

Eisenhower
expressway

**Corridor
Advisory Group
and Task Force
Meeting #14**

June 11, 2012

Illinois Department
of Transportation

Agenda

Illinois Department
of Transportation

- Where Are We In The Process? 9:00 - 9:20
- Recap CAG #13
- Round 2 Conclusions 9:20 - 10:00
- Round 3 Initiation
- Next Steps 10:00 - 11:00
- Interchange/Access Workshop

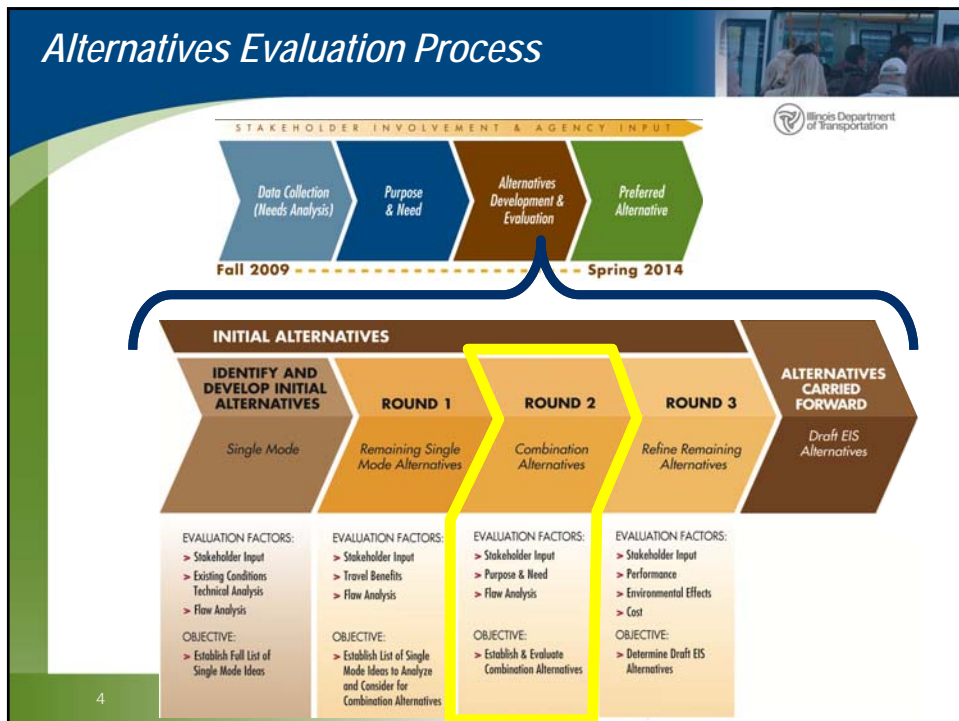
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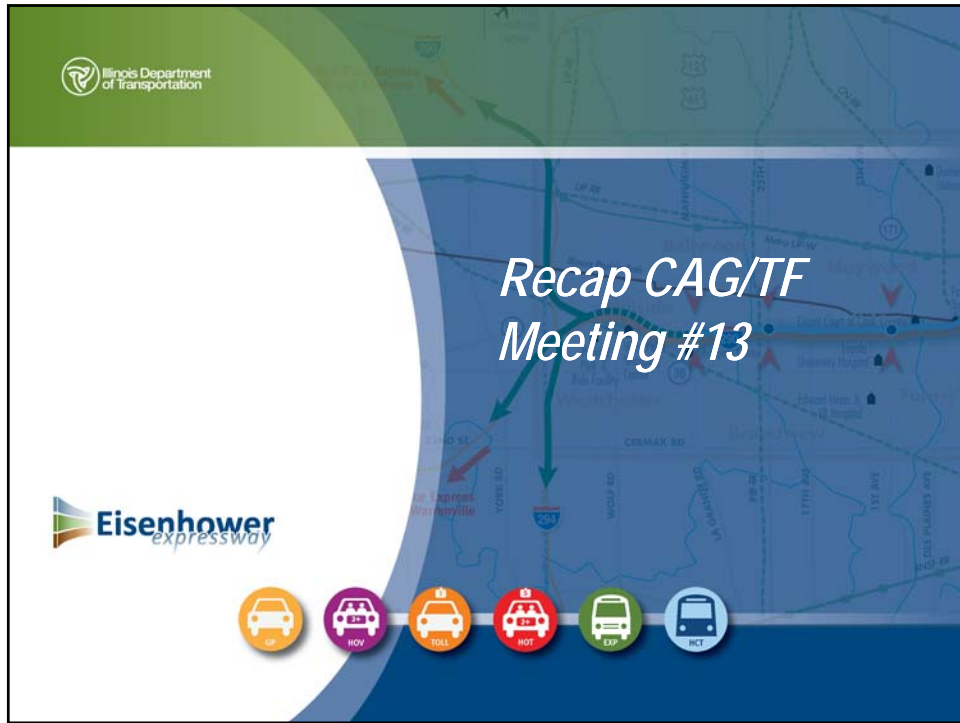
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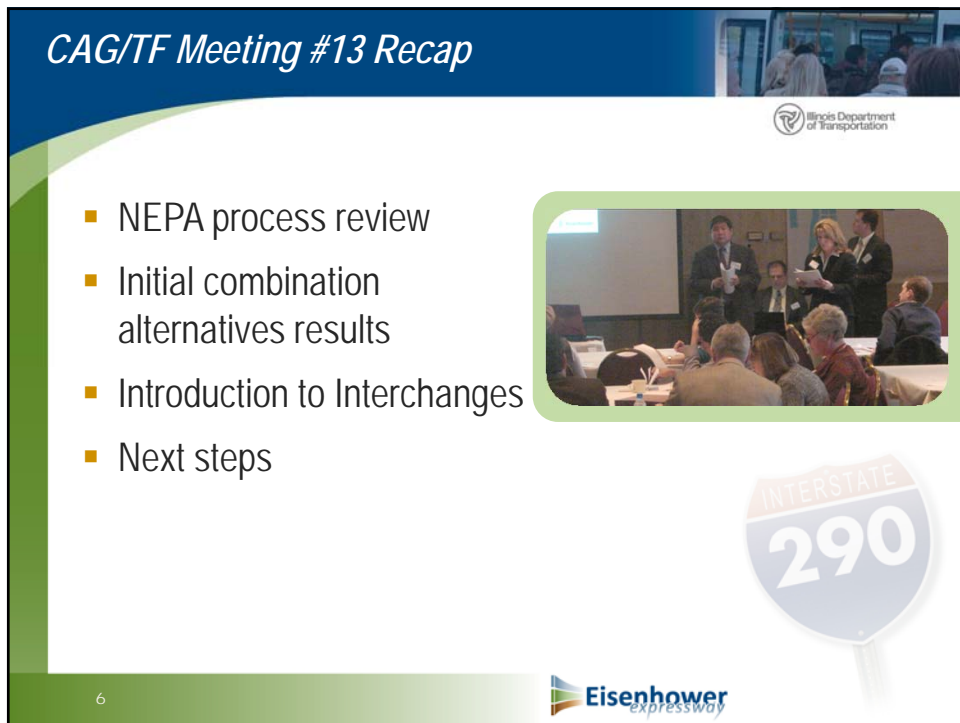
Where Are We in the Process?

Eisenhower Expressway





This slide features a background map of the Chicago area with a blue and green color scheme. In the top left corner is the Illinois Department of Transportation logo. The main title, "Recap CAG/TF Meeting #13", is centered in white text. Below the title is the "Eisenhower expressway" logo. At the bottom, there is a row of six circular icons representing different transportation modes: a car (orange), a carpool (purple), a toll (orange), a hot car (red), a bus (green), and a transit (blue).



This slide has a blue header with the title "CAG/TF Meeting #13 Recap" in white. The Illinois Department of Transportation logo is in the top right. A bulleted list on the left side contains four items: "NEPA process review", "Initial combination alternatives results", "Introduction to Interchanges", and "Next steps". To the right of the list is a photograph of a meeting in progress. In the bottom right corner, there is a graphic of a blue and white Interstate 290 shield sign. The "Eisenhower expressway" logo is at the bottom center, and a small number "6" is in the bottom left corner.

Illinois Department of Transportation

Round 1 & Round 2 Summary

Eisenhower expressway

A map of the Eisenhower Expressway area in Chicago, showing various transportation alternatives. The map includes labels for streets like Cermak Rd, Wabash Ave, and various expressway lanes. Below the map are six circular icons representing different transportation modes: GP (General Purpose), HOV (High Occupancy Vehicle), TOLL, HOT (High Occupancy Toll), EXP (Express), and HCT (High Capacity Transit).

Initial Alternatives Identification

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570+ ideas from

- CAG/TF Workshop
- Public Meeting


21 'Single Mode' Alternatives identified

- 11 expressway alternatives
- 9 transit alternatives
- 1 arterial widening (ROOSEVELT RD. & MADISON ST.)

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Eisenhower expressway

Round 1 Conclusions



Overall Conclusions




























- Single mode **Expressway Alternatives** provide overall best performance
- Stand alone single mode **Transit Alternatives** do not improve I-290 performance, have other benefits
- Opportunities to improve travel performance *by combining expressway and transit alternatives*

HCT Conclusions

- High capacity transit (HCT) either HRT or BRT
- Replacement and extension of existing Blue Line with BRT dropped
- Illinois Prairie Path alignment dropped
- HCT Extension to Mannheim Rd.:
 - Majority of travel benefits to Mannheim Rd. vs. Oak Brook

Round 2 - Initial Combination Alternatives

10 initial combination alternatives were identified with 2 footprint variations

| Footprint: without HCT extension | Footprint: with HCT Extension |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |    |
|   |    |
|   |    |
|   |    |
|    |     |

Initial Combination Mode Alternatives

GP + Express Bus

- Add 2 GP Lanes I-88/290 to Central Avenue (1 lane each direction 7.5 mi)
- Express Bus service on I-290 shoulder from west to Forest Park CTA terminal

Initial Combination Mode Alternatives

GP + Express Bus + HCT

- Add 2 GP Lanes I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
- HCT extension in median from CTA Forest Park Terminal to Mannheim Rd. (3.5 mi)
- Express Bus service on I-290 shoulder from west to Mannheim Rd. CTA terminal

Initial Combination Mode Alternatives

HOV + Express Bus

- Add HOV 2+ Lanes I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
- Convert 1 GP lane each way to HOV 2+: Central Ave. to Ashland Ave. (5.5 miles)
- Express Bus service in HOV lane to Forest Park CTA terminal

Initial Combination Mode Alternatives

HOV + Express Bus + HCT

- Add HOV 2+ Lanes: I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
- Convert 1 GP lane each way to HOV 2+: Central Ave. to Ashland Ave. (5.5 miles)
- HCT extension in median from CTA Forest Park Terminal to Mannheim Rd. (3.5 mi)
- Express Bus service in HOV lane to Mannheim Rd. CTA terminal

Initial Combination Mode Alternatives

HOT + Express Bus

- Add HOT 3+ Lanes: I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
- Convert 1 GP lane each way to HOT 3+: Central Ave. to Ashland Ave. (5.5 miles)
- Express Bus service in HOT 3+ lane to Forest Park CTA terminal

Initial Combination Mode Alternatives

HOT + Express Bus + HCT

- Add HOT 3+ Lane: I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
- Convert 1 GP lane each way to HOT 3+: Central Ave. to Ashland Ave. (5.5 miles)
- HCT extension in median from CTA Forest Park Terminal to Mannheim Rd. (3.5 mi)
- Express Bus service in HOT 3+ lane to Mannheim Rd. CTA terminal

Initial Combination Mode Alternatives

Toll + Express Bus

- Add TOLL Lane: I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
- Convert 1 GP lane each way to TOLL: Central Ave. to Ashland Ave. (5.5 miles)
- Express Bus service in TOLL lane to Forest Park CTA terminal

Initial Combination Mode Alternatives

Toll + Express Bus + HCT

- TOLL Lanes
 - Add two TOLL lanes (one in each direction): I-88/290 to Central Ave. (7.5 mi)
 - TOLL two existing GP lanes (one in each direction): Central Avenue to Ashland Ave (5.5 mi)
- Express Bus service in TOLL lane to Forest Park CTA terminal

Initial Combination Mode Alternatives

HOT + Toll + Express Bus

- **HOT 3+ Lanes**
 - I-88/290 to Central Ave. : Add HOT 3+ Lane (1 lane each direction 7.5 mi)
 - Central Ave. to Ashland Ave.: Convert 1 lane each way to HOT 3+ (5.5 mi)
- **TOLL Lanes**
 - I-88/290 to Central Ave. : TOLL remaining 3 Lanes (7.5 mi)
 - Central Ave. to Ashland Ave.: TOLL Remaining lanes (5.5 mi)
- **Express Bus service in HOV lane to Mannheim Rd. CTA terminal**

Initial Combination Mode Alternatives

HOT + Toll + Express Bus + HCT

- **HOT 3+ Lanes**
 - Add HOT 3+ Lane: I-88/290 to Central Ave. (1 lane each direction 7.5 mi)
 - Convert 1 lane each way to HOT 3+: Central Ave. to Ashland Ave. (5.5 mi)
- **TOLL Lanes**
 - TOLL remaining 3 Lanes: I-88/290 to Ashland Ave. (13 mi)
- **Express Bus service in HOT 3+ lane to Mannheim Rd. CTA terminal**
- **HCT extension in median from CTA Forest Park Terminal to Mannheim Rd. (3.5 mi)**

Evaluation Updates



- Model refined to factor in the influence of tolling on Mode Choice
 - Daily Person Throughput updated
 - Overall Safety updated (per revised person throughput)
- Access to Employment Updated
 - # of Jobs calculated from *entire* study area

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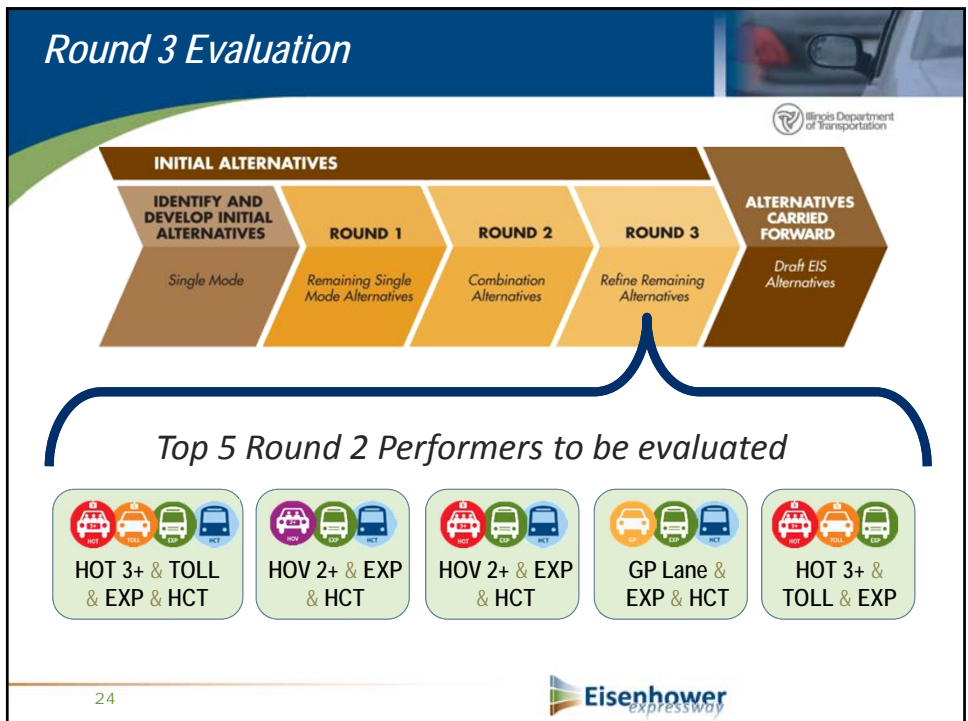
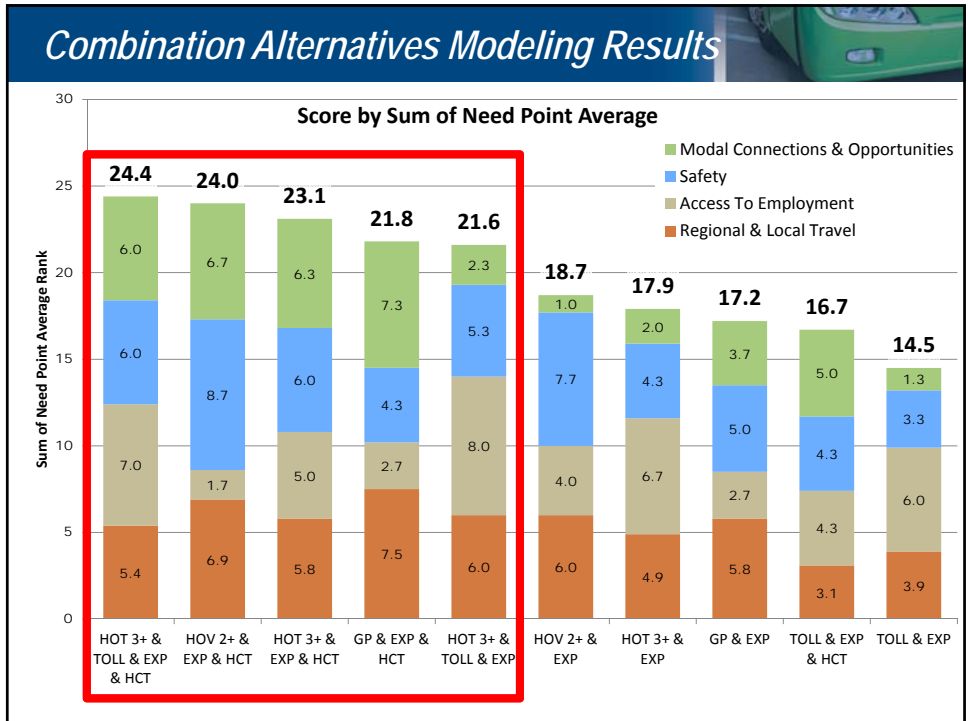
Scoring System - Update



- Computed rank average for each need point
- Alternatives score is sum of need point rank averages
 - Each need point *contributes equally* to the overall score
 - More direct scoring method
 - Better understanding of ranking differentials

| P&N Point | GP LANE | |
|-------------------------------------------|--------------------------|-----------------------------------|
| | & EXP Rank Average | & HCT & EXP Rank Average |
| Improve Regional And Local Travel | 5.8 | 7.5 |
| Improve Access to Employment | 2.7 | 2.7 |
| Improve Safety for All Users | 5.0 | 4.3 |
| Improve Modal Connections & Opportunities | 3.7 | 7.3 |
| Improve Facility Condition & Design | ✓ | ✓ |
| Sum of Need Point Rank Averages | 17.2 | 21.8 |

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Alternatives Evaluation Report Update

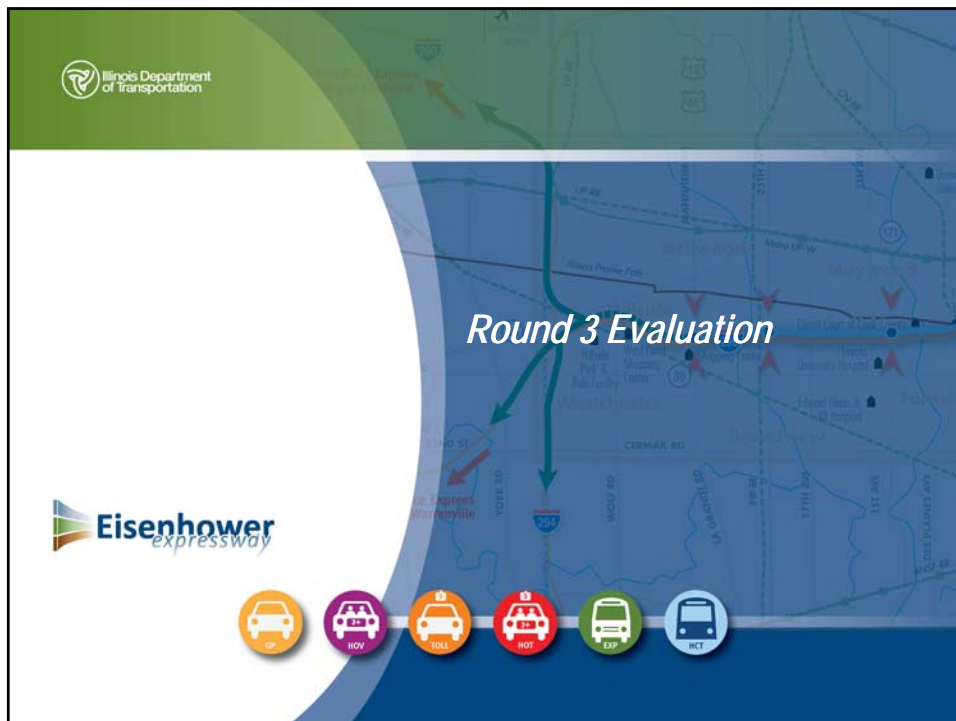


Alternatives Report Update:



- Adds Round 2 evaluation and findings
- Available on project website
www.eisenhowerexpressway.com
- CAG/TF comment period: through **June 29th**
- Next report update at Round 3 milestone



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Round 3 Evaluation


- Further explore tolling legislation & requirements
- Refine operational characteristics
- Refine footprints
- Add interchanges & crossroads

Evaluation Factors:



- Performance
- Impacts
- Costs
- Stakeholder Input



Objective:
Determine Draft EIS Alternatives

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Interchange & Access Evaluation






Interchange concepts layer upon mainline concepts

- Opportunities to:
 - Improve safety (vehicles, pedestrians, cyclists)
 - Improve operations & geometrics
 - Improve modal connections
 - Revisit constraints mapping
 - Solutions Toolbox

Solutions Toolbox:

- Interchange configuration
- Turn lanes
- Alignment
- Profile
- Traffic management



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Interchange Concept Discussions



One-on-One Scoping Meetings:

- Met with each community along the corridor
- Reviewed existing deficiencies & constraints
- Presented initial concepts & evaluation for discussion
- Collected stakeholder input

Interchanges:

- 11 existing I-290 access points in 9 mile study area
- Similar and unique issues at each location
- Many possible solutions with trade-offs



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Interchange Concept Evaluation



- Review existing deficiencies, issues, constraints
- Develop & evaluate initial concepts
 - Incorporate stakeholder input
 - Operational evaluation
 - Footprint impact evaluation
 - Incorporate into mainline/transit alternatives



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Next Meeting





| AUGUST | | 2012 | | | | |
|--------|-----|------|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

Corridor Advisory Group and Task Force Meeting #15



August 2012
The Carleton Hotel of Oak Park

- Public Meeting #3 – August 2012

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Interchange/Access Workshop



INTERCHANGE/ACCESS WORKSHOP

Objectives:

- Present interchange concepts to CAG/TF group
- CAG/TF Collaboration issues and input
- Collect additional input & feedback

Activity:

- Review concepts
- Ask questions
- Provide input on: Alternatives, Constraints, Issues

Outcome:

- Study Team to refine interchange concepts / test additional concepts
- Report back to CAG/TF on findings

WORKSHOP LAYOUT

Entrance

25th Ave. to 1st Ave.

DesPlaines Ave.

Laramie & Cicero Ave.

Austin - Central

Harlem Ave. & Austin Blvd.

- Review initial concepts for each interchange
- Identify additional issues & concerns
- Provide additional ideas

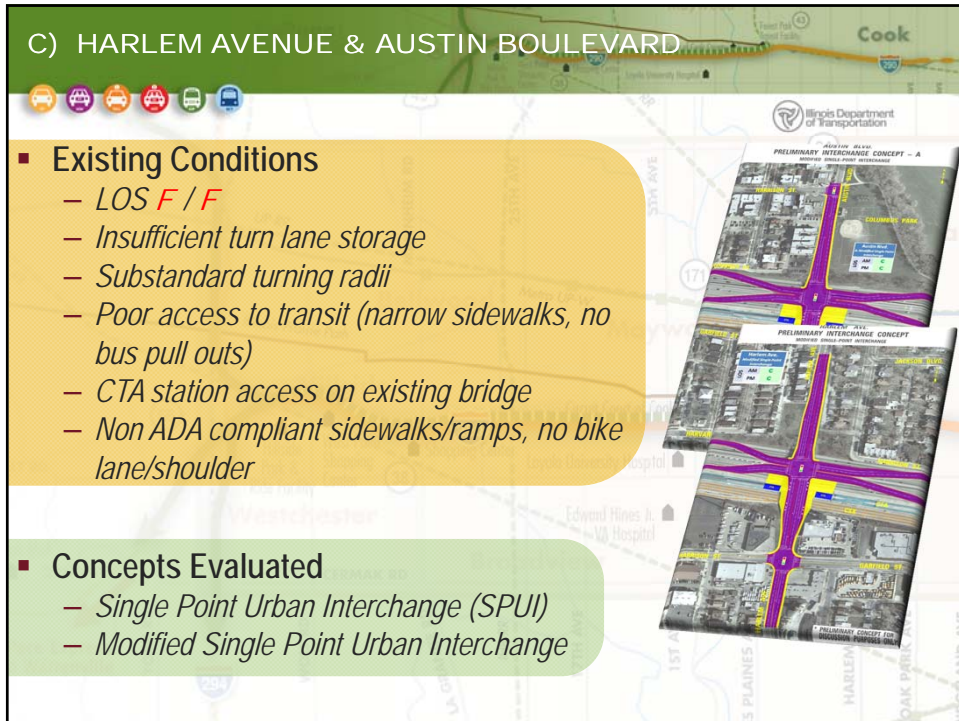
A) 25TH AVENUE TO 1ST AVENUE

- **Existing Conditions**
 - 3 ½ interchanges in 1.5 miles
 - Poor mainline weaving – high crash rates & congestion ☀
 - 25th Ave: Circuitous access / commercial corridor (trucks use 17th Ave)
 - 1st Ave: LOS F / E, frontage road cut through traffic, intersection crashes
- **Concepts Evaluated**
 - 4 system concepts evaluated
 - 3 different interchange concepts evaluated


B) DESPLAINES AVENUE

- **Existing Conditions**
 - LOS B / D
 - Confusing ramp & CTA station access
 - Poor pedestrian & ADA access
 - Not recommended for Bike travel
- **3 Concepts Evaluated**
 - Maintain existing ramp configuration
 - WB on-ramp flyover:
 - with traditional intersection
 - with roundabout

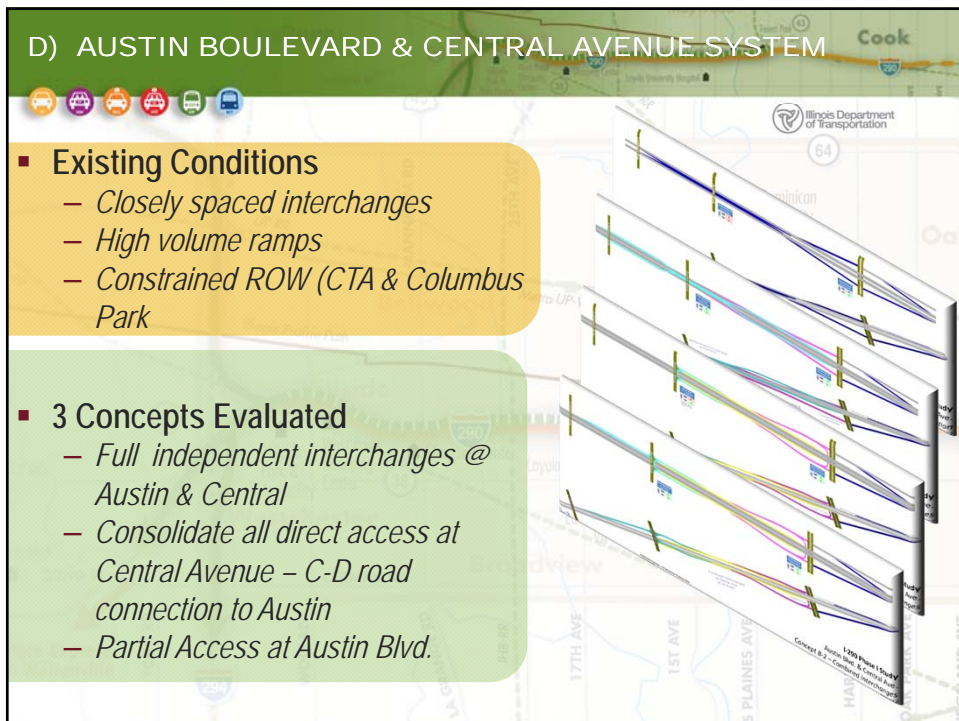
C) HARLEM AVENUE & AUSTIN BOULEVARD



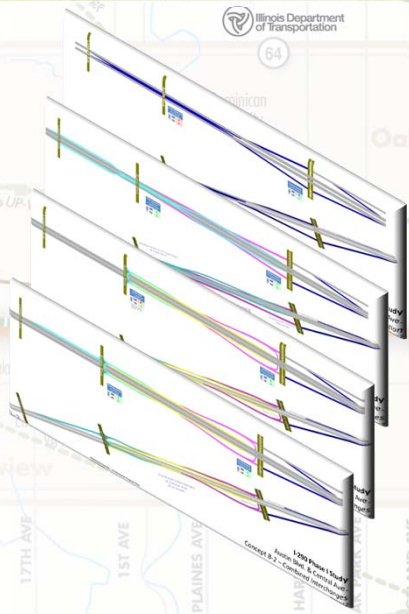
- **Existing Conditions**
 - LOS *F / F*
 - Insufficient turn lane storage
 - Substandard turning radii
 - Poor access to transit (narrow sidewalks, no bus pull outs)
 - CTA station access on existing bridge
 - Non ADA compliant sidewalks/ramps, no bike lane/shoulder
- **Concepts Evaluated**
 - Single Point Urban Interchange (SPUI)
 - Modified Single Point Urban Interchange



D) AUSTIN BOULEVARD & CENTRAL AVENUE SYSTEM



- **Existing Conditions**
 - Closely spaced interchanges
 - High volume ramps
 - Constrained ROW (CTA & Columbus Park)
- **3 Concepts Evaluated**
 - Full independent interchanges @ Austin & Central
 - Consolidate all direct access at Central Avenue - C-D road connection to Austin
 - Partial Access at Austin Blvd.



E) LARAMIE AVENUE & CICERO AVENUE SYSTEM

- **Existing Conditions**
 - Mainline ramp weaves – high crash location
 - Cicero Avenue LOS **F / E**
 - Poor access to transit @ Cicero
 - Lack of turn lane Storage
 - Substandard turning radii

- **2 System Concepts Evaluated**
 - Full interchange at Cicero Ave. (SPUI) no ramps at Laramie Ave.
 - Reverse existing ramps and add Texas U-turns