will encourage more people to drive to work, thereby increasing pollution. Widening the Eisenhower will also have a negative impact on communities like Oak Park. Housing values will decline as noise and pollution increase from an expanded Eisenhower. I am opposed to expanding the Eisenhower expressway. Widening the Eisenhower is not a cost-effective or environmentally sound solution to reduce traffic congestion.	**B2**
433	As a commuting stakeholder, I have the following comment and suggestions: There's more than enough room currenty on the Eisenhower to transport more than double the people that are currently travelling on the road. The key is to get rid of all of the empty seat hauling that we're doing. Sadly, 90% of all commuter trips have only one person in the car - the driver. 98% of all commutes have only one or two people in each car. The solution is to manufacture and drive narrow cars - cars with all of the passenger seats behind the driver. That way there can be more than double the existing number of lanes on the roads without widening the highways. I couldn't disagree more with widening the road as a solution. There's no reason to believe ultra-narrow car technology won't take over the highways as fast as computers, cell phones, and smart phones have in a 20 year span. To start, then, legalize lane splitting and create "Congestion Passing Lanes" in the middle of the highway where only narrow cars and motorcycles are allowed to lane split. Public service announcements from newspaper, radio, and tv news would communicate the need for careful lane changing in the middle of the highway during congested periods. As people would see the narrow cars and motorcycles passing the congested traffic, more and more people would transfer to this type of vehicle. For more information, see www.deletetheseats.org and www.commutercars.com. Delete the seats.	**C11**

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434	This is a time of great opportunity to place Chicago at the forefront of modern transit. Expanding the Ike is not the solution. With gas prices at an all time high, and with such unrest in the Middle East, this is not a time to increase our reliance on oil. This is an opportunity to improve public transit via the CTA and Metra. Now is the time to utilize financial resources towards a state-of-the-art high-speed rail system. I strongly believe that expanding the Ike is NOT the answer. It would be a band-aid not a solution. We must expand our thinking and imagination and use this opportunity to implement alternative commuter resources that do not rely on fuel-reliant vehicles. Chicago suburban-area residents need alternative commuter transportation. The cost of living continues to climb while wages remain stagnant. Forcing commuters to rely on their vehicle is not the answer. Chicago parking rates are ridiculously high. These rates limit my family's participation at Chicago attractions and events. We deserve an alternative mode of high-quality transportation. If resources are or become available, do not force Chicago-area residents to rely more on their vehicles. Give us the opportunity to use our tax dollars towards improved and reliable public transit. Specific factors that could improve the commuter experience are 1) a more accessible and 2) sanitary CTA. The current state of the CTA limits our participation in Chicago events, attractions, shopping, etc. As touched on, we cannot afford parking in downtown Chicago. In addition, we are limiting our car use due to the high price of gas. Therefore we usually take the blue line into the city. However, we have a young child and always travel with a stroller. The limited number of CTA stops with elevator access is unacceptable. Not only that, but the elevators that do exist smell so horrible of urine that it keeps us from visiting the city. Improving CTA and alternative rail systems is the answer. With these improvements, our family would take greater advantage of all that Chicago offers, aka, we would spend more money in Chicago. Expanding the Ike would not be the answer. Chicago can do better. We as arearesidents and tax payers deserve better.	**B2, C4**
435	I commute on the Eisenhower every day. Public transportation isn't an option for me due to the nature of my work. While improving the blue line should be part of this improvement, many people like myself simply can't abandon their vehicle in favor of public transportation. We are at the mercy of a poorly designed road. There is room to improve it and make it flow. Restricting access from other roads would help. Why do we need all the avenues pouring in? Cut off a few and have the merging roads reduced. I like the separated road Eastbound near the old Hillside Strangler. You should extend that to 171 so that all merging/exiting traffic doesn't mingle with the three lanes of the Ike until after 171. The Central access going Westbound is too close to Austin, which is too close to Harlem. Finding a way to route Central onto Austin and eliminating that access would help a ton. Right now people exit at Austin, then jump across and enter on the other side passing 40 cars, but snarling traffic at the merge on the other side. Changing the lights to prevent this will help.	**C2, C6**
436	Please consider the inclusion of a parallel lane for cycling commuters, similar to the lake front path of LSD.	**C3**
437	With the rising cost to operate an auto and the environmental effect of a higher number of cars traveling through the Oak Park corridor it seems that dollars would be better spent to expand the rapid transit system which could use the revenue. Especially with the program being put in place that would take free travel away from senior citizens. There is definately something in this program that clearly shows a hugh profit for individuals that do not deserve it. The time is coming when we will find that if we do not start putting constructive programs in place not only will Oak Park loose its standing as a community that cares, but our state revenue will collapse and the likelihood of an overpriced expansion being completed properly almost impossible.	**B2**
438	Please do not expand the Ike. Adding HOV lanes will not significantly reduce congestion. Only a multi-modal solution of expanding blue line, metra alternatives,and possibly light rail will reduce congestion.	**B2, B9, B17**
439	I am a resident of Oak Park and live near the highway. I am against the expansion of the Ike since it will have a detrimental impact to a historic community and will only perpetuate our reliance on automobiles. Instead of more lanes, the train service should be expanded and improved. For example, lengthening the Blue Line will draw additional commuters from communities not well serviced currently, e.g. Maywood, Westchester, Hillside. A high speed rail system should also be considered. Finally, there are freight tracks that are RARELY used that is taking precious real estate. Perhaps these can be used to create express Blue Line tracks.	**B2, B13**
440	Make it a double decker expressway	**C8**
441	Why can't they double-decker the highway.	**C8**
442	If new lanes are going to HOV lanes, don't bother - waste of money, unless two lanes are added: 1-HOV, 1-unrestricted. "Congestion pricing"? Why penalize commuters for something that's not their fault? If the road was built right in the first place it wouldn't be congested.	**A1**
443	Could an elevated in/out express lane be a possibility? Where possible build it over the Metra tracks until Metra goes below ground and at that point bring it over the east/west lanes that currently exist. Have 5 mile stretches without on/off ramps to handle the suburban traffic and not the intra city traffic	**C8**
444	As a resident of Oak Park for most of the past 25 years, including three in a house facing I-290 and nine in a house within 100 yards of the expressway, I am absolutely against further widening of the expressway through Oak park. The level of noise, soot and air pollution is already a detriment to the quality of life in this area, further widening this expressway will exacerbate these issues without eliminating tarffic congestion or even mitigating it in any meaningful way. Congestion will remain and our community will pay a price for little or no reward/benefit to the greater metro area. What is needed, as soon as poossible, is a sound wall to contain and mitigate the noise caused by the expressway, the blue line, and the rail lines. Further expansion of the blue line makes absolute sense and should be the first priority when reconsidering the Eisenhower.	**B2**
445	Its so easy.Double deck it.You would have twice as many lanes right away.We have the technology to prevent collapse.only have to plow snow on the top lanes.Dont have to buy more property.	**C8**
446	I agree with nearly all of the suggested steps. Definitely: e. Widen the road to three lanes west of Austin to eliminate the bottleneck. f. Extend the CTA Blue Line to Yorktown shopping center, but you would need express trains to speed up the trip. (The CTA used to have 'A'trains and 'B' trains that each made every other stop, except for a few stops where you could change trains. That made sense.) g. Expand parking at the CTA stations. I would use the Blue Line a lot more, but the parking at Forest Park is a nightmare. You should be able to use a credit card to pay for parking.	**A1, B2, B4, C11**
447	With the high cost of adding lanes, which would not necessarily reduce congestion, I think the best solution is to construct an elevated, four lane expressway with limited entrances and exits. Many of the vehicles entering at 294 are headed to the loop. Frames that span the tracks or hammer head piers could support the structure with high level bridges at the existing overpasses	**C8**

ID #	Proposed Alternative Comment	Disposition
448	We believe that it is not possible to build our way out of congestion on I-290. The "Hillside Strangler" project has demonstrated that. There is too much congestion – 17 hours each day – to make a dent by adding another general purpose car lane, as has been suggested. Moreover, adding a lane on I-290 would eventually attract more cars, resulting in comparable levels of congestion but with even more traffic. The best strategy for reducing congestion, improving mobility and safety, and creating better access to jobs in the I-290 corridor is to make it easier for travelers to use transit, biking, and walking for work commutes and other trips. We need a combination of new Bus Rapid Transit service; improved service on existing rail, (CTA and Metra) and bus (CTA and PACE) lines; better, faster bus connections to CTA and Metra rail; and better, safer bike and pedestrian access to transit and jobs. IDOT should focus on these alternatives as the study continues.	**B2, B7, B9, C3, C5**
449	What the Ike corridor needs is not more cars, but more trains	**B2**
450	I would like to suggest that the advisory group consider the addition of dedicated bike lanes in any improved design of the Eisenhower. Dedicated bike lanes would dramatically lower bike commute times, which would in turn increase the number of bike commuters from nearby communities like oak park, forest park and river forest, resulting in lower vehicle traffic volumes. Compared to a multi-modal route, such as walk, train, walk, or bike, train, walk, a unimodal route is typically much preferable. Separate bike lanes on the highway would make biking a competitive option to public transit as well as driving, from communities within 10 miles radius.	**C3**
451	What is needed is 4 LANES in the proposed stretch of road. Save up funds for this and do it right. Maybe do east bound 4th lane first, then west bound later after more money becomes available. (maybe Federal jobs program money) Keep buses off! I see problems with that. Also, no tolls. This was supposed to be a free road. What happened to all the fuel taxes we paid? Keep the Tollway commision as far away as possible from Ike. Why single out Ike for tolls? If Ike is tolled, then why not all exoressways? If nothing else, continue eastbound 4th lane east of 25th Ave. (between railroad bridge abutments, I think there is room.) Also, moving Harlem & Austin ramps to right side of expressway makes sense, but how to do this with RR tracks on the south? If possible, this would almost make enough room for another lane(s) thru Oak Park. If Oak Park doesn't cooperate again, I have a couple of suggestions: e) close all ramps to & from Oak Park. Evidently, they do not need Ike. f) keep ramps open but toll those ramps only Seriously, I've spent a ton a of time in the "suburban squeeze" over decades of commuting on the Ike. Extending the light rail line further west is also a good idea.	**A1, B2, C2, C11**
452	These are my thoughts: e. As much consideration should be given to improving public transportation including the CTA Blue Line as is given to expanding the lanes on the Eisenhower. f. Reversible lanes are a waste of time on the Eisenhower. g. I believe express bus lanes will have a minimal impact on reducing congestion. Going north on the CTA – four train lines occupy the same platform in the most heavily populated area, and three lines thereafter. Although this accommodates mostly rush hour traffic it allows a great deal of flexibility for commuters. If another line could that catered to commuters and expressed to forest park from downtown or maybe Illinois Medical , turned around at Clinton or LaSalle and then ride back out to Hillside or Rolling Meadows. i. I understand there is talk of expanding the CTA line. If it is expanded it should be expanded at a minimum to Hillside and most likely to Rolling Meadows. j. If the goal is to allow commuter to travel to and from work – some attention should be paid to 24 hour transit and bus service. k. Bicycles – A bike only path should extend from downtown out to Forest Park with exits only at certain main streets. The path should be lit have reflectors on the ground and along the sides, and be patrolled by officers on bikes, 3-wheel or 4-wheel carts, or Segways and be closed to other motorized or foot traffic. l. Trucks should be barred from using the Eisenhower during certain time periods. m. Flexible toll rates will force drivers to other routes but will not ease overall congestion. c. Congestion may be eased if a second "elevated" 4 to 6 lane Eisenhower were built for cars only.	**B2, C3, C5, C8**
453	I think extending the Blue Line to Oak Brook would do a lot to cut down on vehicular traffic	**B2**
454	Sure we can use more public transp., but the road needs to be four lanes all the way to 88/294.	**A1**
455	Please consider IMPROVEMENTS IN TRAIN SERVICE including expansion of the Blue Line westward to Oak Brook in order to decrease vehicle traffic that generates noise and pollution in residential areas.	**B2**
456	I have lived near the Eisenhower most of my life. I feel strongly that we need to extend the rail line down the middle of the Eisenhower that would go all out to Oakbrook and beyond. The drive down the IKE is now pushing people away from living here....I hear it all the time.	**B2**
457	I do not think the Eisenhower expressway should be widened. What the area needs is better public tansportation and transportation links instead.	**C5**
458	I would like to see more federal and state monies going to support public transportation and encouraging bike use instead of building more roads or wider roads. We have enough car and oil use as it is.	**B2, C3**
459	It is foolhardy to add highway lanes in the 21st century. We cannot afford financially or ecologically to reinforce automobile travile in urban areas. Extend and improve blue line. I would love to be able to take it to Oakbrook. We go downtown all the time to cultural events, to eat, to shop, no arguments about what lane to be in. no parking fees or hassle. My recent observation of ike drivers while riding the blue line was the high precentage of one occupent cars. HOV lanes arne't going to be very popular and you will have delayed (expensively) the inevetible need for transportation.	**B2**
460	Establish Ramp at Racine, Morgan ramp is inadequate	**C2**
461	My idea would be to make the expressway into a variable speed expressway (VSE).	**A2, A3**
462	Request a high-performance bus alternative as managed lane or dedicated lane as replacement to blue line	**A2, A3, B7**
463	I was unable to attend the last meeting, but my idea is to simply add 2 lanes, but make them toll lanes. Charging a toll would deter much of the traffic from entering what would be express lanes. These would be built on both sides of the expressway, and eventually be paid off by the tolls. The tolls would then help pay for the cost of repairs.	**A3**
464	ITS at access points to I-290.	**C6**
465	Smart Corridors [TSM]	**C6**

ID #	Proposed Alternative Comment	Disposition
466	Station/roadway improvements - ITS/TSP; Roosevelt Rd - bus turnouts & limit peak [-period] parking; park & ride at Wolf; guided bus on [Illinois Prairie] Path - TSP at intersections.	**C5, C11**
467	Shift CTA ROW to CSX for improved stations, increased platform width, and connections to neighborhood. Add park & rides at intermediate stations. Begin shift to CSX ROW at approximately Cicero Ave and extend to Des Plaines Ave.	**C5, C11**
468	Express bus from Metra train station in Maywood along 5th Ave to Loyola. Stops at Washington Blvd, Madison St, and Roosevelt Rd.	**B15**
469	Better connection from Metra train stop to Cook County Court House (not timed right currently).	**C5**
470	Bus routes - Ridgeland Ave and Central Ave route to open Blue Line station at Austin Blvd; Laramie bus to Cicero Ave.	**C5**
471	Redevelop CTA Blue Line Harlem station.	**C4**
472	Redevelop CTA Blue Line Oak Park station.	**C4**
473	Redevelop CTA Blue Line Austin station.	**C4**
474	Increase park & ride capacity at Forest Park and improve connections to roadways for bus and auto, improve connection to Prairie Path, rebuild CTA yard and shop at Des Plaines Ave, widen bridges at CTA connections and bus routes crossing I-290 for improved pedestrian access, bike facilities, visibility, and improve drainage in I-290 corridor including CTA facilities.	**C3, C5, C11**
475	Provide improved connectivity for regional bikeways. 1) Extend Illinois Prairie Path east, connecting with off street bikeway in Columbus Park, further connecting to the City of Chicago "streets for cycling" system. 2) Improve prairie path crossings of SRA's preferably with grade separations. 3) Provide crossing of Des Plaines River Trail (proposed) across I-290. 4) Provide linkages from Prairie Path and Salt Creek Greenway to new and developing commercial uses in Hillside (see Hillside ITEP submittal proposed in 2010). 5) Provide undercrossing of I-290 in Northlake.	**C3**
476	Formal request to analyze the potential for a major new off-road trail connecting to the Illinois Prairie Path and other local and regional bikeways within the study corridor. Create an extension of this trail [assumed Illinois Prairie Path] to connect western Cook County communities to the City of Chicago ... IDOT's current study could be the first step in creating a new Eisenhower Regional Trail.	**C3**
477	Please improve existing pedestrian and non-motorized sidewalk infrastructure (i.e. 1st Ave on east side of street north of I-290). Access across I-290 ditch is poor along I-290 corridor. Limited bicycle parking along I-290.	**C3**
478	1) Improve interchange area non-motorized crossings and safety focus on Austin Blvd, Harlem Ave, DesPlaines Ave, 1st Ave, 17th Ave, 25th Ave, Mannheim Rd (see regional bikeway sheet). 2) Provide wide bike-pedestrian crossing of expressway; where widening is not feasible separate walkways from traffic with a safety barrier. Provide crossings every 1/4 mile where expressway separates communities to eliminate barriers to walking. 3) Provide bike lanes across expressway on non-state roads. 4) Minimize bike/pedestrian crossing distances over heavy-traffic facility. 5) Provide transit access improvements.	**C3**
479	Improve arterial and non-motorized opportunities for intersections at Harlem Ave & Austin Blvd. Maintain bridge access at Lombard Ave, East Ave, and pedestrian bridge at Home Ave.	**C3**
480	Pedestrian/bike improvements at expressway Interchange.	**C2, C3**
481	Use single point [urban] Interchange to minimize pedestrian/vehicle interaction and enhance safety and neighborhood quality	**C2**
482	Change exits to center lane exits (rather than right lane exits) to provide consistency and improve quality of neighborhood experience, and improve pedestrian safety. Interchanges include Mannheim Rd, 25th Ave, 1st Ave, Central Ave, Laramie Ave and Cicero Ave.	**C2**
483	Interchange traffic circles at 4 locations - 1st Ave, Harlem Ave, Austin Blvd, and Cicero Ave.	**C2**
484	Major interchange improvements along I-290 (1st Ave, Austin Blvd, ramp access on & off I-290).	**C2**
485	Same interchanges but modernize them and no left-lane ramps.	**C2**
486	Eliminate interchange to reduce expressway vehicle conflicts and manage expressway VMT. Provide access management on approaches to remaining Interchange through intergovernmental agreements. Provide better local street connectivity (assume existing bridges to remain). Improved local street connectivity will reduce interchange congestion. Complete interchange or expand interchange capacity.	**C2**
487	EZ access on/off ramps from I-290 to Forest Park station.	**C2**
488	Frequent (15 min headway) system of express bus routes on new or converted HOT, HOV, or bus lanes. Routes would originate on the west at the intermodal terminal in Forest Park or Hillside. Bus routes include destinations along 1) Western Ave N & S; 2) Michigan Ave in Streeterville; 3) along Cicero Ave north and Cicero Ave to Midway Airport; 4) to Medical Center (at Ashland Ave); 5) Hyde Park and University of Chicago. Buses operate express along I-290 and limited stop along arterial streets. Intermodal terminal would include park & ride lot.	**B15**
489	Improve park & ride option at Forest Park station based on analysis of need, assuming Blue Line extension.	**C11**
490	Larger parking lot at DesPlaines Ave.	**C11**
491	IDOT Rapid Deployment Emergency Crash Removal Program - Know there is some program presently, but development of emergency lanes and emergency signal/info devices on highway to allow faster access to crash site for removal. Area shown within project limits - Mannheim Rd to Cicero Ave.	**C11**
492	Re-evaluate multiple bridge crossings at Des Plaines and create two way access to and from Van Buren for better access to station.	**C10**
493	Arterial improvements on Roosevelt Rd to improve bus flow and amenities.	**C10**

ID #	Proposed Alternative Comment	Disposition
494	UP-W line-within-a-line from Cicero Ave to Elmhurst for reverse commute. Stops at Cicero Ave, Harlem Ave, 5th Ave, Broadway, Mannheim Rd, I-294 and York Rd.	**B9**
495	Melrose Park and Bellwood have suggested through RTA community planning (former RTAP) process to combine stations with a new station near 25th Ave.	**B9**
496	Upgrade existing Metra service to make it an attractive commute option along the UP[-W] line. Increase frequency of trains, demo fares (fare integration), improved station facilities.	**B9**
497	Capacity improvements on Metra BNSF and UP-W. Five additional peak limited stop trains.	**B9**
498	Upgrade service on Metra's MD-W line.	**B9**
499	3 train service on Metra UP-W line; upgrade signal systems for trains.	**B9**
500	Metra MD-W Service Expansion	**B9**
501	Metra UP-W Service Expansion	**B9**
502	Metra BNSF Service Expansion	**B9**
503	Harlem Avenue	**C10**
504	BRT Roosevelt	**B8**
505	BRT along Cermak Rd from 54th St to I-355.	**B8**
506	BRT in exclusive lane on Roosevelt Rd; integration with J-line on west end.	**B7, B8**
507	BRT line in the existing "ditch" along I-290 from park & ride facility at Hillside to downtown Chicago. Should include express capabilities and have key stops at I-294/I-88/I-290, 1st Ave, Harlem Ave, Austin Blvd, Cicero Ave and Western Ave.	**B7**
508	BRT, Loop to I-355 via Blue Line ROW, I-290 and I-88	**B7**
509	Mid-City BRT	**B7**
510	I-290/I-88 BRT [1st Ave to Highland Ave]	**B7**
511	1st Ave ART	**C10**
512	East and west power line corridor [assume to be adjacent to Illinois Prairie Path]. Busway.	**B8**
513	I-290 managed lane (price and/or occupancy) from Cicero Ave to I-355 with a BRT lane from Des Plaines Ave to I-355. BRT stops at I-355, Main St, Meyers Rd, Summit Ave, Kingery Hwy [IL 83], York Rd, Wolf Rd, Mannheim Rd, 25th Ave, 1st Ave, and Des Plaines Ave.	**A2, A3, B7**
514	DuPage "J" Line	**B7**
515	CTA Green Line extension from Forest Park / Oak Park to Maywood. Stations located at 5th Ave and 19th Ave. (60% of employed Maywood residents work along Green Line).	**B5**
516	Build CTA park & ride, yard, shop at Maywood ComEd site and extend Blue Line. Connect to regional bus system.	**B2, C5, C11**
517	Blue Line extension to Mannheim Rd; new stations at Maybrook Courthouse, 17th Ave and Mannheim Rd; shuttle bus service to Loyola Medical Center and Hines VA [hospital].	**B2, C5**
518	Blue Line extension with north south circulators with interline connectors, employment center/hospital connectors.	**B2, C5**
519	Managed lanes-not new, but rather price all existing without add-a-lane. Blue Line extension west to I-290/I-294 "triangle". Peak period pricing on all existing I-290 lanes. Transit hub to interface with bus service at I-290/I-294 including potential DuPage J-Line operating Naperville/Oak Brook/Schaumburg alignment. Large park & ride facility with car share program in-place on-site. Rebuild I-290 without add-a-lane component.	**A4, B2, C11**
520	Extension of local service Blue Line. Phase 1 to include 4 additional stops to Mannheim Rd over capped landfill. Phase 2 continues connection to I-290, I-294, I-88 expressways with a park & ride oasis. Additional stations at 1st Ave, 17th Ave, 25th Ave and Mannheim Rd. Also renovate existing Des Plaines Ave station. [Also include a new multimodal transit station converting CN rail to express train at Austin Blvd - see Alt 29.]	**B2, B10, B11,**
521	See Cook DuPage [Corridor study] final system map, but limit Blue Line to Oak Brook area, e.g. I-290/I-294, not Lombard or even further west. Key elements: HRT in I-290 corridor, DuPage J-Line connect to HRT, add pricing on all I-290 lanes (existing) with no add-a-lane. Also N/S transit at Inner Circumferential [commuter rail] (25th) area. Rebuild I-290 without expansion.	**A4, B2, B10**
522	HOT lane w/bus (BRT) improvements. Use toll proceeds for transit improvements (extensions of Blue Line to 1st Ave with expanded parking and direct ramp access for parking and bus. Improve/rebuild existing Blue Line).	**A3, B2, B7, B11,**
523	Blue Line extension to 1st Ave with BRT access and park & ride; BRT in HOV lane of I-290/88 to Oak Brook; stations at logical cross arterials; BRT access to major activity centers in Oak Brook; integration with J-Line on west end.	**A2, B2, B7**
524	Extend Blue Line to Courthouse from Des Plaines Ave.	**B2**
525	Extend Blue Line to Oak Brook from Des Plaines Ave along I-290.	**B2**

ID #	Proposed Alternative Comment	Disposition
526	Extend Blue Line to Oak Brook from Des Plaines Ave along I-290. Stations at 1st Ave, 25th Ave, Mannheim Rd, Wolf Rd, York Rd, and Spring Rd.	**B2**
527	Extend Blue Line to Oak Brook with a shared station between 1st Ave and 5th Ave, and at 25th Ave and potential stations at Mannheim Rd and Wolf Rd.	**B2**
528	Extend Blue Line to 1st Ave from Des Plaines Ave.	**B2**
529	Extend CTA Blue Line to Oak Brook in I-290 and I-88 ROW. Under no circumstances should the Prairie Path be utilized.	**B2**
530	Extend the CTA Blue Line along I-290 to encourage better usage of the existing Blue Line capacity.	**B2**
531	Modern, fast, clean, state-of-the-art mass transit from Loop to Oak Brook. Fixed, not bus line. Along I-290 ROW.	**B2**
532	Extension should be a high speed, mass transit application. If new technology is appropriate use it - and replace aging Blue Line currently in place with newer technology. Whatever is built will be used for 60 to 100 years. It should be modern, clean and fast with good station accessibility and planned economic growth linked to the stations. Fixed tech - not bus. Along I-290 ROW.	**B2**
533	Extend Blue Line to Oak Brook along I-290 with key stations at 1st Ave, 25th Ave, and Spring Rd. Also add another rail line or ability to run "express" service between Oak Brook and downtown Chicago and O'Hare.	**B2, B4**
534	CTA Blue Line extension to Oak Brook from O'Hare along I-290 ROW. Stops at 1st Ave, 25th Ave, Wolf Rd, York Rd and Spring Rd. Tourists/visitors take Blue Line to Oak Brook hotels/shopping /entertainment center instead of staying in downtown Chicago. Tax revenue enhanced in DuPage County. A 1/4% tax on hotel stays is enacted to fund transit in the region.	**B2**
535	Extend CTA Blue Line to new terminal at 1st Ave using former Great Western ROW. Move CTA parking and yard/shop to new terminal. Keep existing CTA Des Plaines station, but redevelop remainder of property with T.O.D. This alternative frees up CTA ROW adjacent to I-290 between Des Plaines Ave and river crossing for roadway widening.	**B2**
536	Continue Blue Line to Wolf Rd. Add 5 stops with park & ride capacity. Stops at 1st Ave, 17th Ave, 25th Ave, Mannheim Rd then Wolf Rd.	**B2, C11**
537	Expand Blue Line through old RR ROW to west side of Des Plaines river. Build new transit multi-modal center at Maybrook Court facility. This will allow further expansion for BRT/other transit to the west.	**B2, C11**
538	Possible connection of CTA from Forest Park to [O'Hare] Airport.	**B2**
539	Use the old Great Western right-of-way thru Concordia Cemetery for CTA to access Maybrook Square and continue on Eisenhower west. This alternative is so burials would not have to be moved in cemeteries for widening of highway.	**B2**
540	Use Cook DuPage [Corridor study] Blue Line extension to Oak Brook.	**B2**
541	Blue Line extension (elevated structure) over Prairie Path (maintaining bike use) to Oak Brook via Butterfield Rd & I-88.	**B3**
542	Blue Line extension to Maybrook Courthouse; station at Maybrook Courthouse.	**B2**
543	Extending Blue Line to Maywood court house would alleviate multi-modal traffic issues by riders currently exiting at Forest Park when then have to bus to court house.	**B2**
544	Extend CTA BL to Maybrook Court via Maybrook Drive.	**B2**
545	I-290 Blue Line Extension [FP CTA to Il 83]	**B2**
546	I-290 Blue Line Extension [via I-290/ I88 ROW, FP CTA to Highland Ave]	**B2**
547	Blue Line extension via IPP, to co-exist with IPP [Illinois Prairie Path]. Begins at Des Plaines Ave, ends at Spring Rd in Oak Brook. Stations at 1st Ave, 25th Ave, Mannheim Rd, Wolf Rd, York Rd.	**B3**
548	Blue Line extension to Oak Brook via Prairie Path (maintain bike use) on elevated structure to Oak Brook activity centers adjacent along Butterfield Rd and arterials.	**B3**
549	Extend the CTA's Blue Line farther to the west to a destination spot, for example Oak Brook Terrace or Downers Grove. Create a north/south HRT, CR, or LRT line, maybe along I-355, to connect to existing single and multi modal transportation systems that lead to interior suburbs and the city of Chicago.	**B2**
550	Blue Line extension along I-290 [to I-88/I-290 split] at the edge of the ROW to avoid isolating stations in the middle of the expressway and making pedestrian, bus and bike access difficult. Also restructure local busing to serve HRT at O/D ends.	**B2**
551	More express buses from the west into Forest Park. Rush hour only.	**B15**
552	Express bus from/to 3 major locations.	**B15**
553	Have a dedicated express rail (CR and/or AGT / High Speed Rail). This would transfer auto trips from remote areas to express rail service with minimal stops. Should feature Chicago desired rail from O'Hare to [McCormick] Convention Center. [see Alternative 28 for recommended multi-modal transit station at Austin Blvd.] Collect I-290, I-294, I-88 at park & ride oasis. [see Alternative 28 for Blue Line extension, phase 1]	**B13, B16**
554	Abandon CTA ROW west of medical center (Ashland Ave). Build new transfer station for Illinois Medical District [IMD] and access to yard and shop at 54th.	**B12, C11**
555	Inner Circumferential Rail	**B10**
556	Prairie Path Realignment	**C3**
557	I-290 tolled facility with congestion pricing or peak hour tolling. Include I-55 in strategy.	**A4**
558	I-88/I-290 HOT Lanes [Cicero Ave to I-355] & Express Bus	**A3, B15**
559	I-290 BRT [Cicero Ave to Il 83] & HOV [Cicero Ave to I-88/I-290 split]	**A2, B7**

ID #	Proposed Alternative Comment	Disposition
560	I-290 BRT [1st Ave to Il 83], HOV [1st Ave to I-88/I-290 split] & Blue Line Extension to 1st Ave.	**A2, B2, B7**
561	Express bus using HOV/BRT lanes from Oak Brook to Chicago.	**A2, B7, B15**
562	BRT continues westbound from Forest Park Blue Line station. This option becomes viable with an additional managed/HOT lane. Also see relocation of Forest Park Blue Line terminal to west of river.	**A2, A3, B7**
563	Convert lane to managed lane. Lowest cost transit improvement. Upfront lease payment for 25 years of revenue collection.	**A2, A3**
564	Provide managed lane facility westbound from Circle interchange to I-294 / I-88. Provide managed lane facility eastbound from I-294/I-88 to Cicero Ave. Implement congestion pricing. Implement HOV preferences and Q-bypasses at Interchange. Tighten ramp metering; provide truck bypass and HOV bypass.	**A2, A3, C6, C11**
565	BRT in HOV lane in I-290/I-88 with direct (ramp/lane) access to Forest Park Blue Line; Oak Brook end includes access to major center(s) via arterial lanes; stations at logical major arterials/activity centers; integration with J-line on west end.	**A2, A3, B7**
566	I-290 HOV Lanes (2 + 1 on I-88) [Cicero Ave to I-88/I-290 split, split to IL ? Or I-355]	**A2**
567	In Oak Park section of the Ike [I-290], consider adding 2 lanes from Austin Ave to Harlem Ave by eliminating left hand ramps. Replace ramps with an elevated roadway connecting the 2 streets.	**A1, C2, C8**
568	Add managed lane. Convert lane 1 on I-88. Add managed lane on I-290. No free HOV passage. 25 year optional lease payment.	**A1, A3**
569	Managed lane network on regional expressways and tollways using a conversion of existing lanes in all locations (I-294, I-88, I-290) except along I-290 between Central Ave and 25th Ave where new construction would be necessary to add one managed lane in each direction. Access points at major roadway interchanges, including connection to Blue Line terminus at Des Plaines Ave or 1st Ave.	**A1, A2, A3, C5**
570	Add managed lane or convert existing lane with toll revenue used to fund transit improvements. Begin at Mannheim Rd and extend to Circle interchange.	**A1, A2, A3**
571	WCMC Letter. The WCMC would encourage IDOT to utilize a multimodal approach when exploring all possibilities beyond the traditional roadway approach. We hope that a roadway expansion will only be considered as a last resort or as supplemental to a reasonable transit option prior to disturbing the land use of one of our communities. The Cook DuPage Corridor Study has closely reviewed potential alternatives to improve traffic flow along the Eisenhower. We hope that the work completed during this study will be given due consideration during this Pahse I study.	**B2**
572	In summary, I-290 should not expand the number of lanes, pon/off ramps should remain as is, public transit should be increase i.e CTA Blue Line extension/expansion, increase in bus and Metra services, regional trnasportation hub to be expanded /developed, increasing transit	**B2, B9, C5, C11**

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX B

Summary of Stakeholder Single Mode Suggestions

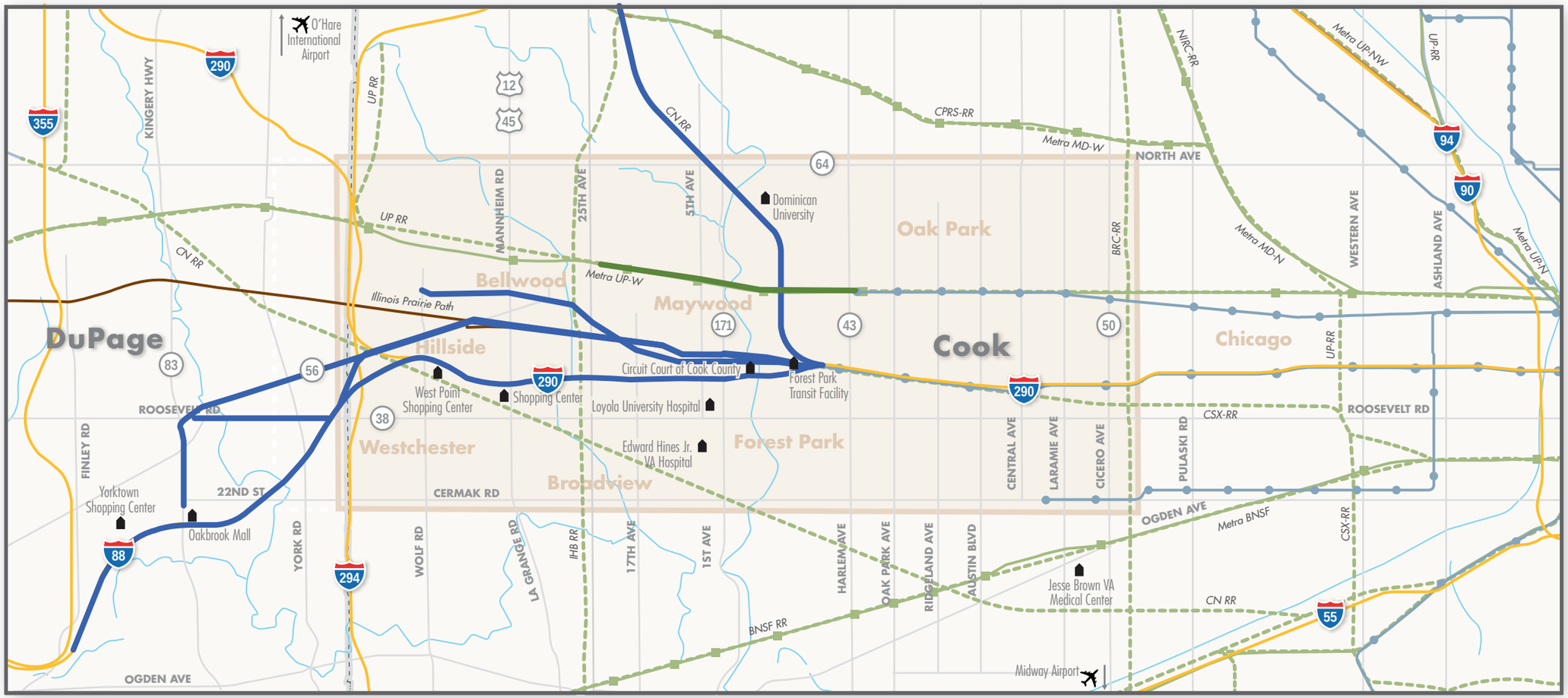
Eisenhower expressway

Summary of Stakeholder Alternatives by Mode

October 2009 – January 2011

Eisenhower expressway

Heavy Rail Transit *(HRT)*



**Not to scale*

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Blue Line Extension
- Suggested Green Line Extension
- I-290 Study Area
- County Boundry
- River

N

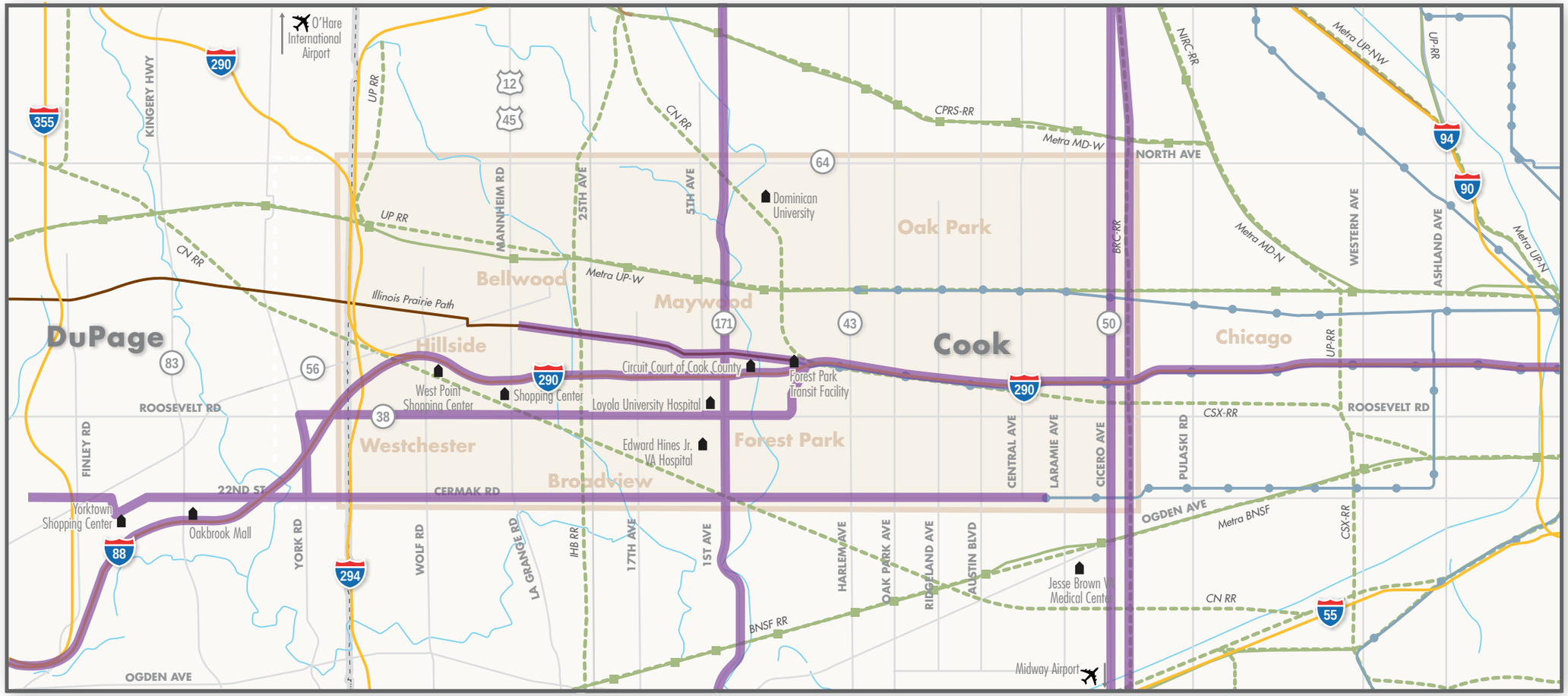
- > Blue Line Extension to O'Hare Airport
- > Blue Line Extension to 1st Avenue via I-290
- > Blue Line Extension to Mannheim Road via I-290
- > Blue Line Extension to York Road via I-290
- > Blue Line Extension to Oakbrook Mall via I-290
- > Blue Line Extension to Yorktown Mall via I-290
- > Blue Line Extension to Wolf Road
- > Blue Line Extension to 1st Avenue via Illinois Prairie Path
- > Blue Line Extension to Mannheim via Illinois Prairie Path
- > Blue Line Extension to York via Illinois Prairie Path
- > Blue Line Extension to Oakbrook Mall via Illinois Prairie Path
- > Blue Line Extension to Yorktown Mall via Illinois Prairie Path
- > Green Line Extension to Maywood

NOT SHOWN:

- > Shift Blue Line to CSX Right-of-Way between Cicero and Des Plaines Avenues
- > Abandon CTA Right-of-Way west of Illinois Medical Center (Ashland)
- > Pink Line Extension (location not specified)

Eisenhower expressway

Bus Rapid Transit *(BRT)*



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Bus Rapid Transit Alternatives
- I-290 Study Area
- County Boundry
- River

N

**Not to scale*

BRT Options include termini at Forest Park CTA Station, Cicero Avenue, Downtown

- > BRT to Mannheim Road via I-290
- > BRT to Oakbrook Mall via I-290
- > BRT to Yorktown Mall via I-290
- > BRT Forest Park to Mannheim Road via Illinois Prairie Path
- > BRT to I-355 via I-290
- > BRT on Roosevelt Road to Oakbrook Mall
- > BRT on Cermak Road to I-355
- > BRT on 1st Avenue
- > BRT on Cicero Avenue (Mid City BRT)
- > BRT on BRC Railroad (Mid City BRT)

Eisenhower expressway

Commuter Rail

*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested New Commuter Rail
- Suggested Metra Service Improvements
- Improve Existing Station
- Suggested New Station
- Close Existing Station
- I-290 Study Area
- County Boundry
- River

N

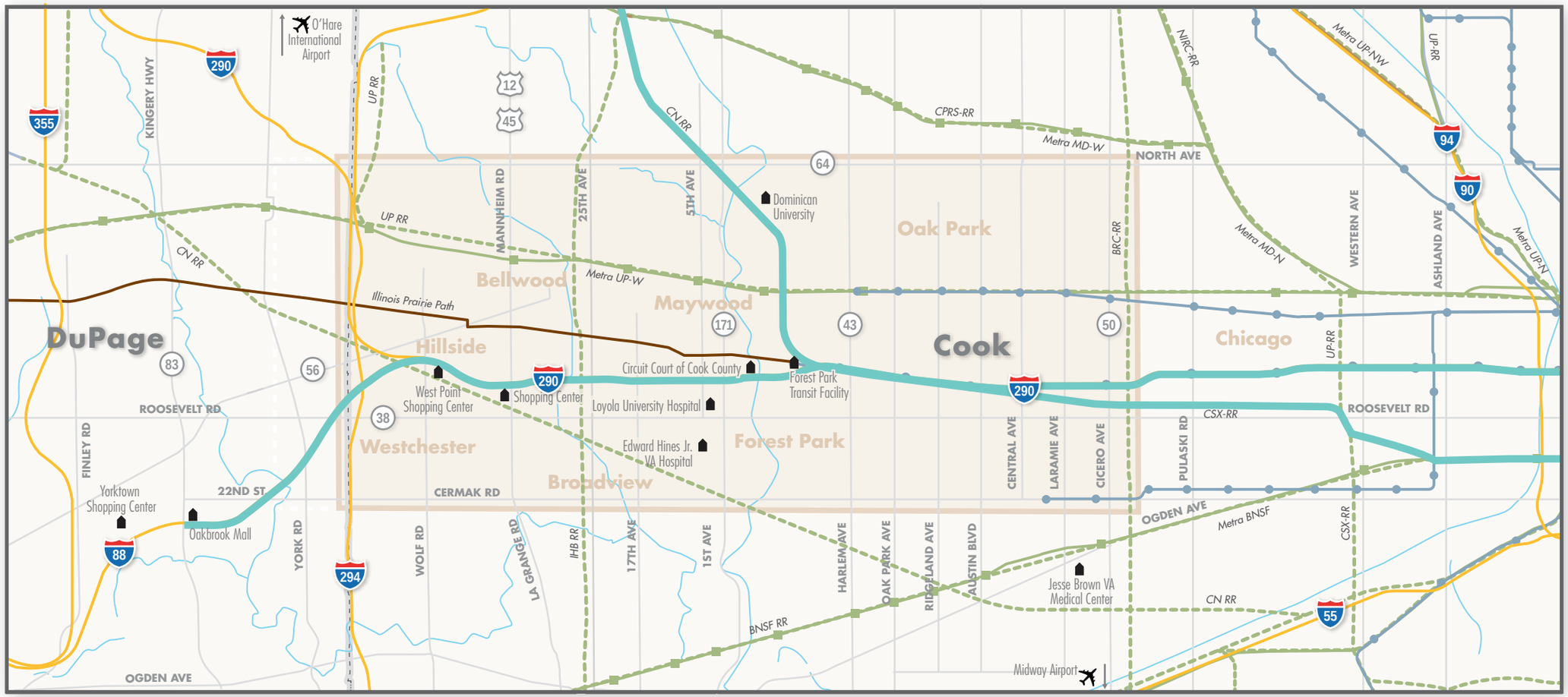
> Upgrade METRA UP-W, BNSF and MD-W Lines

> Downtown to O'Hare Airport (dedicated express)

> Inner Circumferential Rail (O'Hare Airport to Midway Airport)

> Combine Melrose Park and Bellwood Metra stations at 25th Avenue

Automated Guideway Transit/Light Rail Transit *(AGT/LRT)*



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested AGT/LRT Transit
- I-290 Study Area
- County Boundry
- River

N

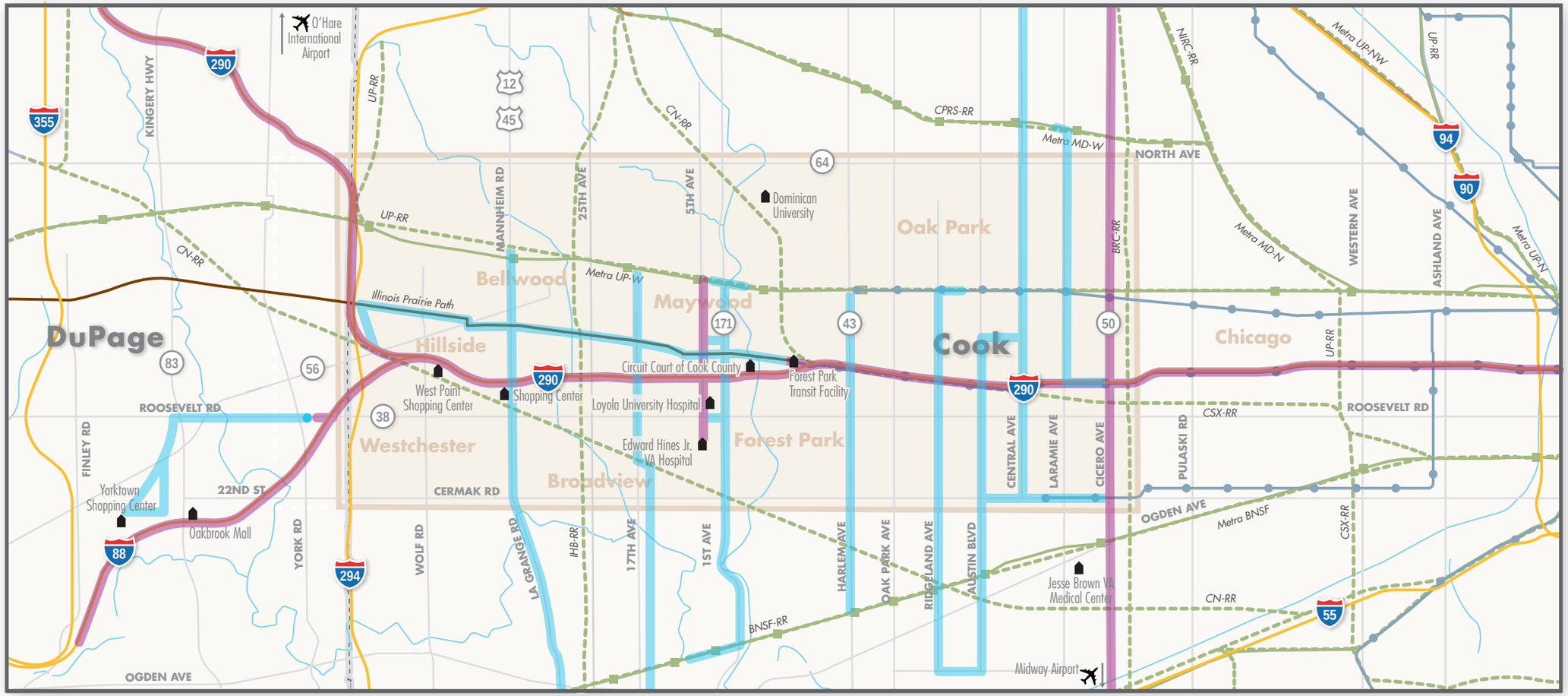
**Not to scale*

> Automated Guideway Transit/Light Rail Transit Downtown to Oakbrook Mall

> Automated Guideway Transit/Light Rail Transit to O'Hare Airport via CSX and CN

Eisenhower expressway

Local and Express Bus



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Local Bus Alternatives
- Suggested Express Bus Alternatives
- I-290 Study Area
- County Boundry
- River

N

> Express Bus Ashland Avenue to Elmhurst via I-290/I-294

> Express Bus Ashland Avenue to I-355 via I-290/I-88

> Express Bus on Cicero Avenue

> Express Bus on 5th Avenue
Metra Maywood to Loyola Medical Center

> Local Bus on north-south arterials
(suggested in combination with Blue Line extension)

Eisenhower expressway

Expressway Improvements

*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Interchange Improvements
- Suggested General Purpose Lane
- I-290 Study Area
- County Boundry
- River

N

> I-290 General purpose lane addition Wolf Road to Cicero Avenue

> I-290 Interchange improvements:

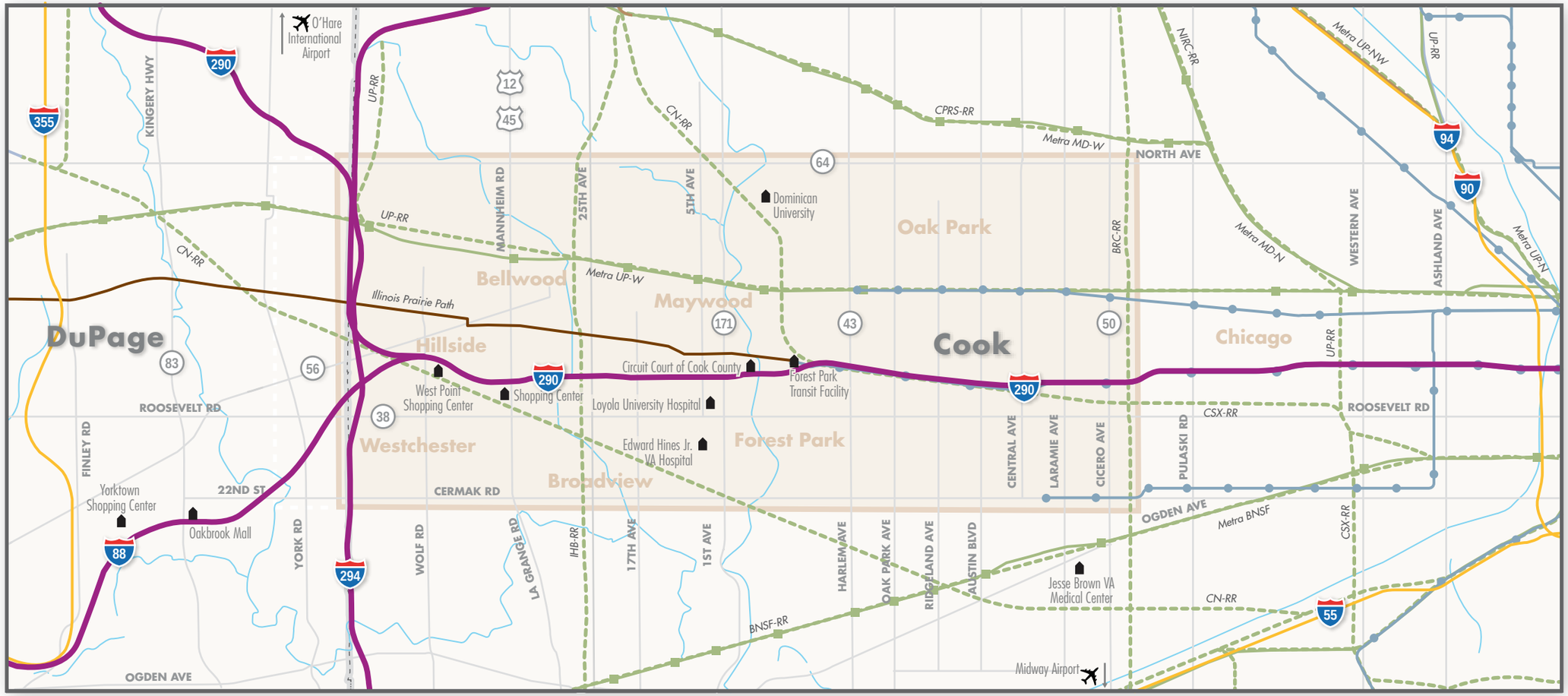
- *Use single point urban interchange*
- *Signal improvements*
- *Reconfigure left hand ramps as right hand ramps*
- *Make all interchange ramps left hand exits*
- *Traffic Circles at 1st Avenue, Harlem Avenue, Austin Boulevard and Cicero Avenue*

Illinois Department of Transportation

www.dot.il.gov | www.eisenhowerexpressway.com

Eisenhower expressway

Managed Lanes



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Single Mode Alternative
- I-290 Study Area
- County Boundry
- River

N

HIGH OCCUPANCY VEHICLE LANES (HOV)*

> HOV Lanes on I-88, I-294 and I-290 to Cicero
> HOV Lanes on I-88, I-294 and I-290 to I-90

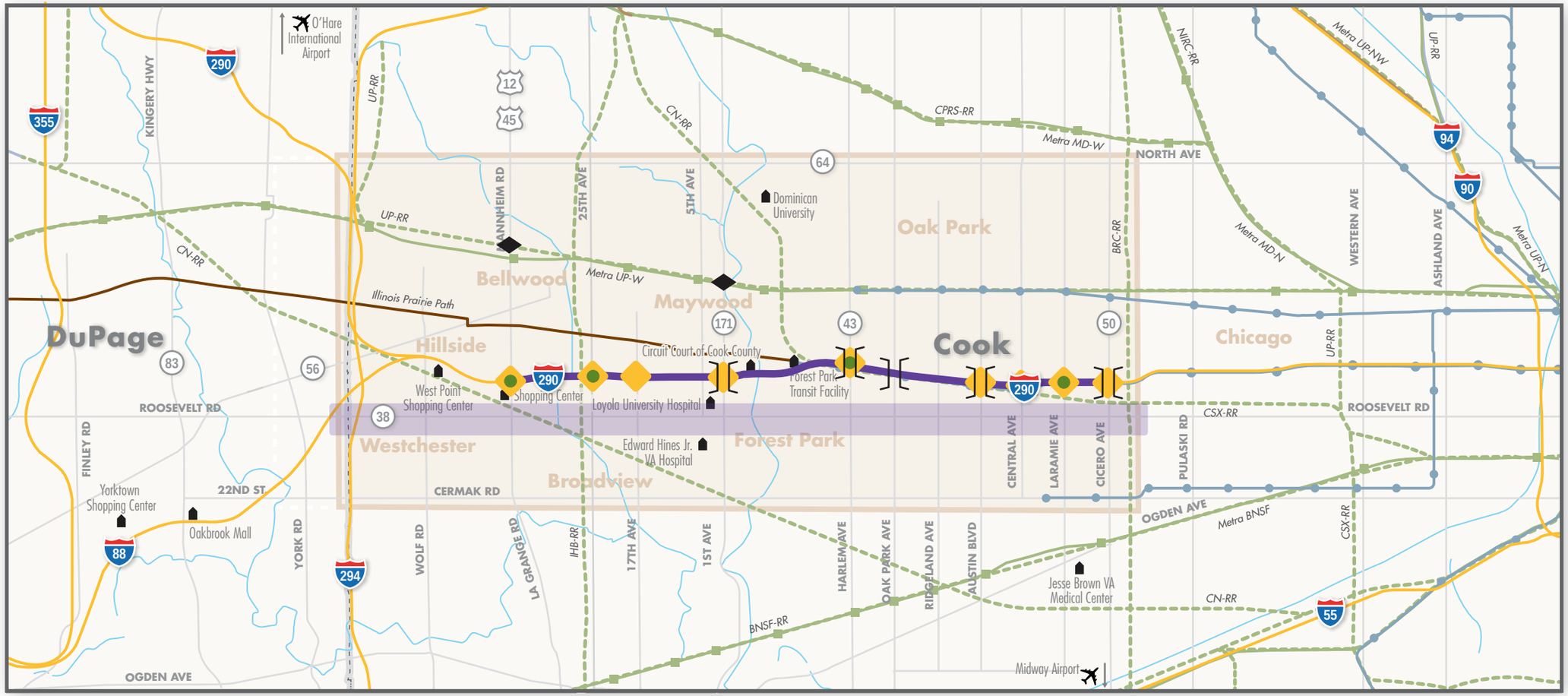
HIGH OCCUPANCY TOLL LANES (HOT)*

> HOT Lanes on I-88, I-294 and I-290 to Cicero
> HOT Lanes on I-88, I-294 and I-290 to I-90

*Various beginning, ending, and access points suggested.

Eisenhower expressway

Arterial Improvements



*Not to scale

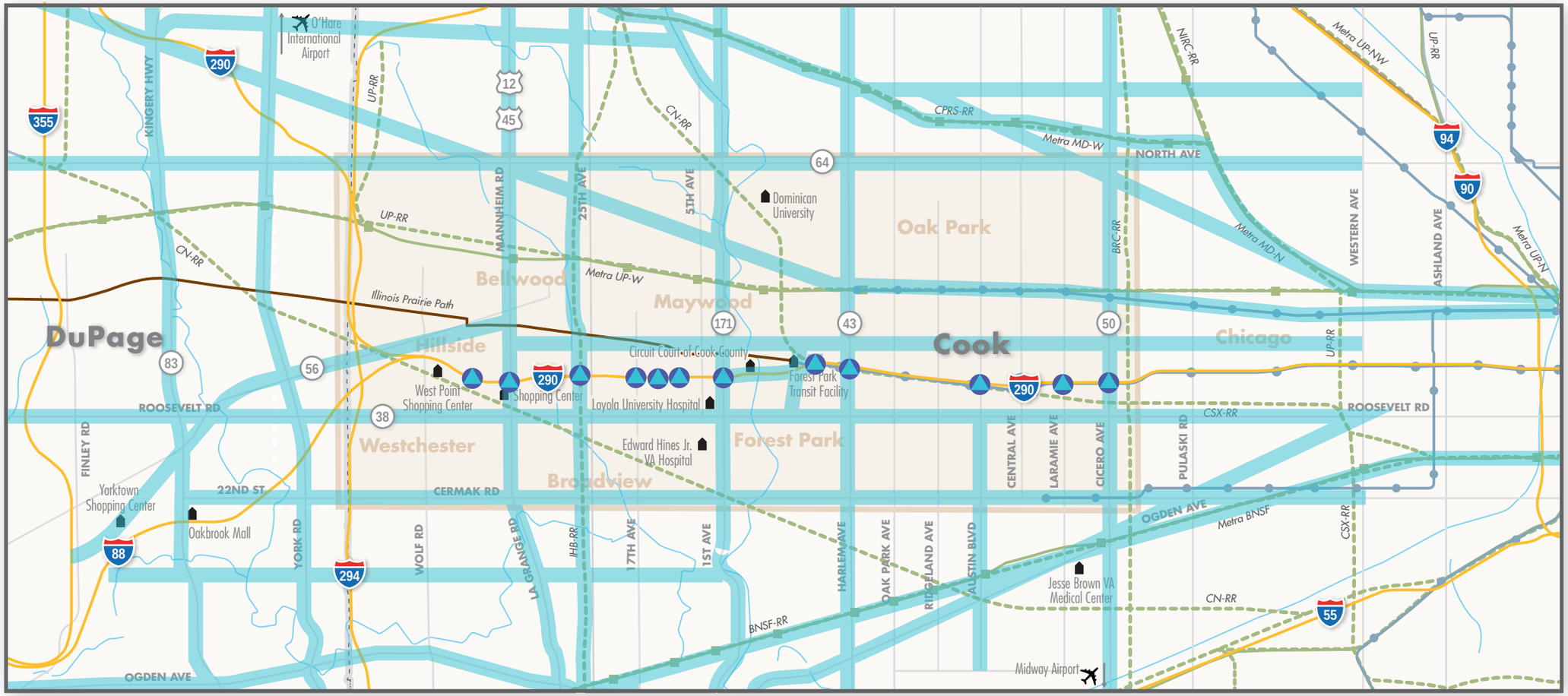
Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested One Way Frontage Roads
- Suggested Ped & Bike Impovements
- Suggested Grade Separation
- Suggested Intersection Improvement
- Suggested Widen Bridges
- Suggested Arterial Improvements
- I-290 Study Area
- County Boundry
- River

N

- One way frontage road along I-290 between Mannheim Road and Cicero Avenue
- Arterial improvements on Roosevelt Road
- Pedestrian and bicycle improvements at I-290 interchanges
- UP-W grade separation at Mannheim Road and 1st Avenue
- Expand I-290 bridges at Harlem Avenue, Oak Park Avenue, East Avenue, Austin Boulevard and Cicero Avenue
- Improve access to Forest Park CTA station from Des Plaines Avenue

Traffic Management *(TSM/TDM/ITS/ATM)*



**Not to scale*

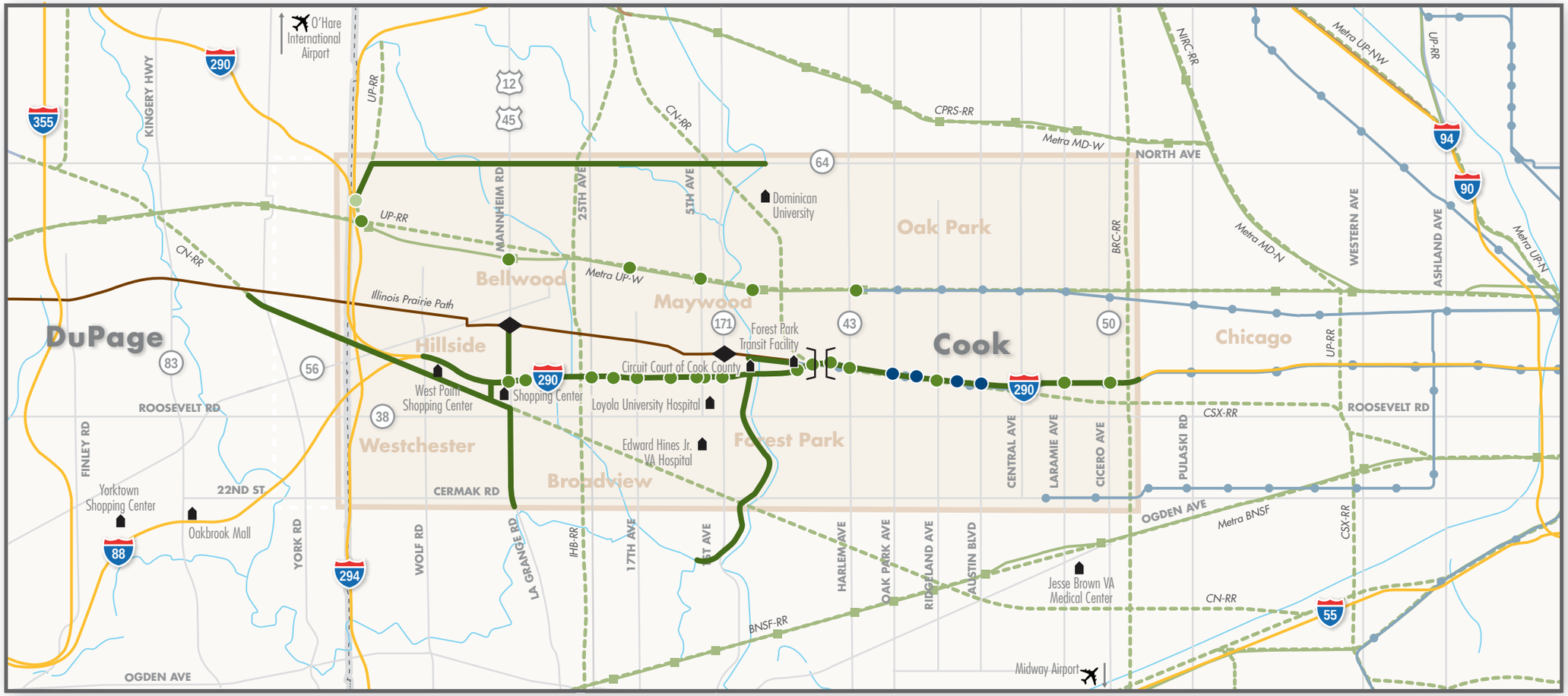
Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested ITS Improvement
- Smart Corridors TSM Strategies
- I-290 Study Area
- County Boundry
- River

N

> Smart Corridors TSM strategies: Cook-DuPage Cooridor Study

> Access management strategies and ITS at I-290 interchanges



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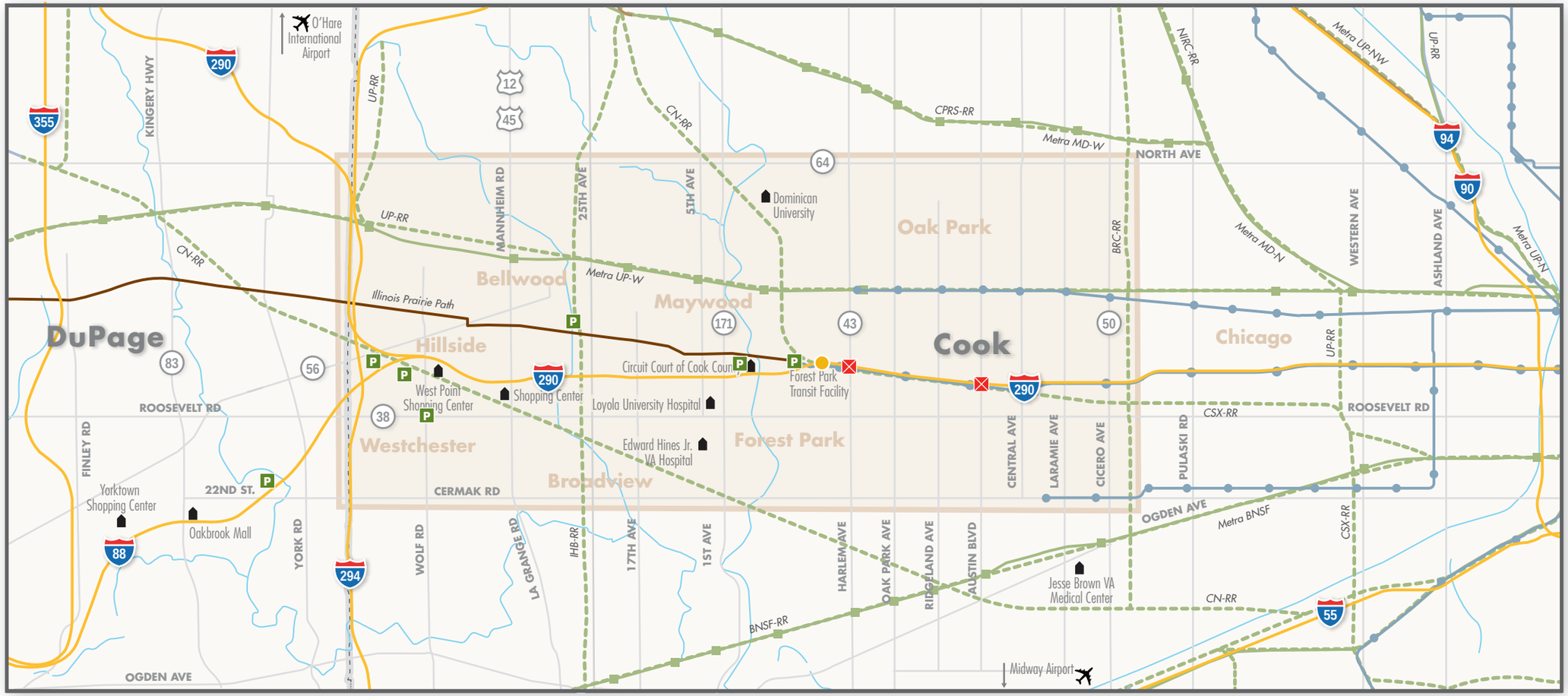
Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Improve Conditions for Pedestrian
- Suggested Grade Separation
- Maintain crossing
- New Non-Motorized Crossing
- New Multi-use Path or Bike Lanes
- I-290 Study Area
- County Boundry
- River

N

- > Improve pedestrian and bicycle access to transit at MD-W and UP-W Metra stations
- > Suggested new multi-use paths and bicycle lanes in study area
- > Improve existing pedestrian and bicycle lanes in the study area
- > UP-W grade separation at Mannheim Road and 1st Avenue
- > New I-290 pedestrian crossing at Forest Park and unspecified locations along I-290 between Mannheim Road and Cicero Avenue
- > Extend Illinois Prairie Path east to connect to city routes (no specific route suggested)
- > New multi-use trail along I-290



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- Suggested Park and Ride Facilities
- Suggested Eliminated Interchanges
- Suggested Access Ramp
- I-290 Study Area
- County Boundry
- River

N

> Expand park and ride capacity at Forest Park CTA Blue Line and Hillside

> I-290 direct access ramps to Forest Park park and ride facility

> Eliminate Harlem Avenue and Austin Boulevard I-290 interchanges

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX C

Initial Single Mode Alternatives

I-290 PHASE I STUDY
Round 1 Alternatives Descriptions

Eisenhower expressway

Blue Line Prairie Path > Blue Line Extension from Forest Park CTA Terminal to Oak Brook

ID: HRT 1

Heavy Rail Transit (HRT)

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Elevated CTA Blue Line extension via Illinois Prairie Path and Butterfield Road (IL 56).
> 7.6 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 7 New Blue Line stations: 22nd Street, Roosevelt Road, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 11 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #877, and #888.
> Rerouted Pace Bus Route #331 from 5th Avenue to 1st Avenue station.
> Truncated Pace Bus Route #747 to new station at York Road.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermack Road (Yorktown to CTA Pink Line) and Pace feeder bus route on Roosevelt Road to Roosevelt Station.

Blue Line I-290 > Blue Line Extension from Forest Park CTA Terminal to Oak Brook

ID: HRT 2

Heavy Rail Transit (HRT)

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Via I-290 median (at-grade) from CTA Forest Park Terminal to Mannheim Road.
> Adjacent to I-290 (elevated), adjacent to I-88 (elevated), and adjacent 22nd Street (elevated) from Mannheim Road to Oak Brook (IL 83).
> 8 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 6 New Blue Line stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route #331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

Blue Line I-290 > Blue Line Extension from Forest Park CTA Terminal to Mannheim Road

ID: HRT 3 | Heavy Rail Transit (HRT)

DESCRIPTION:

> Via I-290 Median (at-Grade) from CTA Forest Park terminal to Mannheim Road.
> 3.5 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 3 New Blue Line Stations: Mannheim Road, 25th Avenue and 1st Avenue.
> Added 10 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes #317, #325, #330, #331, #391, #747, #757, #877, and #888.

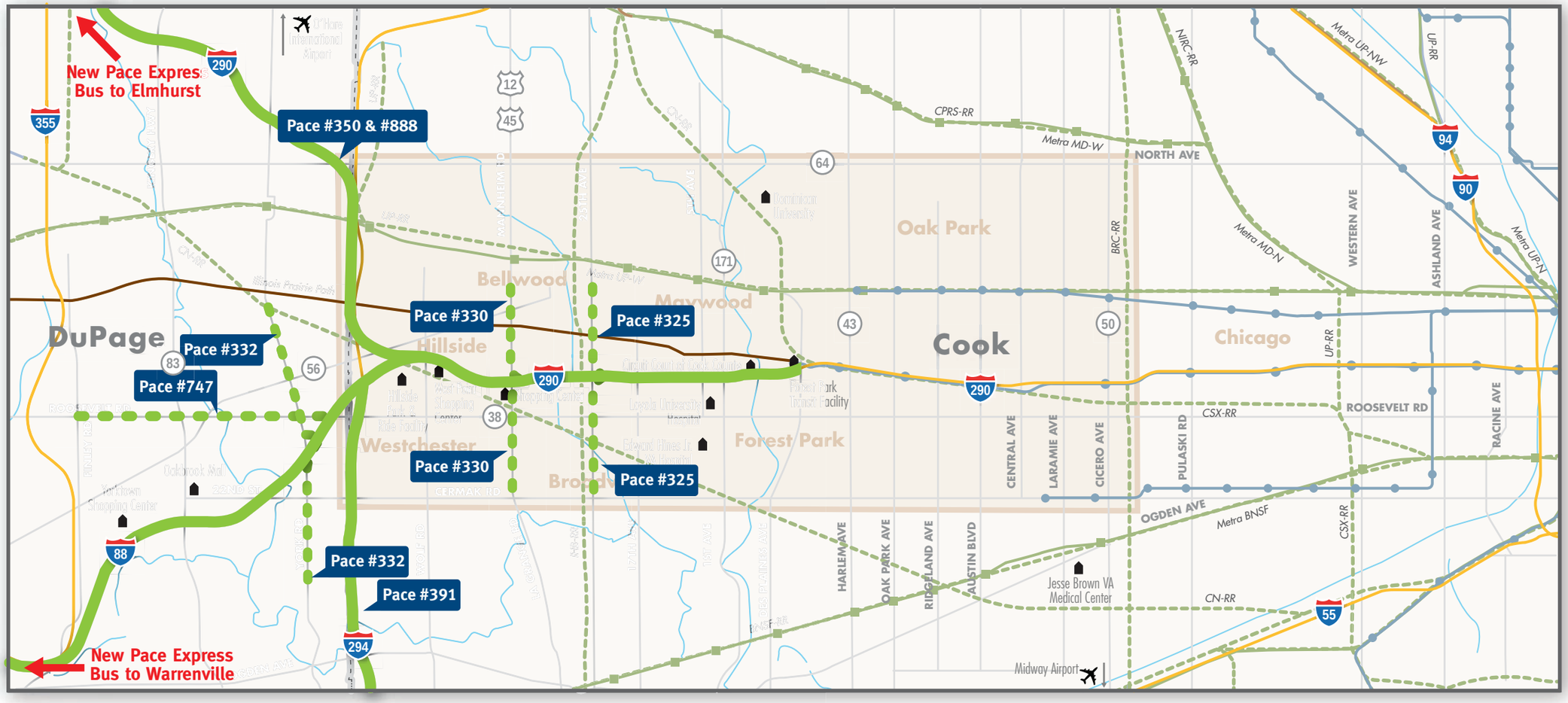
TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Rerouted existing Pace Bus Route #331 from 5th Avenue to 1st Avenue station.
> Truncated 6 existing bus routes to new terminal stop: #317, #391, #747, #757, #877 and #888 to Mannheim station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line)

Express Bus > Various Destinations in DuPage and Northwestern Cook County to Forest Park

ID: EXP

Express Bus



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Existing and New Express Bus
- Enhanced Local Bus to Run Express
- New Pace Express Bus Route

N

*Not to scale

DESCRIPTION:

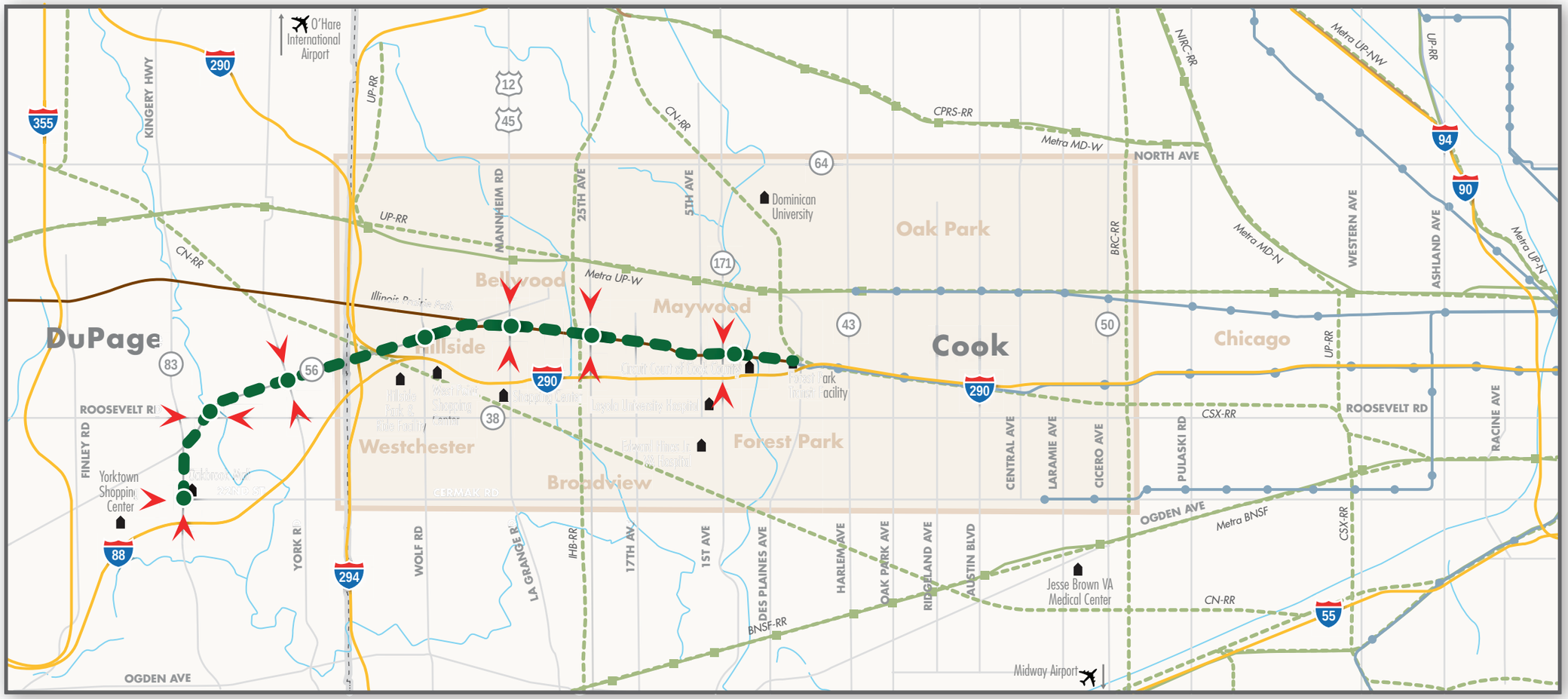
> Existing express bus service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.

TRANSIT SERVICE ENHANCEMENTS:

> Optimized 8 existing local Pace bus routes to provide express service to CTA Forest Park Terminal: Pace Routes #325, #330, #332, #391, #747, #757, #877, and #888.
> Added Pace express bus routes to connect at Hillside Park-n-ride, Yorktown Mall, Warrenville and Elmhurst to CTA Forest Park Terminal.

BRT Prairie Path > From Oak Brook (IL 83) to Forest Park CTA Terminal

ID: BRT 1 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Elevated Guideway
- New Stations
- Bus Service Enhancements

DESCRIPTION:

> Via Butterfield Road (IL 56) and Illinois Prairie Path (elevated).
> 7.6 miles

TRANSIT SERVICE ENHANCEMENTS:

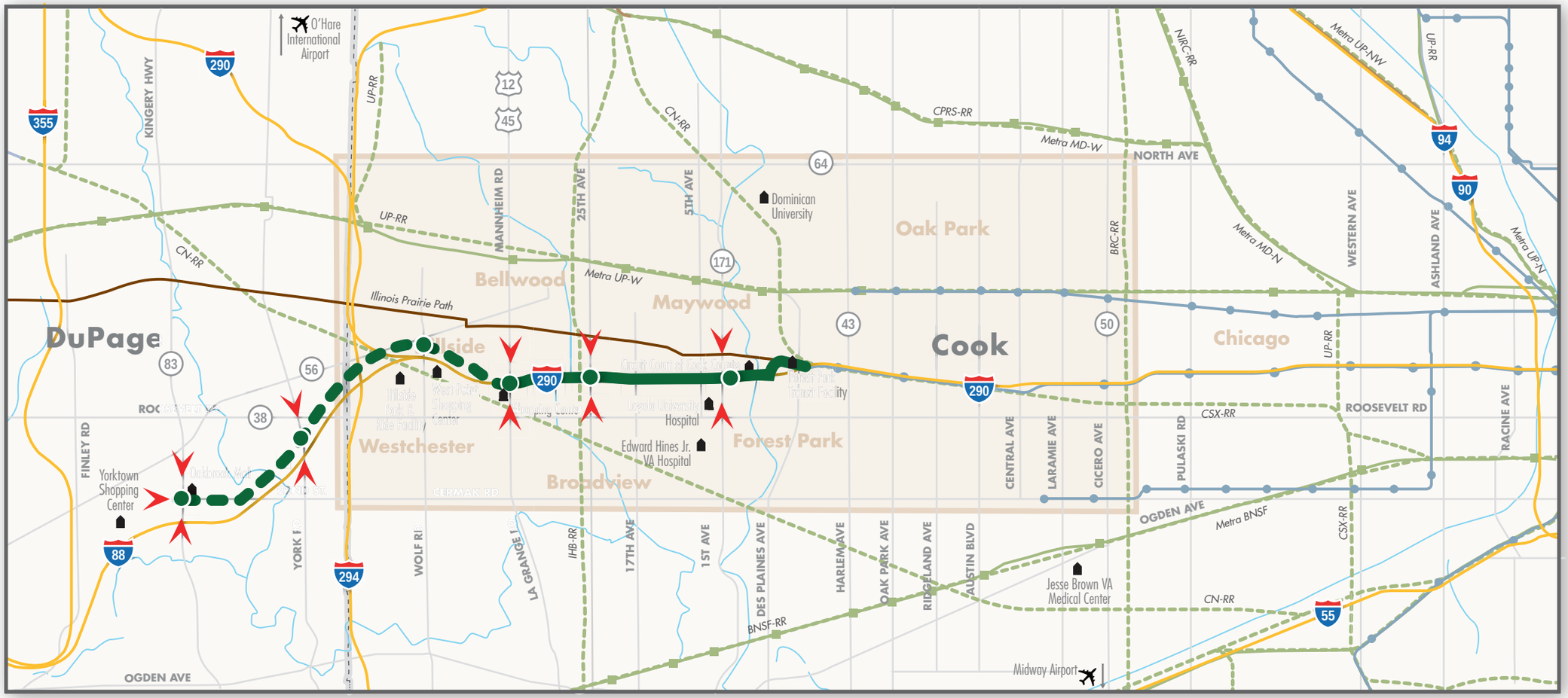
> Added 7 New BRT stations: 22nd Street, Roosevelt Road, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 11 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated existing Pace Bus Route #747 to new station at York Road.
> Optimized 2 existing Pace Bus express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line) and Pace feeder bus route on Roosevelt Road to Roosevelt Station.

BRT I-290 > From Oak Brook (IL 83) to Forest Park CTA Terminal

ID: BRT 2 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to 22nd Street, I-88, and I-290 from Oak Brook (IL 83) to Mannheim Road (elevated).
> Via I-290 median from Mannheim Road to CTA Forest Park terminal.
> 8 miles

TRANSIT SERVICE ENHANCEMENTS:

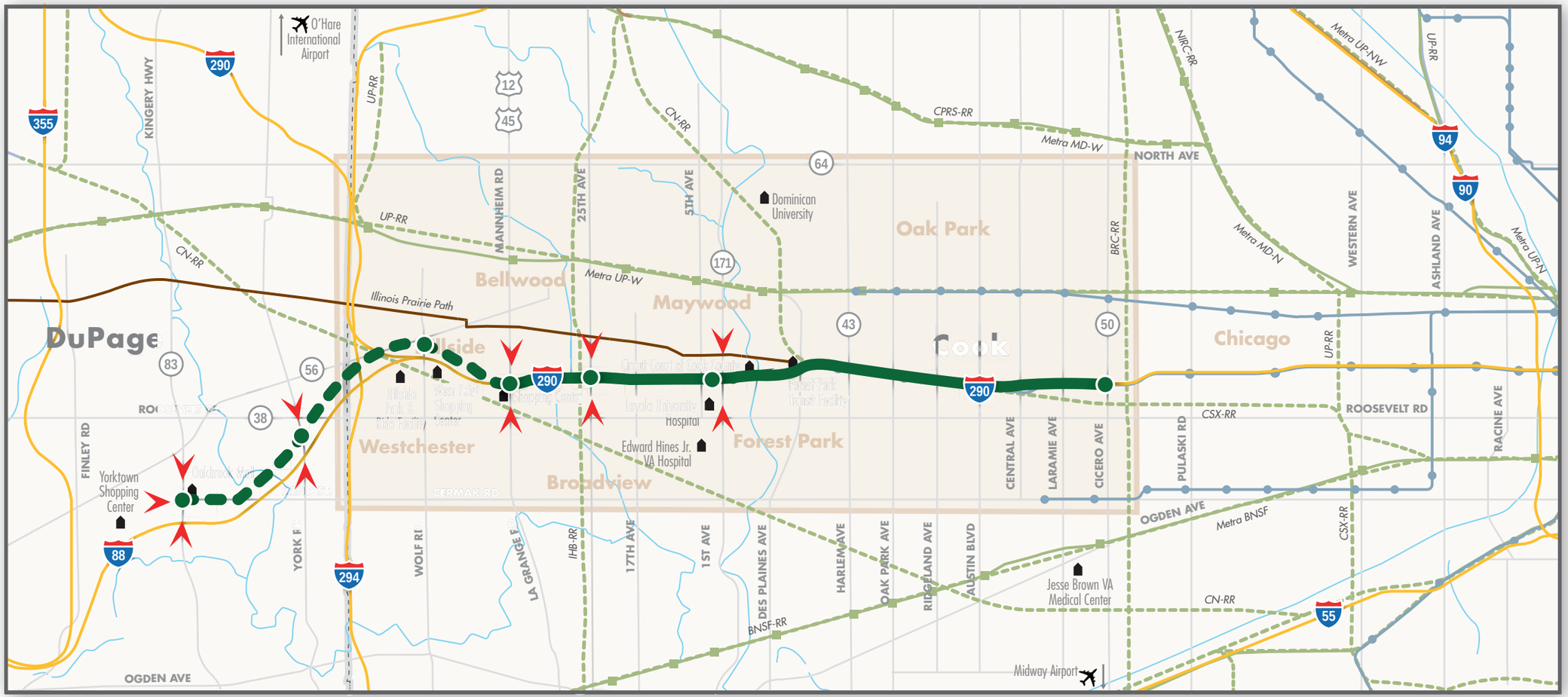
> Added 6 New BRT I-290 stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing Pace bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

BRT - CTA Overlap > From Oak Brook (IL 83) to Cicero Avenue

ID: BRT 3 | Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to 22nd, I-88 from Oak Brook to Mannheim Road (elevated).
> Via I-290 Median from Mannheim Road to Cicero Avenue (at grade).
> 10.5 miles

TRANSIT SERVICE ENHANCEMENTS:

> Added 7 New BRT I-290 Stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue, 1st Avenue, and Cicero Avenue.

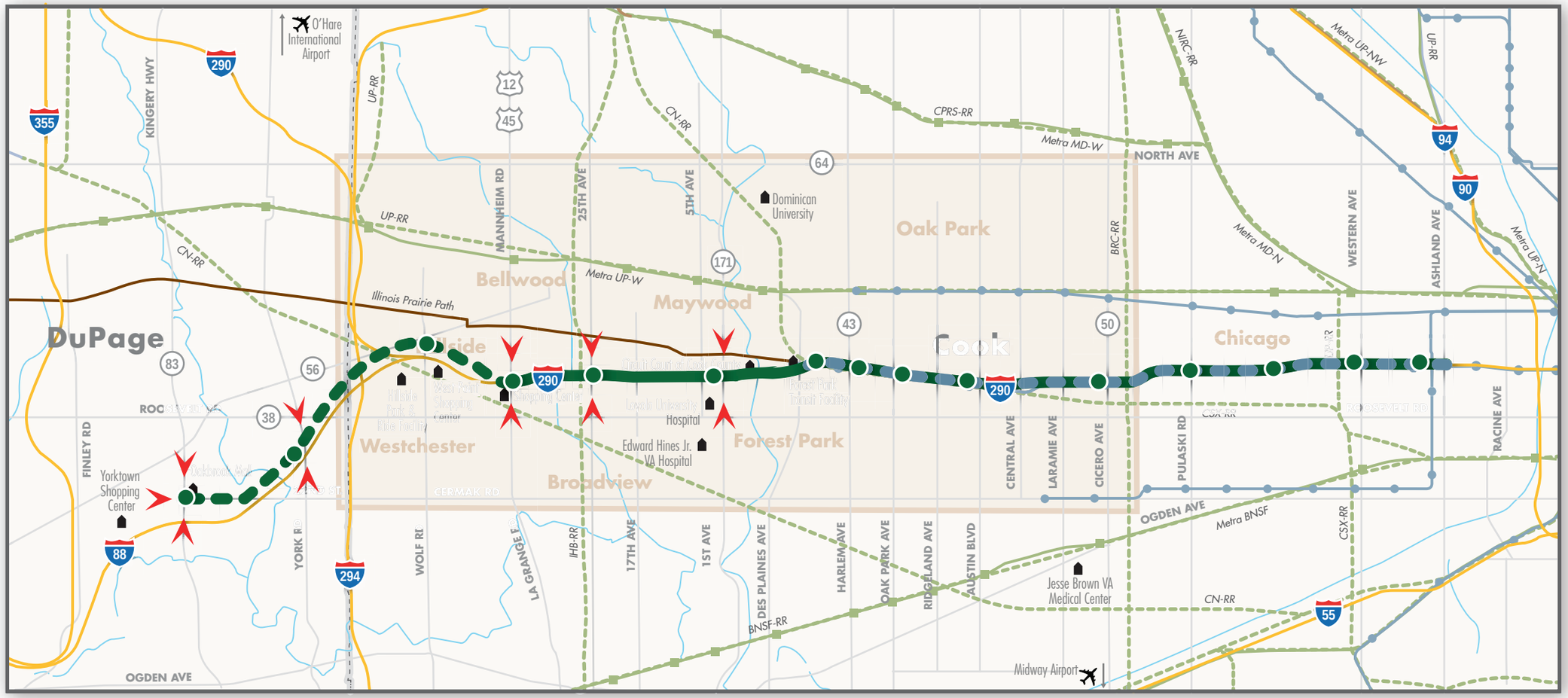
TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted Existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: Pace Routes #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

BRT – Conversion of CTA Blue line > From Oak Brook (Il 83) to Ashland Avenue

ID: BRT 4

Bus Rapid Transit (BRT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- At-Grade
- Elevated Guideway
- BRT with CTA Blue Line Removed
- New Stations
- Bus Service Enhancements

N

*Not to scale

DESCRIPTION:

> Adjacent to 22nd Street, I-88, I-290 from Oak Brook (IL-83) to Mannheim Road (elevated).
> Via I-290 Median from Mannheim Road to Des Plaines Avenue (at grade).
> Via existing CTA right-of-way from Des Plaines Avenue to Ashland Avenue (at grade, remove CTA Blue Line).
> Alternative requested by CMAP.
> 16.5 miles

TRANSIT SERVICE ENHANCEMENTS:

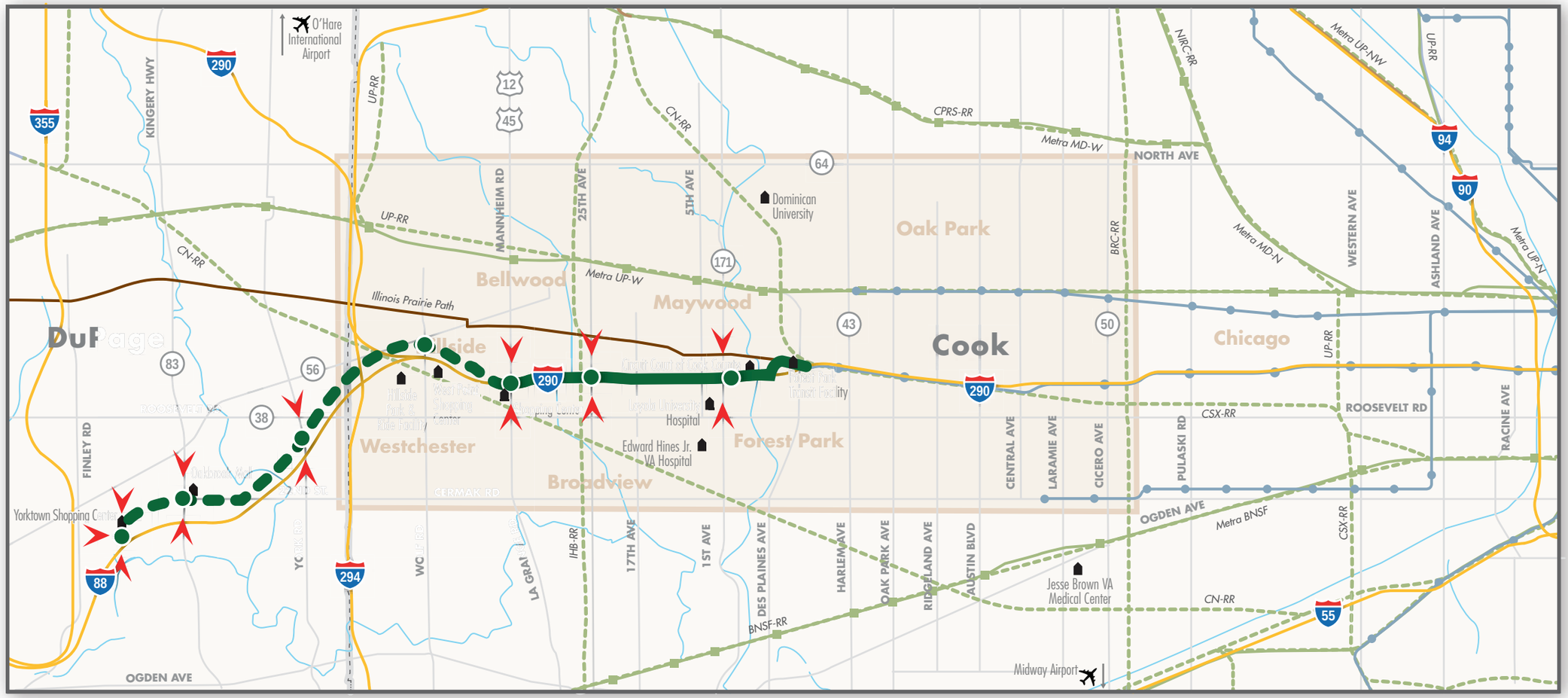
> Added 15 New BRT I-290 stations: 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue,1st Avenue, Forest Park, Harlem, Oak Park, Austin, Cicero, Pulaski, Kedzie Homan, Western, and Illinois Medical District.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: Pace Routes #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

BRT I-290 > From Lombard to Forest Park CTA Terminal

ID: BRT 5 | Bus Rapid Transit (BRT)



DESCRIPTION:

> Adjacent to Butterfield Road, 22nd Street, I-88, and I-290 from Lombard (Yorktown Shopping Center) to Mannheim Road (elevated).
> Via I-290 median from Mannheim Road to CTA Forest Park terminal.
> 11.2 miles

TRANSIT SERVICE ENHANCEMENTS:

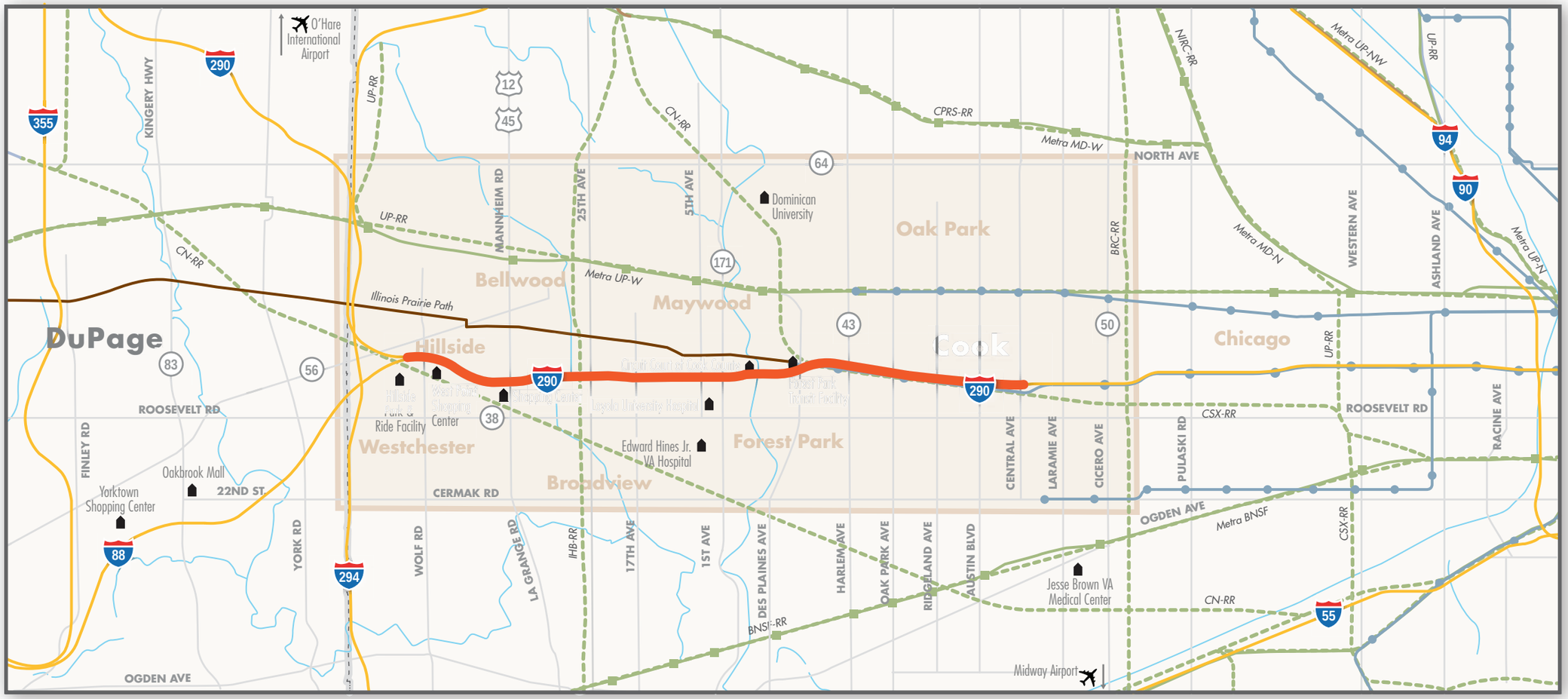
> Added 7 New Blue Line stations: Yorktown Shopping Center, 22nd Street, York Road, Wolf Road, Mannheim Road, 25th Avenue and 1st Avenue.

TRANSIT SERVICE ENHANCEMENTS: *(con't)*

> Added 12 new stops at new stations on routes: CTA Bus Route #17, Pace Bus Routes # 301, #310, #317, #325, #330, #331, #332, #747, #757, #877, and #888.
> Rerouted existing Pace Bus Route # 331 from 5th Avenue to 1st Avenue station.
> Truncated 3 existing Pace bus routes to new terminal stop: #391and #757 to Wolf Road station and #747 to York Road station.
> Optimized 2 existing Pace express bus routes to provide express shuttle service: #877 and #888.
> Included future Pace Bus Route art89 along Cermak Road (Yorktown to CTA Pink Line).

General Purpose Add Lane > From I-88/290 Split to Central Avenue

ID: GP LANE | General Purpose Add Lane



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes

N

*Not to scale

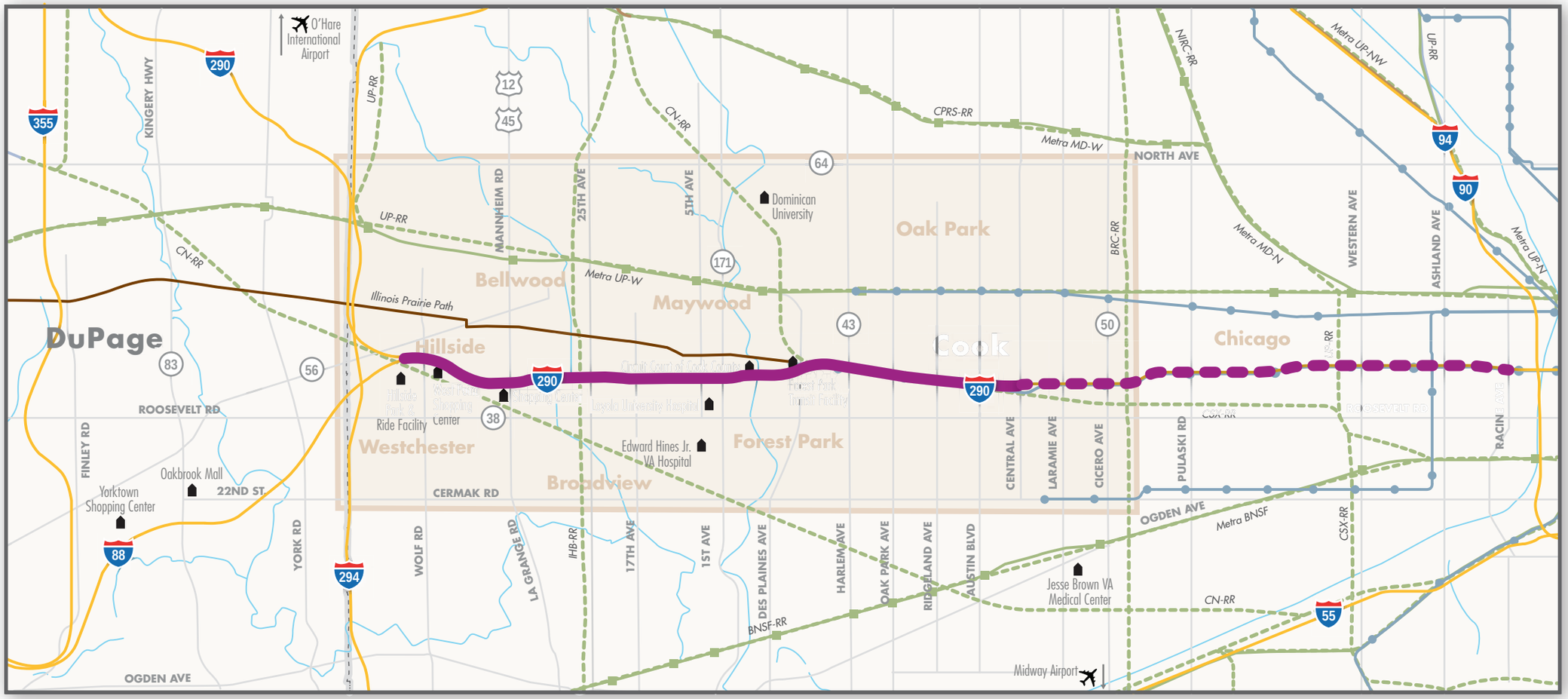
DESCRIPTION:

> Add 2 lanes (1 in each direction) along I-290 from I-88/290 Split to Central Avenue.
> 7.5 miles

HOV 2+ Long > From I-88/I-290 Split to Racine Avenue

ID: HOV 2L

High Occupancy Vehicle Lanes (HOV) 2+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

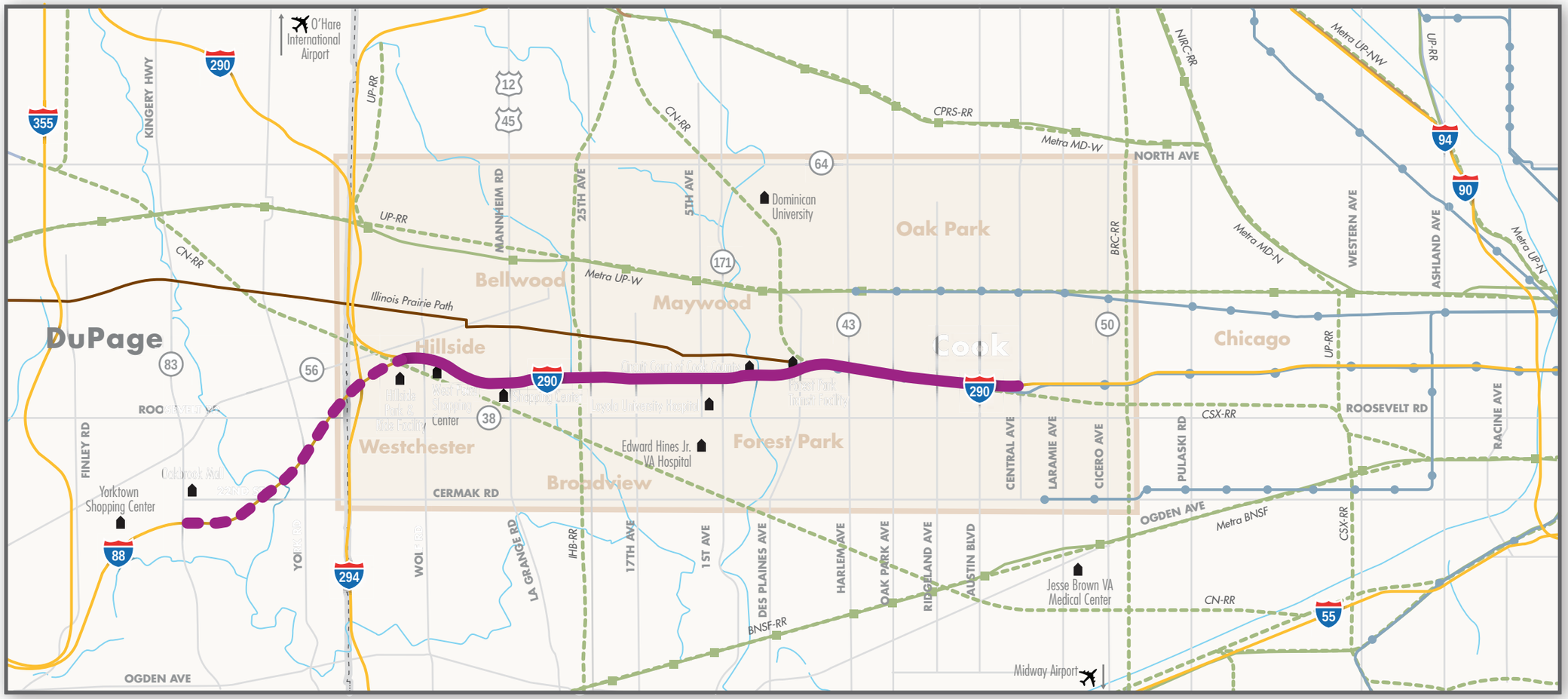
DESCRIPTION:

> HOV lane restricted to vehicles with 2 or more occupants (no toll).
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose Lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 13 miles

HOV 2+ West > From Oak Brook to Central Avenue

ID: HOV 2W

High Occupancy Vehicle Lanes (HOV) 2+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

> HOV lane restricted to vehicles with 2 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> 11 miles

HOV 2+ Long Long > From Oak Brook to Racine Avenue

ID: HOV 2LL

High Occupancy Vehicle Lanes (HOV) 2+ Occupants

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

> HOV lane restricted to vehicles with 2 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.

DESCRIPTION: *(con't)*

> Convert 2 existing General Purpose lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 16.5 miles

HOV 3+ Long > From I-88/I-290 Split to Racine Avenue

ID: HOV 3L

High Occupancy Vehicle Lanes (HOV) 3+ Occupants

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

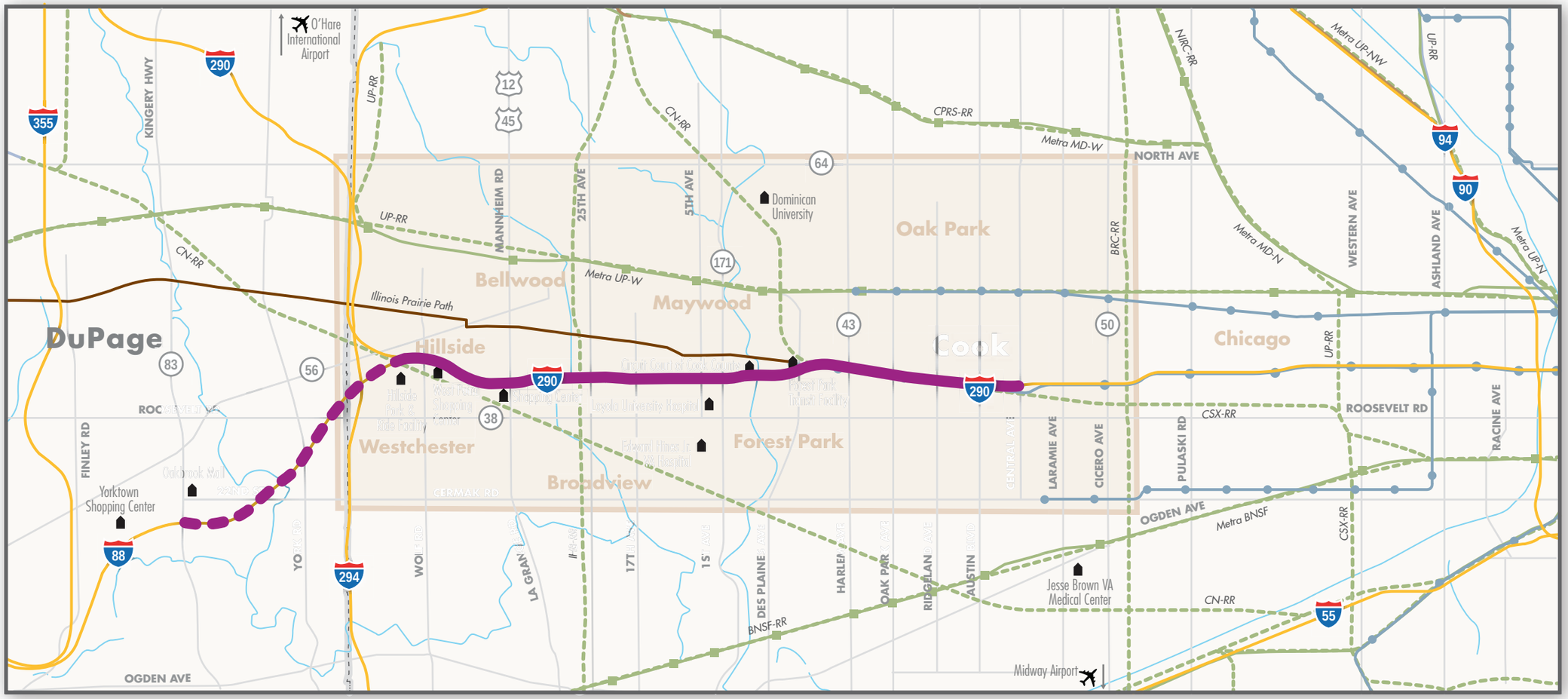
DESCRIPTION:

> HOV lane restricted to vehicles with 3 or more occupants (no toll).
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose Lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.
> 13 miles

HOV 3+ West > From Oak Brook to Central Avenue

ID: HOV 3W

High Occupancy Vehicle Lanes (HOV) 3+ Occupants



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

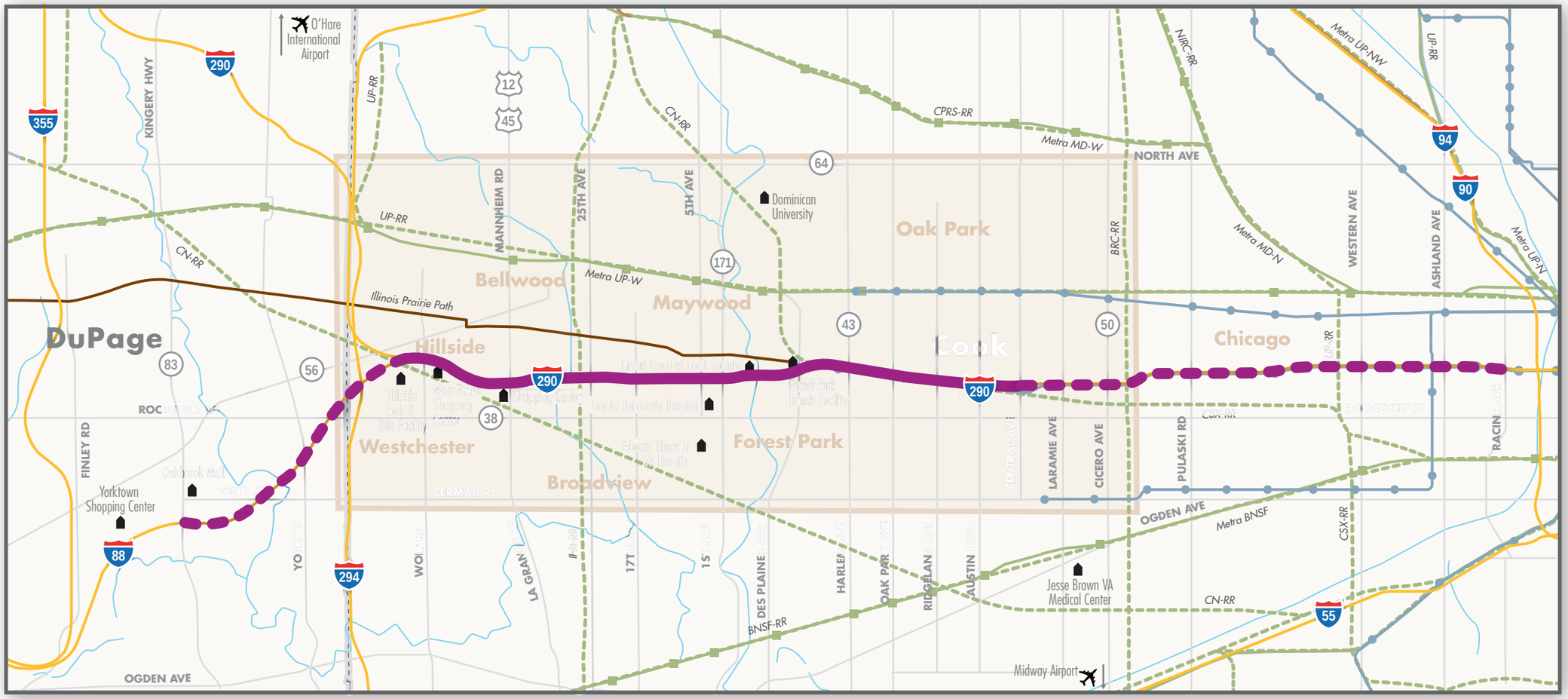
DESCRIPTION:

> HOV lane restricted to vehicles with 3 or more occupants (no toll).
> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> 11 miles

HOV 3+ Long Long > From Oak Brook to Racine Avenue

ID: HOV 3LL

High Occupancy Vehicle Lanes (HOV) 3+ Occupants



DESCRIPTION:

> HOV lane restricted to vehicles with 3 or more occupants (no toll).

> Convert 2 existing General Purpose Toll Lanes to HOV (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.

> Add 2 HOV lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.

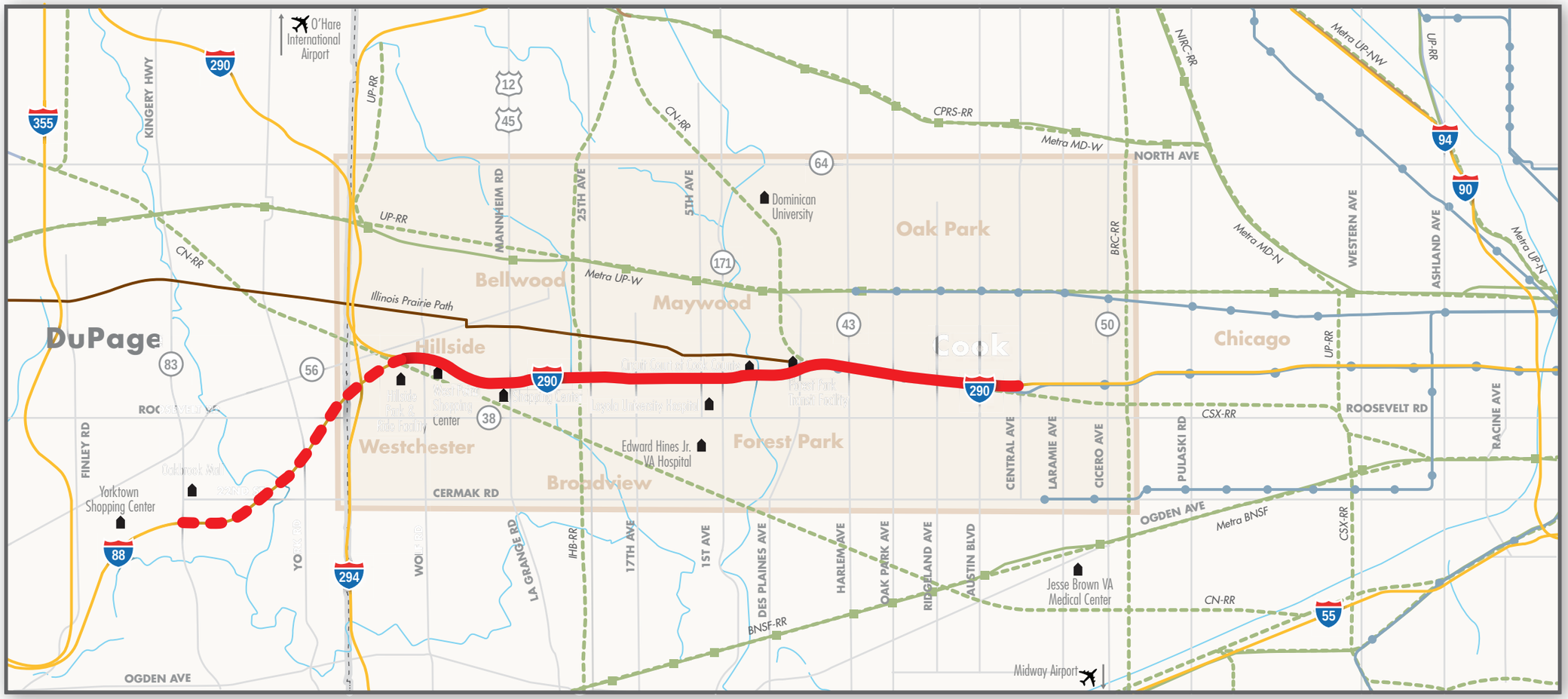
DESCRIPTION: *(con't)*

> Convert 2 existing General Purpose Lanes to HOV (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.

> 16.5 miles

HOT 3+ Short > From Oak Brook (IL 83) to Central Avenue

ID: HOT 1 | High Occupancy Toll Lane (HOT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

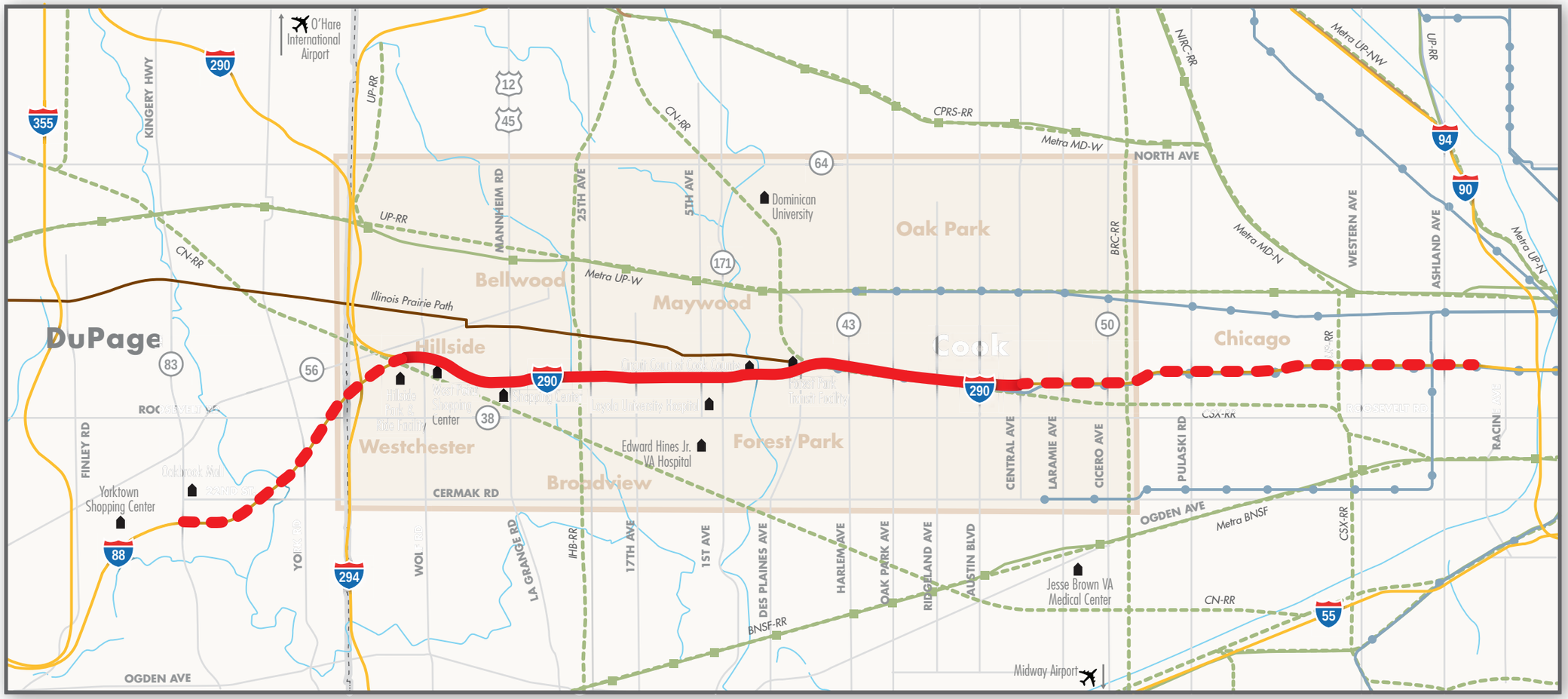
*Not to scale

DESCRIPTION:

> Convert 2 General Purpose Toll Lanes to HOT Lanes (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOT lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 11 miles

HOT 3+ Long > From Oak Brook (IL 83) to Racine Avenue

ID: HOT 2 | High Occupancy Toll Lane (HOT)



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Convert Existing Lanes

N

*Not to scale

DESCRIPTION:

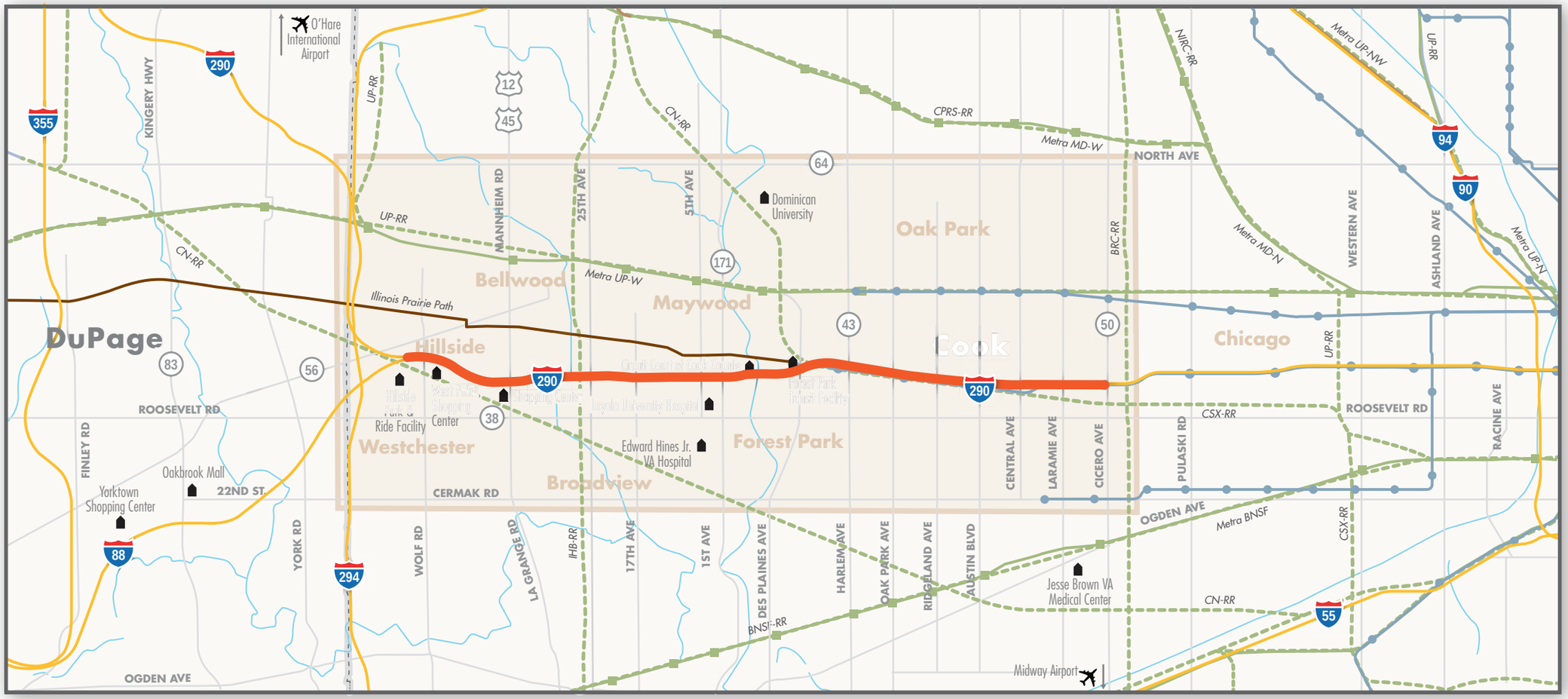
> Convert 2 General Purpose Toll Lanes to HOT Lanes (1 lane each direction) on I-88 from Oak Brook (IL 83) to I-88/290 split.
> Add 2 HOT lanes (1 lane each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 General Purpose Lanes to HOT Lanes (1 lane each direction) on I-290 from Central Avenue to Racine Avenue.

DESCRIPTION: *(con't)*

> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 16.5 miles

Toll Existing I-290 > From I-88/290 Split to Cicero Avenue

ID: TOL1 | Toll Existing I-290



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Toll Lanes

N

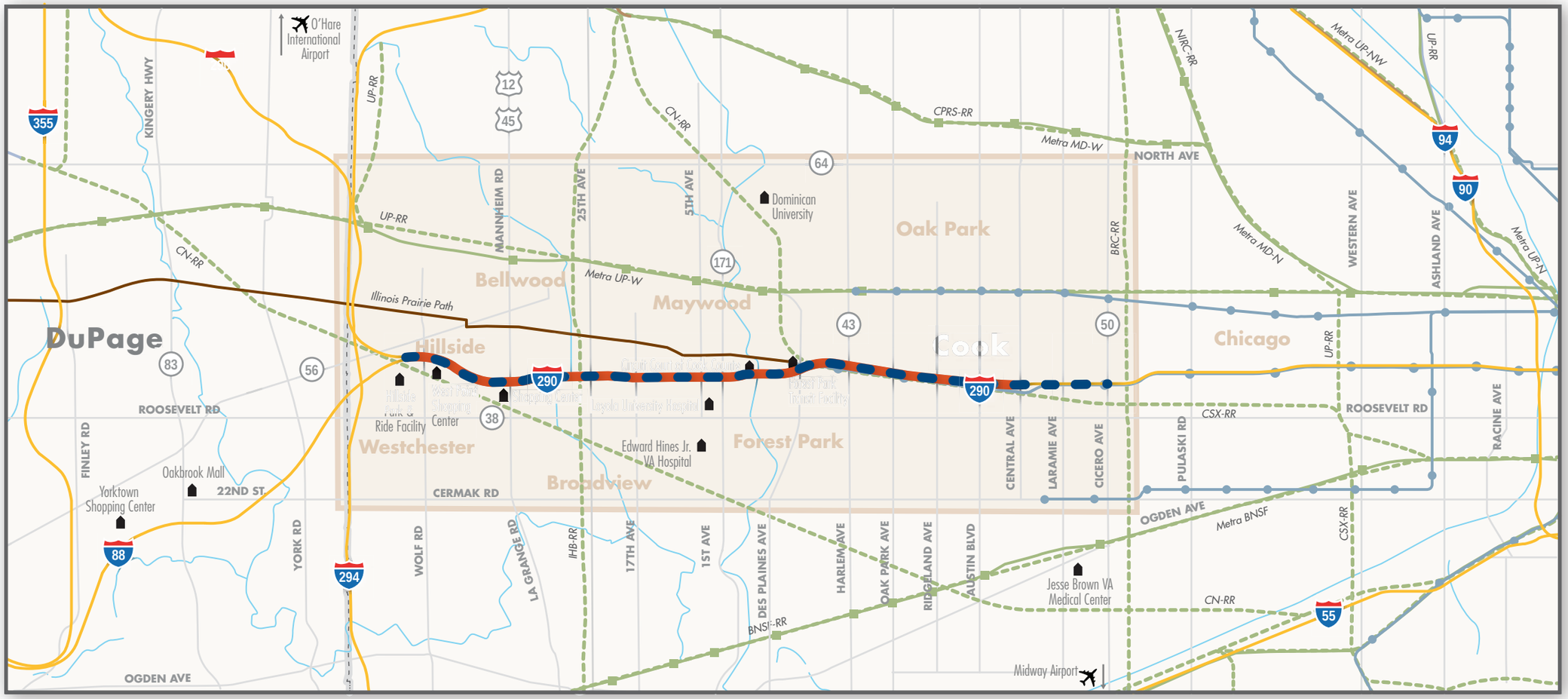
*Not to scale

DESCRIPTION:

> Toll existing I-290 lanes from I-88/I-290 split to Cicero Avenue.
> 8.5 miles

Toll I-290 with Add Lane > From I-88/290 Split to CiceroAvenue

ID: TOL2 | Toll I-290 with Add Lane



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Add Lanes
- Toll Lanes

N

*Not to scale

DESCRIPTION:

> Toll I-290 lanes from I-88/290 split to Cicero Avenue.
> Add 2 lanes (1 in each direction) along I-290 from I-88/290 split to Central Avenue.
> 8.5 miles

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX D

Summary of Single Mode Evaluation Results

I-290 Phase I Study

Round 1 - Single Mode Alternatives
Purpose and Need Evaluation
Alternatives Measures
Initial Ranking Summary

September 29, 2011
DRAFT

This table summarizes the total number of top 4 ranked measures for each need point.
This is a draft document and may be updated as appropriate.

		Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Lanes						HOT Lanes		Toll Lanes	
												2+ Occupants			3+ Occupants						
	Total # of Measures in each need point category *	Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
		HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2
Count of top 4 ranked measures	28	**2**	**1**	**0**	**0**	**0**	**2**	**2**	**6**	**3**	**9**	**3**	**7**	**9**	**11**	**7**	**14**	**4**	**12**	**8**	**12**
Improve Local And Regional Travel Measures	21	2	*0*	*0*	*0*	*0*	*0*	*0*	2	*0*	8	2	7	9	9	5	11	4	10	6	9
Improve Access to Employment Measures	3	*0*	*0*	*0*	*0*	*0*	1	1	2	1	*0*	*0*	*0*	*0*	*0*	*0*	1	*0*	2	2	2
Improve Safety Measures	3	*0*	1	*0*	*0*	*0*	*0*	*0*	1	1	1	1	*0*	*0*	2	2	2	*0*	*0*	*0*	1
Improve Modal Connections and Opportunities Measures	1	*0*	*0*	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Improve Facility Deficiencies Measures	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend: Top 4 Performers
1st 2nd 3rd 4th

* Total number of non-qualitative measures

I-290 Phase I Study

Round 1 - Single Mode Alternatives
Purpose and Need Evaluation Measures
September 29, 2011
DRAFT
This is a draft document, and may be updated.

↓ value Higher ↑ or Lower of measure desired

P&N Point		Measure		Unit		No Build (2040)	Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Lanes							HOT Lanes		Toll Lanes	
																	2+ Occupants			3+ Occupants								
							Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
						Top 4 Total ->	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2
							2	1	0	0	0	2	2	6	3	9	3	7	9	11	7	14	4	12	8	12
Regional Travel	All Vehicles	1.1	**I-290 Volume to Capacity** (v/c) (Peak Periods)	All Lanes	ratio		1.206	0.012	0.010	0.007	0.000	0.009	0.010	0.011	0.013	0.011	-0.012	-0.057	-0.063	-0.061	-0.065	-0.069	-0.072	-0.034	-0.022	-0.072	-0.095
				HOV/HOT *	ratio		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.93	1.00	0.64	0.57	0.67	1.11	1.27	0.00	0.00
		1.2	**I-290 Average Speeds** (Peak Periods)	All Lanes	mph		25.3	-0.4	-0.4	-0.2	0.0	-0.3	-0.4	-0.4	-0.4	-0.4	1.1	3.5	3.8	3.9	3.1	3.3	3.6	3.0	2.0	7.1	9.0
				HOV/HOT *	mph		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.4	43.5	42.2	54.1	55.1	53.7	38.9	27.9	0.0	0.0
		1.3	**I-290 Average Travel Time Changes** (Peak Periods)	All Lanes	%		17.8 min	1.6%	1.4%	0.8%	0.0%	1.2%	1.4%	1.6%	-	1.4%	-4.2%	-12.3%	-13.0%	-13.3%	-10.9%	-11.6%	-12.4%	-10.7%	-7.3%	-21.9%	-26.2%
				HOV/HOT	%		-	-	-	-	-	-	-	-	-	-	-	-40.4%	-41.9%	-40.1%	-53.3%	-54.2%	-52.9%	-35.0%	-9.5%	-	-
		1.4	**Daily Hours of Congestion** (I-290 in Study Area)	All Lanes	hrs		18.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-1.00	-1.00	-1.00	-1.00	-0.75	-0.50	-0.75	-0.50	-0.75	-0.50	-4.00
				HOV/HOT *	hrs		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	3.5	3.5	1.0	1.0	1.0	5.0	11.0	0.0	0.0
		1.5	**Daily Person Throughput** (Daily thru Study Area)		#		419,085	13,969	13,812	9,552	10,738	10,324	12,865	15,262	19,584	13,599	15,010	24,772	22,190	24,883	28,795	25,412	30,641	29,779	28,578	2,853	15,912
		1.6	**Vehicle Miles of Travel (Daily VMT)**		miles		233,258,223	-80,451	-37,362	-35,438	23,567	-40,025	-57,389	-62,819	-37,333	-79,380	39,450	-126	-6,031	19,053	-158,020	-128,466	-168,236	95,434	45,382	17,778	36,443
		1.7	**Vehicle Hours of Travel (Daily VHT)**		hours		10,292,508	-7,137	-3,055	-4,371	1,438	-3,004	-5,953	-6,864	-4,120	-8,572	-13,131	-14,653	-18,528	-12,494	-22,636	-24,871	-22,652	-15,728	-16,502	-5,301	-17,628
		1.8	**Congested VMT (Daily)**		miles		17,943,509	-16,494	-4,026	-10,907	1,024	-9,053	-13,731	-11,696	-9,711	-20,252	-45,828	-58,156	-65,490	-54,373	-75,955	-82,602	-81,219	-60,058	-59,324	-39,674	-84,025
		1.9	**Hours of Delay (Daily)**		hours		5,211,126	-4,969	-1,942	-3,152	953	-1,919	-4,438	-5,175	-2,919	-6,451	-11,646	-13,517	-16,758	-11,905	-19,074	-21,033	-19,026	-15,172	-15,160	-7,497	-18,379
	Trucks	1.10	**Truck Miles of Travel (TMT)**		miles		44,473,138	-1,982	-1,792	-2,489	1,892	637	-2,299	-2,389	-3,249	-1,277	2,218	-2,110	-1,627	-2,171	-3,701	-2,888	-7,094	-650	-3,181	-3,211	-854
		1.11	**Truck Hours of Travel (THT)**		hours		1,739,079	-729	-362	-408	410	-234	-597	-728	-346	-833	-2,799	-965	-1,636	-391	-1,424	-1,993	-911	-2,244	-2,410	-8,631	-11,472
		1.12	**Congested TMT**		miles		2,345,210	-1,501	-454	-1,268	2,390	-688	-1,637	-1,684	-538	-2,628	-7,992	-6,310	-8,238	-5,088	-6,091	-8,111	-4,956	-11,115	-13,466	-8,594	-16,463
		1.13	**Truck Hours of Delay**		hours		849,064	-781	-392	-391	370	-314	-614	-763	-394	-869	-2,457	-929	-1,491	-409	-1,378	-1,841	-879	-2,059	-2,181	-2,006	-4,310
Local Travel	Arterials	1.14	**Peak Period Volume to Capacity**	**East-West Arterials**	ratio		0.961	0.007	0.007	0.004	-0.001	0.005	0.007	0.009	0.008	0.007	-0.044	-0.033	-0.036	-0.037	-0.026	-0.029	-0.031	-0.024	-0.033	0.043	0.003
		1.15		**North-South Arterials**	ratio		0.981	-0.011	-0.011	-0.012	-0.015	-0.011	-0.010	-0.009	-0.010	-0.010	-0.044	-0.036	-0.038	-0.039	-0.033	-0.035	-0.036	-0.030	-0.038	0.017	-0.011
		1.16	**Peak Period Speed**	**East-West Arterials**	mph		18.42	-0.07	-0.07	-0.03	0.02	-0.06	-0.08	-0.09	-0.07	-0.08	0.46	0.42	0.43	0.45	0.36	0.36	0.40	0.28	0.41	-0.41	0.02
		1.17		**North-South Arterials**	mph		17.25	0.05	0.05	0.04	-0.01	0.02	0.04	0.04	0.06	0.04	0.01	0.00	-0.02	0.00	0.067	0.03	0.07	0.01	0.05	-0.07	0.00
		1.18	**Vehicle Miles of Travel (VMT)**		miles		3,385,139	-5,095	-5,771	-5,905	-917	-705	-2,813	-3,220	-7,301	-3,253	-62,456	-34,444	-42,488	-40,166	-28,463	-35,153	-33,373	-41,889	-58,507	81,580	24,337
		1.19	**Vehicle Hours of Travel (VHT)**		hours		211,821	-677	-640	-737	-311	-154	-340	-393	-970	-370	-5,840	-5,268	-5,151	-5,459	-5,438	-4,834	-5,743	-4,540	-6,701	5,543	-155
		1.20	**Congested VMT**		miles		240,223	-1,456	-1,119	-2,026	-620	-434	-230	-423	-2,200	-372	-14,875	-16,872	-15,865	-17,126	-17,087	-14,602	-17,905	-12,989	-19,461	8,779	-5,853
		1.21	**Hours of Delay**		hours		101,789	-517	-466	-555	-273	-123	-257	-305	-746	-273	-3,727	-4,082	-3,742	-4,094	-4,419	-3,648	-4,559	-3,158	-4,770	2,889	-843
			Number of top 4 measures					2	0	0	0	0	0	0	2	0	8	2	7	9	9	5	11	4	10	6	9
Access to Employment			**# of Jobs Accessible within 60 min.:**																								
		2.1	**Auto**		#		2,907,051	-13,713	-12,408	-3,662	4,527	-12,408	-13,713	-15,872	-12,079	-13,713	75,999	136,087	142,891	136,199	129,660	144,455	157,344	79,739	269,783	201,998	312,636
		2.2	**Transit**		#		2,048,516	104,697	140,440	94,990	133,264	89,612	160,036	145,606	275,222	173,003	0	0	0	0	0	0	0	0	0	0	0
		2.3	**Transit & Auto**		#		4,955,567	90,984	128,032	91,328	137,791	77,204	146,323	129,734	263,143	159,290	75,999	136,087	142,891	136,199	129,660	144,455	157,344	79,739	269,783	201,998	312,636
			Number of top 4 measures					0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	1	0	2	2	2
Safety			**Injuries and Fatality Rates % Change:**																								
		3.1	**Arterial**		million vehicle miles/year		0.519	-0.07%	-0.10%	-0.02%	0.00%	-0.07%	-0.09%	-0.09%	-0.13%	-0.09%	-0.10%	0.03%	0.05%	0.05%	-0.05%	-0.03%	-0.07%	0.09%	0.04%	0.08%	-0.05%
		3.2	**Expressway**		million vehicle miles/year		0.220	0.58%	0.54%	0.39%	0.07%	0.44%	0.52%	0.62%	0.68%	0.56%	-10.52%	-12.02%	-11.75%	-12.05%	-14.21%	-13.58%	-14.19%	-9.80%	-9.62%	-3.21%	-14.36%
		3.3	**Overall** (Arterial, Highway, Transit)		million person miles/year		0.313	-3.32%	-3.37%	-2.25%	-2.75%	-2.55%	-3.19%	-3.63%	-5.10%	-3.54%	-5.17%	-8.66%	-7.39%	-8.51%	-11.06%	-9.58%	-11.51%	-6.61%	-6.90%	-0.59%	-5.55%
			Number of top 4 measures					0	1	0	0	0	0	0	1	1	1	1	0	0	2	2	2	0	0	0	1
Intermodal Connections & Opportunities		4.1	**New Transit Trips** (Regional)		#		2,013,082	9,142	8,353	7,456	883	7,210	10,421	11,634	10,678	10,783	446	-3,192	-2,429	-6,819	-4,746	-1,860	-6,486	-3,179	-1,961	154	-318
		4.2	**Transit Access**		*(qualitative)*		-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		4.3	**Non-motorized Connections**		*(qualitative)*		-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		4.4	**Multimodal Opportunities**		*(qualitative)*		-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
			Number of top 4 measures					0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Facility Condition & Design		5.1	**Address Pavement Age**		*(qualitative)*		-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.2	**Address Structure Deficiencies**		*(qualitative)*		-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.3	**Address ADA Deficiencies**		*(qualitative)*		-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.4	**Address Drainage Deficiencies**		*(qualitative)*		-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
			Number of top 4 measures														✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend: Top 4 Total — 1st, 2nd, 3rd, 4th; Worsened; **For information

* Provided for information only, not included in the Top 4 Total.

I-290 Phase I Study

Round 1 - Alternatives Footprint Evaluation (West of the DesPlaines River)

September 29, 2011

DRAFT

NOTE: Alternative impacts in this table are for the portions of the alignments that lie west of the DesPlaines River. Alternative footprints east of the River cannot be determined at this time due to locational variability of alignments associated with the availability of CSX or CTA ROW, and the use of context sensitive design. Impacts in this area will be evaluated when the availability of railroad ROW is determined.

				Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP add Lane	HOV Lanes						HOT Lanes		Toll Lanes		Arterials	
														2+ Occupants			3+ Occupants								
				Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)	Roosevelt and Madison Improvements - Without Parking	Roosevelt and Madison Improvements - With Parking
P&N	Point	Measure	Unit	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2	ART 1	ART 2
Footprint Screening (Corridor Level Evaluation)	Right of Way	**Residential/Business**	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	8.92	21.88
		Parks	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	0.63	0.63
		Historical	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
		Other	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	2.85	2.98
		ROW Total	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	12.40	25.49
	Displacements	**Residential/Business**	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	351	573
		School/Church/Etc.	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	5	10
		Historic Property Impacts	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		Displacements Total	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	356	583

NOTE: "Other" right-of-way includes church ROW, school ROW, etc.

Considered Fatally Flawed

I-290 Phase I Study

Round 1 - Alternatives Safety Evaluation Summary (Study Area)

September 29, 2011

DRAFT

		No Build	Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV						HOT		Toll Lanes	
													2+ Occupants			3+ Occupants						
			Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)
			HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 2W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2
Highway	**Annual Crash [1] Totals**	**118.10**	**120.92**	**120.72**	**120.00**	**118.41**	**120.21**	**120.63**	**121.10**	**121.41**	**120.79**	**122.23**	**115.71**	**116.80**	**115.58**	**106.63**	**109.07**	**106.70**	**125.67**	**126.56**	**103.49**	**105.85**
	% Change From Base		2.3%	2.2%	1.6%	0.3%	1.8%	2.1%	2.5%	2.7%	2.2%	3.4%	-2.1%	-1.1%	-2.2%	-10.8%	-8.3%	-10.7%	6.0%	6.7%	-14.1%	-11.6%
	Crash Rate - Vehicle Miles																					
	MVMpY	445.09	453.42	453.03	450.78	446.23	450.88	452.25	453.93	455.27	452.74	514.55	486.01	490.53	485.46	455.92	466.25	456.37	518.10	520.21	403.48	461.20
	K+Inj /MVMpY [2]	0.220	0.221	0.221	0.221	0.220	0.221	0.221	0.222	0.222	0.221	0.199	0.197	0.197	0.196	0.193	0.194	0.193	0.200	0.201	0.213	0.193
	% Change from Base		**0.6%**	**0.5%**	**0.4%**	**0.1%**	**0.4%**	**0.5%**	**0.6%**	**0.7%**	**0.6%**	**-10.5%**	**-12.0%**	**-11.8%**	**-12.0%**	**-14.2%**	**-13.6%**	**-14.2%**	**-9.8%**	**-9.6%**	**-3.2%**	**-14.4%**
	Crash Rate Person Miles																					
	MPMpY	420.85	436.89	434.38	430.28	421.94	431.56	433.32	436.28	438.88	434.12	485.73	516.52	506.86	516.13	515.01	507.76	520.81	512.18	511.49	403.47	459.89
	K+Inj /MVMpY [2]	0.233	0.230	0.231	0.232	0.233	0.231	0.231	0.231	0.230	0.231	0.211	0.185	0.191	0.185	0.171	0.178	0.169	0.203	0.205	0.214	0.194
	% Change from Base		**-1.3%**	**-0.8%**	**-0.6%**	**0.1%**	**-0.8%**	**-0.8%**	**-1.0%**	**-1.2%**	**-0.9%**	**-10.3%**	**-25.8%**	**-22.4%**	**-26.0%**	**-36.2%**	**-31.0%**	**-37.7%**	**-15.0%**	**-14.1%**	**-9.1%**	**-20.4%**
Arterials	**Annual Crash [1] Totals**	**263.91**	**264.29**	**264.13**	**263.77**	**263.94**	**264.58**	**264.79**	**264.74**	**263.92**	**264.74**	**255.24**	**258.12**	**258.27**	**257.56**	**259.10**	**259.73**	**258.50**	**258.55**	**255.71**	**274.52**	**266.55**
	% Change From Base		0.1%	0.1%	-0.1%	0.0%	0.3%	0.3%	0.3%	0.0%	0.3%	-3.4%	-2.2%	-2.2%	-2.5%	-1.9%	-1.6%	-2.1%	-2.1%	-3.2%	3.9%	1.0%
	Crash Rate - Vehicle Miles																					
	MVMpY	508.43	509.52	509.34	508.25	508.50	510.08	510.59	510.47	509.11	510.52	492.24	497.11	497.33	495.98	499.42	500.53	498.35	497.69	492.44	528.46	513.75
	K+Inj /MVMpY [2]	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
	% Change from Base		**-0.1%**	**-0.1%**	**0.0%**	**0.0%**	**-0.1%**	**-0.1%**	**-0.1%**	**-0.1%**	**-0.1%**	**-0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**-0.1%**	**0.1%**	**0.0%**	**0.1%**	**0.0%**
	Crash Rate Person Miles [3]																					
	MPMpY	515.76	515.58	515.44	513.83	515.52	516.95	517.37	516.11	514.53	516.81	496.73	495.80	494.01	493.75	502.53	501.61	499.98	501.65	496.60	534.43	518.85
	K+Inj /MVMpY [2]	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.51	0.51	0.51
	% Change from Base		**0.2%**	**0.1%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.2%**	**0.2%**	**0.1%**	**0.4%**	**1.7%**	**2.1%**	**1.9%**	**0.8%**	**1.2%**	**1.0%**	**0.7%**	**0.6%**	**0.4%**	**0.4%**
Transit	**Crash Rate Person Miles**																					
	MPMpY	218.39	250.21	252.44	241.74	250.58	243.65	250.87	255.83	270.58	255.08	218.31	214.51	214.83	212.28	212.80	214.59	212.62	218.81	220.60	219.68	218.76
	K+Inj /MPMpY (length based av	0.000	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
	% Change from Base		**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
Total	**Annual Crashes [1]**	**382.00**	**385.22**	**384.85**	**383.77**	**382.35**	**384.79**	**385.42**	**385.84**	**385.34**	**385.54**	**377.47**	**373.83**	**375.07**	**373.14**	**365.73**	**368.80**	**365.20**	**384.23**	**382.27**	**378.01**	**372.40**
	% Change From Base		0.8%	0.7%	0.5%	0.1%	0.7%	0.9%	1.0%	0.9%	0.9%	-1.2%	-2.2%	-1.8%	-2.4%	-4.4%	-3.6%	-4.6%	0.6%	0.1%	-1.1%	-2.6%
	Crash Rate - Vehicle Miles																					
	MVMpY	953.52	962.95	962.37	959.03	954.72	960.96	962.84	964.41	964.38	963.26	1006.79	983.12	987.86	981.44	955.34	966.78	954.73	1015.78	1012.65	931.93	974.95
	K+Inj /MVMpY [2]	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.39	0.36
	% Change from Base		-0.2%	-0.2%	-0.2%	0.0%	-0.1%	-0.2%	-0.2%	-0.3%	-0.2%	-6.8%	-5.5%	-5.6%	-5.5%	-4.5%	-4.8%	-4.6%	-6.4%	-6.7%	1.9%	-4.1%
	Crash Rate Person Miles [3]																					
	MPMpY	1155.00	1202.68	1202.25	1185.85	1188.04	1192.16	1201.55	1208.23	1223.99	1206.02	1200.77	1226.82	1215.69	1222.17	1230.35	1223.97	1233.40	1232.65	1228.69	1157.59	1197.49
	K+Inj /MVMpY [2]	0.31	0.30	0.30	0.31	0.31	0.31	0.30	0.30	0.30	0.30	0.30	0.29	0.29	0.29	0.28	0.29	0.28	0.29	0.29	0.31	0.30
	% Change from Base		**-3.3%**	**-3.4%**	**-2.3%**	**-2.8%**	**-2.6%**	**-3.2%**	**-3.6%**	**-5.1%**	**-3.5%**	**-5.2%**	**-8.7%**	**-7.4%**	**-8.5%**	**-11.1%**	**-9.6%**	**-11.5%**	**-6.6%**	**-6.9%**	**-0.6%**	**-5.6%**

(1) - Crash totals are for injury and fatal crashes only

(2) - Length based average

(3) - Person miles are calcuated using the CMAP regional travel model for each alternative

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX E

Single Mode Alternatives Footprint Evaluation

I-290 Phase I Study

Round 1 - Alternatives Footprint Evaluation (West of the DesPlaines River)

September 29, 2011

DRAFT

NOTE: Alternative impacts in this table are for the portions of the alignments that lie west of the DesPlaines River. Alternative footprints east of the River cannot be determined at this time due to locational variability of alignments associated with the availability of CSX or CTA ROW, and the use of context sensitive design. Impacts in this area will be evaluated when the availability of railroad ROW is determined.

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														2+ Occupants			3+ Occupants								
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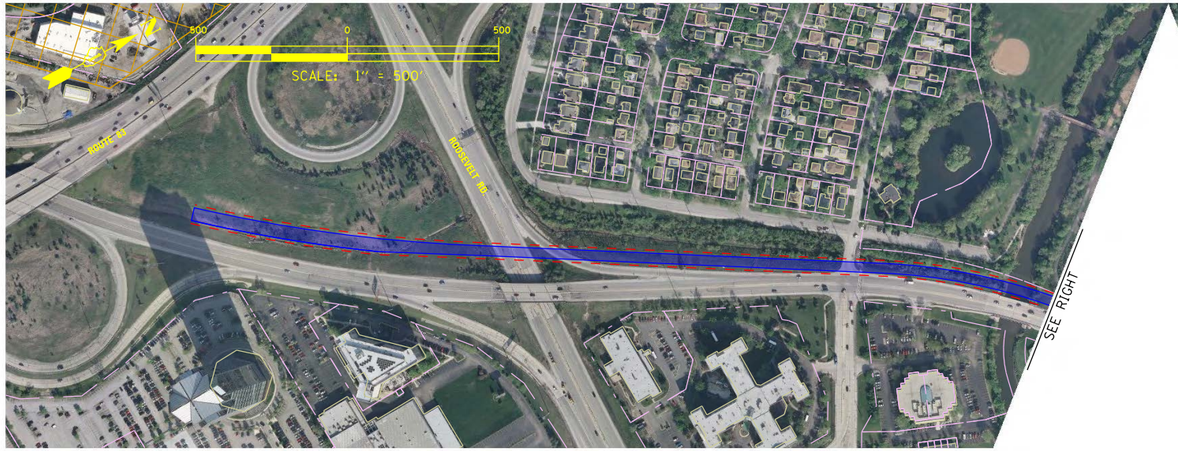
P&N	Point	Measure	Unit	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2	ART 1	ART 2
Footprint Screening (Corridor Level Evaluation)	Right of Way	**Residential/Business**	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	8.92	21.88
		Parks	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	0.63	0.63
		Historical	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
		Other	Acres	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	2.85	2.98
		ROW Total	Acres	2.11	3.87	0.72	*0.00*	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	*0.00*	0.53	12.40	25.49
	Displacements	**Residential/Business**	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	351	573
		School/Church/Etc.	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	5	10
		Historic Property Impacts	Each	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		Displacements Total	Each	*0*	1	*0*	*0*	*0*	1	1	1	1	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	356	583

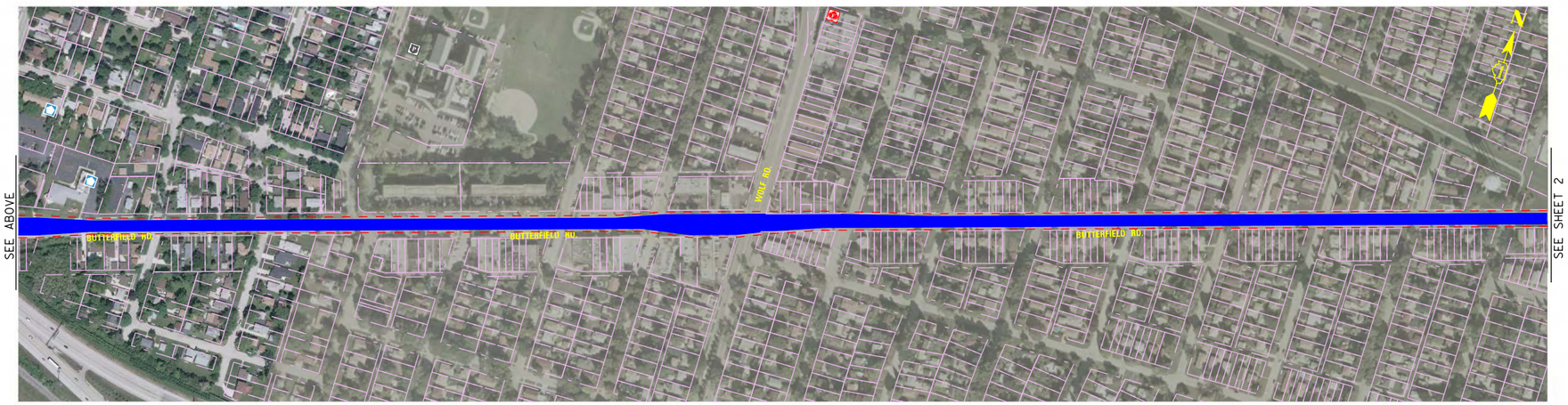
NOTE: "Other" right-of-way includes church ROW, school ROW, etc.

Considered Fatally Flawed

Blue Line Ext. Along Prairie Path to Oak Brook

HRT-1





IMPACT LEGEND

- IO FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 1 – BLUE LINE EXT. ALONG PRAIRIE PATH TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 1 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

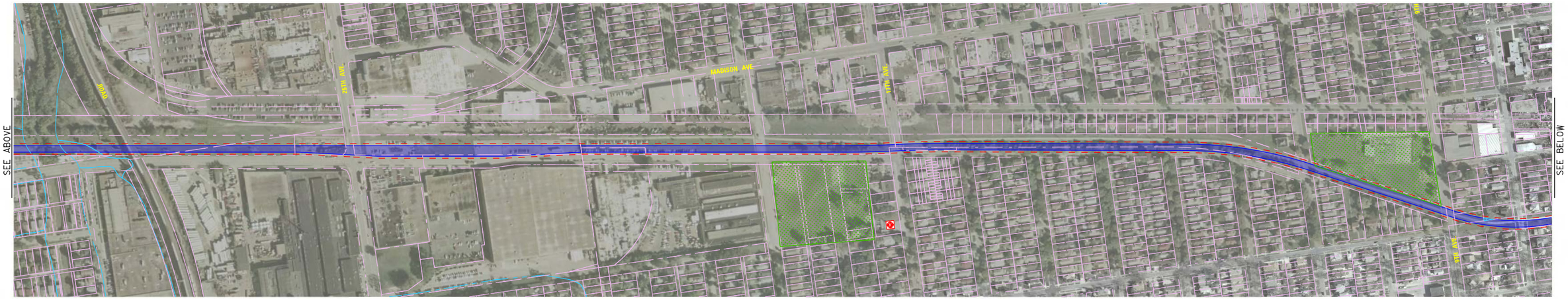
N

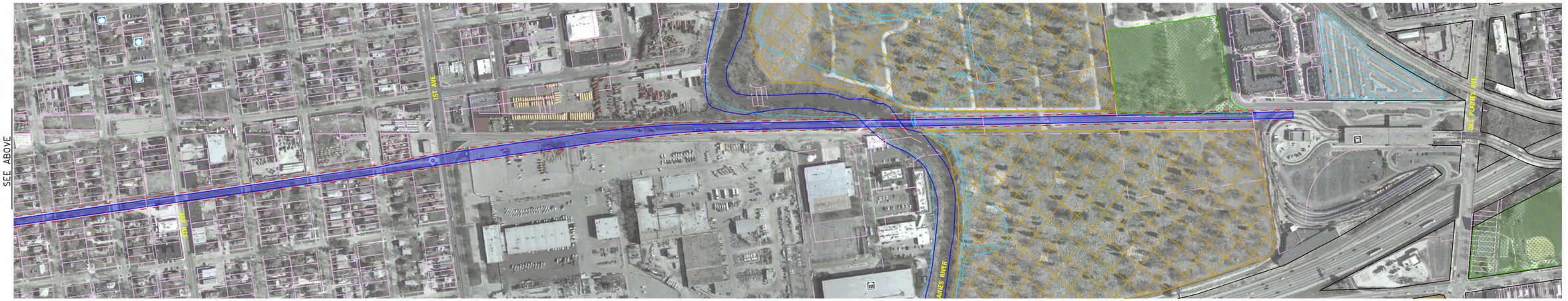
500 0 500

SCALE: 1" = 500'

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 1 – BLUE LINE EXT. ALONG PRAIRIE PATH TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 2 OF 2

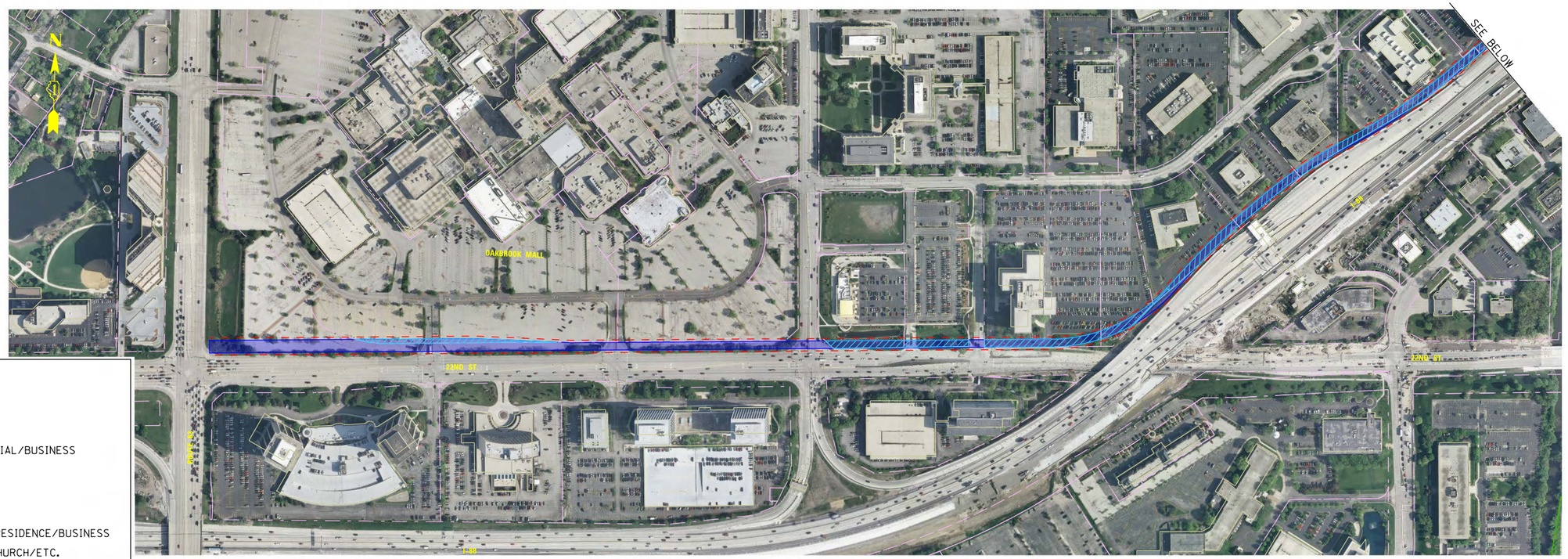
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Blue Line Ext. Along I-290 to Oak Brook

HRT-2

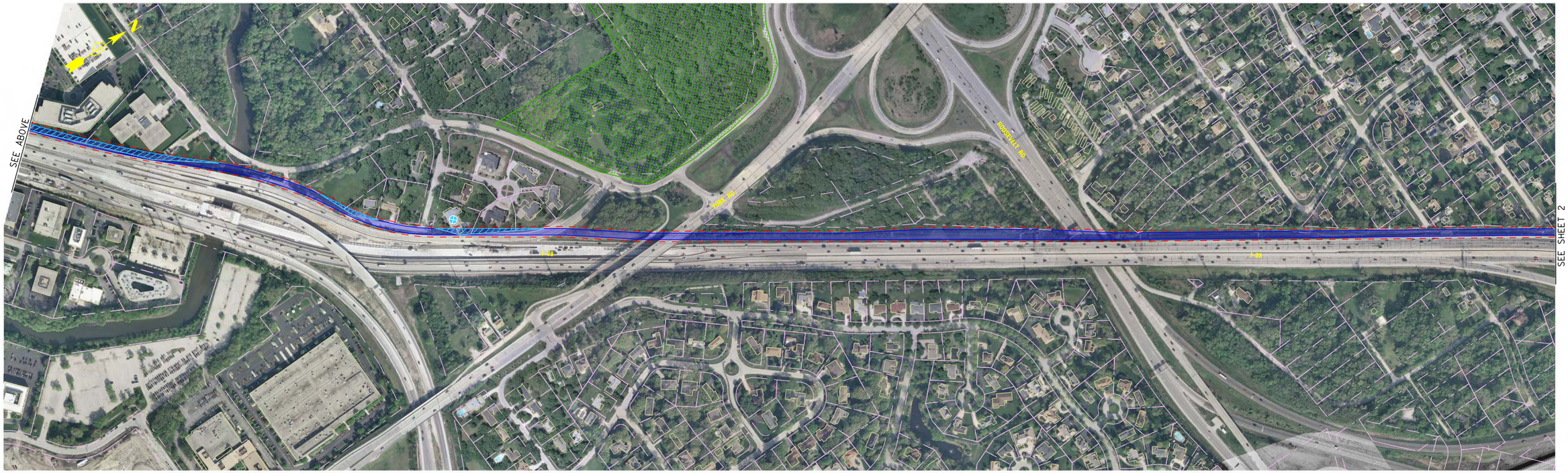
500 0 500

SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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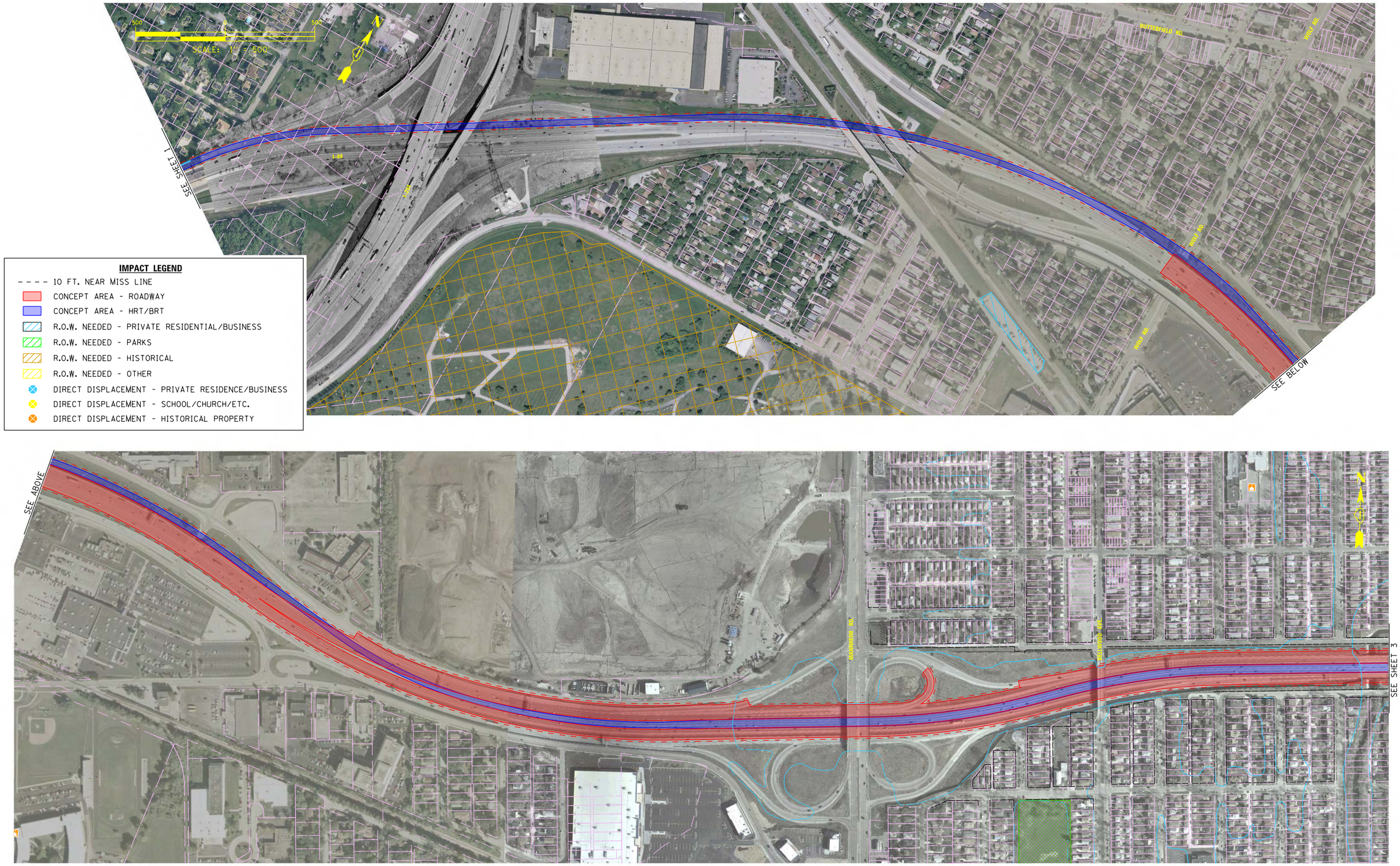
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 2 – BLUE LINE EXT. ALONG I-290 TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 2 – BLUE LINE EXT. ALONG I-290 TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	2
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

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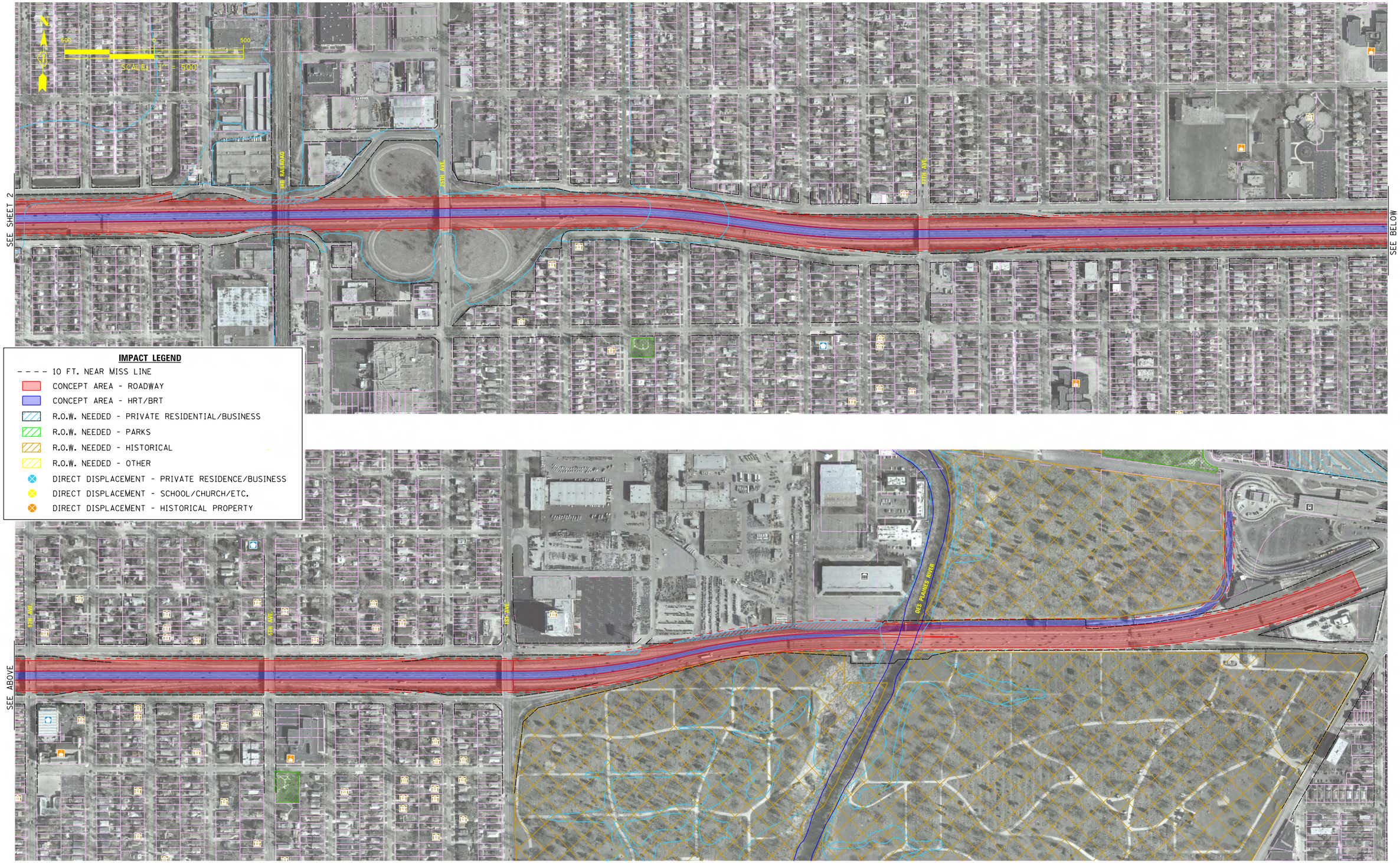

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

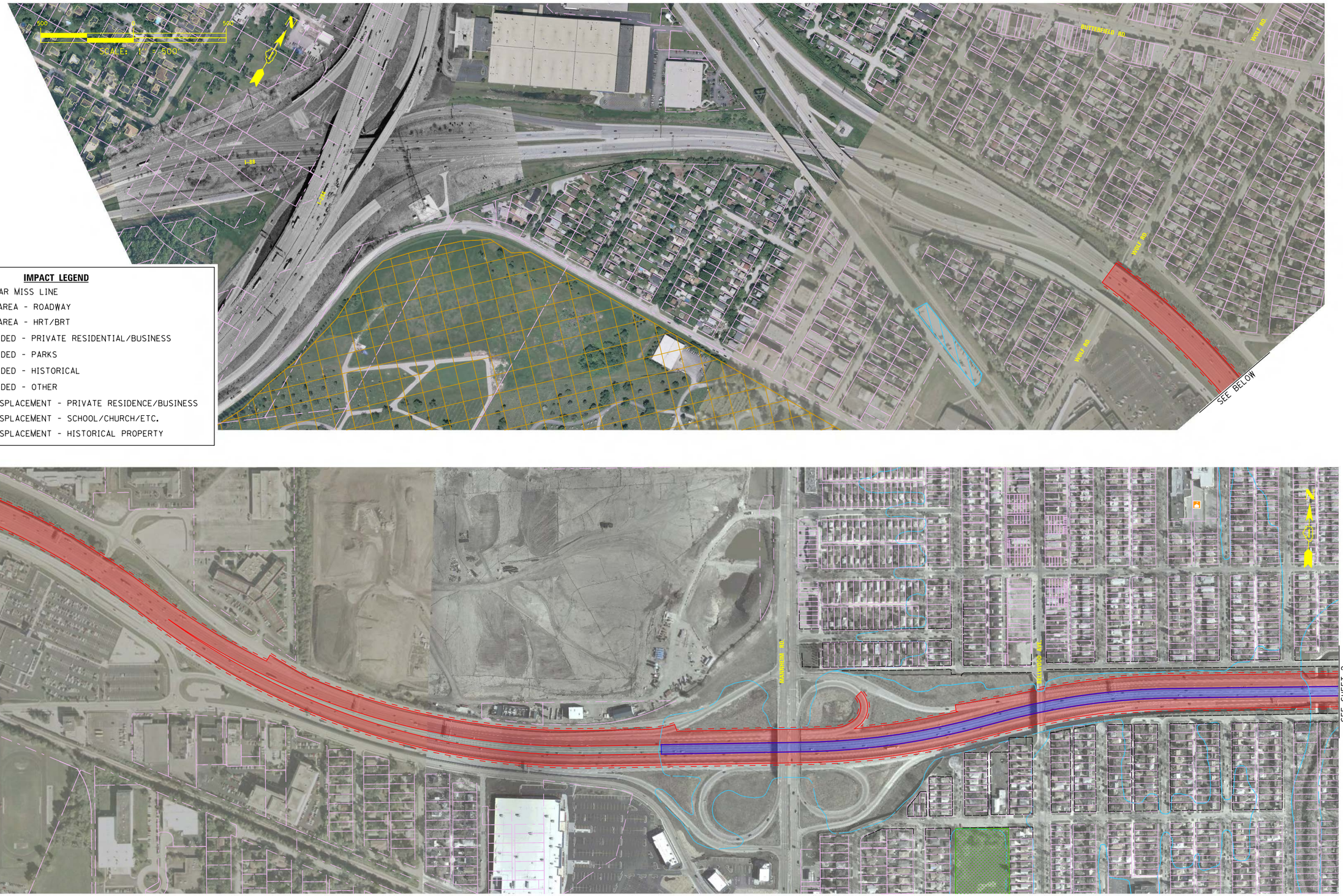
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 2 – BLUE LINE EXT. ALONG I-290 TO OAK BROOK

SCALE: 1" = 500' | SHEET NO. 3 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

Blue Line Ext. Along I-290 to Mannheim (Short)

HRT-3



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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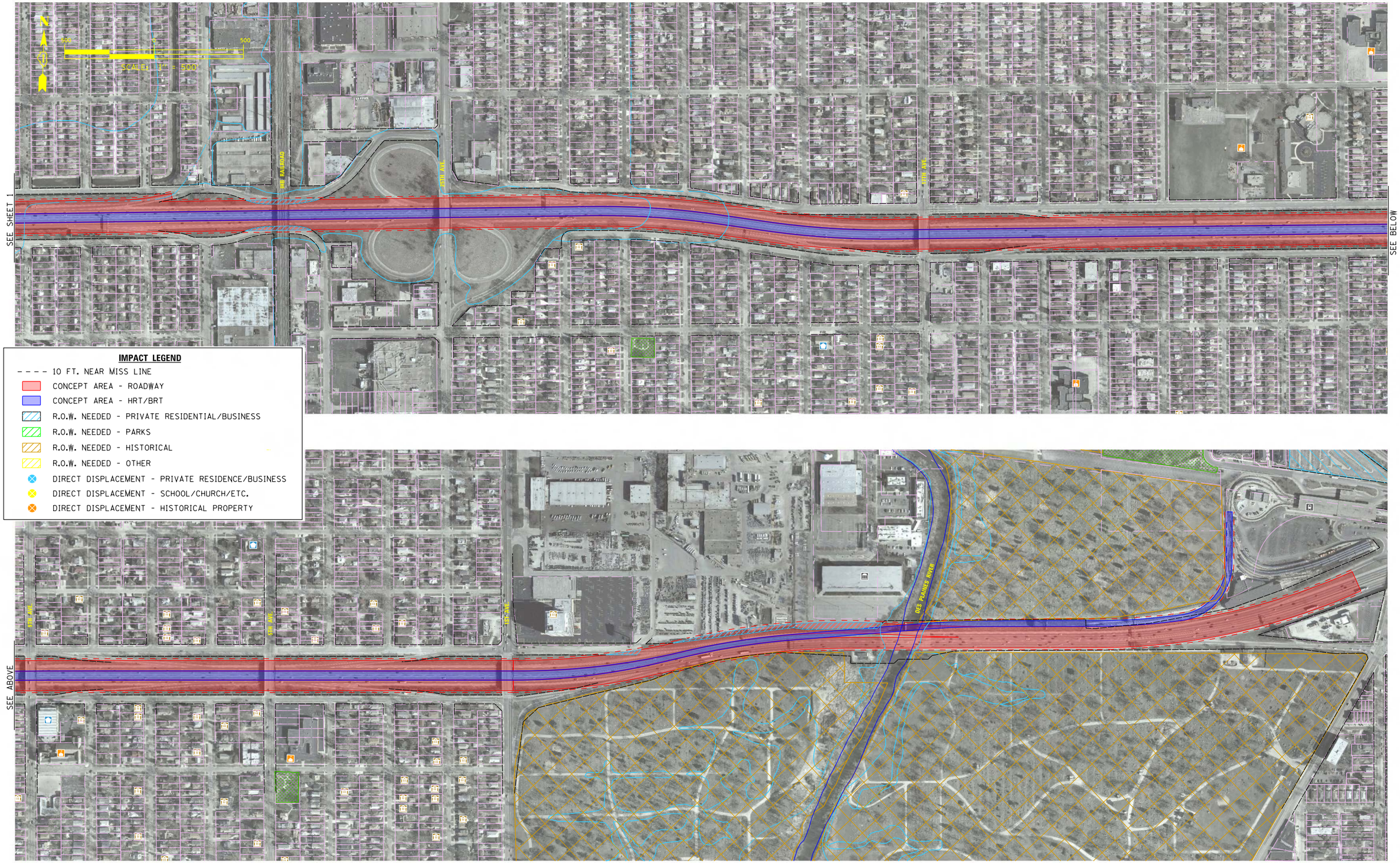
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 3 – BLUE LINE EXT. ALONG I-290 TO MANNHEIM RD.

SCALE: 1" = 500' | SHEET NO. 1 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	2	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HRT 3 – BLUE LINE EXT. ALONG I-290 TO MANNHEIM RD.

SCALE: 1" = 500' | SHEET NO. 2 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	2	2
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

Express Buses to Forest Park

EXP

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

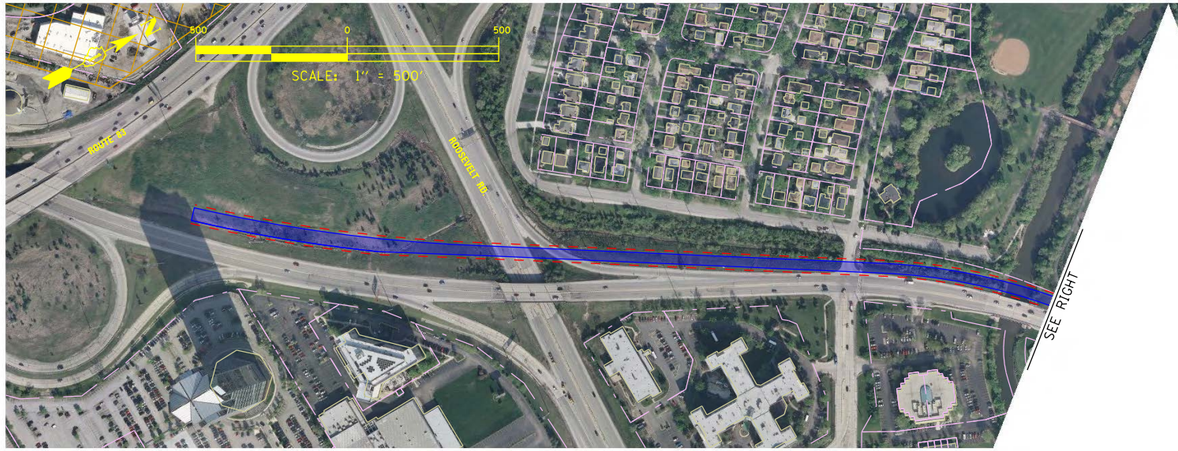
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
EXP – EXPRESS BUSES TO FOREST PARK

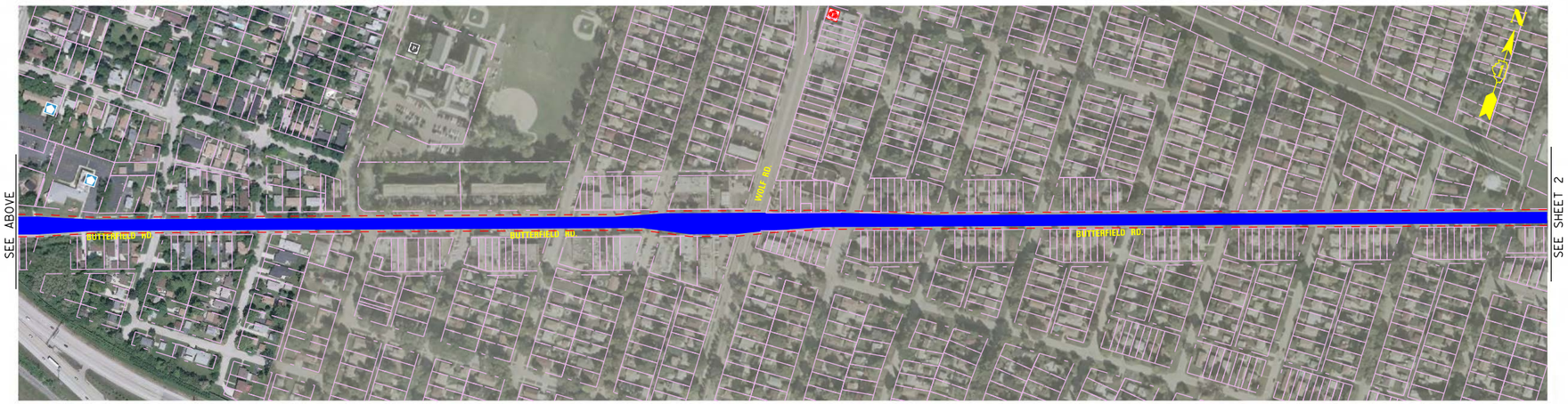
SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

BRT Along Prairie Path, Oak Brook to Forest Park

BRT-1





IMPACT LEGEND

- IO FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 1 – BRT ALONG PRAIRIE PATH, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 1 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

N

500 0 500

SCALE: 1" = 500'

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
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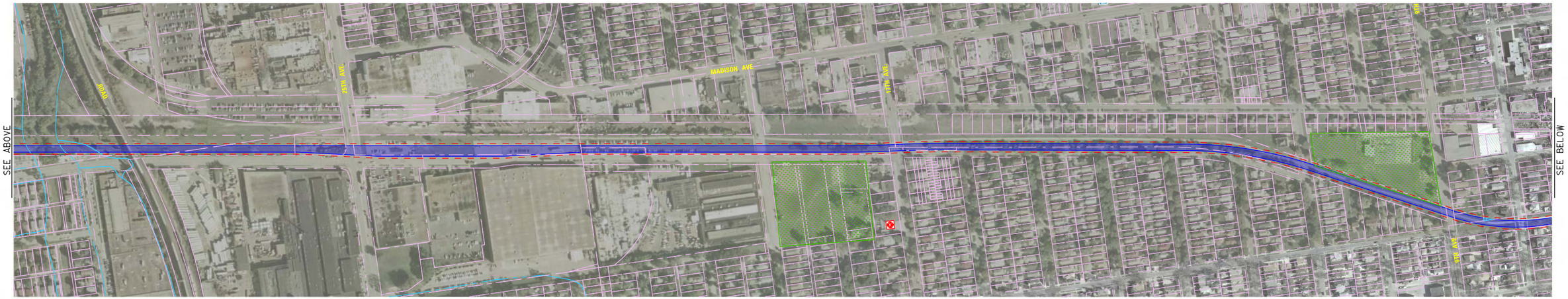
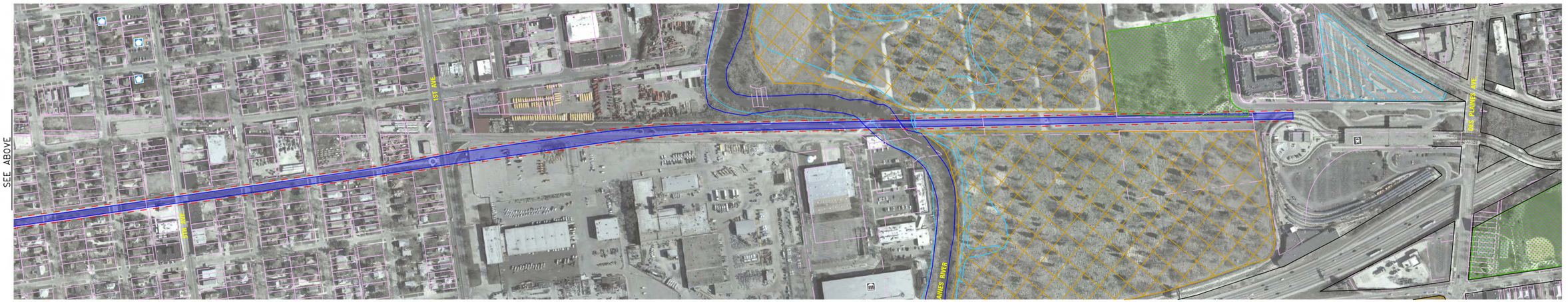
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 1 – BRT ALONG PRAIRIE PATH, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 2 OF 2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

BRT Along I-290, Oak Brook to Forest Park

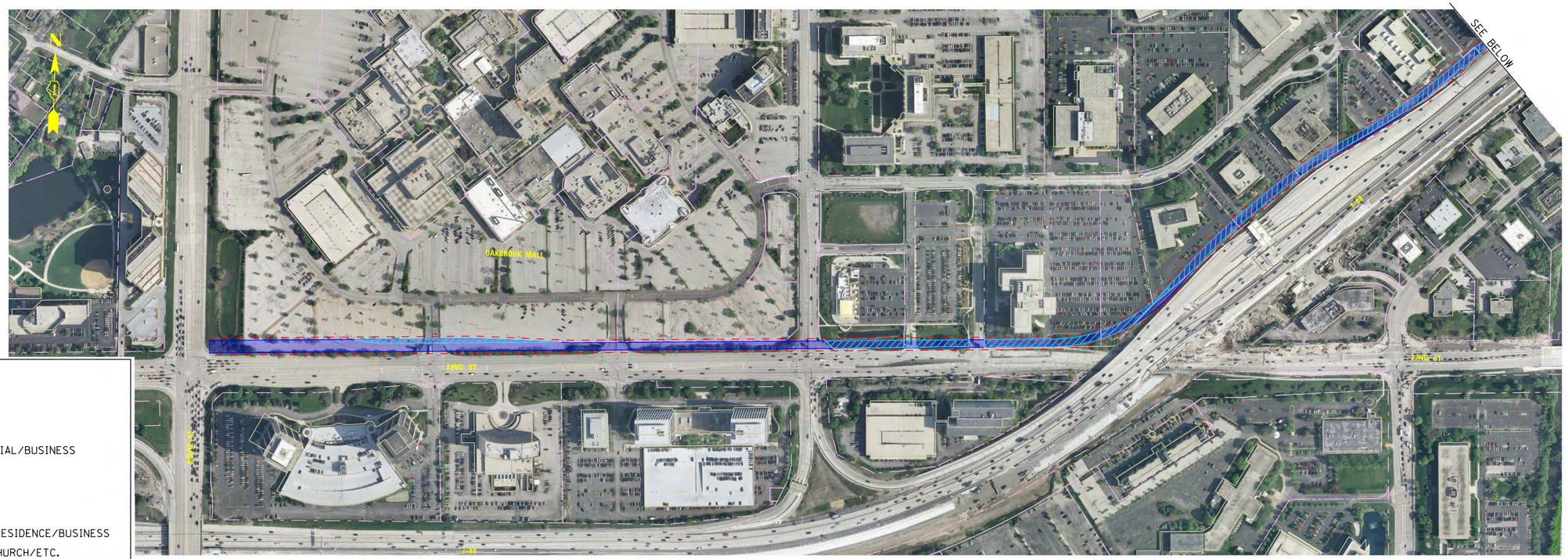
BRT-2

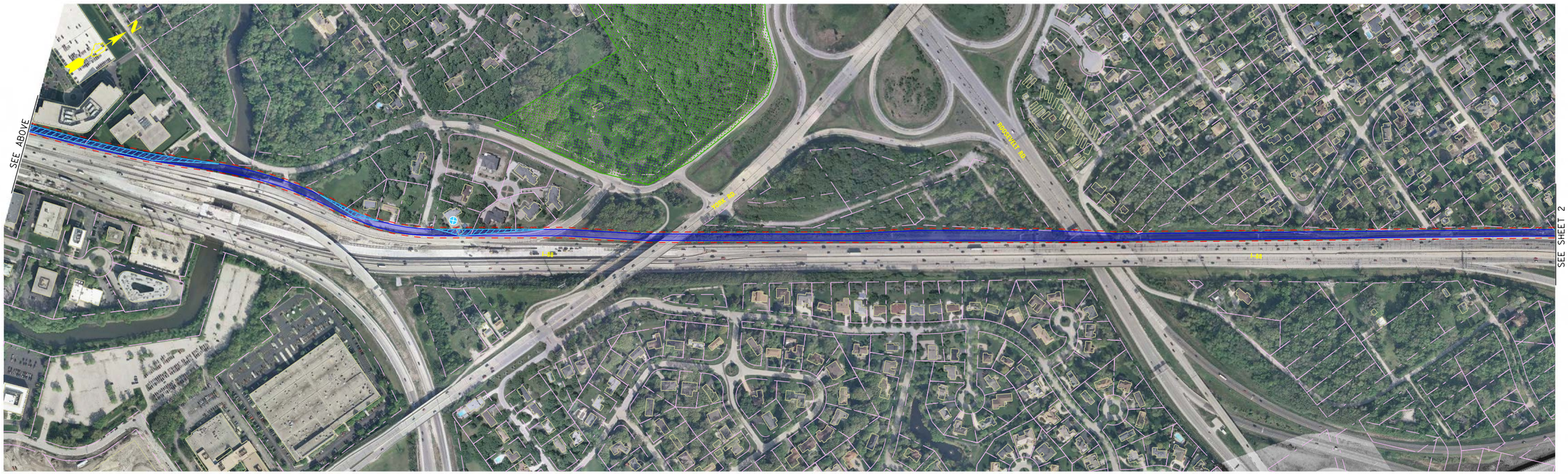
500 0 500

SCALE: 1" = 500'

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY





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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 2 – BRT ALONG I-290, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

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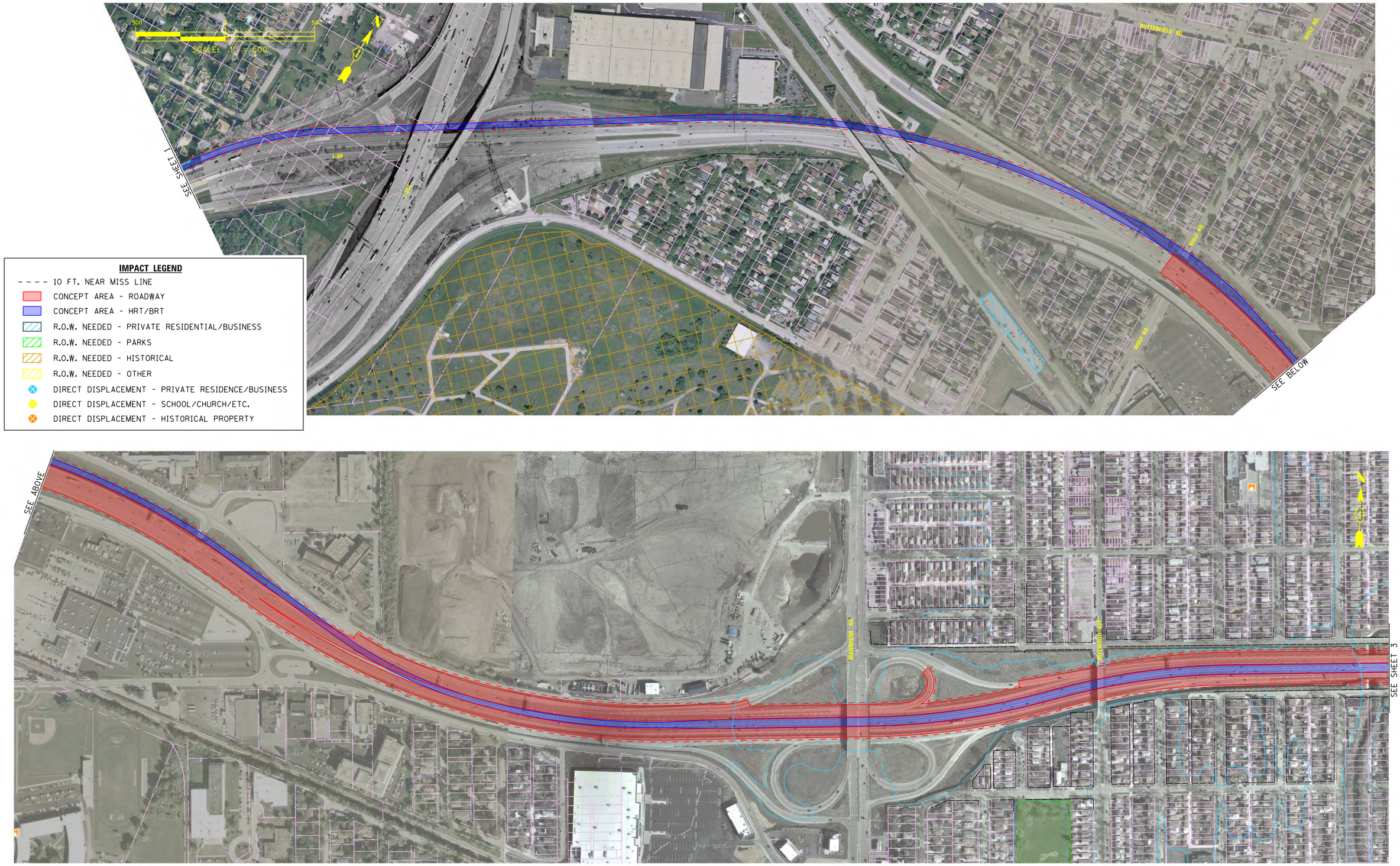

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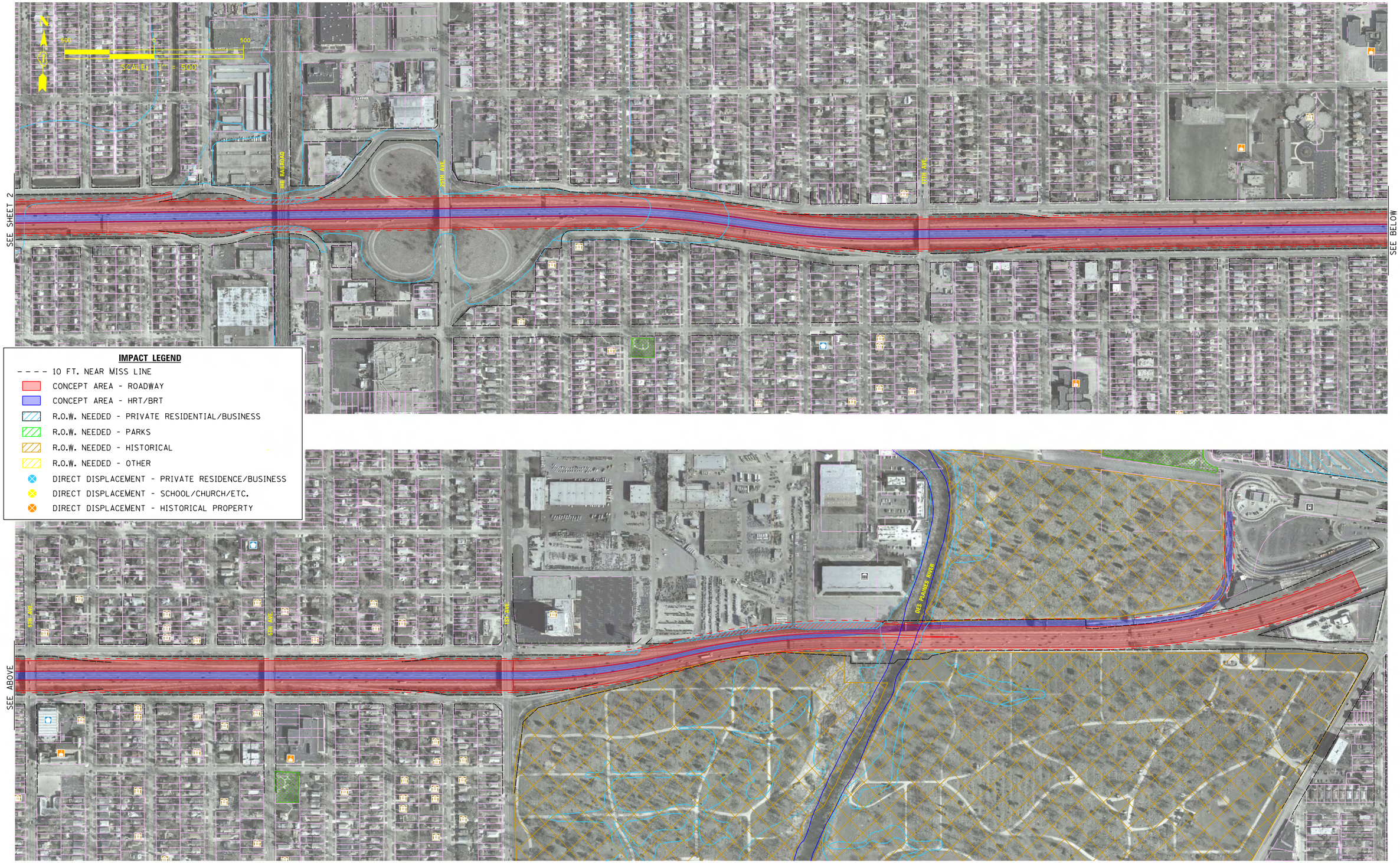
	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 2 – BRT ALONG I-290, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	2
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 2 – BRT ALONG I-290, OAK BROOK TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 3 OF 3

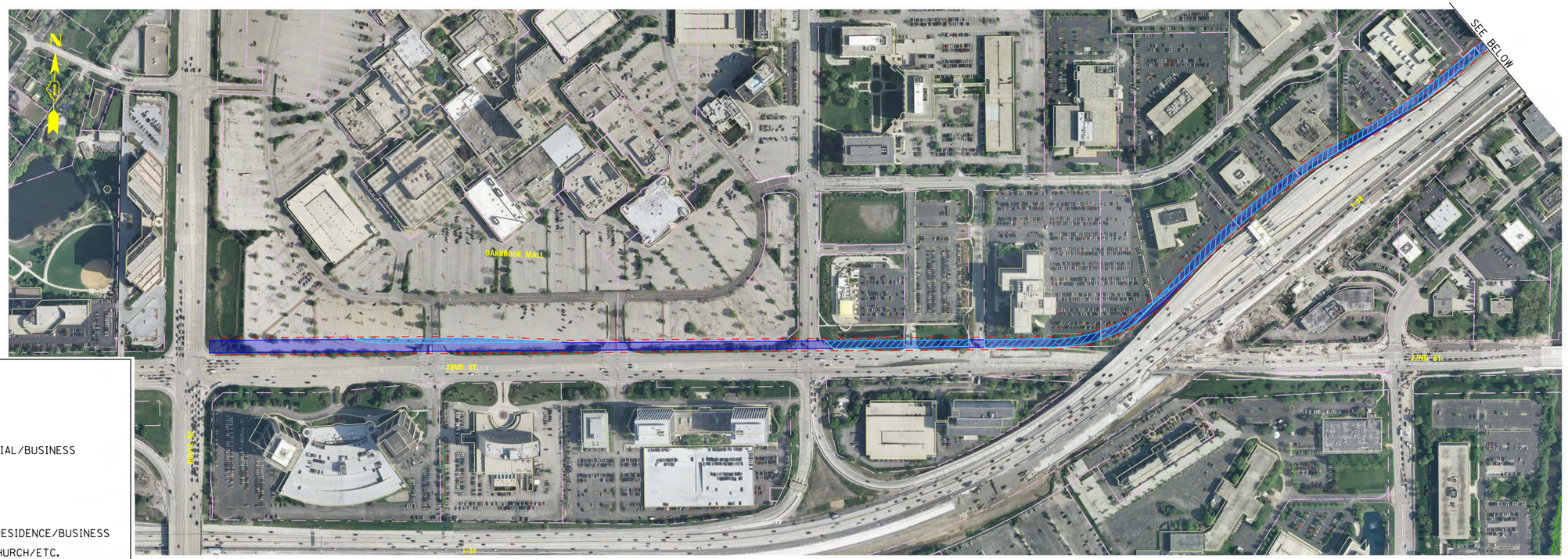
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

BRT from Oak Brook to Cicero Ave. (CTA Overlap)

BRT-3

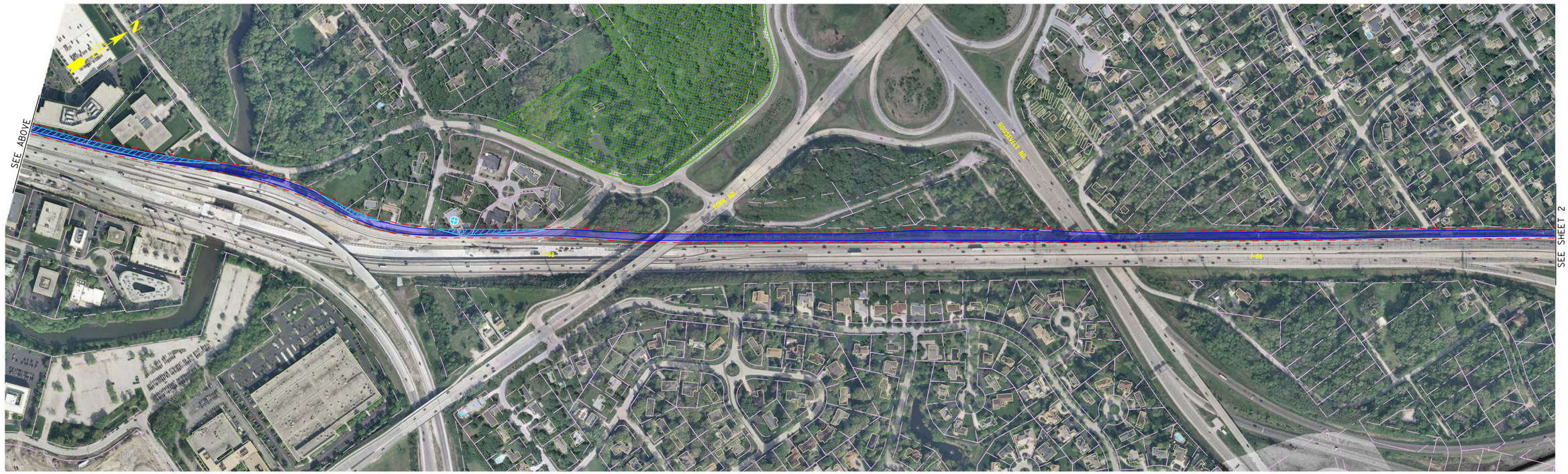
500 0 500

SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 3 – BRT ALONG I-290, OAK BROOK TO CENTRAL AVE. (CTA OVERLAP)

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

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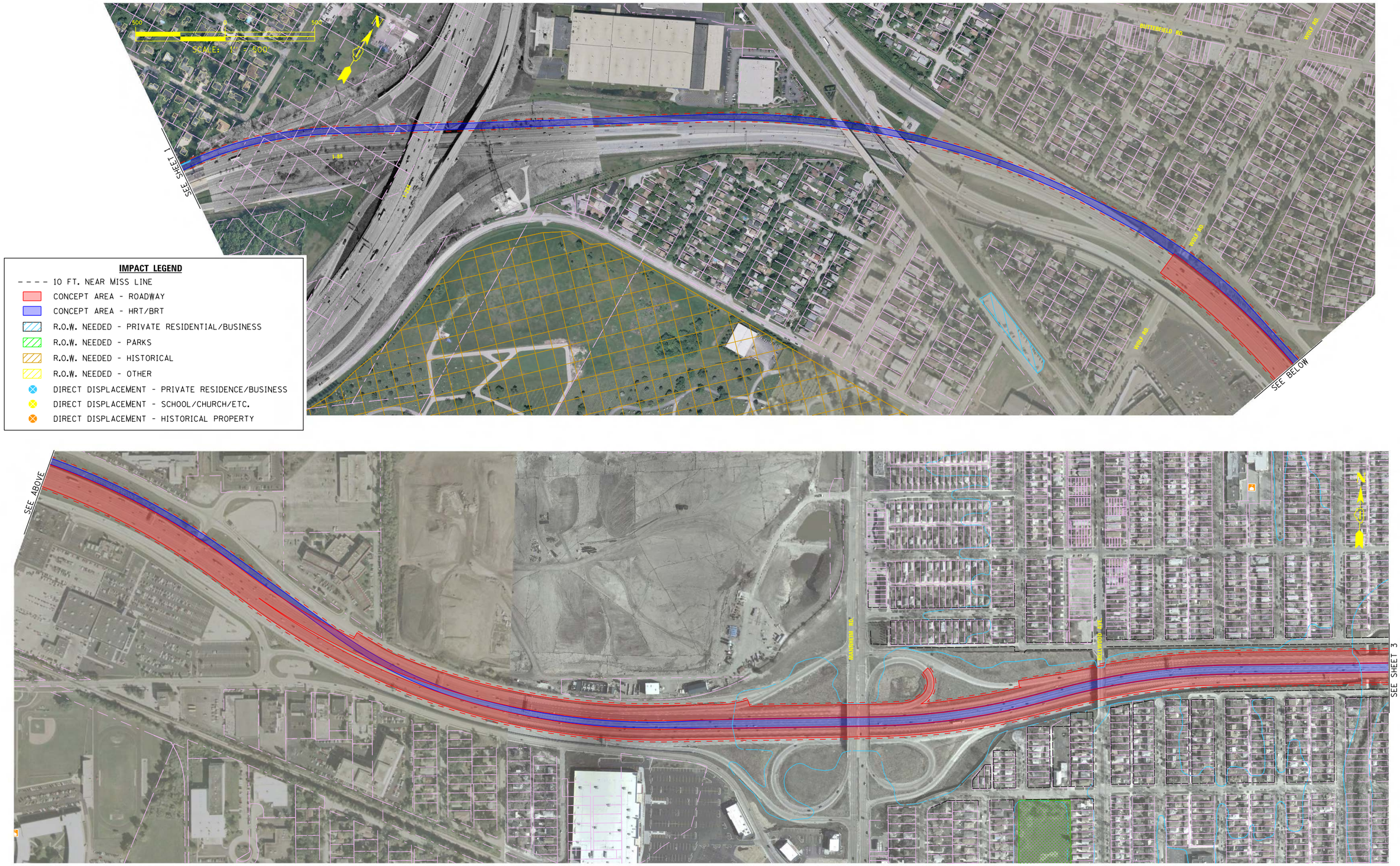

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	DRAWN - ADR	REVISED -
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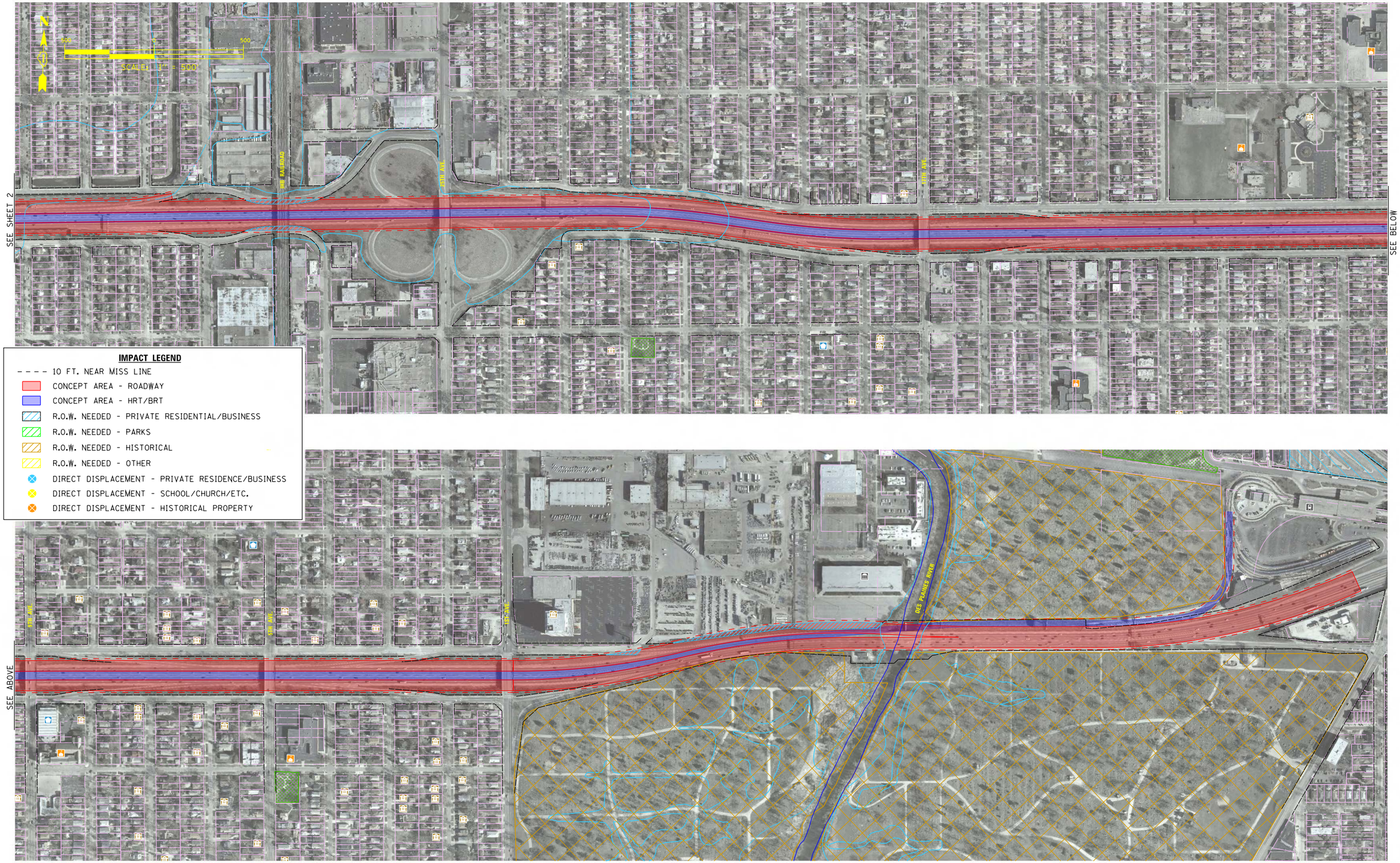
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 3 – BRT ALONG I-290, OAK BROOK TO CENTRAL AVE. (CTA OVERLAP)

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	2
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



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PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 3 – BRT ALONG I-290, OAK BROOK TO CENTRAL AVE. (CTA OVERLAP)

SCALE: 1" = 500' | SHEET NO. 3 OF 3

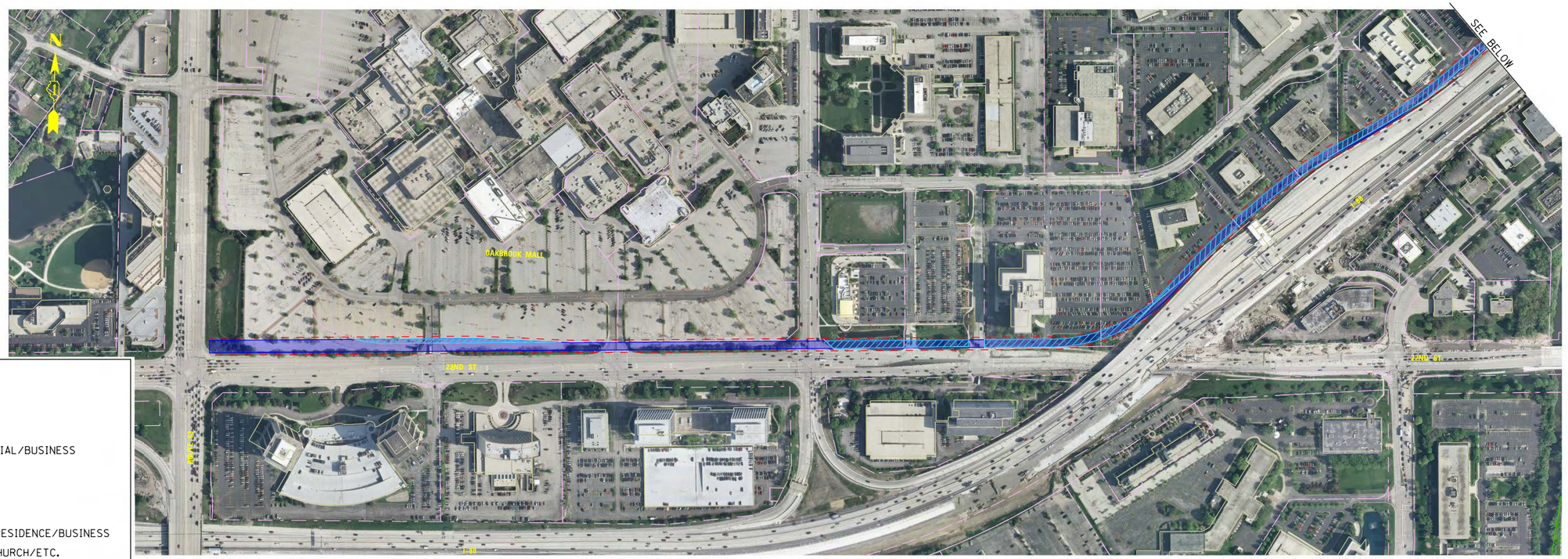
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)

BRT-4

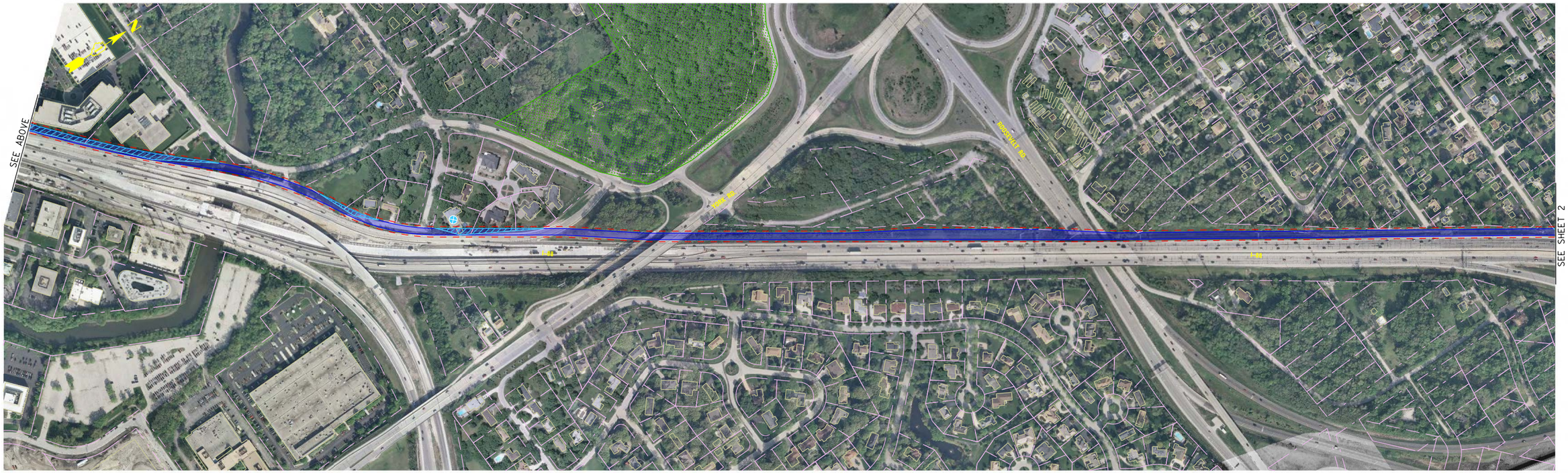
500 0 500

SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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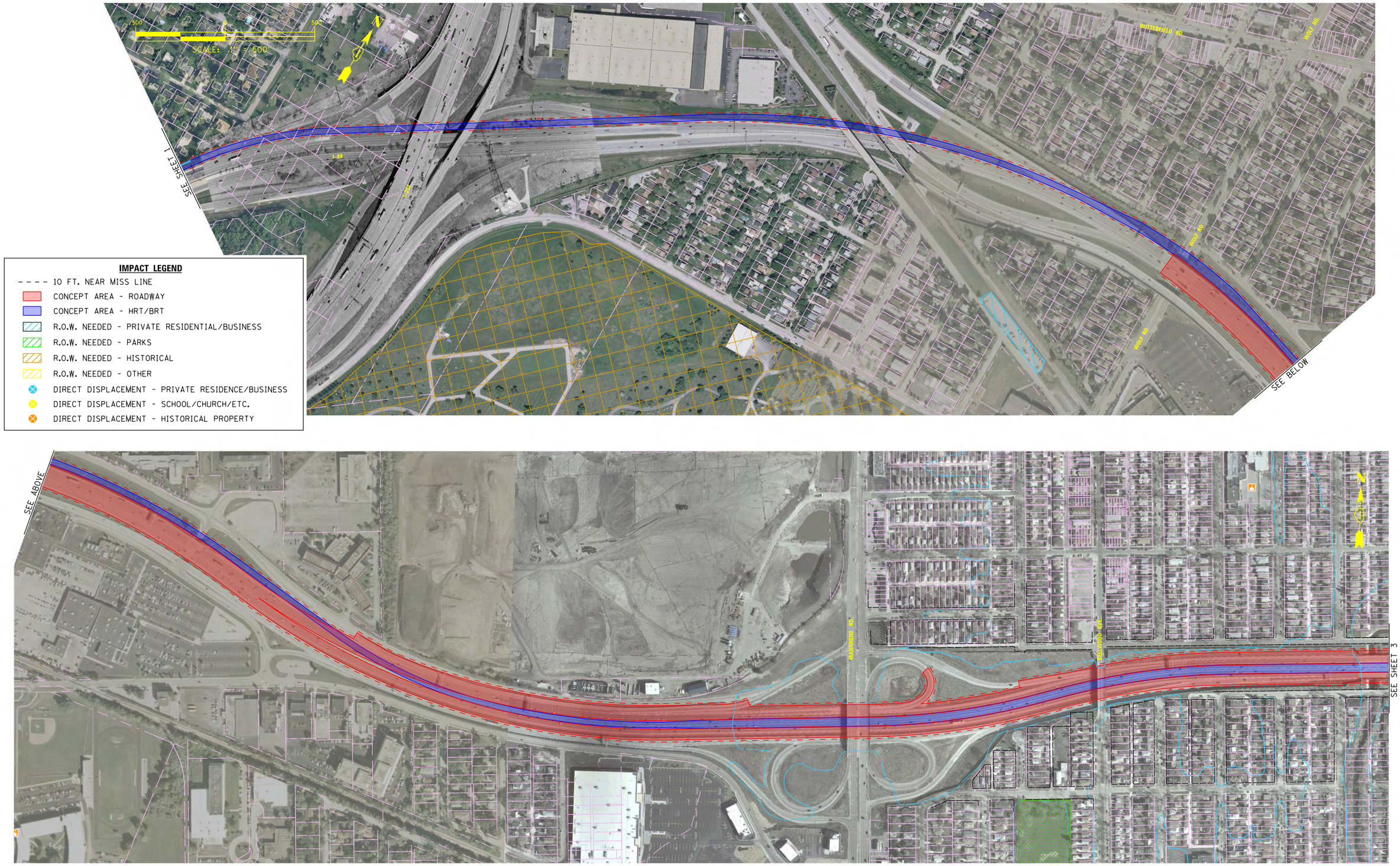
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 4 – BRT ALONG I-290, OAK BROOK TO DOWNTOWN (NO BLUE LINE)

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



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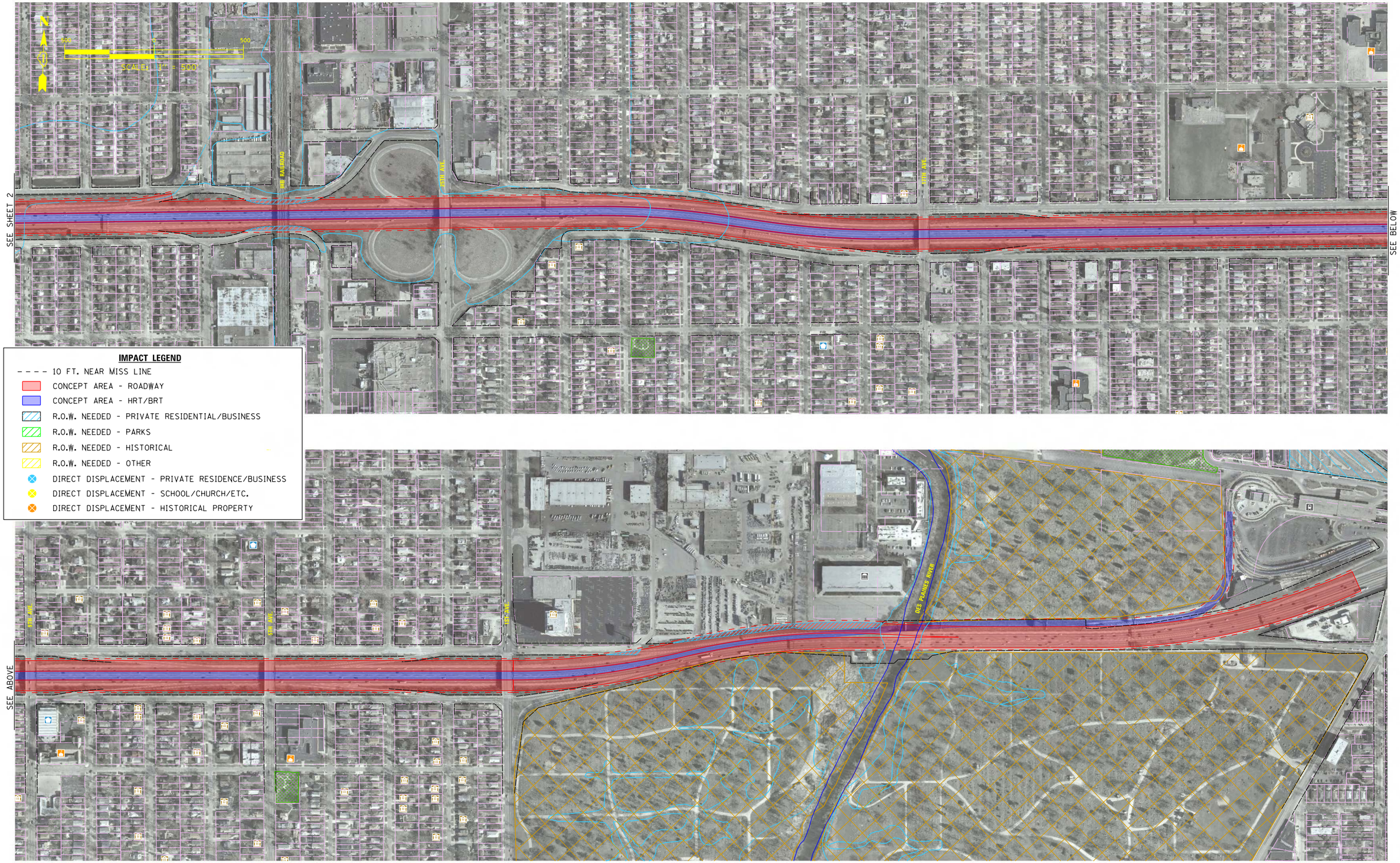
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 4 – BRT ALONG I-290, OAK BROOK TO DOWNTOWN (NO BLUE LINE)

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	2
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

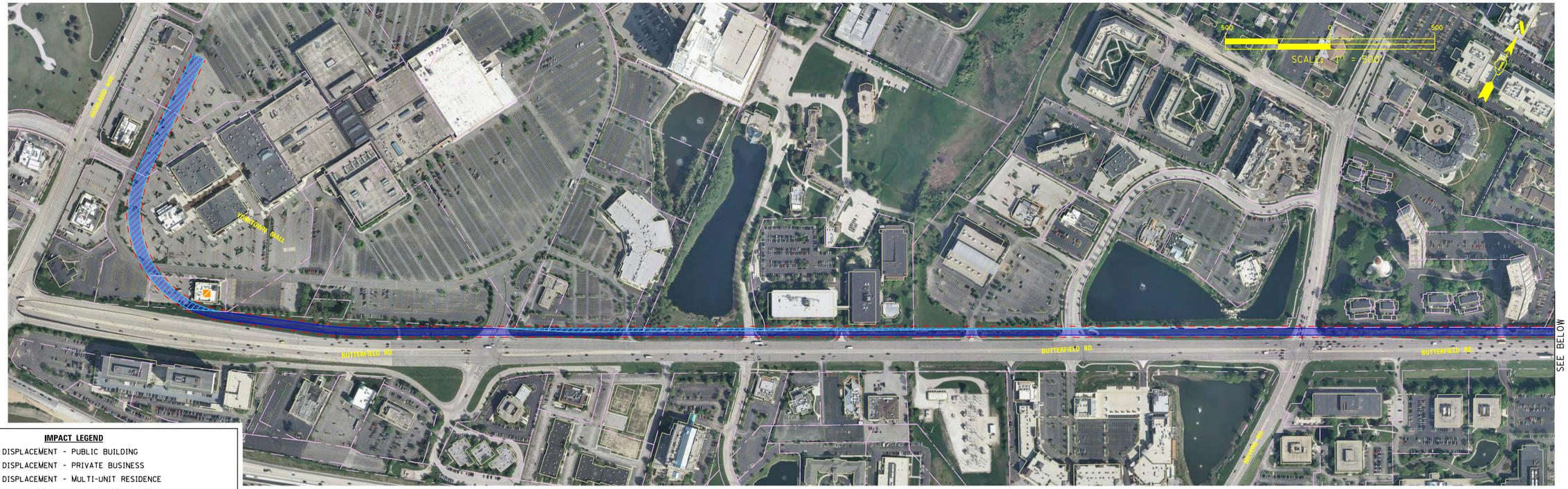
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 4 – BRT ALONG I-290, OAK BROOK TO DOWNTOWN (NO BLUE LINE)

SCALE: 1" = 500' | SHEET NO. 3 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

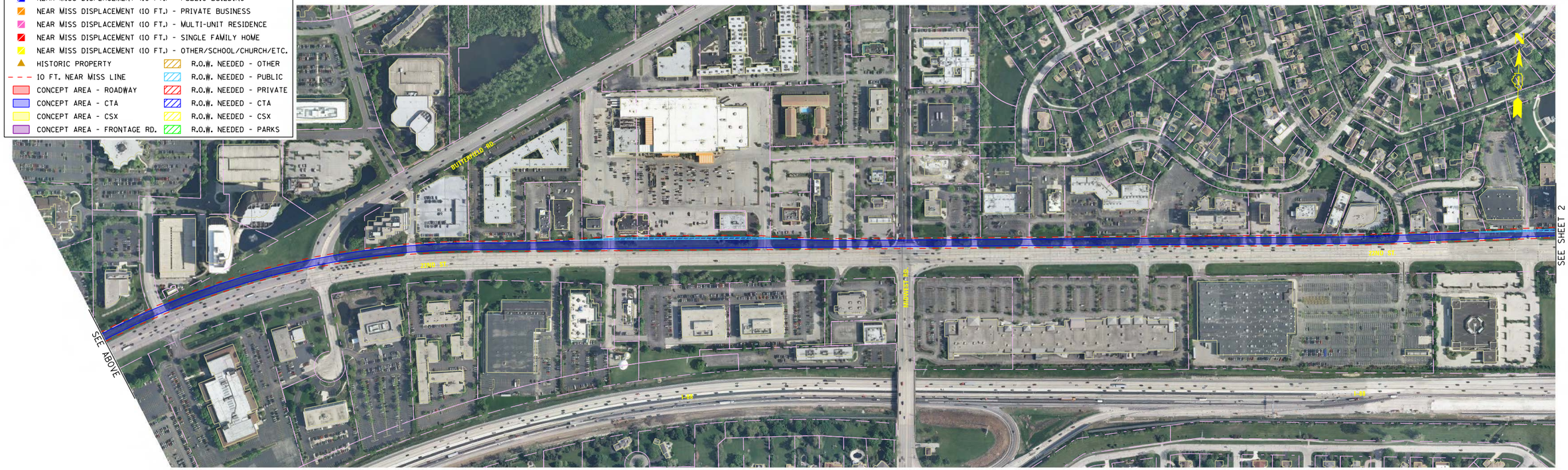
BRT – Forest Park CTA Terminal to Lombard

BRT-5



IMPACT LEGEND

- DIRECT DISPLACEMENT - PUBLIC BUILDING
- DIRECT DISPLACEMENT - PRIVATE BUSINESS
- DIRECT DISPLACEMENT - MULTI-UNIT RESIDENCE
- DIRECT DISPLACEMENT - SINGLE FAMILY HOME
- DIRECT DISPLACEMENT - OTHER/SCHOOL/CHURCH/ETC.
- NEAR MISS DISPLACEMENT (10 FT.) - PUBLIC BUILDING
- NEAR MISS DISPLACEMENT (10 FT.) - PRIVATE BUSINESS
- NEAR MISS DISPLACEMENT (10 FT.) - MULTI-UNIT RESIDENCE
- NEAR MISS DISPLACEMENT (10 FT.) - SINGLE FAMILY HOME
- NEAR MISS DISPLACEMENT (10 FT.) - OTHER/SCHOOL/CHURCH/ETC.
- HISTORIC PROPERTY
- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - CTA
- CONCEPT AREA - CSX
- CONCEPT AREA - FRONTAGE RD.
- R.O.W. NEEDED - OTHER
- R.O.W. NEEDED - PUBLIC
- R.O.W. NEEDED - PRIVATE
- R.O.W. NEEDED - CTA
- R.O.W. NEEDED - CSX
- R.O.W. NEEDED - PARKS



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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

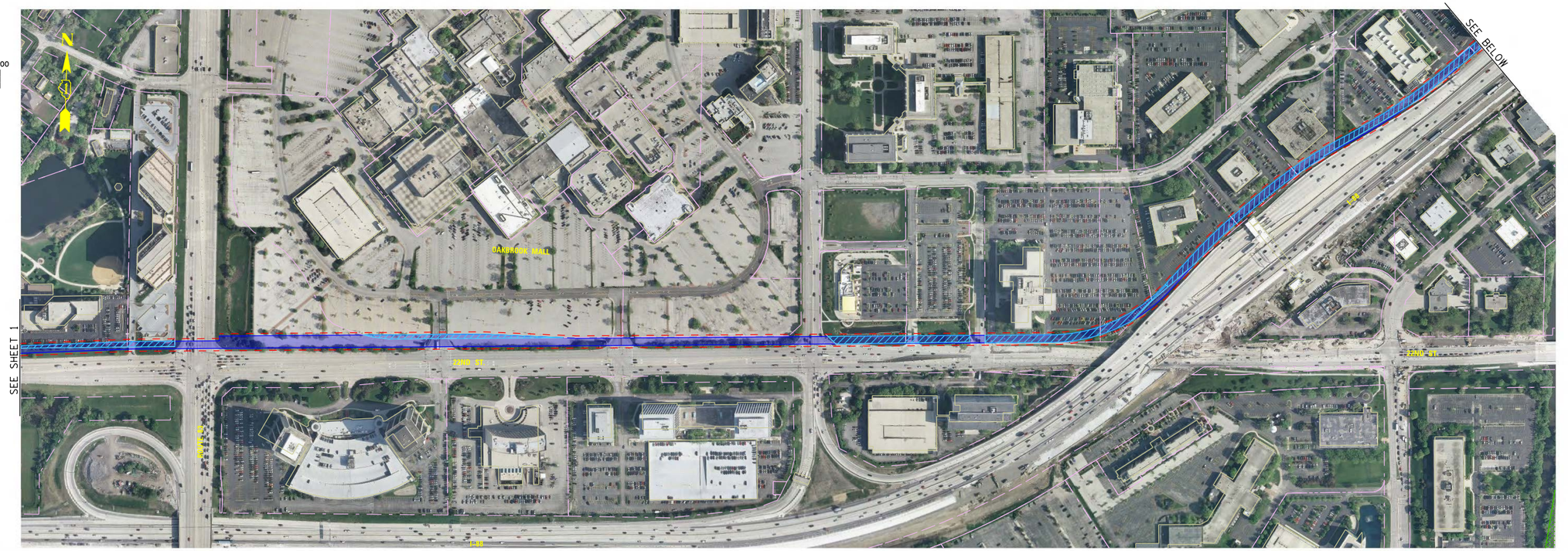
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 1 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	1
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

500 0 500

SCALE: 1" = 500'



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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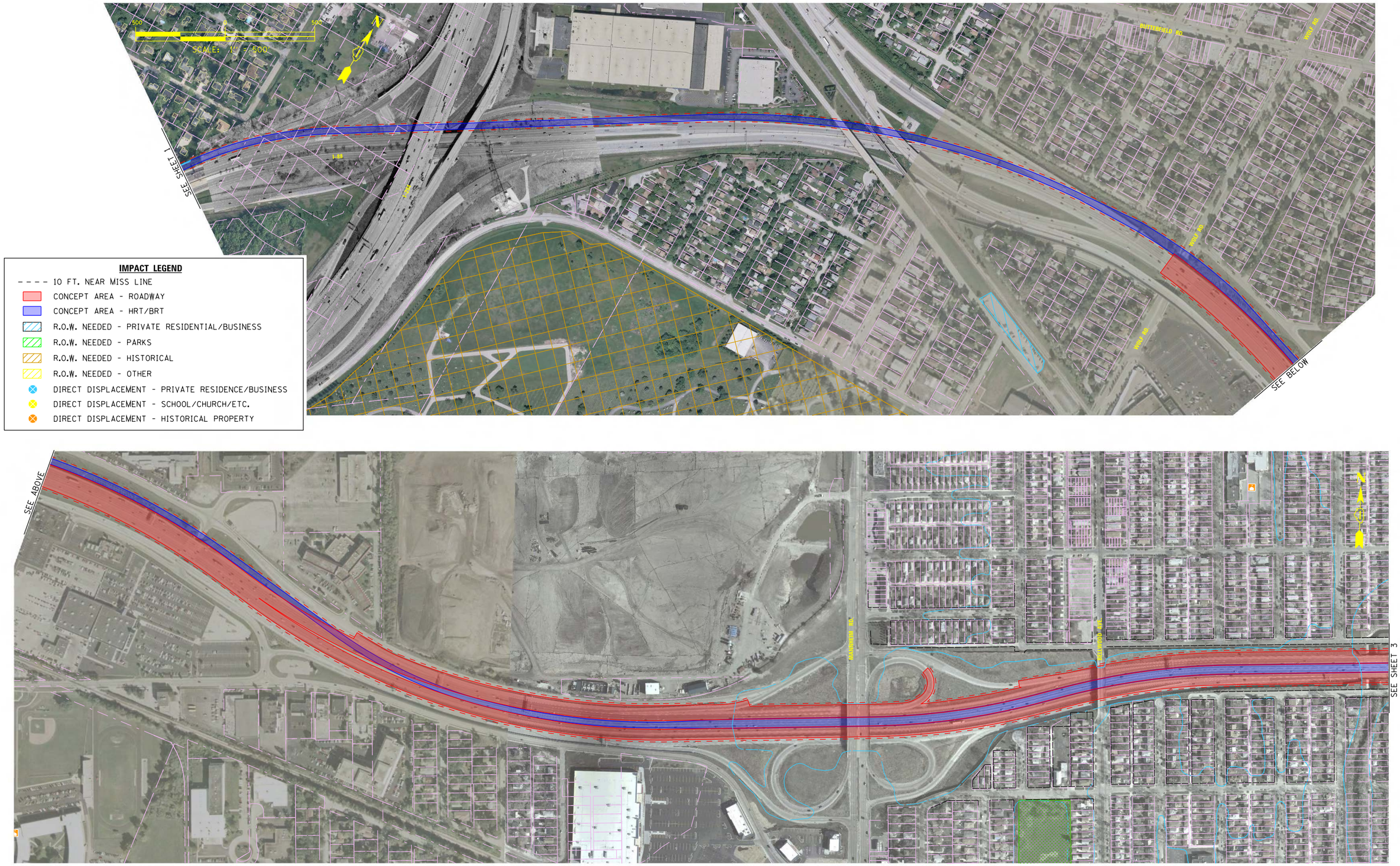
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 2 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	2
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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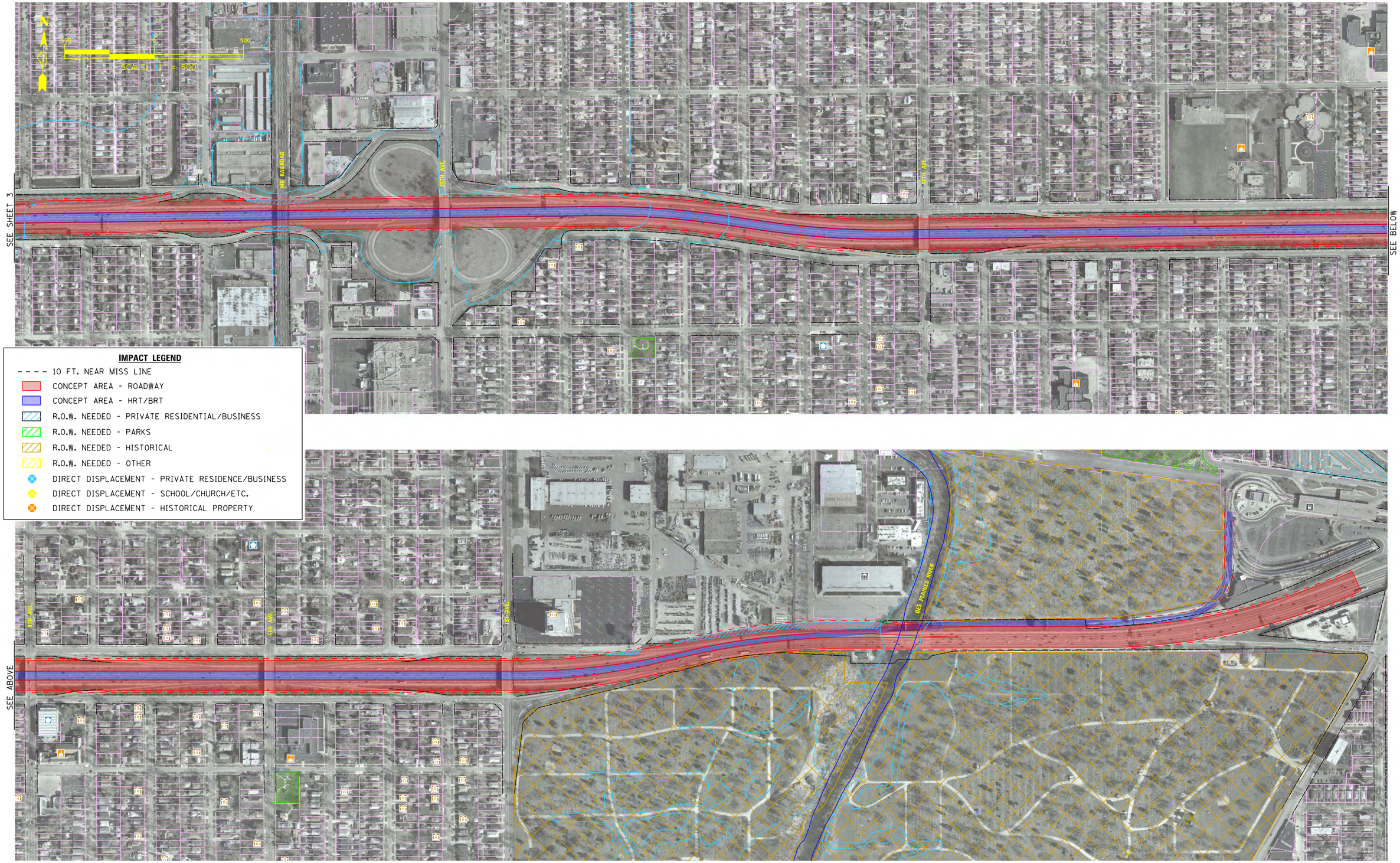
PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 3 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	3
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

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PLOT DATE = 9/22/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

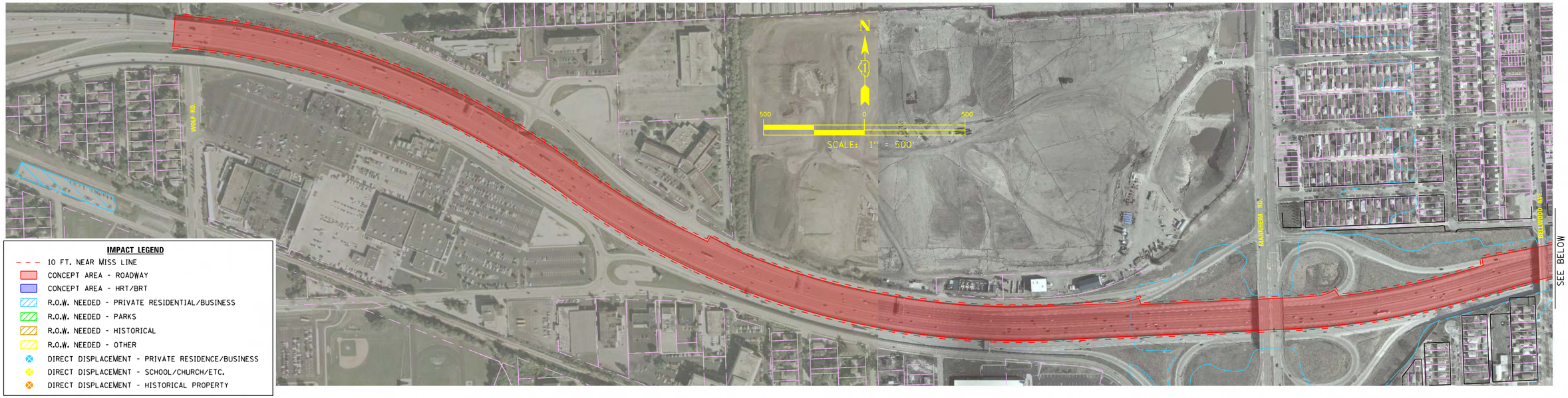
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
BRT 5 – BRT ALONG I-290, LOMBARD TO FOREST PARK

SCALE: 1" = 500' | SHEET NO. 4 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	4	4
		CONTRACT NO. ___		
		ILLINOIS FED. AID PROJECT		

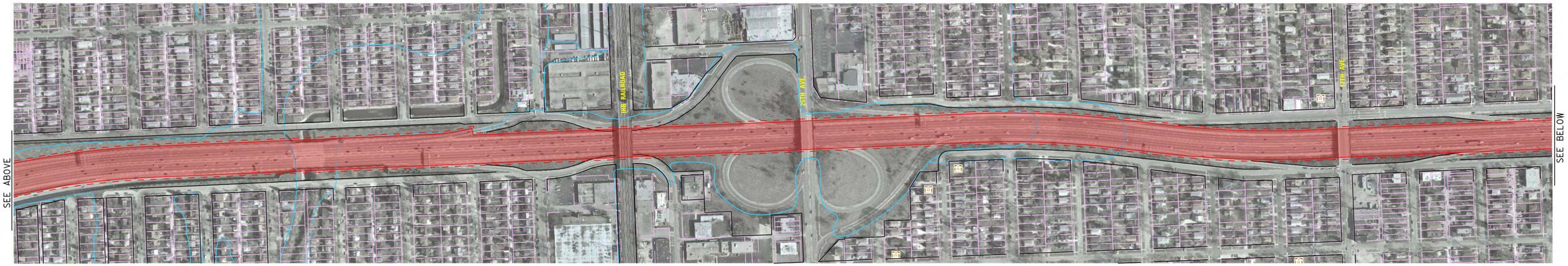
General Purpose Add Lane

GP LANE



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
GP LANE - GENERAL PURPOSE ADD LANE

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

HOV 2+ From I-88 to Racine Ave. (Long)

HOV-2L

FILE NAME = T:\16778a\Civil\Design\Round 1 Analysis\CAD *10\A1\284-CAD-Sheet.dgn

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	DRAWN - ADR	REVISED -	
PLOT SCALE = 1' = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

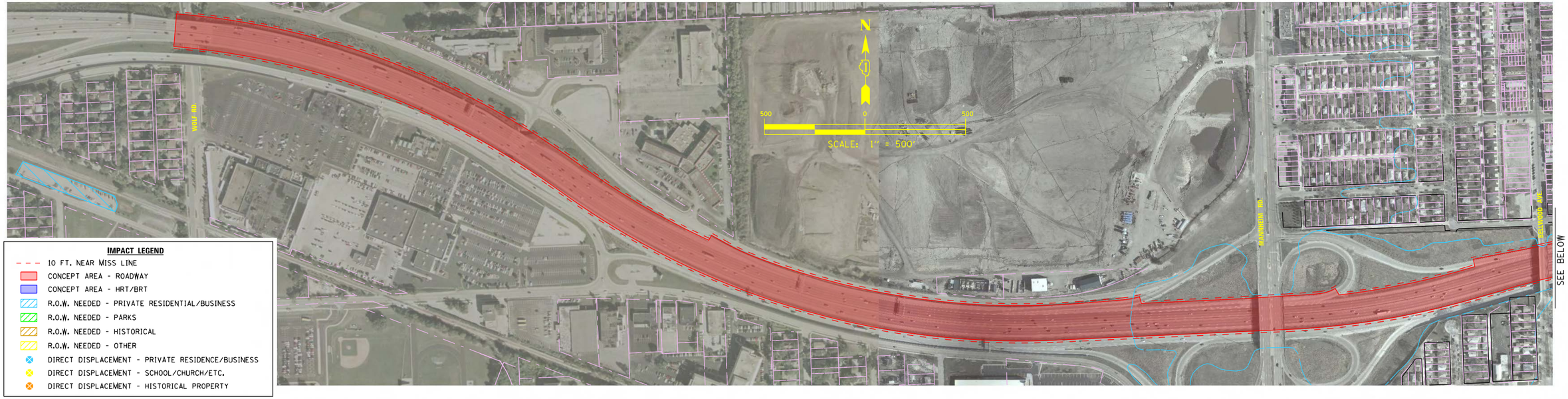
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 2L – HOV 2+ I-88 TO RACINE AVE. (LONG)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

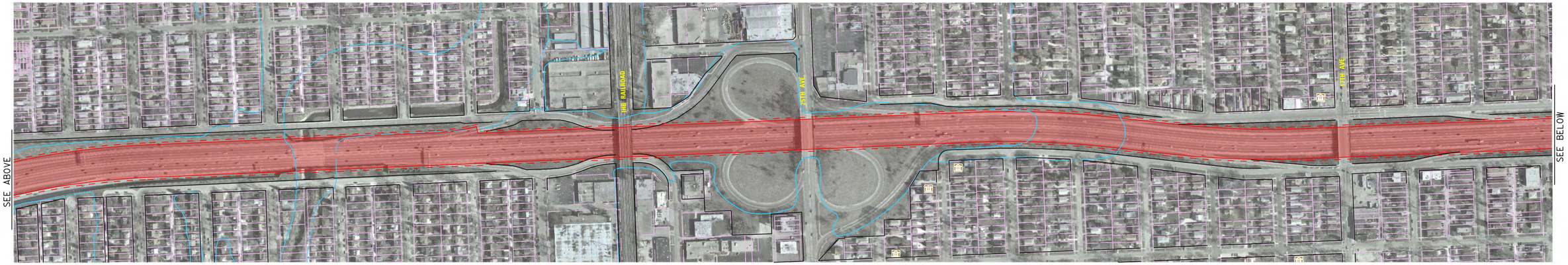
HOV 2+ Oak Brook to Central Ave.

HOV 2W



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 2W – HOV 2+ OAK BROOK TO CENTRAL AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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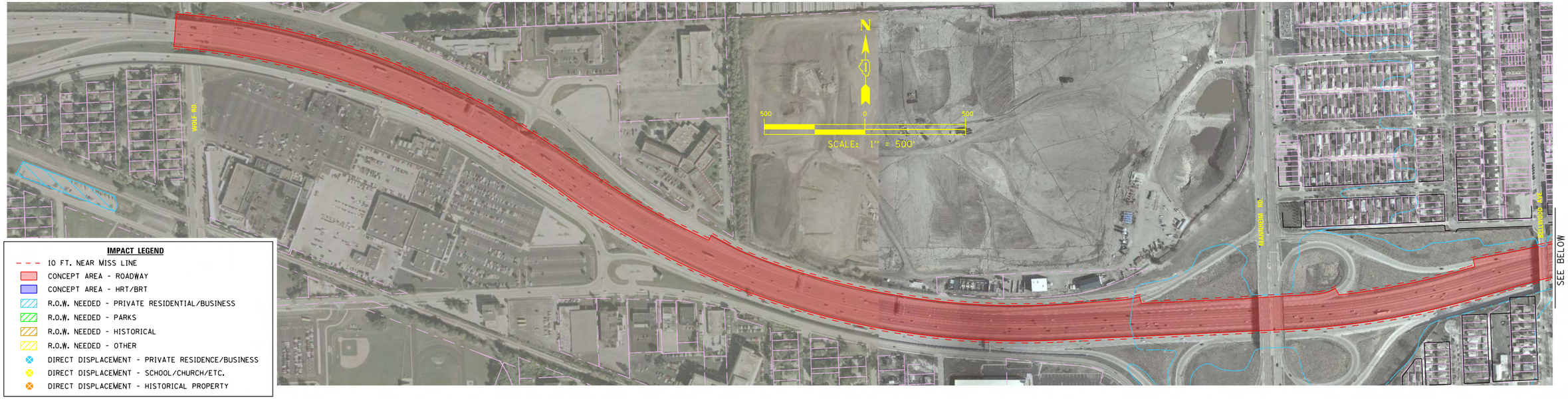
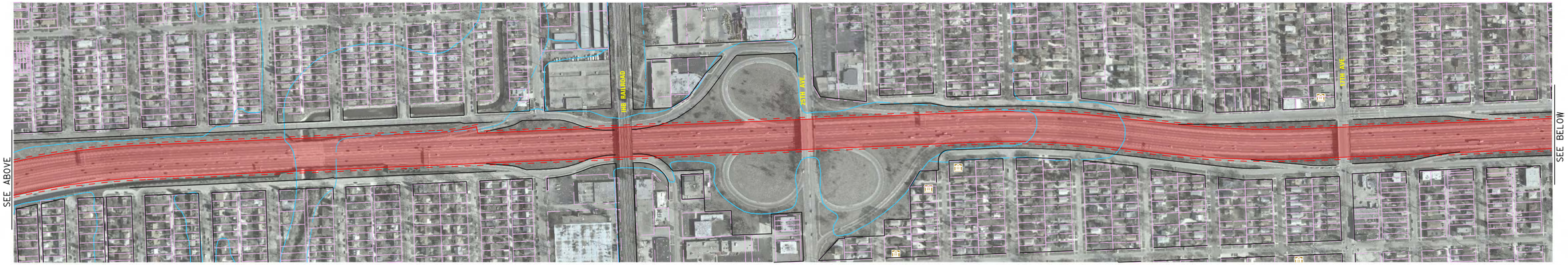
HOV 2+ Oak Brook to Racine Ave.

HOV 2LL



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 2LL – HOV 2+ OAK BROOK TO RACINE AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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HOV 3+ from I-88 to Racine Ave. (Long)

HOV 3L

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	DRAWN - ADR	REVISED -	
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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

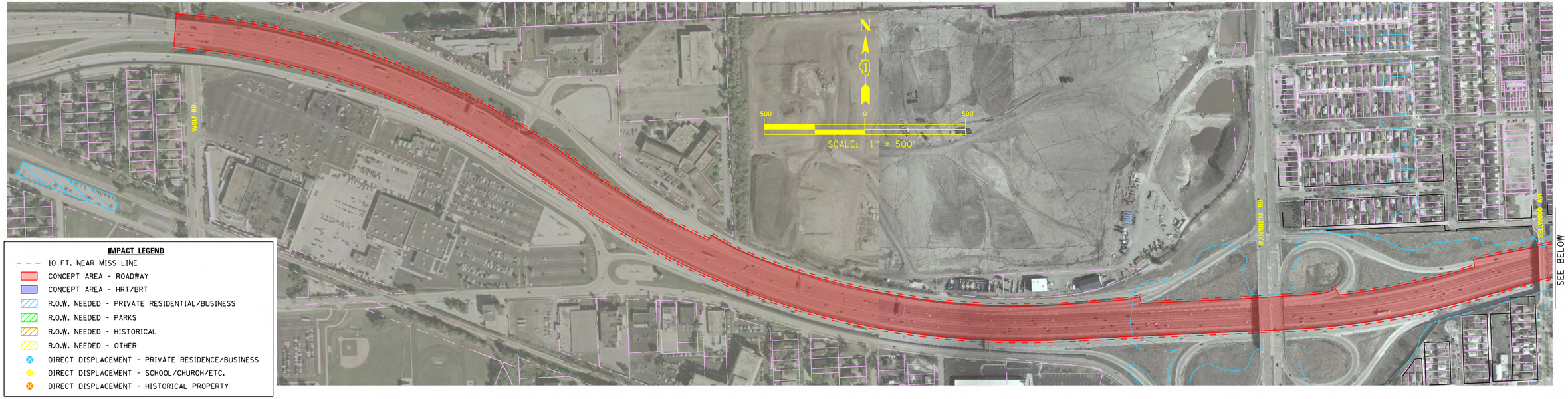
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 3L – HOV 3+ I-88 TO RACINE AVE. (LONG)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

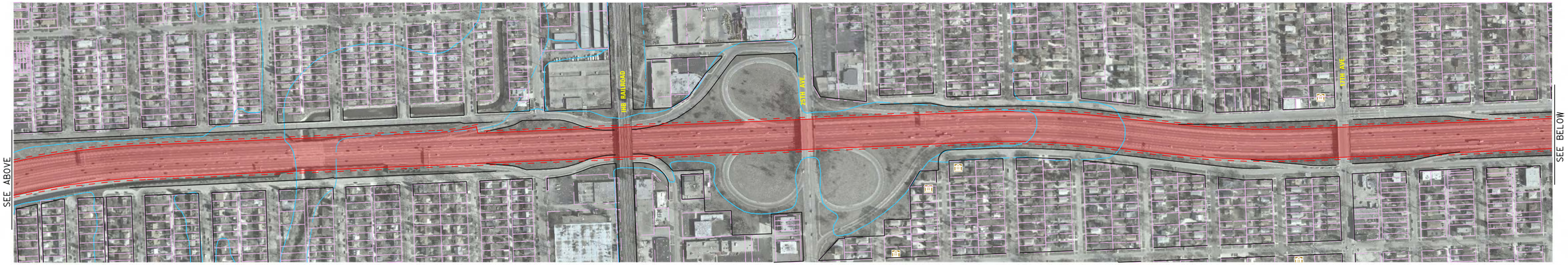
HOV 3+ Oak Brook to Central Ave.

HOV 3W



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 3W – HOV 3+ OAK BROOK TO CENTRAL AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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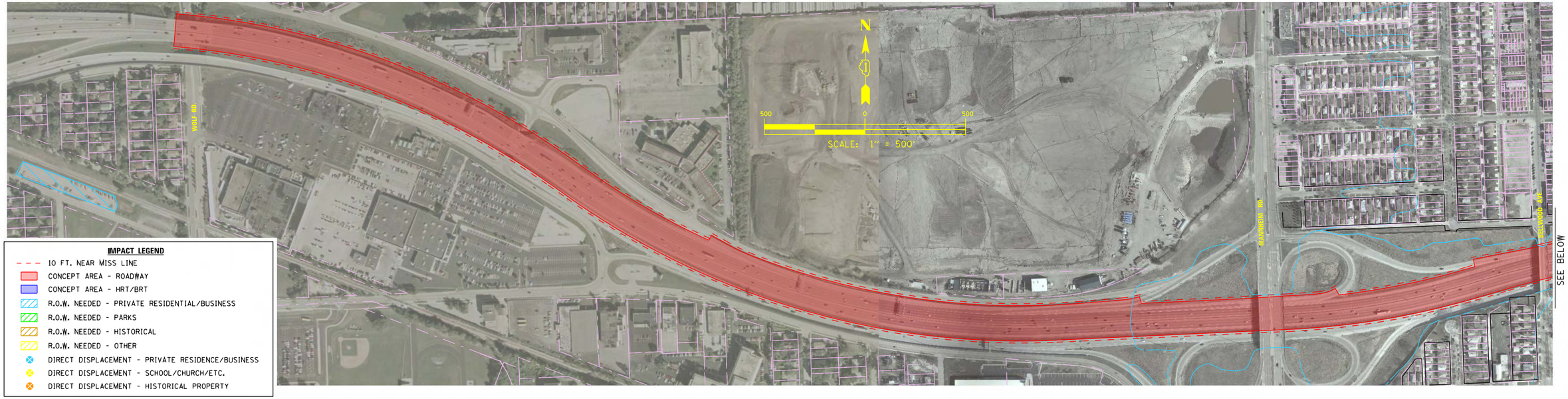
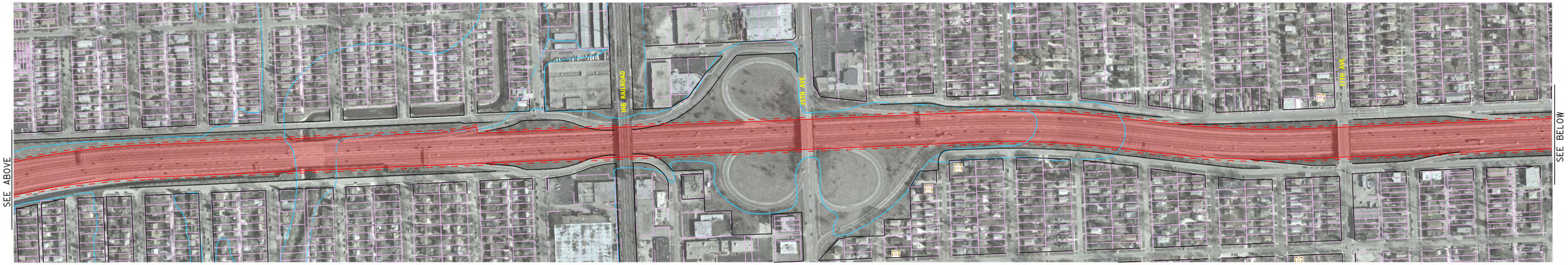
HOV 3+ Oak Brook to Racine Ave.

HOV 3LL



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOV 3LL – HOV 3+ OAK BROOK TO RACINE AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

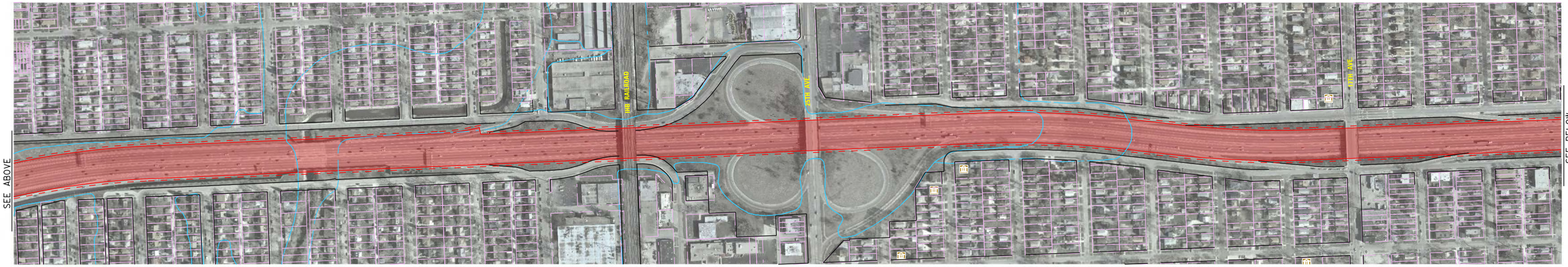
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

HOT 3+ Oak Brook to Central Ave.

HOT 1

IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOT 1 – HOT 3+ OAK BROOK TO CENTRAL AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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HOT 3+ Oak Brook to Racine Ave.

HOT 2

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
HOT 2 – HOT 3+ OAK BROOK TO RACINE AVE.

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Toll Existing I-290 Lanes (I-88 to Cicero Ave.)

TOL 1

USER NAME = ADR	DESIGNED - ADR	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - ADR	REVISED -	
PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

I–290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
TOL 1 – TOLL EXISTING I–290 LANES (I–88 TO CICERO AVE.)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

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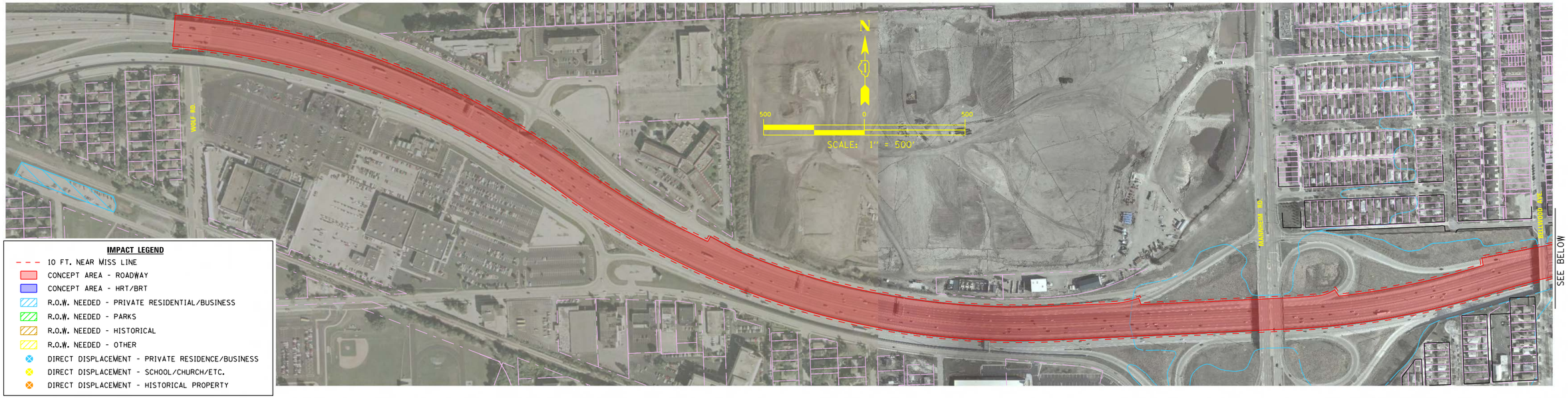
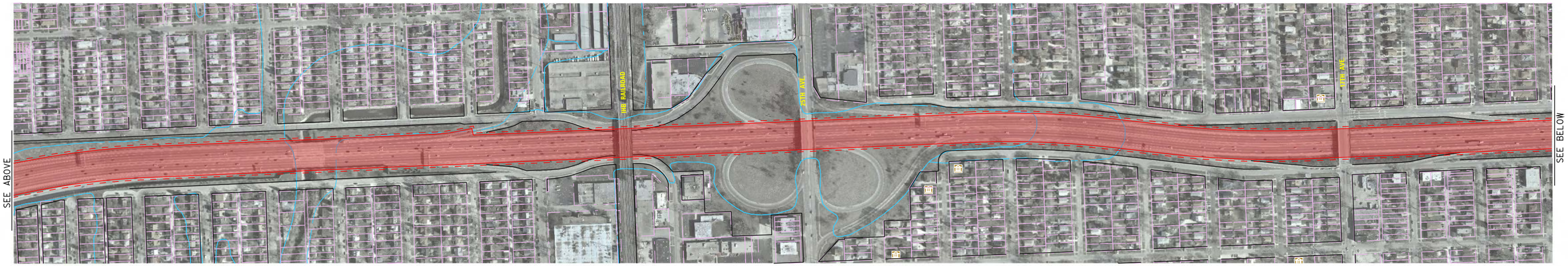
Toll I-290 with an Add Lane (I-88 to Cicero Ave.)

TOL 2



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY



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PLOT SCALE = 1" = 500'	CHECKED -	REVISED -	
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
TOL 2 - TOLL I-290 WITH ADD LANE (I-88 TO CICERO AVE.)

SCALE: 1" = 500' | SHEET NO. 1 OF 1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

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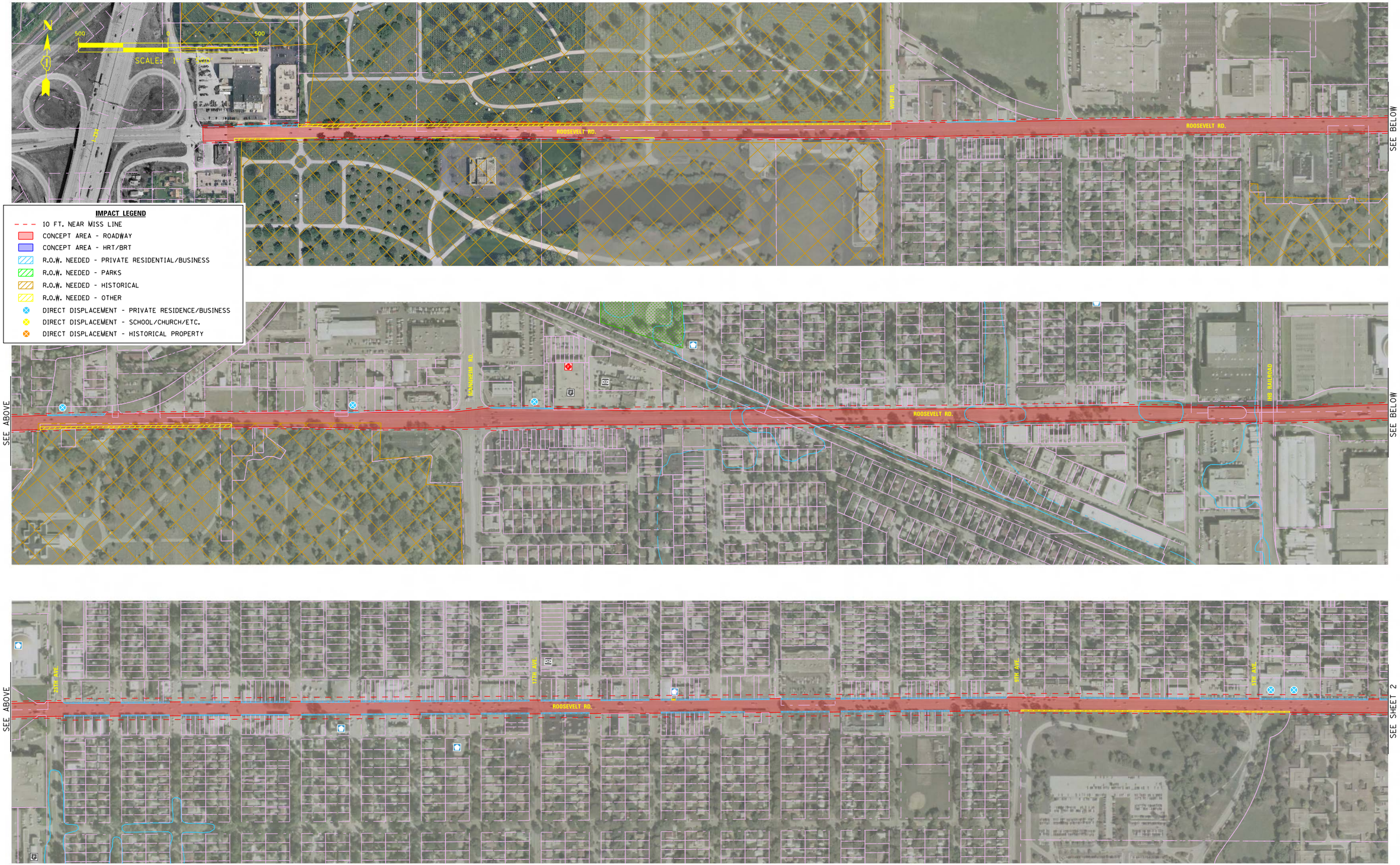
Roosevelt and Madison Improvements – Without Parking

ART 1



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
ART 1 - ARTERIAL IMPROVEMENTS - WITHOUT PARKING

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

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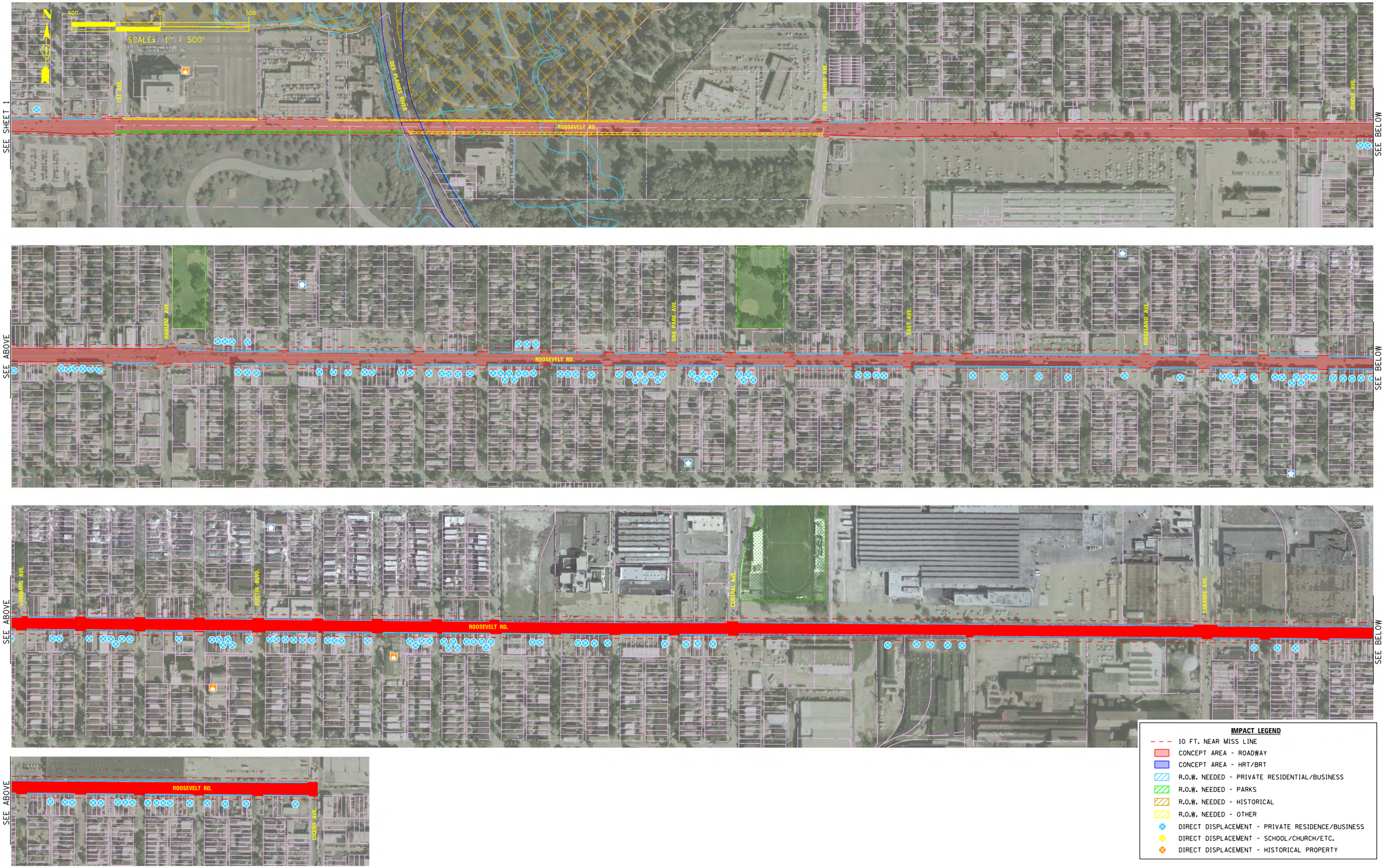

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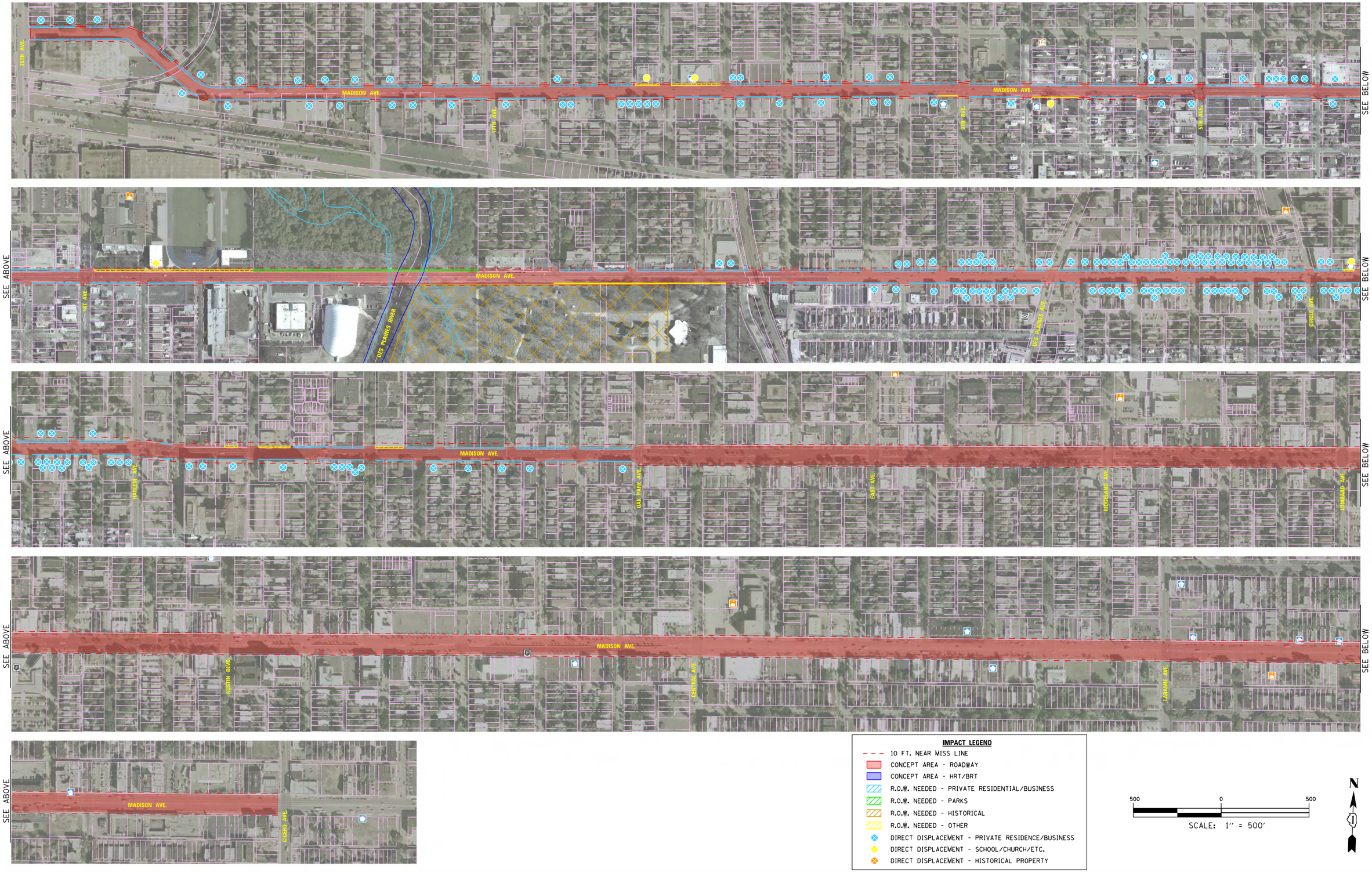
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 1 – ARTERIAL IMPROVEMENTS – WITHOUT PARKING

SCALE: 1" = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
____	_____	COOK	3	2
		CONTRACT NO. _____		
		ILLINOIS FED. AID PROJECT		



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

500 0 500

SCALE: 1" = 500'

N

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

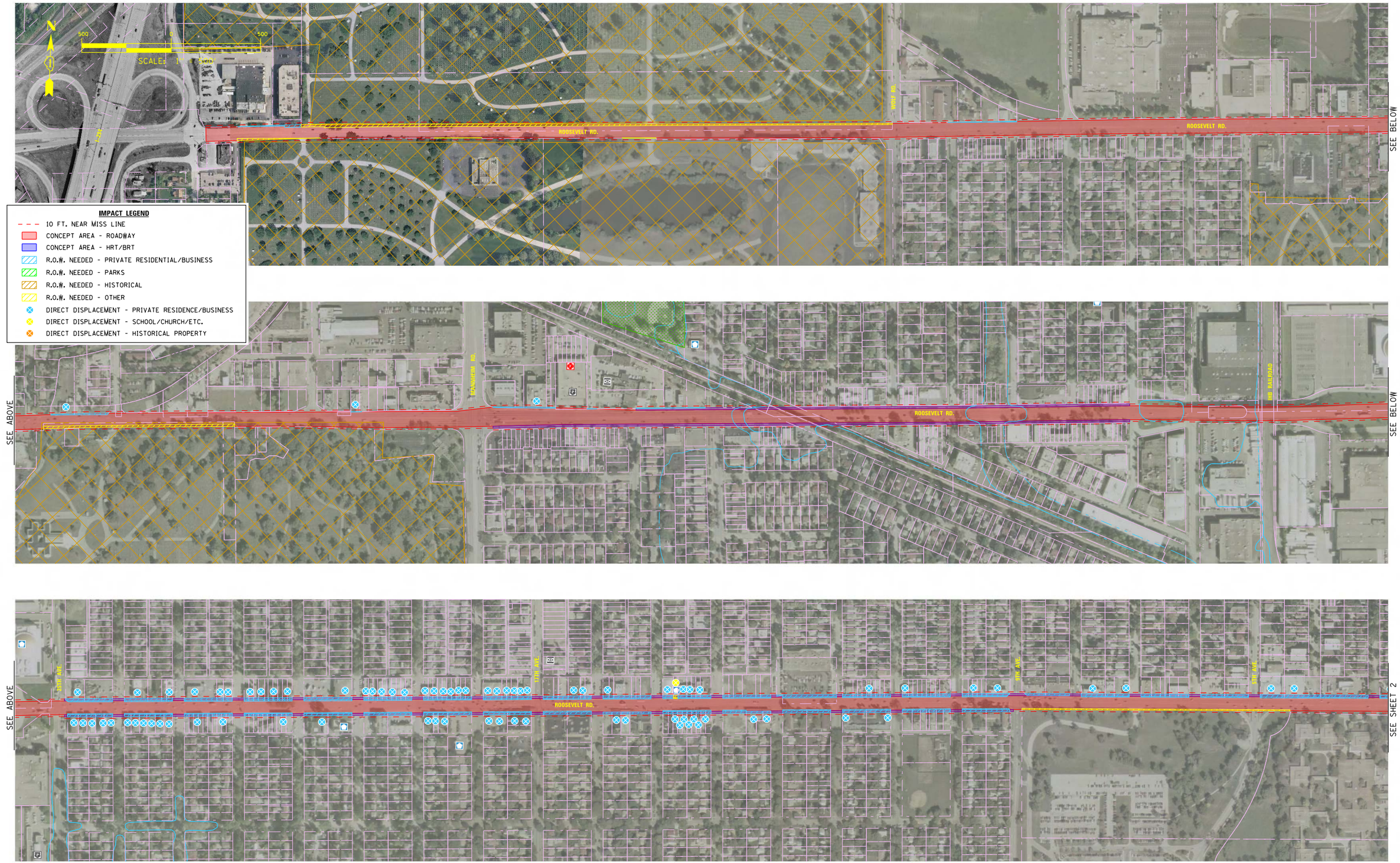
I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 1 – ARTERIAL IMPROVEMENTS – WITHOUT PARKING

SCALE: 1" = 500' | SHEET NO. 3 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

Roosevelt and Madison Improvements – With Parking

ART 2



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
- R.O.W. NEEDED - HISTORICAL
- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

USER NAME = ADR	DESIGNED - ADR	REVISED -
	DRAWN - ADR	REVISED -
PLOT SCALE = 1" = 500'	CHECKED - ___	REVISED -
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 - ALTERNATIVES FOOTPRINT EVALUATION
ART 2 - ARTERIAL IMPROVEMENTS - WITH PARKING

SCALE: 1" = 500' | SHEET NO. 1 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

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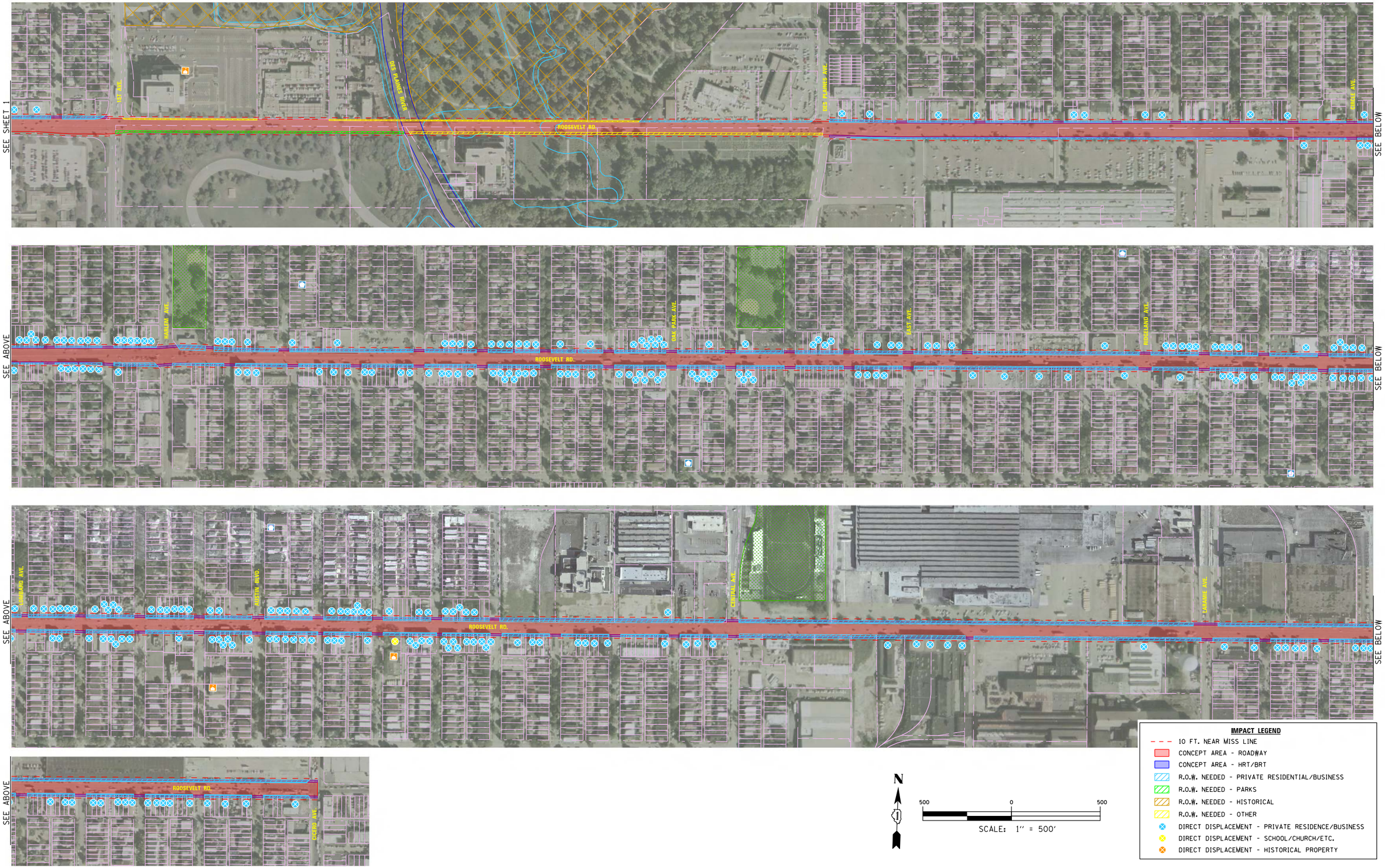

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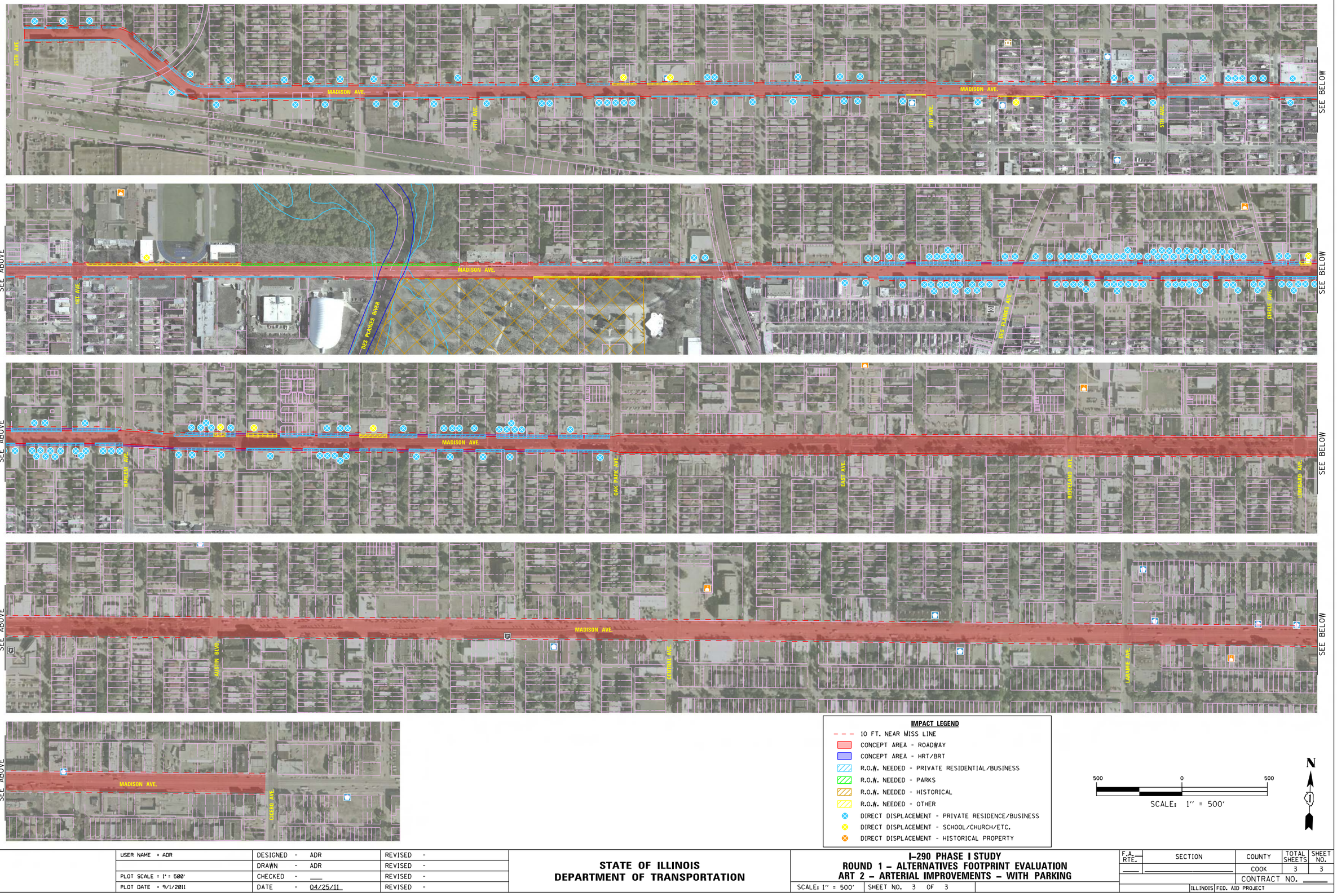
PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 2 – ARTERIAL IMPROVEMENTS – WITH PARKING

SCALE: 1'' = 500' | SHEET NO. 2 OF 3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
____	_____	COOK	3	2
		CONTRACT NO. _____		
		ILLINOIS FED. AID PROJECT		



IMPACT LEGEND

- 10 FT. NEAR MISS LINE
- CONCEPT AREA - ROADWAY
- CONCEPT AREA - HRT/BRT
- R.O.W. NEEDED - PRIVATE RESIDENTIAL/BUSINESS
- R.O.W. NEEDED - PARKS
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- R.O.W. NEEDED - OTHER
- DIRECT DISPLACEMENT - PRIVATE RESIDENCE/BUSINESS
- DIRECT DISPLACEMENT - SCHOOL/CHURCH/ETC.
- DIRECT DISPLACEMENT - HISTORICAL PROPERTY

500 0 500

SCALE: 1" = 500'

N

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PLOT DATE = 9/1/2011	DATE - 04/25/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-290 PHASE I STUDY
ROUND 1 – ALTERNATIVES FOOTPRINT EVALUATION
ART 2 – ARTERIAL IMPROVEMENTS – WITH PARKING

SCALE: 1" = 500' | SHEET NO. 3 OF 3

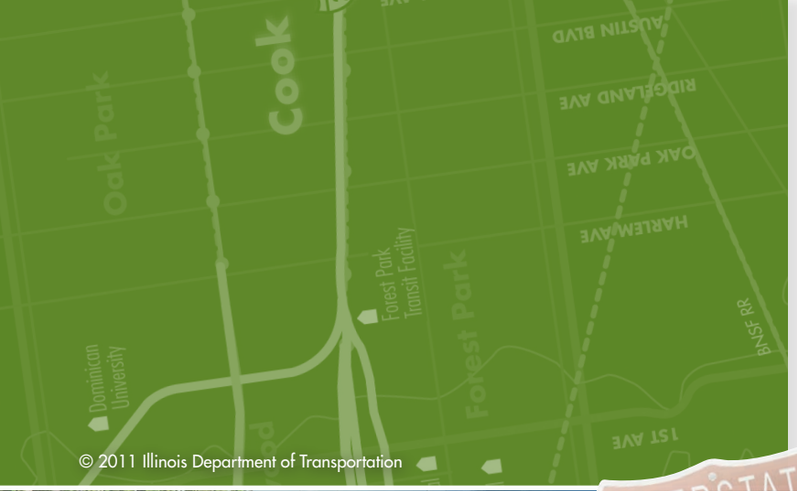
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
___	___	COOK	3	3
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

Initial Alternatives Identification and Evaluation Report

May 2012

APPENDIX F

Round 2 Combination Mode Alternatives

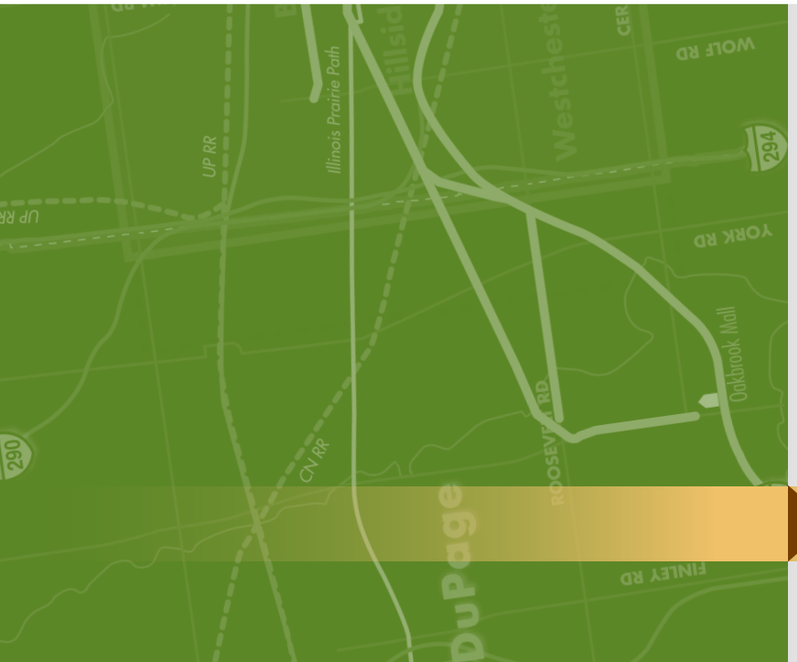


Eisenhower expressway

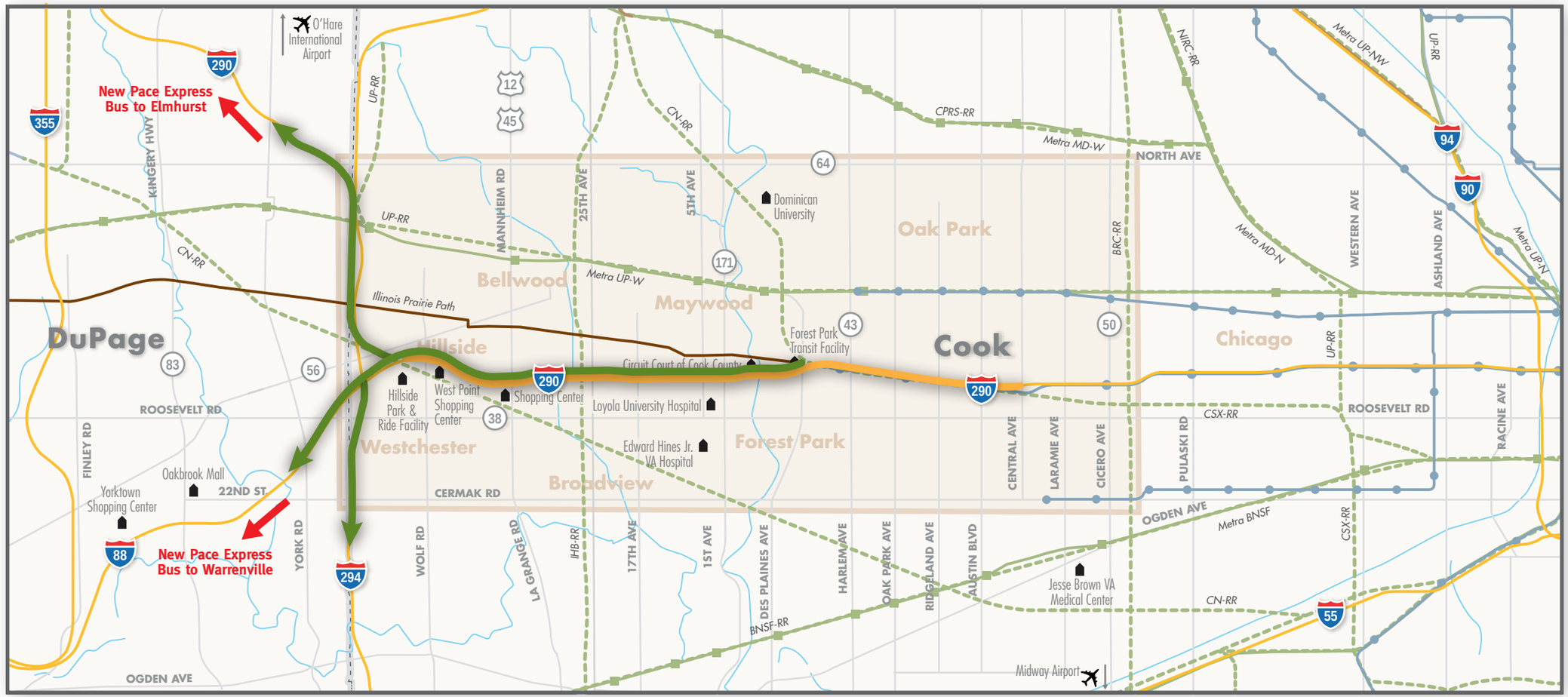
I-290 PHASE I STUDY

Round 2

Initial Combo Alternatives Descriptions



GP + EXP > General Purpose Add Lane & Express Bus Service



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- General Purpose Add Lanes
- Express Bus Operating on Shoulder
- New Pace Express Bus Route

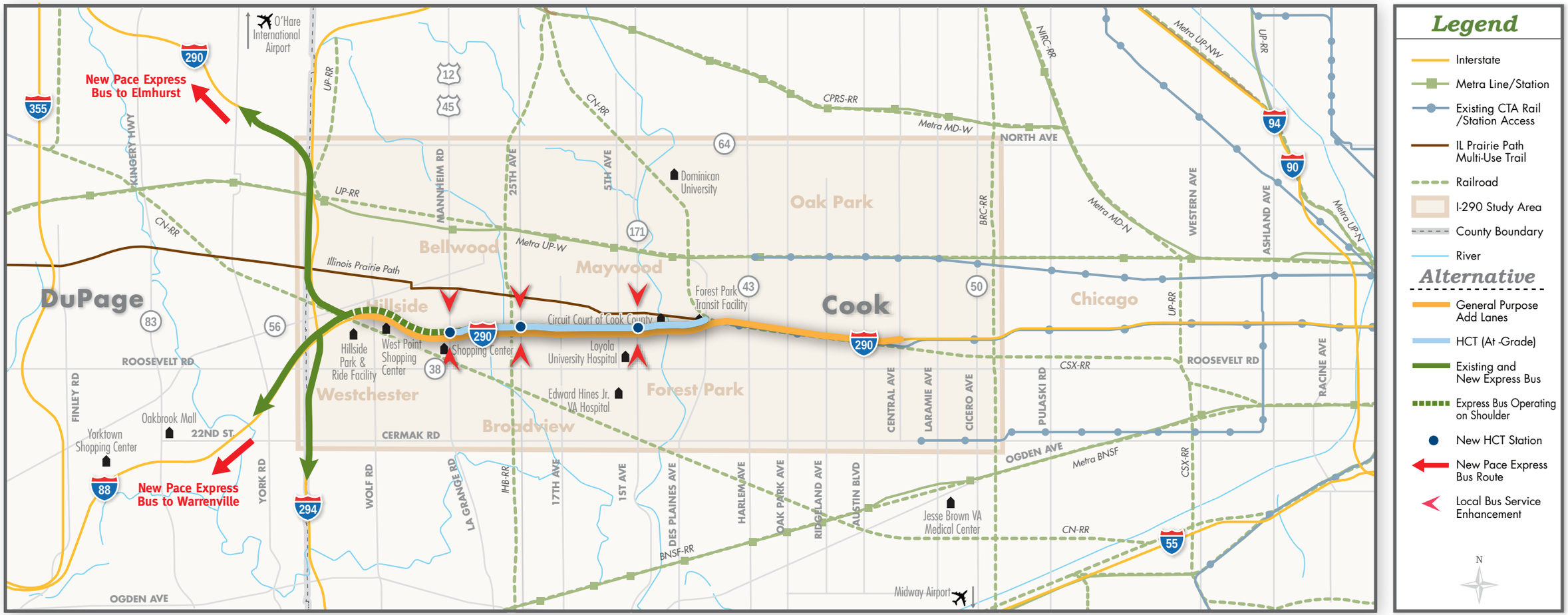
GP Lanes

> Add 2 Lanes (1 in each direction) along I-290 from I-88/290 Split to Central Avenue.
> 7.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus service to use I-290 Shoulder.

GP + HCT + EXP > General Purpose Add Lane & High Capacity Transit & Express Bus Service



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- General Purpose Add Lanes
- HCT (At -Grade)
- Existing and New Express Bus
- Express Bus Operating on Shoulder
- New HCT Station
- New Pace Express Bus Route
- Local Bus Service Enhancement

*Not to scale

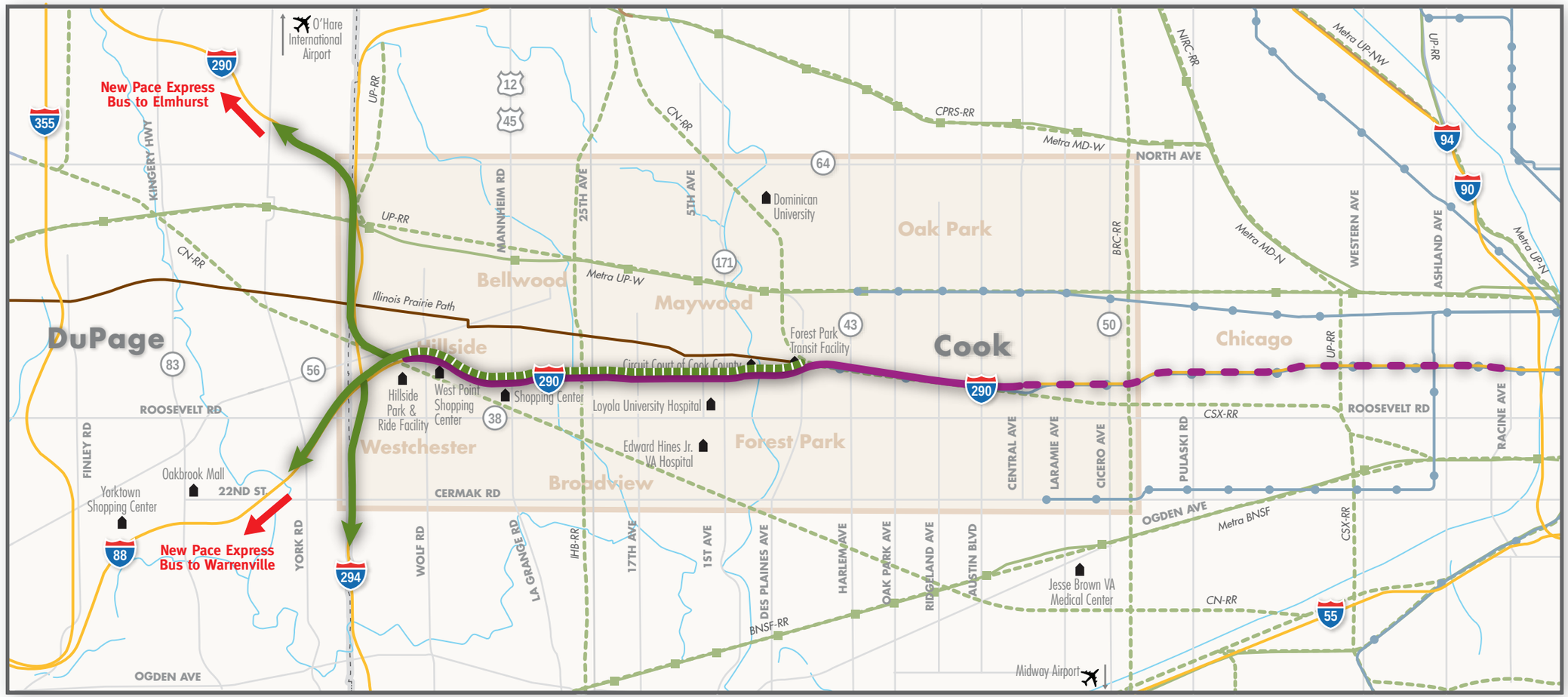
GP Lanes:
> Add 2 Lanes (1 in each direction) along I-290 from I-88/290 Split to Central Avenue.
> 7.5 miles

High Capacity Transit (HCT):
> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).
> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.

High Capacity Transit (HCT): *(con't)*
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:
> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus service to use I-290 Shoulder.

HOV + EXP > High Occupancy Vehicle Lanes (HOV) 2+ Occupants & Express Bus Service



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOV 2+ Add Lanes
- HOV 2+ Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in HOV Lanes
- New Pace Express Bus Route

N

HOV 2+:

> Add 2 HOV lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOV (1 lane in each direction) from Central Avenue to Racine Avenue.
> HOV lane restricted to vehicles with two or more occupants (no toll).
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOV lanes.

HOV + HCT + EXP > High Occupancy Vehicle Lanes (HOV) 2+ Occupants & High Capacity Transit (HCT) & Express Bus Service

I-290 PHASE I STUDY ROUND 2 *September 29, 2011*

*Not to scale

HOV 2+:

> Add 2 HOV lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOV (1 lane in each direction) from Central Avenue to Racine Avenue.
> HOV lane restricted to vehicles with two or more occupants (no toll).
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).

High Capacity Transit (HCT): *(con't)*

> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to use HOV lanes.

HOT + EXP > High Occupancy Toll Lane (3+) & Express Bus Service

*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOT 3+ Add Lanes
- HOT 3+ Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in HOT Lanes
- New Pace Express Bus Route

N

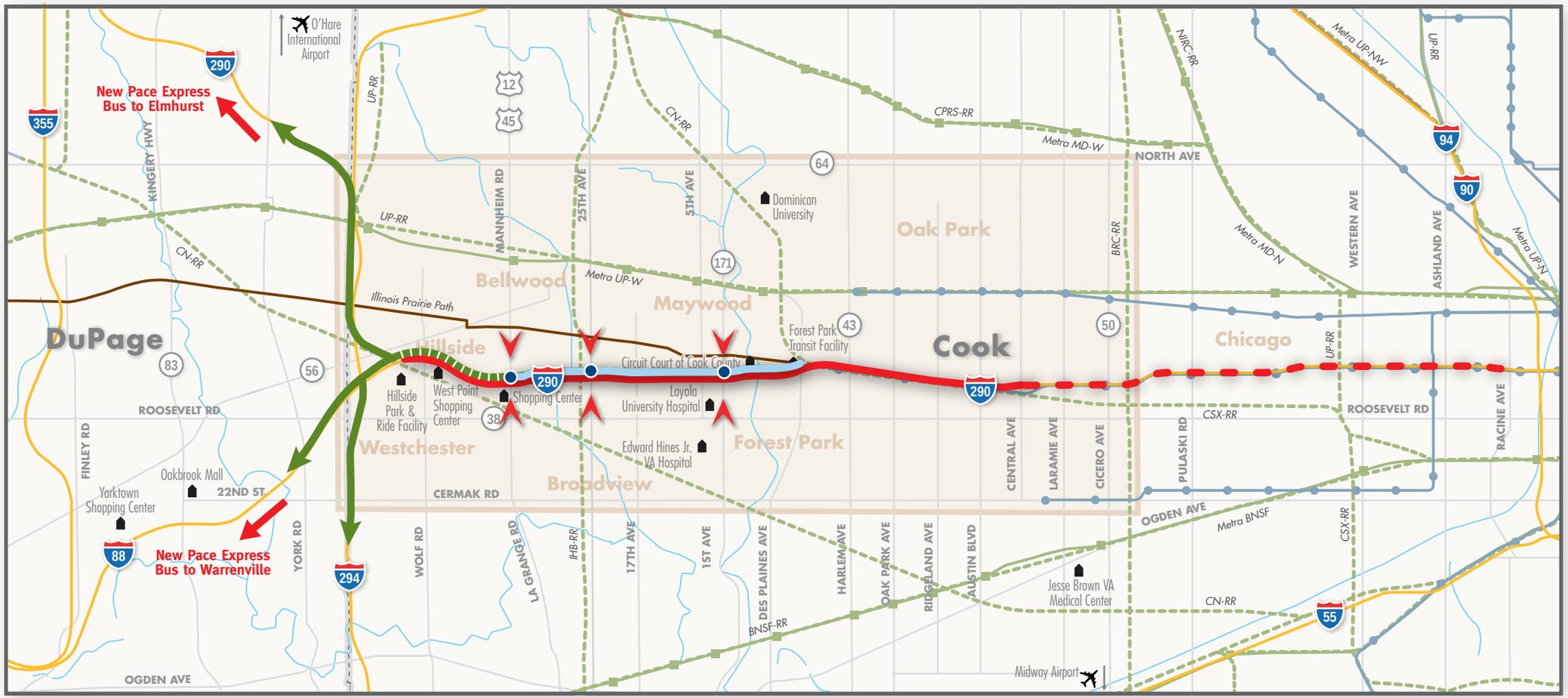
HOT 3+:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOT lanes at no charge.

HOT + HCT + EXP > High Occupancy Toll Lanes (HOT) 3+ Occupants & High Capacity Transit & Express Bus Service



*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- HOT 3+ Add Lanes
- HOT 3+ Lane Conversion
- HCT (At -Grade)
- Existing and New Express Bus
- Express Bus Operating in HOT Lanes
- New HCT Station
- New Pace Express Bus Route
- Local Bus Service Enhancemen

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HOT 3+:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
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> 13 miles

High Capacity Transit (HCT):

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High Capacity Transit (HCT): *(con't)*

> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to use HOT lanes at no charge.

TOLL + EXP > Toll Add Lanes & Express Bus Service

*Not to scale

Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail /Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundary
- River

Alternative

- Tolled Add Lanes
- Tolled Lane Conversion
- Existing and New Express Bus
- Express Bus Operating in Toll Lanes
- New Pace Express Bus Route

N

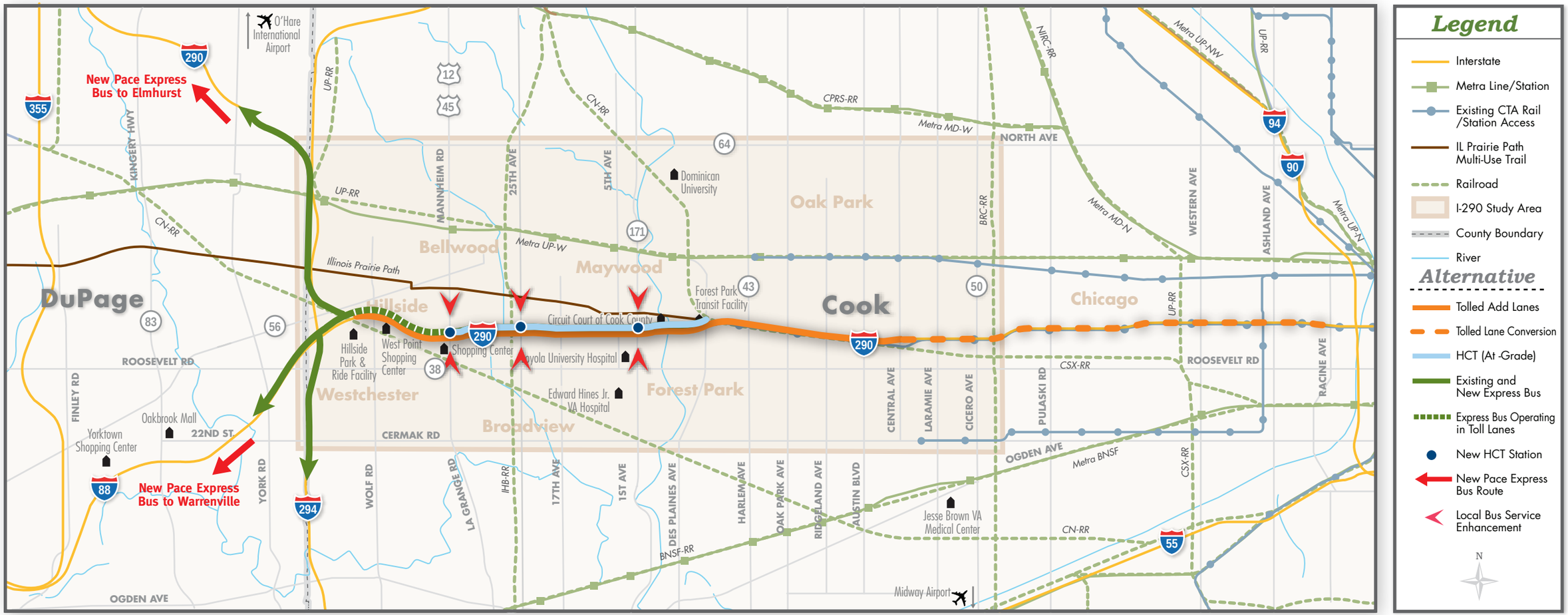
Toll Lanes:

> Add 2 Toll Lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Existing 3 Lanes between I-88/290 Split and Central to remain free.
> Convert 2 existing General Purpose lanes to Toll Lanes (1 lane in each direction) from Central Avenue to Racine Avenue.
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOT lanes at no charge.

TOLL + HCT + EXP > Toll Add Lanes & High Capacity Transit & Express Bus Service



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- IL Prairie Path Multi-Use Trail
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- River

Alternative

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- Tolled Lane Conversion
- HCT (At -Grade)
- Existing and New Express Bus
- Express Bus Operating in Toll Lanes
- New HCT Station
- New Pace Express Bus Route
- Local Bus Service Enhancement

N

Toll Lanes:

> Add 2 Toll Lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Existing 3 Lanes between I-88/290 Split and Central to remain free.
> Convert 2 existing General Purpose lanes to Toll Lanes (1 lane in each direction) from Central Avenue to Racine Avenue.
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).

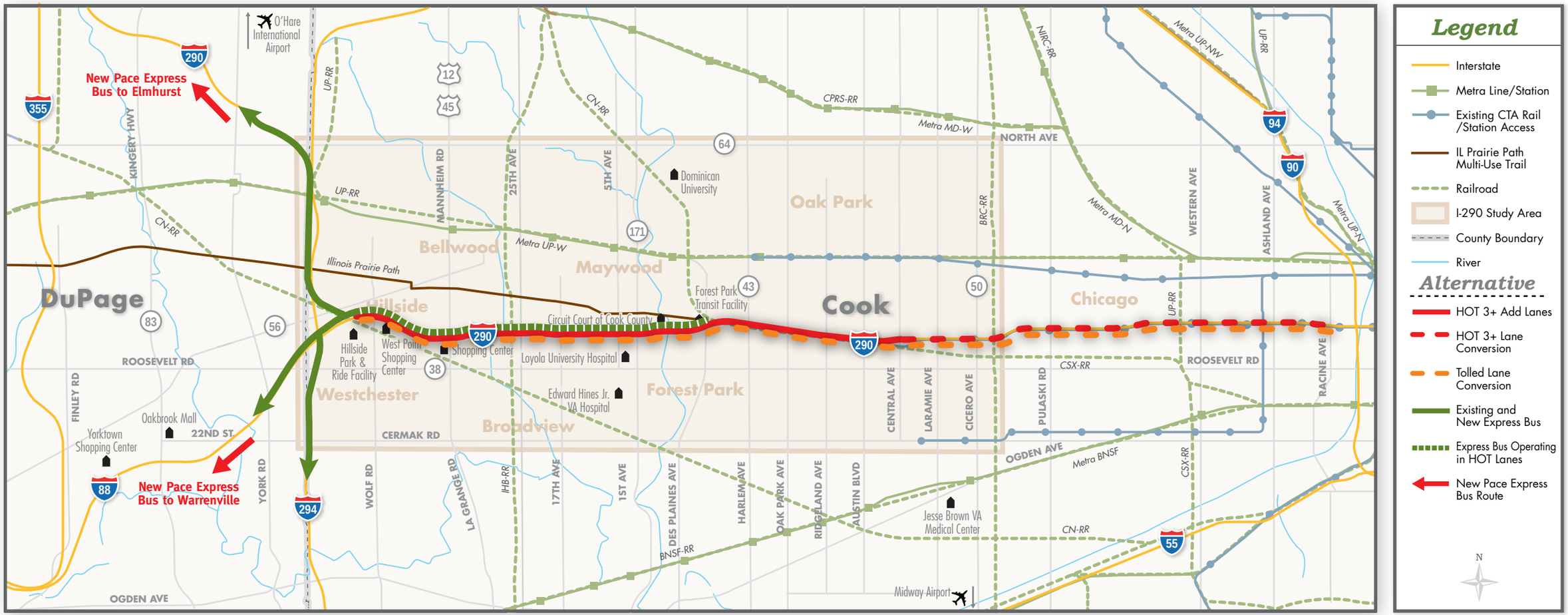
High Capacity Transit (HCT): *(con't)*

> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to use toll lanes at no charge.

HOT + TOLL + EXP > HOT Lanes & Toll All Existing Lanes & Express Bus Service



*Not to scale

Legend

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Alternative

- HOT 3+ Add Lanes
- HOT 3+ Lane Conversion
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- Existing and New Express Bus
- Express Bus Operating in HOT Lanes
- New Pace Express Bus Route

N

HOT Lanes:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

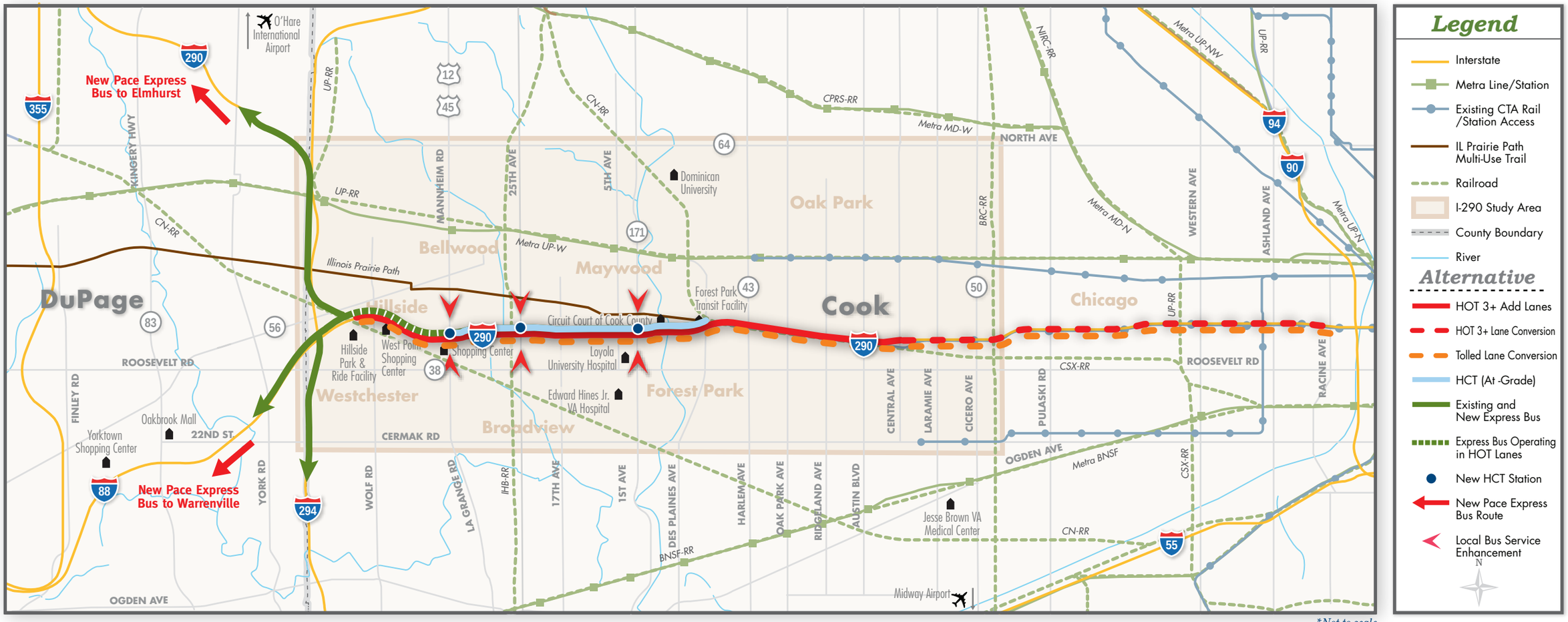
Toll Lanes:

> Toll existing lanes from I-290/I-88 Split to Racine Avenue.
> 13 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to CTA Forest Park Terminal.
> Enhanced local bus routes to run express to CTA Forest Park Terminal.
> Express Bus Service to use HOT lanes at no charge.

HOT + TOLL + HCT + EXP > HOT Lanes & Toll All Existing Lanes & High Capacity Transit & Express Bus Service



**Not to scale*

HOT Lanes:

> Add 2 HOT lanes (1 lane in each direction) on I-290 from I-88/290 Split to Central Avenue.
> Convert 2 existing General Purpose lanes to HOT Lanes (1 lane in each direction) from Central Avenue to Racine Avenue.
> Single and double occupancy vehicles pay toll to enter HOT lane, 3 or more occupancy vehicles ride free.
> 13 miles

Toll Lanes:

> Toll existing lanes from I-290/I-88 Split to Racine Avenue.
> 13 miles

High Capacity Transit (HCT):

> HCT as Blue Line Extension (HRT) or Bus Rapid Transit (BRT).
> Add HCT from CTA Forest Park Terminal to Mannheim Road in I-290 Median.
> 3 New HRT/BRT stations – Mannheim Road, 25th Avenue, 1st Avenue.
> 3.5 miles

Express Bus:

> Express Bus Service on I-88 & I-290 to HRT/BRT Mannheim Station.
> Enhanced local bus routes to run express to HRT/BRT Mannheim Station.
> Express Bus Service to run on HOT Lanes at no charge.

Round 2 Combination Mode Alternatives

Initial Alternatives Identification and Evaluation Report

April 2013

APPENDIX G

Summary of Round 2 Combination Mode Evaluation Results

I-290 Phase I Study

Round 2 - Combination Mode Alternatives Purpose and Need Evaluation Measures

February 21, 2013

DRAFT

This is a draft document, and may be updated.

P&N Point		Measure			Higher ↑ or Lower ↓ value of measure desired	2040 No Build + EXP	GP Lane		HOV 2+		HOT 3+		Toll		HOT 3+ & Toll		Base w/ Toll & HCT	
							GP & EXP	GP & EXP & HCT	HOV 2+ & EXP	HOV 2+ & EXP & HCT	HOT 3+ & EXP	HOT 3+ & EXP & HCT	TOLL & EXP	TOLL & EXP & HCT	HOT 3+ & TOLL & EXP	HOT 3+ & TOLL & EXP & HCT	BASE (3GP) W/ VALUE $ & HCT	BASE (2GP) & HOT 3+ & HCT
		Score by Sum Need Point Average Rank->					21.4	28.4	22.9	27.5	22.8	26.8	17.9	19.7	24.4	26.8	23.8	18.2
Regional Travel	All Vehicles	1.3	I-290 Average Travel Time Changes (Peak Periods)	All Lanes	%		17.2 min	-5.4%	-7.9%	-11.8%	-10.8%	-12.4%	-11.8%	-12.0%	-8.9%	-34.6%	-34.5%	-40.5%	-4.7%
				HOV/HOT	%		-	-	-	-40.6%	-40.2%	-25.3%	-17.1%	-40.1%	-39.9%	-16.7%	-22.1%	-	-27.8%
		1.4	Daily Hours of Congestion (I-290 in Study Area)	GP Lanes	hrs		18.0	-1.00	-0.50	-0.75	-0.75	-0.50	-0.50	-0.25	-0.25	-8.50	-8.25	-3.00	-4.00
				HOV/HOT *	hrs		-	0.0	0.0	-14.5	-14.0	-12.5	-12.5	-12.0	-12.0	-12.0	-11.5	0.0	0.0
		1.5	Daily Person Throughput (Daily thru Study Area)		#	↑	423,953	17,482	22,810	28,150	31,895	34,406	38,137	35,463	40,022	26,824	30,592	10,672	22,957
		1.6	Vehicle Miles of Travel (Daily VMT)		miles	↓	233,263,703	31,249	68,884	42,619	24,144	105,057	113,918	148,191	155,759	81,709	107,482	122,800	38,192
		1.7	Vehicle Hours of Travel (Daily VHT)		hours	↓	10,319,255	-19,415	-28,554	-20,250	-23,232	-8,970	-12,886	-5,795	-1,225	-17,613	-11,715	8,247	9,684
		1.8	Congested VMT (Daily)		miles	↓	17,937,393	-56,395	-76,738	-67,995	-59,370	-62,872	-59,812	-62,468	-41,955	-95,328	-88,684	-47,249	23,414
		1.9	Hours of Delay (Daily)		hours	↓	5,237,381	-17,454	-26,852	-19,713	-22,163	-8,916	-12,816	-6,897	-2,346	-21,298	-16,115	-831	8,247
	Trucks	1.10	Truck Miles of Travel (TMT)		miles	↓	44,488,408	2,528	6,303	-3,358	-2,209	-2,739	-2,980	-5,016	-3,256	-11,082	-10,314	-13,814	-6,480
		1.11	Truck Hours of Travel (THT)		hours	↓	1,746,489	-3,636	-4,483	-1,942	-2,395	-893	-1,726	183	934	-4,582	-2,986	29	3,912
		1.12	Congested TMT		miles	↓	2,353,496	-9,612	-12,389	-7,894	-7,662	-9,335	-11,809	-5,526	-4,936	-21,456	-18,410	-7,999	5,745
		1.13	Truck Hours of Delay		hours	↓	856,318	-3,312	-4,220	-1,851	-2,368	-812	-1,693	195	922	-5,236	-3,646	-1,309	3,503
Local Travel	Arterials	1.16	Peak Period Speed	East-West Arterials	mph	↑	18.49	0.47	0.47	0.37	0.36	0.21	0.20	0.10	0.09	-0.33	-0.32	-1.25	-0.39
		1.17		North-South Arterials	mph	↑	17.20	0.01	0.05	-0.01	0.14	0.01	0.11	0.06	0.01	-0.06	0.03	-0.21	-0.08
		1.18	Vehicle Miles of Travel (VMT)		miles	↓	3,381,655	-67,378	-77,451	-36,511	-43,604	-40,146	-43,110	-22,289	-25,257	73,639	74,412	196,323	43,270
		1.19	Vehicle Hours of Travel (VHT)		hours	↓	211,807	-6,267	-7,650	-5,271	-6,061	-5,191	-5,548	-3,389	-3,819	2,080	2,256	15,171	2,980
		1.20	Congested VMT		miles	↓	239,165	-15,193	-19,481	-15,354	-17,393	-15,935	-16,437	-11,529	-12,346	-3,468	-3,659	30,009	3,599
		1.21	Hours of Delay		hours	↓	101,880	-4,014	-5,093	-4,018	-4,581	-3,865	-4,126	-2,647	-2,996	-196	-50	8,827	1,544
Improve Regional And Local Travel				**Need Point Average Rank**				7.5	9.1	7.6	8.5	6.5	7.5	5.3	4.4	7.8	7.1	3.8	3.2
Access to Employment			**# of Jobs Accessible within 60 min.:**																
		2.1	Auto		#	↑	5,219,479	-60,229	6,141	-4,371	-4,371	14,167	21,257	13,846	15,603	75,626	90,099	199,772	-18,158
		2.2	Transit		#	↑	4,006,033	66,783	55,805	66,783	55,805	66,783	55,805	66,783	55,805	66,783	55,805	55,805	55,805
		2.3	Transit & Auto		#	↑	9,225,512	6,554	61,946	62,412	51,434	80,950	77,062	80,629	71,408	142,409	145,904	255,577	37,647
Improve Access to Employment				**Need Point Average Rank**				3.3	3.3	5.3	2.3	8.0	5.7	7.3	5.0	9.3	7.7	8.3	1.7
Safety			**Injuries and Fatality Rates % Change:**																
		3.1	Arterial		million vehicle miles/year	↓	0.496	0.07%	-0.09%	0.08%	-0.08%	0.14%	0.06%	0.19%	0.12%	0.31%	0.21%	0.60%	0.14%
		3.2	Expressway		million vehicle miles/year	↓	0.206	-9.14%	-8.56%	-10.14%	-9.91%	-8.30%	-8.05%	-8.15%	-7.80%	-12.14%	-11.88%	-16.17%	-12.44%
		3.3	Overall (Arterial, Highway, Transit)		million person miles/year	↓	0.247	-5.40%	-5.94%	-7.32%	-8.11%	-6.23%	-6.86%	-5.55%	-6.11%	-5.17%	-5.58%	-1.50%	-4.95%
Improve Safety for All Users				**Need Point Average Rank**				6.3	8.0	9.0	10.0	6.3	7.3	4.0	5.3	5.0	6.0	4.7	6.0
Modal Connections & Opportunities		4.1	New Transit Trips (Regional)		#	↑	2,009,178	-178	1,302	-6,080	-2,390	-3,706	-2,400	-5,221	-3,765	-3,125	-2,580	-1,652	-1,478
		4.2.1	0.5 Mile Transit Access	Households	#	↑	-	0	4,585	0	4,585	0	4,585	0	4,585	0	4,585	4,585	4,585
		4.2.2		Employment	#	↑	-	0	19,397	0	19,397	0	19,397	0	19,397	0	19,397	19,397	19,397
		4.3	Non-motorized Connections		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		4.4	Multimodal Opportunities		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improve Modal Connections & Opportunities				**Need Point Average Rank**				4.3	8.0	1.0	6.7	2.0	6.3	1.3	5.0	2.3	6.0	7.0	7.3
Facility Condition & Design		5.1	Address Pavement Age		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.2	Address Structure Deficiencies		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.3	Address Geometric Deficiencies		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.4	Address ADA Deficiencies		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		5.5	Address Drainage Deficiencies		*(qualitative)*	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improve Facility Condition and Design				**Need Point Average Rank**				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Color Legend:

1st	2nd	3rd	4th	Worsened
Rank 12	Rank 11	Rank 10	Rank 9	

* Provided for information only, not included in scoring.

**For information

Round 2 Combination Mode Alternatives

Initial Alternatives Identification and Evaluation Report

April 2013

APPENDIX H

Travel Forecasting Assumptions

Purpose

The purpose of this summary is to present the travel forecasting assumptions being used by IDOT for the I-290 Environmental Impact Statement (EIS). In addition, a comparison of any differences in assumptions being used by CMAP for the development of their GO TO 2040 Comprehensive Regional Plan and the Cook-DuPage Corridor Study is also included, as well as a discussion of how the GO TO 2040 Plan and forecasts will be considered as part of the I-290 Study. The I-290 Study has previously documented its travel forecasting approach. The "I-290 Travel Model Assumptions Methodology & Validation" report (July 2010) was prepared and is posted on the I-290 project website (www.eisenhowerexpressway.com). CMAP has prepared "CMAP Travel Demand Model Validation Re port" (February 23, 2011), which documents their regional travel forecasting process and is available on their website (www.CMAP.illinois.gov). In summary, a project level forecast is required for the I-290 Study:

- To satisfy the requirements of National Environmental Policy Act (NEPA)
- To provide the appropriate level of engineering and environmental detail
- To account for differing infrastructure assumptions for the no build and build scenarios
- To properly disclose and measure project impacts.
- To provide tolling forecasts that are consistent with national industry standards

Why develop a project level forecast?

GO TO 2040 and NEPA studies are produced for different purposes

As part of the Clean Air Act Amendments and past Federal transportation authorizations up to and including Moving Ahead for Progress in the 21st Century (MAP-21), metropolitan areas over 50,000 in population must develop regional long range transportation plans. These plans are intended to guide public policy with respect to future land use and infrastructure investment for the next 20+ years for the region. GO TO 2040 is intended to identify an overall framework of major capital projects that are tested for air quality conformity and are within an assumed overall fiscally constrained scenario. The projects identified as part of the GO TO 2040 process essentially represent placeholders that are subject to NEPA studies, including a rigorous analysis of alternatives. GO TO 2040 does not, however, satisfy all of NEPA's planning requirements for implementing an infrastructure project.

As required by NEPA, a major infrastructure project such as I-290 is required, at a project level of detail, to undergo:

- An analysis of a "No Build" alternative to define the transportation need. For the I-290 study, the "No Build" is defined as no major improvements in the study area; outside the study area, the major capital improvements contained in GO TO 2040 are assumed to be in place.

- An analysis of a range of reasonable Build alternatives. As documented in the ongoing I-290 study, a broad range of multimodal (highway/transit combinations) alternatives are being evaluated.
- An assessment of the social, economic, and environmental impacts of a proposed action or project. The I-290 study will include an analysis of noise, air quality, energy, threatened & endangered species, natural resources, wetlands, floodplains, water resources, groundwater resources, Section 4(f) properties/parks and recreation, special/hazardous waste, special lands, social and economic impacts including environmental justice, cultural resources, visual resources, indirect and cumulative impacts, and construction impacts.
- Consideration of environmental sequencing: avoidance, minimization and mitigation.
- Stakeholder involvement: coordination and consultation on every aspect of the NEPA process, including the identification of project needs, evaluation methodologies, and alternatives development and evaluation.

NEPA requires preparation of an EIS for major Federal actions that may significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. IDOT and FHWA will be preparing an EIS for the I-290 Study.

GO TO 2040 and NEPA studies differ in scale and level of detail

Regional Long Range Transportation Plans – For CMAP, a seven-county northeastern Illinois region is evaluated; the regional transportation network covers 23 counties in three states; this regional modeling platform yields broad measures of performance, such as total auto and transit trips, average travel time, and hours of congestion. To evaluate this project in a regional context using its standard travel demand model, CMAP codes a managed lane as equivalent to 0.33 lane additional capacity. Standard travel models cannot effectively evaluate managed lane operations or congestion pricing.

NEPA / Project Level Studies – Require a greater level of travel modeling detail for use in design, environmental impact evaluation, and financial analysis. NEPA / Project Level Studies typically use a focused area modeling approach where the regional model is detailed in the project study area. This involved developing a finer level of detail for the roadway network in the study area. The I-290 Study also implemented additional modeling enhancements to better analyze the alternatives under consideration, including modeling procedures to estimate auto occupancy in order to evaluate HOV alternatives, tolling procedures to evaluate toll and HOT alternatives, transit model improvements to evaluate transit alternatives, and detailed travel performance measures, such as person throughput, study area expressway and arterial performance, and truck and transit measures. The travel model enhancements developed for the I-290 Study are presented in the attached table.

GO TO 2040 and NEPA studies differ in transportation infrastructure assumptions for "Build and No Build"

During 2008, while GO TO 2040 was in its early development, CMAP used a "Reference Scenario" as a baseline to evaluate over 100 proposed major capital improvements. Because the policy direction of GO TO 2040 had not yet been established, the Reference Scenario assumed continuation of current socioeconomic and land use trends and no additional transportation infrastructure in 2040. In 2010, CMAP officially adopted GO TO 2040 which includes a "Preferred Scenario" that promotes infill and reinvestment as the primary policy driver for future land use planning and transportation investment. The Preferred Scenario integrates socioeconomic and land use assumptions with a fiscally constrained set of transportation improvements intended to support specific planning goals. In the Preferred Scenario, CMAP assumes an I-290 managed lane from Mannheim to Cicero, but no CTA Blue Line extension, in the list of fiscally constrained transportation projects. The I-290 NEPA study tests and refines the original project specification to achieve better performance and recognize specific construction and operational constraints.

As prescribed by NEPA, IDOT excludes all major capital projects in the study area to determine "No Build" conditions. The No Build alternative serves as a benchmark against which the transportation needs are defined and the Build Alternatives are compared. For the I-290 study, the No Build alternative includes all of the major capital projects included in fiscally constrained GO TO 2040 Plan *except* the proposed I-290 Multimodal Corridor project. The I-290 project also employs an updated version of the Reference Scenario by assuming that socioeconomic and land use patterns are the product of market-driven trends rather than the policy driven integrated land use and transportation scenario found in the GO TO 2040.

The Build alternatives for the I-290 Study are combinations of highway and transit improvements, including managed lanes, the Blue Line Extension, and other transit, highway, and non-motorized improvements. As such, the Build alternatives that advance to the Draft Environmental Impact Statement (DEIS) will each require a Build socioeconomic forecast. Further coordination with FHWA and CMAP is necessary to address the need to develop multiple build forecasts and the role of the GO TO 2040 preferred scenario forecast.

What are the specific differences between GO TO 2040 and I-290 forecasting approaches?

2040 Population and Employment Forecasts

As part of the GO TO 2040 Comprehensive Regional Plan process, CMAP developed population and employment forecasts that reflect the desired outcome of the plan. As part of CMAP's mandate to integrate land use and transportation planning, the method used to develop the 2040 population and employment forecasts is a radical departure from previous practices in the region. Prior to GO TO 2040, regional planning practice in northeastern Illinois was based on municipal and county consultation, historic trends, local land use policies, local development proposals, available land for development, and county level control totals. This socioeconomic and land use forecast was adopted as the planning

baseline for major project development under the separately developed Regional Transportation Plan (RTP).

CMAP's approach for the GO TO 2040 Plan was to integrate land use and transportation policy using a scenario-driven 2040 population and employment forecasting technique systematically responsive to major investments and high-level choices that shape the region. The scenario-driven forecasts reflect the plan's desired scenario outcome (i.e. the Preferred Scenario) and assume that the recommended policies will be in place by 2040 in order to achieve these.

Since the late 1990's, a court ruling (Sierra Club, et al v. U.S. Department of Transportation, et al, January 16, 1997, No. 96 C 4768) has required inclusion of No Build and Build Scenario evaluations for major project development. IDOT has coordinated with CMAP on performing No Build and Build analyses that forecast alternative development patterns and travel behavior that might result from a major new transportation project. It is instructive to recognize that actual socioeconomic and land use outcomes are a combination of policy- and market-driven economic forces. In reality, public policy only redirects market-driven land development. A market-based economic forecast alternative can also aid detailed NEPA level project development in determining the sensitivity of proposed highway and transit facility performance and environmental impacts under different background assumptions. Also, any potential toll and revenue evaluations needed to finance a project will require that an investment-grade forecast be prepared. Lenders and bonding agencies are typically reluctant to assume that goal-based policy-driven recommendations will be entirely effective in the face of *laissez-faire* market economics. Tolling options are being considered as part of the I-290 Study, and similar market-based economic forecasts are also being used by the Illinois Tollway for their major project development studies. Similarly, the Federal Transit Administration now places more emphasis on models that replicate current year demand and existing land use as the basis for forecasting eligibility for New Starts funding.

IDOT has developed a market-based economic forecast for this study. This No Build market-based economic forecast does not assume the implementation of the I-290 Multimodal Corridor project, but includes implementation of the fiscally constrained projects outside of the study area. The I-290 Study No Build forecasts maintain the same control totals for the region as GO TO 2040, but have a different distribution of population and employment within the region that more closely resembles the Reference Scenario.

CMAP anticipated and supports the need for alternative socioeconomic forecasts to evaluate major projects as outlined in CMAP's Forecasting Principles. IDOT consultants have closely coordinated with CMAP staff on development of the I-290 market-based economic forecasts, consistent with the CMAP forecasting principles, and CMAP staff concurs on the method used to develop them.

The I-290 Study is using market-based economic forecasts for the No Build scenario 2040 population and employment forecasts. The I-290 Study population and employment forecasts are based on historic trends, 2010 Census data, land availability, local land use policies, and independent Woods & Poole county level economic forecasts. Note that the resulting population and employment forecasts for the I-

290 Study are based on different forecasting assumptions than GO TO 2040 Plan, which were scenario derived, policy-based forecasts. The I-290 Study No Build market-based population and employment forecasts do not contain the same policy assumptions as the CMAP forecast, and are more consistent with the detail and assumptions typically used to initiate project level design, environmental, and financial evaluations.

A comparison of the existing 2010, CMAP GO TO 2040 Plan, and I-290 Study 2040 No Build population forecasts for Cook and DuPage Counties is presented in the following table. The difference between the 2040 population forecasts from the I-290 Study and the CMAP GO TO 2040 Plan reflects the level of policy and directed investment assumed in the GO TO 2040 Plan policy goals. For Cook County, there is an 8% difference between the 2040 GO TO 2040 population total and the I-290 Study. For DuPage County, there is a 14% difference between the 2040 CMAP GO TO 2040 population and the I-290 Study. This is largely the result of accommodating new growth within existing communities instead of converting vacant or agricultural land at the region's fringe to urban use.

Population Forecast Comparison

County	2010 Population (Census)	2040 CMAP GO TO 2040 Population Forecast	2040 I-290 Study No Build Population Forecast
Chicago	2,695,934	3,303,768	3,000,996
Suburban Cook	2,499,365	2,935,429	2,773,534
Total Cook	5,195,299	6,239,197	5,774,530
DuPage	916,924	1,160,364	1,022,204

The I-290 Study will also develop 2040 Build population and employment forecasts that will be used to test the final Build alternatives being evaluated in the DEIS. The I-290 2040 Build population and employment forecasts will use the 2040 I-290 No Build population and employment forecasts as a starting point and then revise the forecasts based on the increased accessibility provided by the transportation improvements included in the Build alternatives. Given the need to develop multiple build forecasts for the Draft EIS alternatives, further coordination is required with FHWA and CMAP to develop a methodology for producing them and determining the role of the GO TO 2040 forecast in that process.

Highway and Transit Network Assumptions

The I-290 Study utilized the CMAP GO TO 2040 Plan highway and transit networks as a starting point to develop the No Build scenario transportation networks. Thus, major capital projects contained in the fiscally constrained GO TO 2040 Plan were included in the networks, with the exception of the I-290 Multimodal Corridor project. In addition, the background transit service enhancements included in the fiscally constrained GO TO 2040 Plan, such as implementation of arterial rapid transit, and other bus enhancements were included in the I-290 Study transit network. Thus, these background transit improvements contained in the GO TO 2040 Plan, such as the Cermak Road arterial rapid transit (bus rapid transit) service, are included in the 2040 I-290 transit network for all alternatives tested.

For the development and testing of transit alternatives in the I-290 Study, the CTA Blue Line extension, bus rapid transit, and express bus alternatives were coded on top of the background transit network. The I-290 transit alternatives included the addition of new terminal and intermediate stations for the Blue Line extension and bus rapid transit alternatives, the availability of park-and-ride at outlying stations (Mannheim Road and stations to the west), feeder bus connections for existing bus routes, and additional new (or restored) feeder bus service. The attached map depicts the transit network improvements for the testing of the Blue Line extension to Oak Brook via I-290 as part of the Single Mode testing.

For the I-290 Study, additional detail was also included in the study area for the coding of I-290 in order to better reflect actual movements. The use of auto occupancy and toll modeling procedures also required more detailed coding of I-290. On the transit side, minor revisions were made to the transit network and processing of the network to better replicate existing transit travel patterns in and near the study area. This included improving the split between forecasted Metra and CTA rail ridership.

Travel Model Enhancements

Throughout the I-290 Study, the travel demand forecasting approach and implementation has included continuous coordination and cooperation with CMAP. When the I-290 Study was initiated in 2009, the CMAP regional travel model and the 2030 Regional Transportation Plan assumptions were used as the starting point. With the adoption of CMAP's GO TO 2040 Comprehensive Regional Plan in October 2010, the travel modeling for the I-290 Phase I Study transitioned to using CMAP's GO TO 2040 forecasts.

Over the course of the I-290 Study, IDOT's consultant has implemented a number of enhancements to the CMAP regional travel model, which have in turn been adopted by CMAP. There were three major reasons for developing and implementing these CMAP regional travel model enhancements:

- To update the CMAP regional travel models using data from the 2007 CMAP Travel Tracker Survey, the American Community Survey (ACS) and the 2010 Census.
- To develop and implement more detailed travel forecasting procedures and inputs for use in the development of design-level traffic forecasts for major project development, and
- To develop enhanced travel forecasting procedures to provide improved sensitivity to the alternatives being tested.

IDOT's consultant has coordinated closely with CMAP staff as part of implementing these model improvements. The I-290 Study travel model improvements were developed by Parsons Brinckerhoff staff with extensive experience working directly with the CMAP regional travel model.

The attached table summarizes the regional travel model enhancements implemented for the I-290 Study. As seen in this table, there have been a long series of travel model enhancements made for the I-290 Study as additional needs arise. Many of these travel model enhancements have since been

integrated into the CMAP regional travel forecasting process.

Can you compare CMAP's results for I-290 and the Blue Line extension in GO TO 2040 with IDOT's current I-290 study?

I-290 Results

The modeling results for an I-290 managed lane improvement are not comparable. GO TO 2040 did not use any auto occupancy or tolling procedures in their regional modeling. The I-290 managed lane project was represented by increasing capacity on I-290 by an additional third of a lane in each direction to approximate the additional traffic that would use the managed lane. Therefore, this added capacity which is supposed to act as an HOV/HOT lane, is essentially represented by an increase in capacity of the general purpose lanes. The additional one-third of a lane capacity is intended to represent the magnitude of the additional HOV/HOT vehicles that would be using the managed lane. For the purposes of regional long range transportation plan project analysis and regional air quality conformity analysis, this is an acceptable approach.

The I-290 Study, since it is a NEPA/project level analysis, is using auto occupancy and tolling procedures to provide a more causal representation of travel behavior associated with managed lanes. Thus, the model estimates single occupant, 2-person, and 3+ person auto vehicle trips, as well as reflecting the impact of tolls, including mode shifts from auto to transit as a result of tolling. This additional level of analysis detail is required for development of project level design, environmental, and financial measures.

Blue Line/HCT Extension Results

The modeling results for a transit extension of the Blue Line to Oak Brook are more comparable, since CMAP regional transit modeling procedures were used for GO TO 2040 and the I-290 Study. The "GO TO 2040 Major Capital Projects" (originally drafted February 2010; updated October 2010) shows a Blue Line extension resulting in +4,000 transit trips and -3,000 auto trips. In the Round One Single Mode Screening analysis in the I-290 Study, the Blue Line Extension to Oak Brook resulted in +8,400 transit and -8,400 auto trips. Thus, even using a 2040 No Build market-based population and employment forecast in the I-290 Study, the Blue Line extension resulted in double the auto diversion, and higher ridership than in GO TO 2040.

Role of GO TO 2040 Comprehensive Regional Plan goals in the I-290 NEPA study

The GO TO 2040 Plan identified improvements in the I-290 corridor that met the broad goals of GO TO 2040, including conformity with regional air quality standards. For the purposes of the I-290 NEPA study, our purpose and need has and will continue to be related to those goals, including:

- Improve regional and local mobility – Directly related to GO TO 2040 congestion evaluation measures, including speeds, travel times and hours of congestion

- Improve accessibility to employment – Directly related to GO TO 2040 jobs-housing access evaluation measure
- Improve safety for all users – Safety is a paramount goal for any transportation project
- Improve modal connections and opportunities – Directly related to GO TO 2040 mode share evaluation measure
- Improve facility deficiencies – Directly related to GO TO 2040 facility condition evaluation measure

Furthermore, the I-290 DEIS will address in a much greater level of detail the socio-economic and environmental impacts/benefits of the finalist build alternatives.

In addition, a comparison between the GO TO 2040 Preferred Scenario and the I-290 NEPA study forecasts will be included in the Draft EIS. The eventual preferred alternative, which will be identified in the Final EIS, will include a discussion of how it is consistent with the GO TO 2040 Plan.

Summary

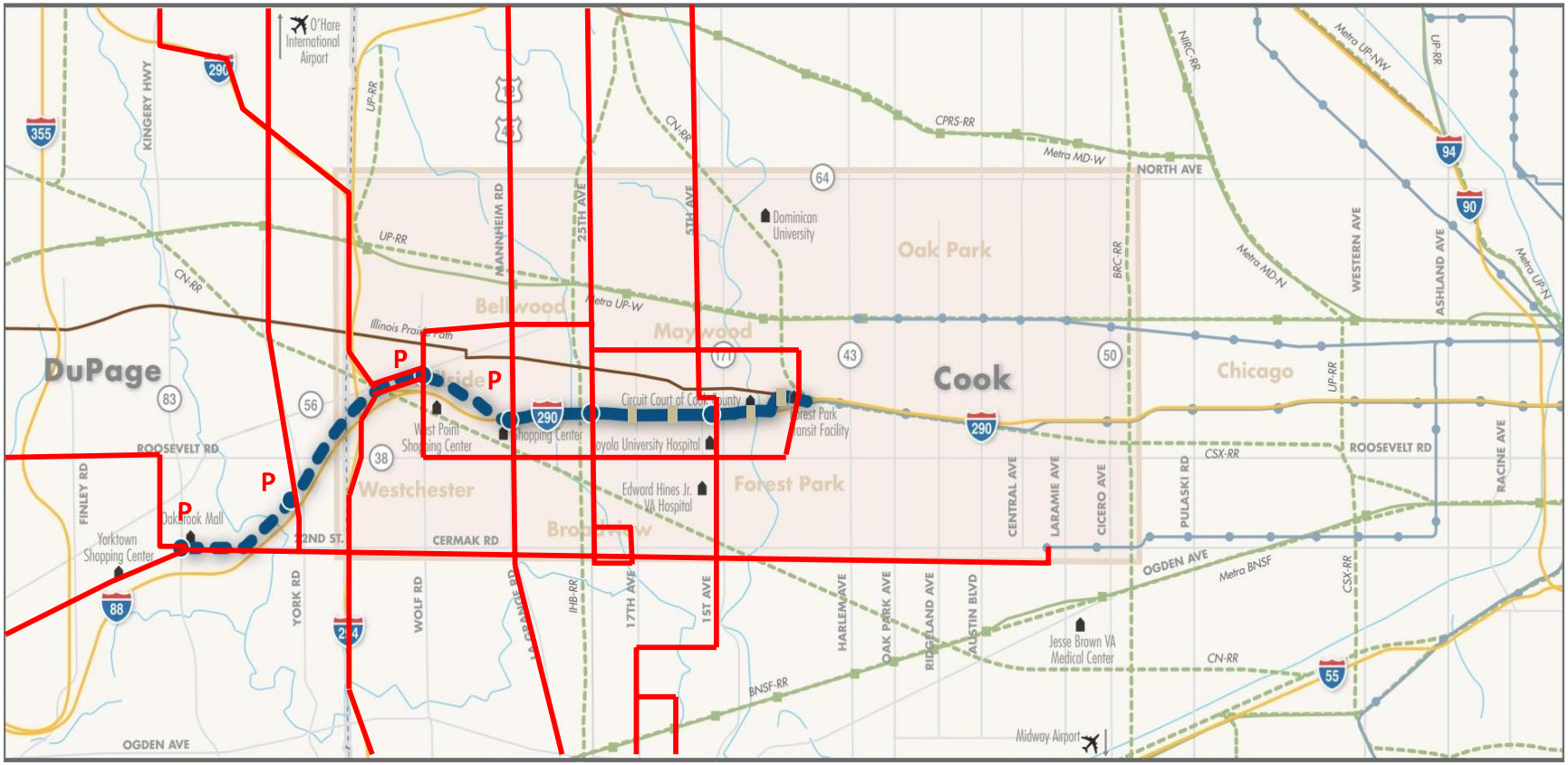
A project level forecast is needed in order to provide a sufficient level of engineering and environmental detail, to account for differences in infrastructure assumptions, and in doing so, satisfy NEPA requirements. CMAP has anticipated the need for alternative forecasts for project level development by issuing their "CMAP Forecast Principles for Data Users and Forecast Developers," and IDOT has coordinated with CMAP in developing I-290 market-based economic forecasts, for which CMAP has concurred with the methodology used to develop these forecasts.

The requirement for more detailed NEPA project level forecasts for the I-290 Study also led to more detailed highway and transit networks and processing in the study area. Furthermore, additional travel model enhancements were made for the I-290 Study to better model managed lane alternatives and to better replicated study area travel patterns. The model enhancements made by IDOT have been/will be incorporated back into CMAP's regional model.

The overall results in testing of the I-290 managed lane in GO TO 2040 versus the I-290 Study are not comparable, since GO TO 2040 did not use auto occupancy or tolling procedures to model the I-290 improvements. With regards to the Blue Line extension, the I-290 Study resulted in double the auto diversion and higher ridership than GO TO 2040.

Attachments:
Transit Network Assumptions Summary
Travel Forecasting Comparison Table

Single Mode Blue Extension to Oak Brook Transit Network Assumptions



- Blue Line Extension Station
- Feeder/Intersecting Bus Route
- P Station Park-and-Ride Facility

Travel Forecasting Comparison Table

Attributes or Assumptions	CMAP GO TO 2040 2008 Evaluation	IDOT I-290 EIS Model 2012 Evaluation	Comments
2040 Base Line Projects Assumed in Transportation Networks	CMAP 2040 fiscally constrained major projects and background bus and arterial projects included.	Starting point is the same 2040 CMAP transportation network minus the I-290 Multimodal Corridor Managed Lane Project.	To create 2040 I-290 "No-Build" alternative scenario used for comparison of conditions with and without an improvement. Required practice for EIS and accepted by CMAP.
2040 Socioeconomic Forecasts	Based upon CMAP GO TO 2040 Preferred Regional Scenario (developed prior to 2010 Census results).	2040 No-Build forecast developed by Consultant Team (developed after 2010 Census results) based on CMAP regional control totals. 2040 Build forecast to be developed by Consultant Team for use in DEIS.	CMAP developed only 2040 Preferred Regional Scenario. Preferred Regional Scenario developed as a scenario-driven policy-based 2040 forecast for addressing major investments and high-level choices that shape the region. The forecast reflects the desired plan scenario outcome and assumes that the recommended policies will be in place by 2040. The I-290 2040 No Build forecast were based on historic trends, land availability, and independent Woods & Poole county level forecasts and match the population totals used for GO TO 2040. Market based forecast approach is typical practice for design and financial analysis purposes for major project development. 2040 Build forecast to reflect any accessibility changes based on implementation of the build project.

Attributes or Assumptions	CMAP GO TO 2040 2008 Evaluation	IDOT I-290 EIS Model 2012 Evaluation	Comments
Specific Regional Travel Model Improvements			
1. Trip Generation Model (2009-2010)	Previous trip generation model calibration data based on information from1989-1991 Household Survey and 2000 Census Journey to Work data.	Updated CMAP regional trip generation rates based on more recent 2007-2008 CMAP Travel Tracker Survey and U.S. Census Bureau American Community Survey data. This included an update of trip generation rates for persons residing in households, stratification by income level for home-based work trips, and updates of the household vehicle ownership, trip attraction allocation, external trips, and non-motorized sub-models	I-290 improvements implemented by CMAP
2. Trip Distribution Model (2009-2010)	Previous trip distribution model calibration data based on information from 1989-1991 Household Survey and 2000 Census Journey to Work data.	Re-calibrated CMAP regional trip distribution models to more recent CMAP Travel Tracker Survey and Census journey to work trip length data. Updated the input files for estimating the costs of transit and highway travel, and stratified home based work trips by income level.	I-290 improvements implemented by CMAP
3. Mode Choice Model (2009-2010)	Previous mode choice model calibration data based on information from 1989-1991	Updated CMAP regional mode choice model, including re-calibration of the model	I-290 improvements implemented by CMAP

	Household Survey and 2000 Census Journey to Work data.	based upon more recent CMAP Travel Tracker Survey mode shares, update of travel costs to reflect current conditions, adjustment of model coefficients for current dollars in the primary auto-transit choice model and the auto occupancy sub-model, and model code revisions to account for the stratification of home-based trips by income level (for example, this stratification improves transit mode choice modeling for commuter rail and other longer distance commuting trips).	
4. Highway Assignment (2009-2010)	Previous highway assignment time-of-day model calibration data based on information from 1989-1991 Household Survey and 2000 Census Journey to Work data. Highway assignment by auto occupancy level not performed in regional CMAP model runs.	Updated CMAP regional highway trip assignment model, including updates to more current time-of-day factors based on the more recent CMAP Travel Tracker Survey, and revisions to the traffic assignment macros to include the assignment of the additional managed lane trip types.	I-290 improvements implemented by CMAP
5. Sub-Area Highway Network (2009-2010)	N/A	Added highway network detail in CMAP regional highway network for the I-290 study area to allow the development of more detailed project level traffic forecasts required for design purposes.	I-290 project specific model improvement

6. Sub-Area Zone System (2009-2010)	N/A	Added detail to transportation analysis zones in CMAP regional model for the I-290 study area to allow the development of more detailed project level traffic forecasts for design purposes.	I-290 project specific model improvement
7. Evaluation Measure Summaries (2009-2012)	N/A	Developed processes to summarize regional model data into transportation system performance evaluation measures. The summaries allowed IDOT to prepare the evaluation results of alternatives in a tabular format for use in comparing the transportation performance of different alternatives.	I-290 project specific model improvement
8. Highway Assignment (2011)	Equilibrium traffic assignment	Incorporated advanced path-based traffic assignment resulting in improved model convergence, faster computer run times, and the ability to analyze path-based results that are required for the development of travel performance summaries.	Implemented by CMAP
9. Trip Distribution/Mode Choice Models (2011)	Previous trip distribution/mode choice model cost data based on updates during mid-2000s	Revised CMAP procedure for estimating transit cost and time inputs for trip distribution and mode choice, including updating the fare calculations to current levels. These revisions were made to better reflect current transit	Implemented by CMAP

		conditions to provide faster computer run times.	
10. Transit Assignment (2011)	CMAP uses a variant of this transit assignment procedure	Implemented transit assignment procedure that does not require coding of auto access links and allows riders to consider multiple rail stations and bus stops. This results in improved sensitivity of the transit modeling through better transit access representation.	
11. Highway Assignment (2012)	Toll links contained in CMAP network	Updated tolling procedures in regional highway assignment through network coding, updated link volume-delay functions and revised assignment macros. This update improved the sensitivity of the model to tolling characteristics contained in the managed lane alternatives.	CMAP Implementation planned in 2013
12. Mode Choice Model (2012)	Tolls not included in CMAP Mode Choice Model	Developed a post-processing procedure that estimates the effect upon mode choice of alternate tolling and pricing scenarios. This results in the mode choice model being sensitive to tolling, so its impacts can now be reflected in the transit mode share.	CMAP Implementation planned in 2013