Corridor Advisory Group and Task Force Meeting #15

February 21, 2013

Eisenhower expressway

Illinois Department of Transportation

Agenda

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Where Are We In The Process? Recap CAG #14	9:00 – 9:05
Round 2 Update	9:05 – 9:15
Extended Study Area	9:15 – 9:30
Purpose and Need Update	9:30 – 9:40
Question and Answer	9:40 – 10:20
Round 3 Preview Next Steps	10:20 – 10:40
CTA Vision Study	10:40 – 11:00

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Where Are We in the Process?

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Alternatives Evaluation Process

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INITIAL ALTERNATIVES

IDENTIFY AND DEVELOP INITIAL ALTERNATIVES

Single Mode

EVALUATION FACTORS:
- Stakeholder Input
- Existing Conditions Technical Analysis
- Flaw Analysis

OBJECTIVE:
- Establish Full List of Single Mode Ideas

ROUND 1

Remaining Single Mode Alternatives

EVALUATION FACTORS:
- Stakeholder Input
- Travel Benefits
- Flaw Analysis

OBJECTIVE:
- Establish List of Single Mode Ideas to Analyze and Consider for Combination Alternatives

ROUND 2

Combination Alternatives

EVALUATION FACTORS:
- Stakeholder Input
- Purpose & Need
- Flaw Analysis

OBJECTIVE:
- Establish & Evaluate Combination Alternatives

ROUND 3

Refine Remaining Alternatives

EVALUATION FACTORS:
- Stakeholder Input
- Performance
- Environmental Effects
- Cost

OBJECTIVE:
- Determine Draft EIS Alternatives

ALTERNATIVES CARRIED FORWARD

Draft EIS Alternatives

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Recap CAG/TF Meeting #14

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CAG/TF Meeting #14 Recap

- NEPA process review
- Round 2 Results
- Introduction to Round 3
- Interchange Access Workshop

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Round 2 Update

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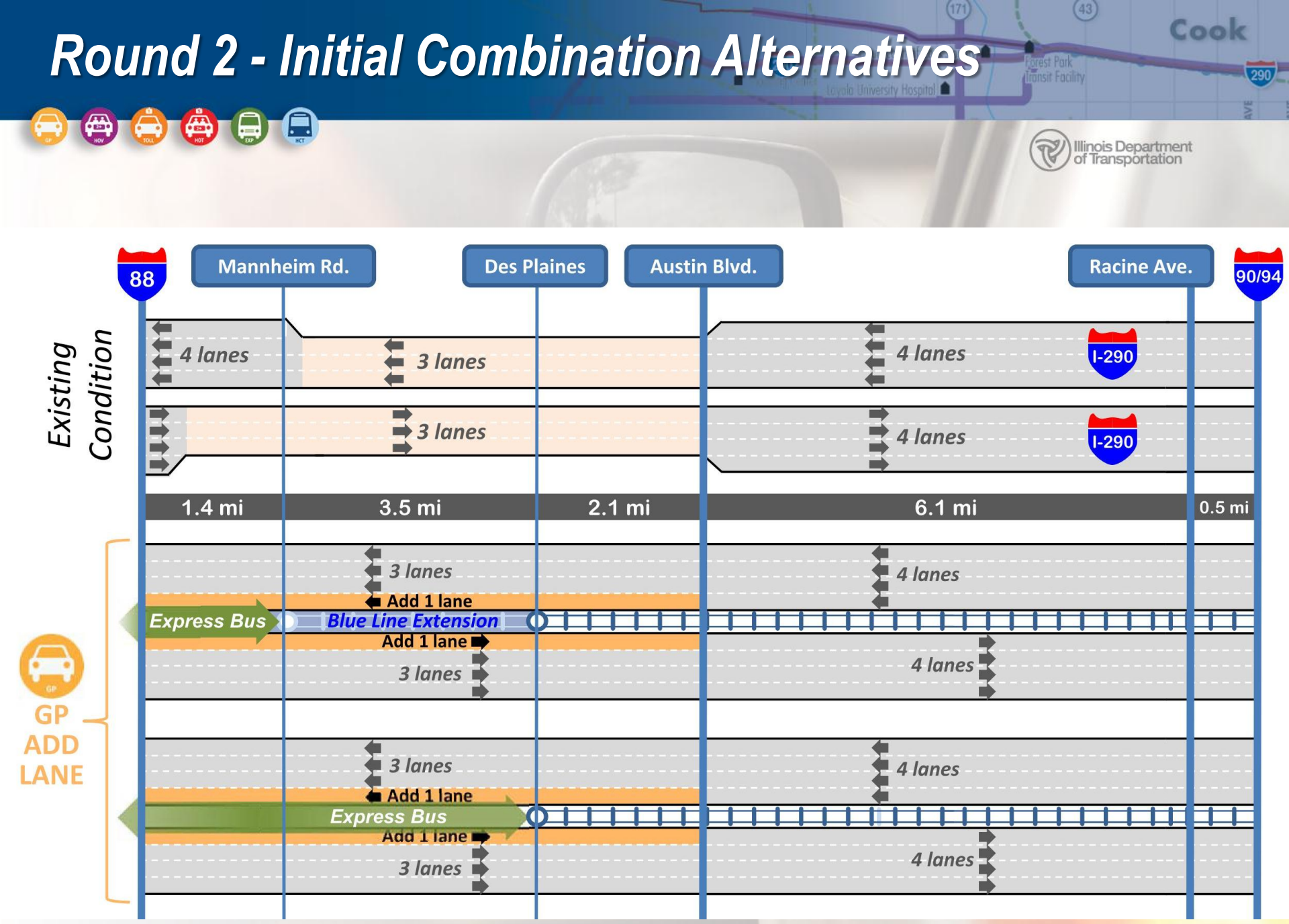
Round 2 - Initial Combination Alternatives



Round 2 - Initial Combination Alternatives

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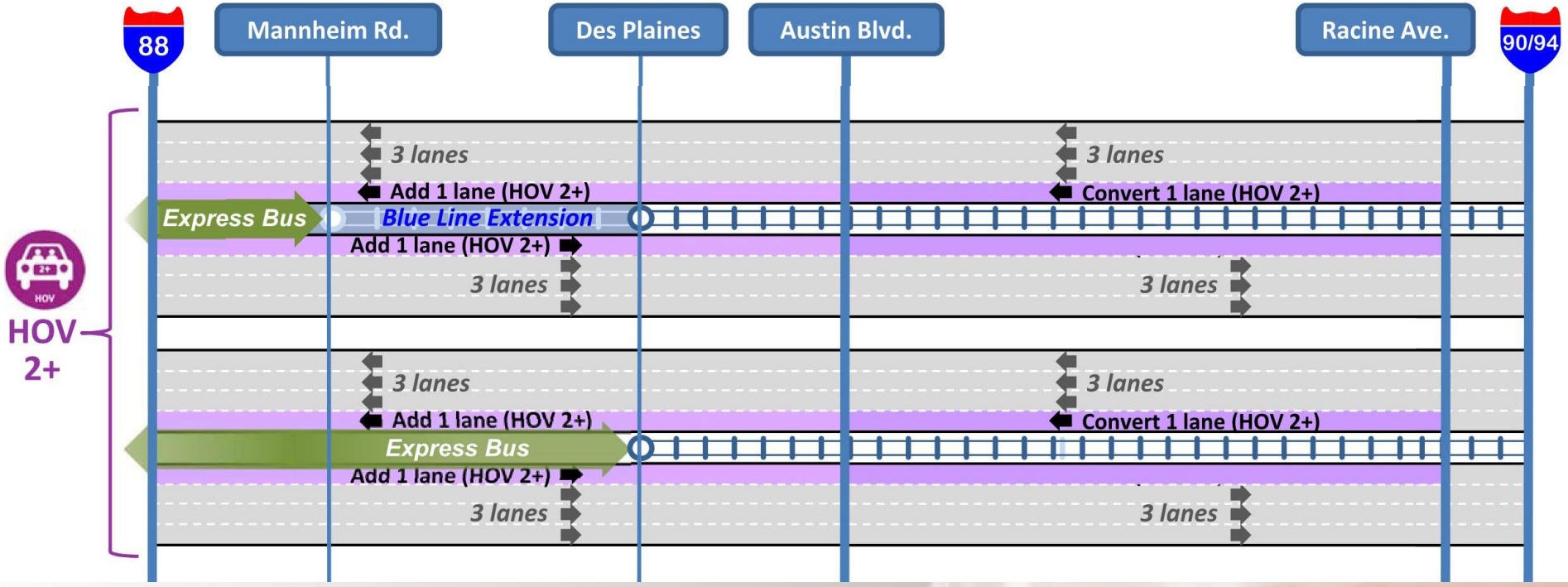
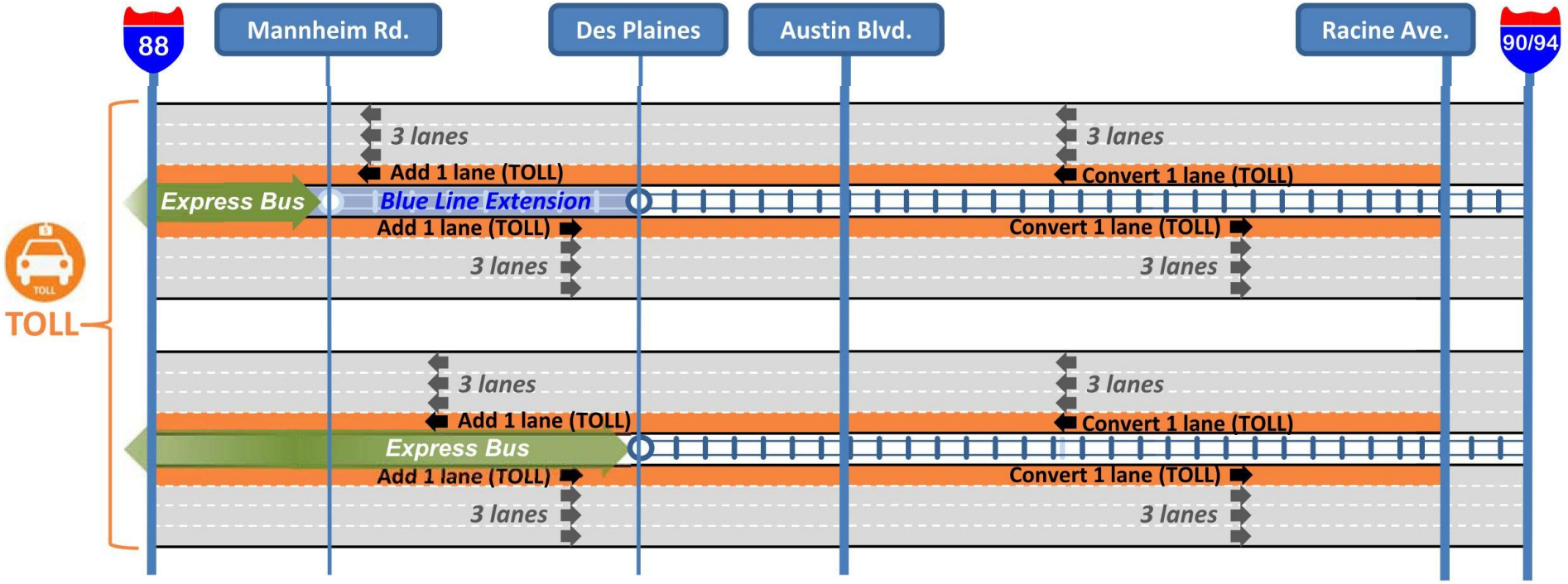
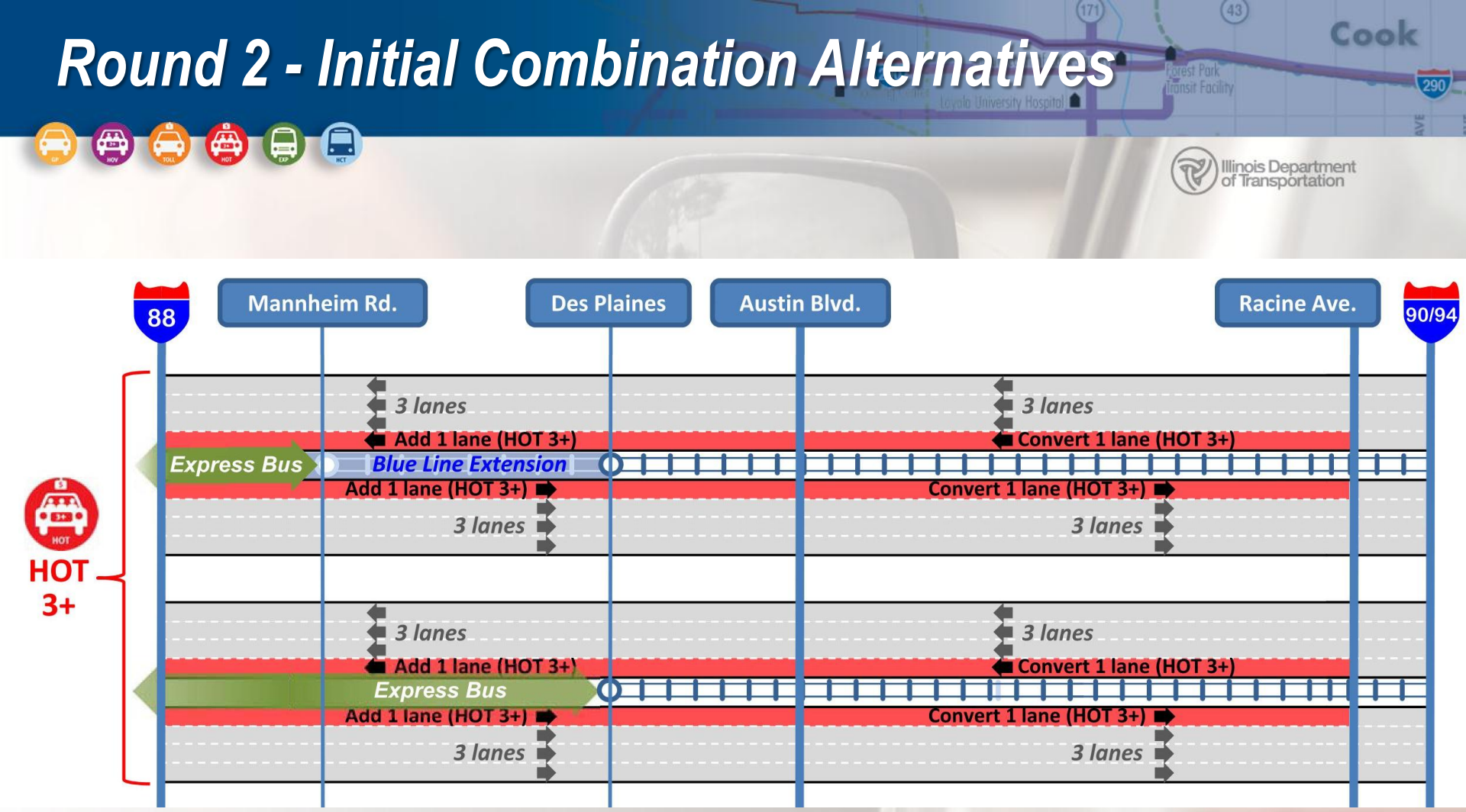


Round 2 - Initial Combination Alternatives



Round 2 - Initial Combination Alternatives



Round 2 - Initial Combination Alternatives

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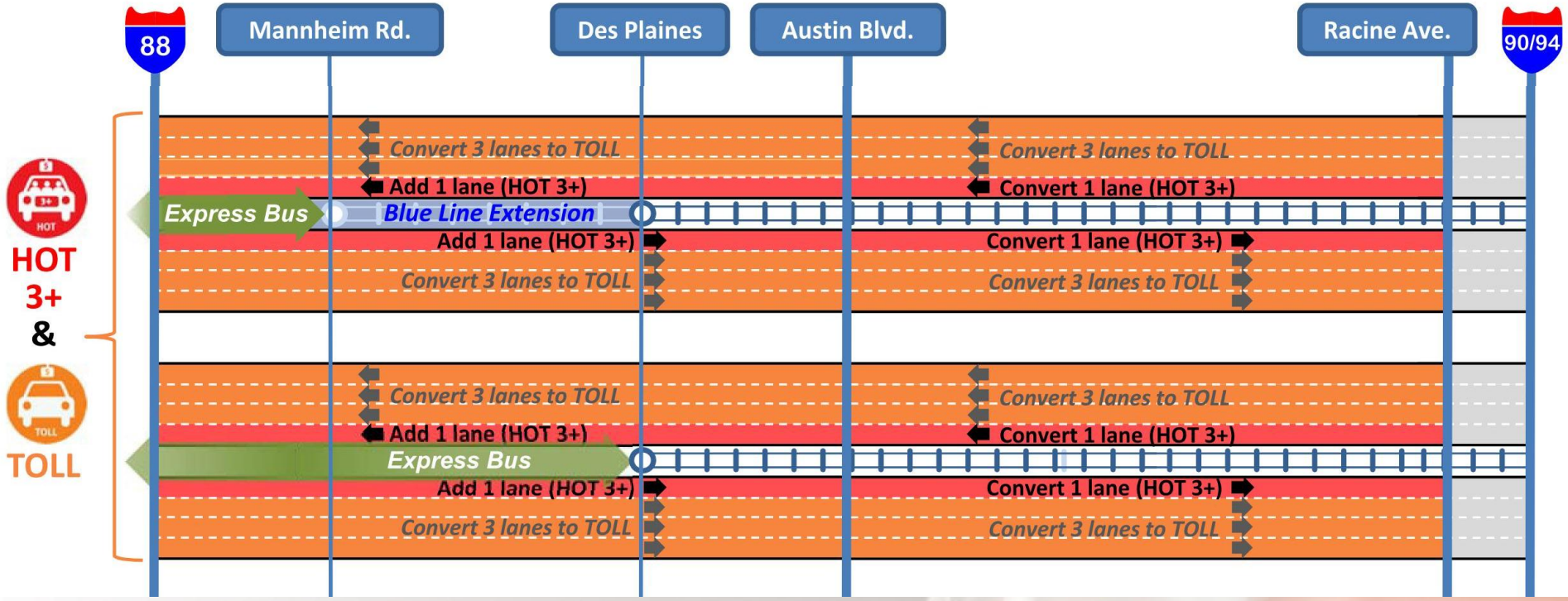
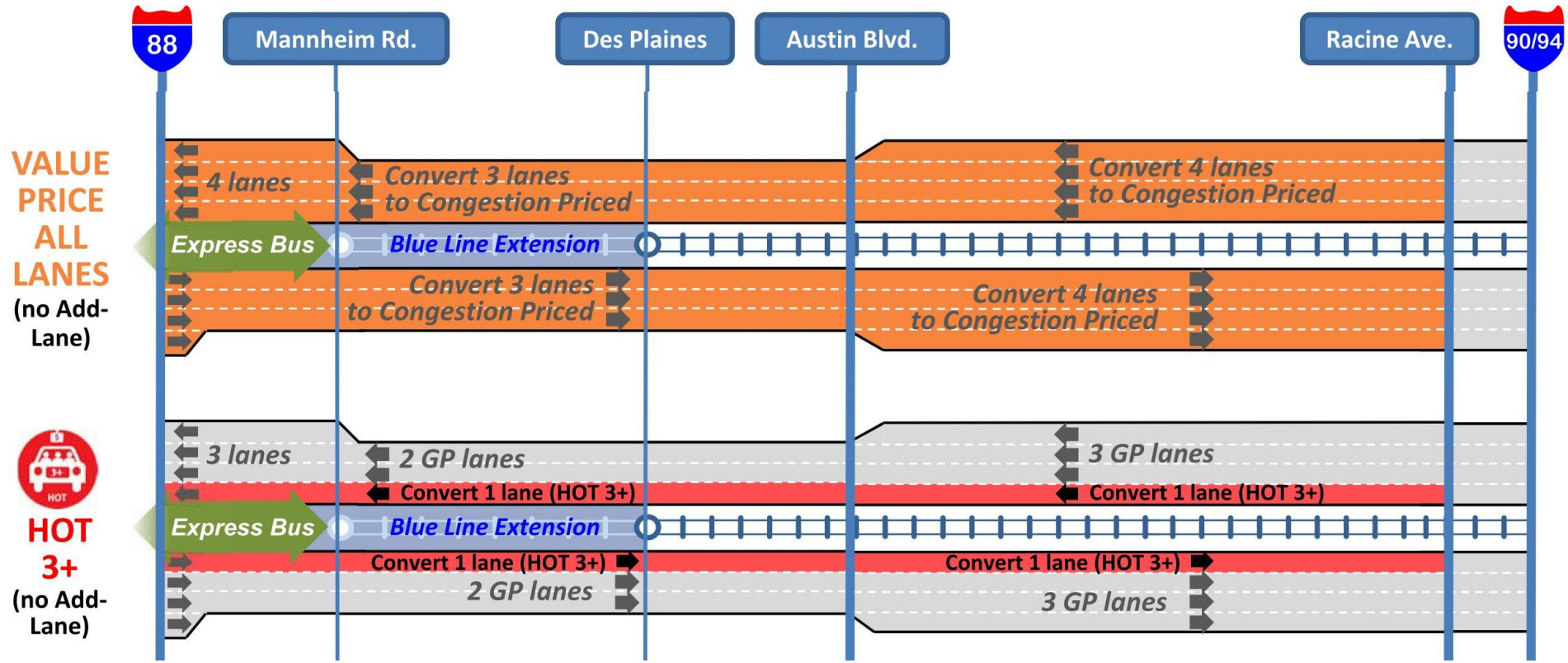


Round 2 Stakeholder Comments

- **79 comments received:**
  - Unfamiliarity with managed lanes
  - Support for bike/pedestrian accommodations
  - Left hand ramps
  - Noise, Air
  - Additional Alternatives

Additional Round 2 Alternatives Evaluated

- Two additional combination modes evaluated based on Round 2 feedback:
  - No add lane + Toll or HOT + Blue Line Extension



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Additional Round 2 Alternatives Evaluated

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- **Base (3GP) with Value $ & HCT Findings:**
  - **Low regional travel performance**
  - **Highest overall I-290 Travel time improvements:**
    - 40.5% travel time reduction
  - **Lowest improvement in person throughput**
  - **Largest increase in arterial congestion**
  - **Best auto access to employment improvement due to travel time**
  - **Safety**
    - Overall second worst performer
  - **Higher transit performance**

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Additional Round 2 Alternatives Evaluated

Illinois Department of Transportation

- **Base (2GP) & HOT 3+ & HCT Findings:**
  - **Lowest regional travel performance**
  - **I-290 Travel time improvements:**
    - 4.7% travel time reduction
  - **Medium improvement in person throughput**
  - **Increased arterial traffic & congestion**
  - **Slight decline in auto access to employment**
  - **Safety**
    - Improved I-290 safety
    - Worse arterial safety
  - **Higher Transit Performance**

Round 2 Scoring System

- Used same **Round 2** scoring system
- Computed rank average for each need point
  - Rank of 12 alts (formerly 10)

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

Combination Alternatives Modeling Results

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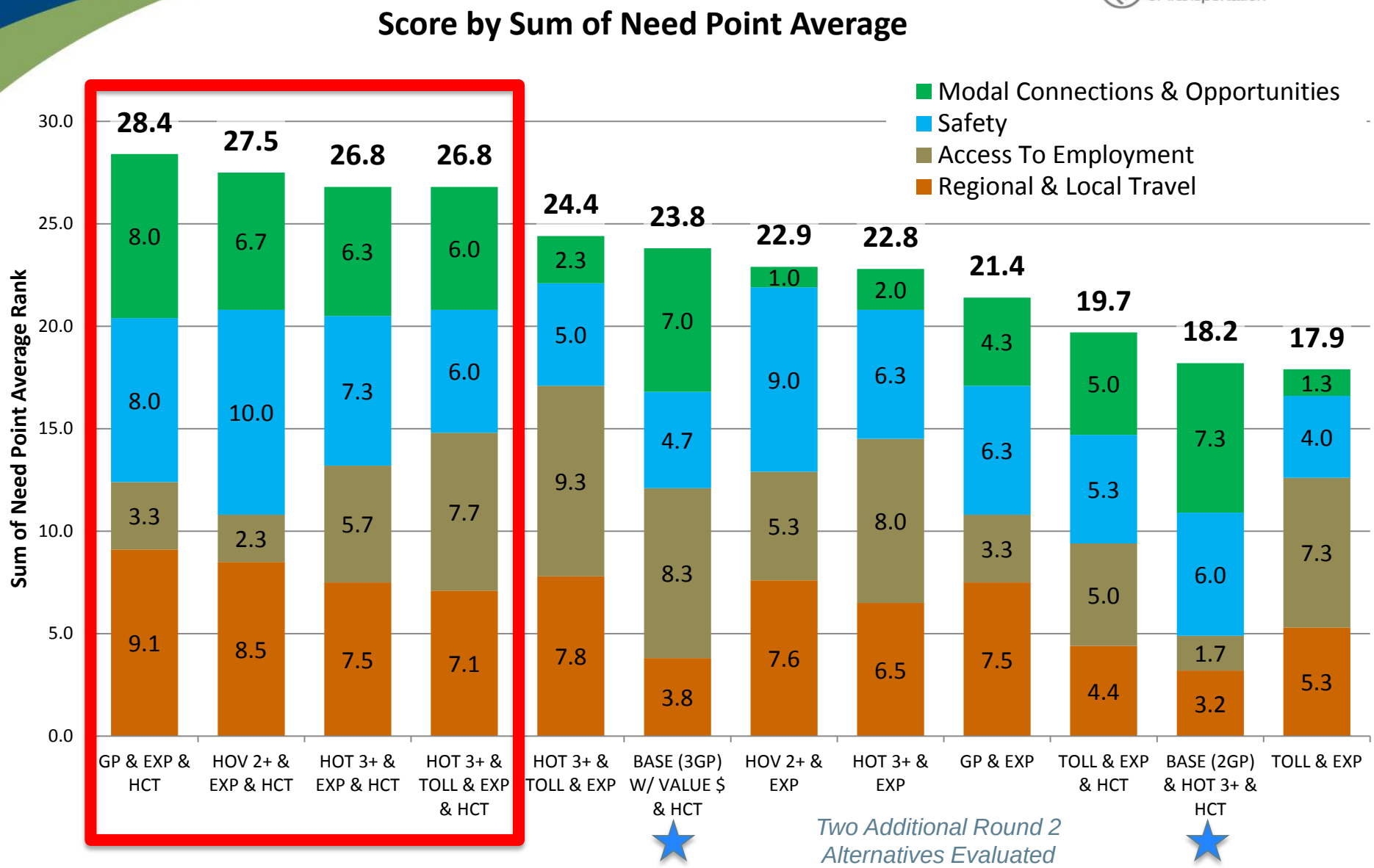

Two Additional Round 2 Alternatives Evaluated

Round 3 Evaluation

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Top 4 Round 2 Performers

GP Lane & EXP & HCT

HOV 2+ & EXP & HCT

HOT 3+ & EXP & HCT

HOT 3+ & TOLL & EXP & HCT

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Cross-Road/Interchanges Stakeholder Meetings

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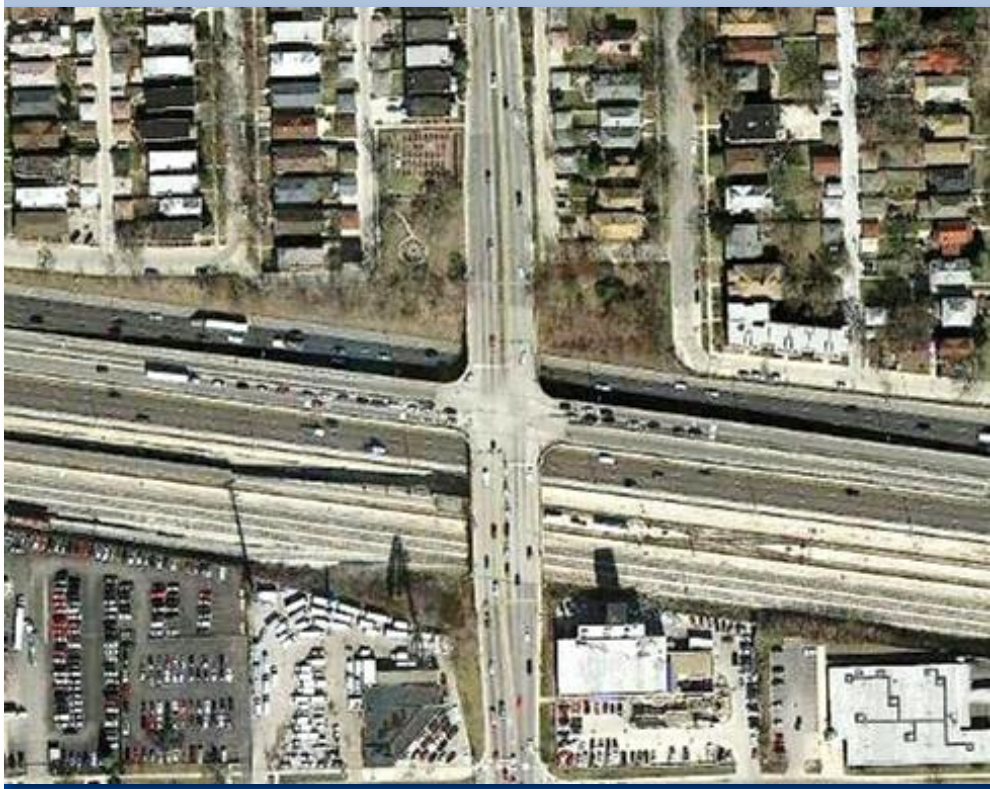
Held Municipal meetings with:

- Maywood, Broadview, Oak Park, Chicago, Westchester, Hillside, Bellwood, Forest Park
- Reviewed interchange access concepts
  - Interchange types
  - Ramp configuration
  - Frontage road configuration

Future Meetings:

- Respond to issues/concerns
- Cross road and interchange feedback



Alternatives Evaluation Report Update

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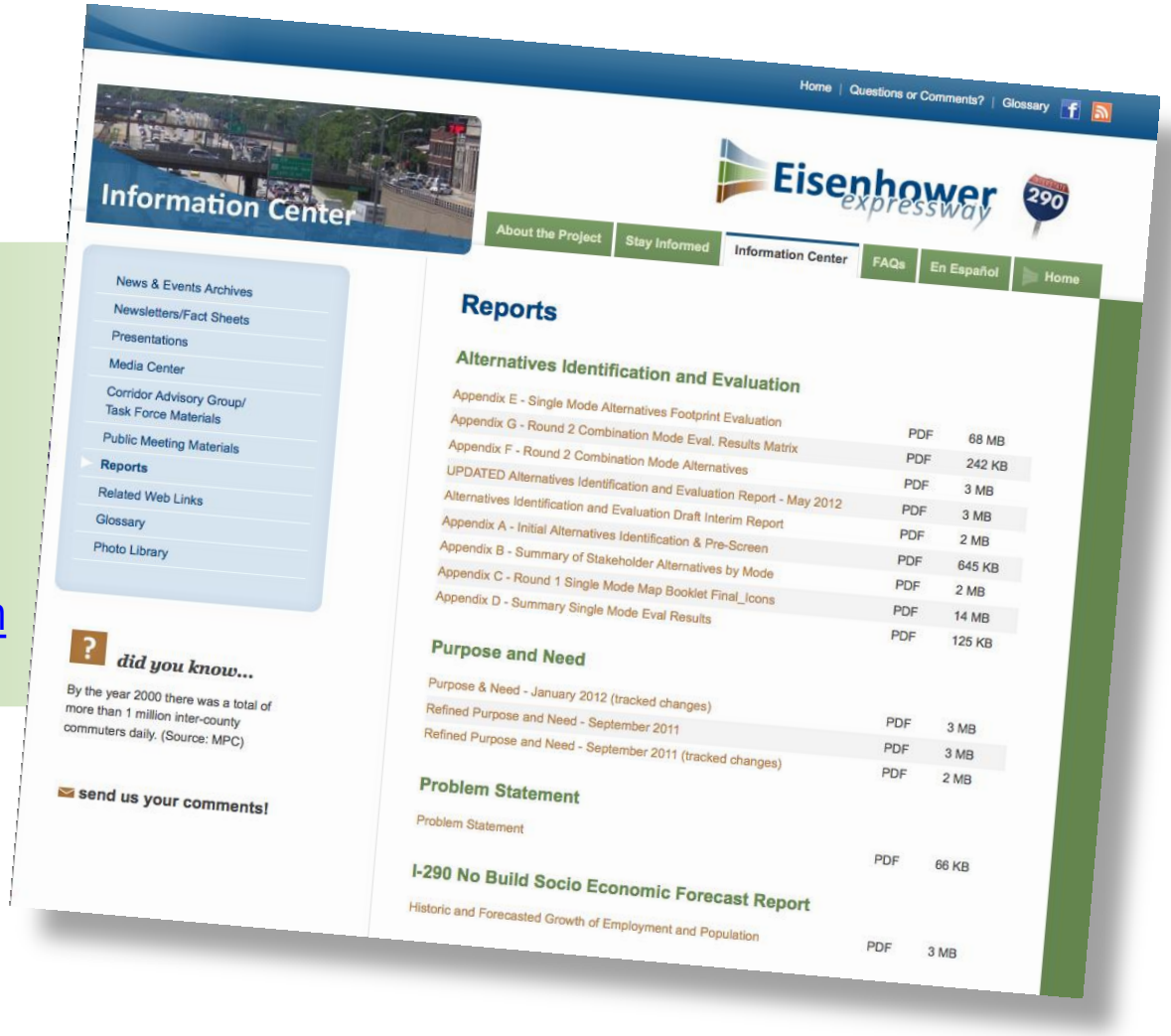
Round 2 Alternatives Report Update

- March 2013
- Will be available on www.eisenhowerexpressway.com



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Study Area Extension

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I-290 Study Area

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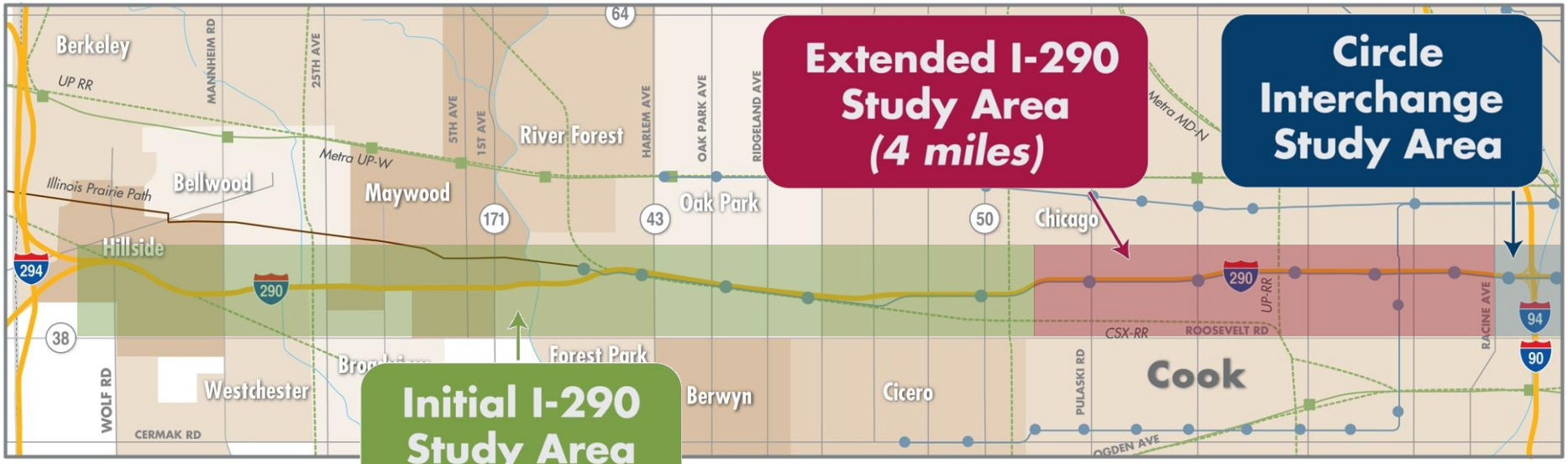
Extended Study Area:

- Formally extends overall study area 4 miles to the east
- Encompasses extent of Round 3 alternatives
- Matches up with Circle Interchange Study at Racine Avenue
- 13 mile overall study area length I-88 to Circle



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Extended Study Area Existing Conditions

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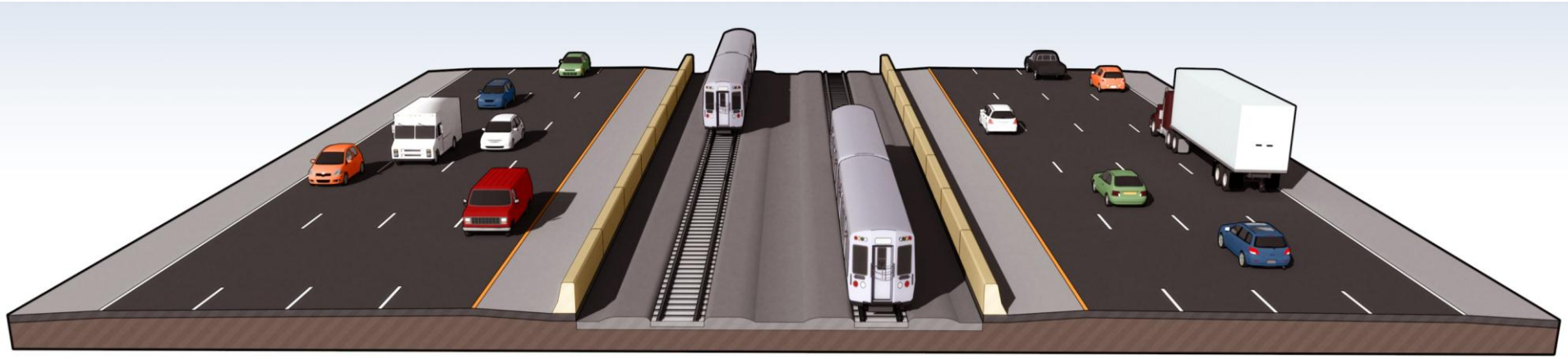
Configuration:



- 8 lanes throughout
- Width varies
  - 203’ to 273’
- Median CTA ROW
  - 52’ to 124’
- Frontage roads

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Extended Study Area Existing Pavement

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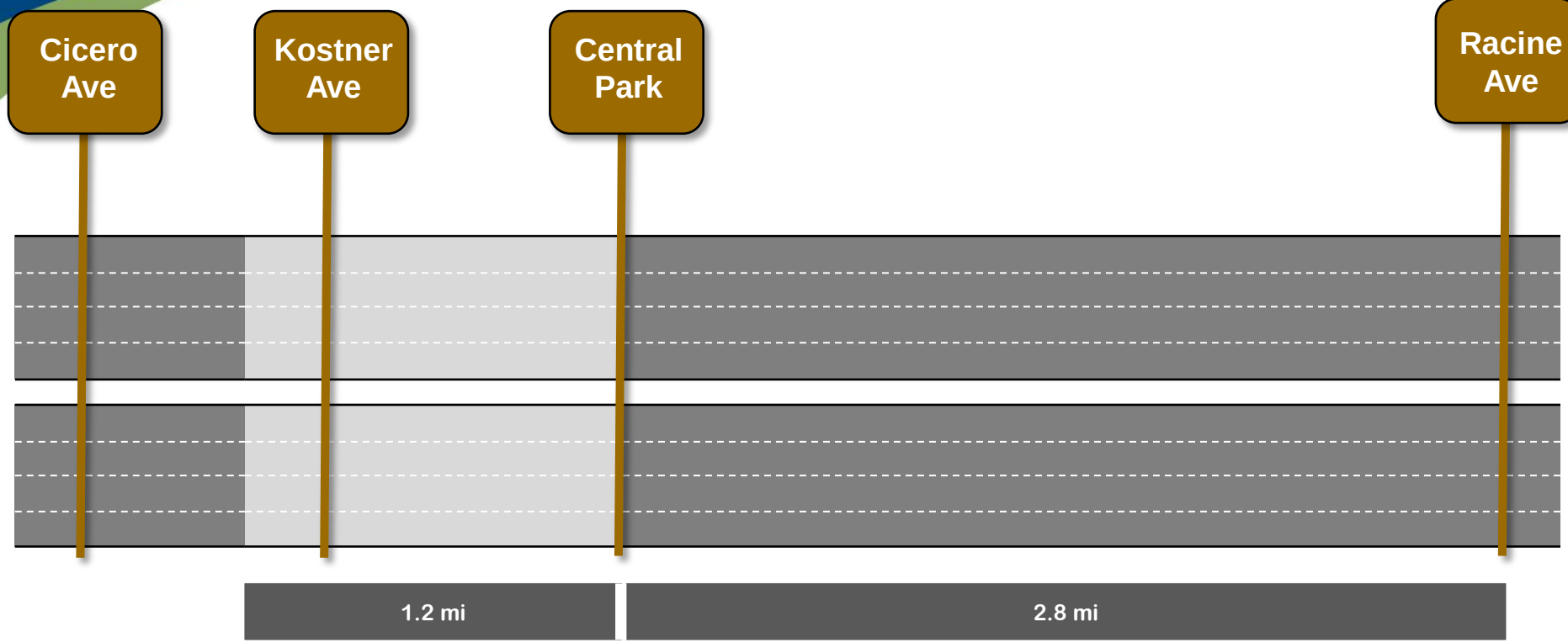

Existing Mainline Pavement

24 to 58 yrs. old

I-290 Extended Study Area Existing Conditions

Structure Condition

- 19 street crossings of I-290
- All structures are considered structurally adequate
- 15 do not meet current design standards

I-290 Study Area Existing Conditions

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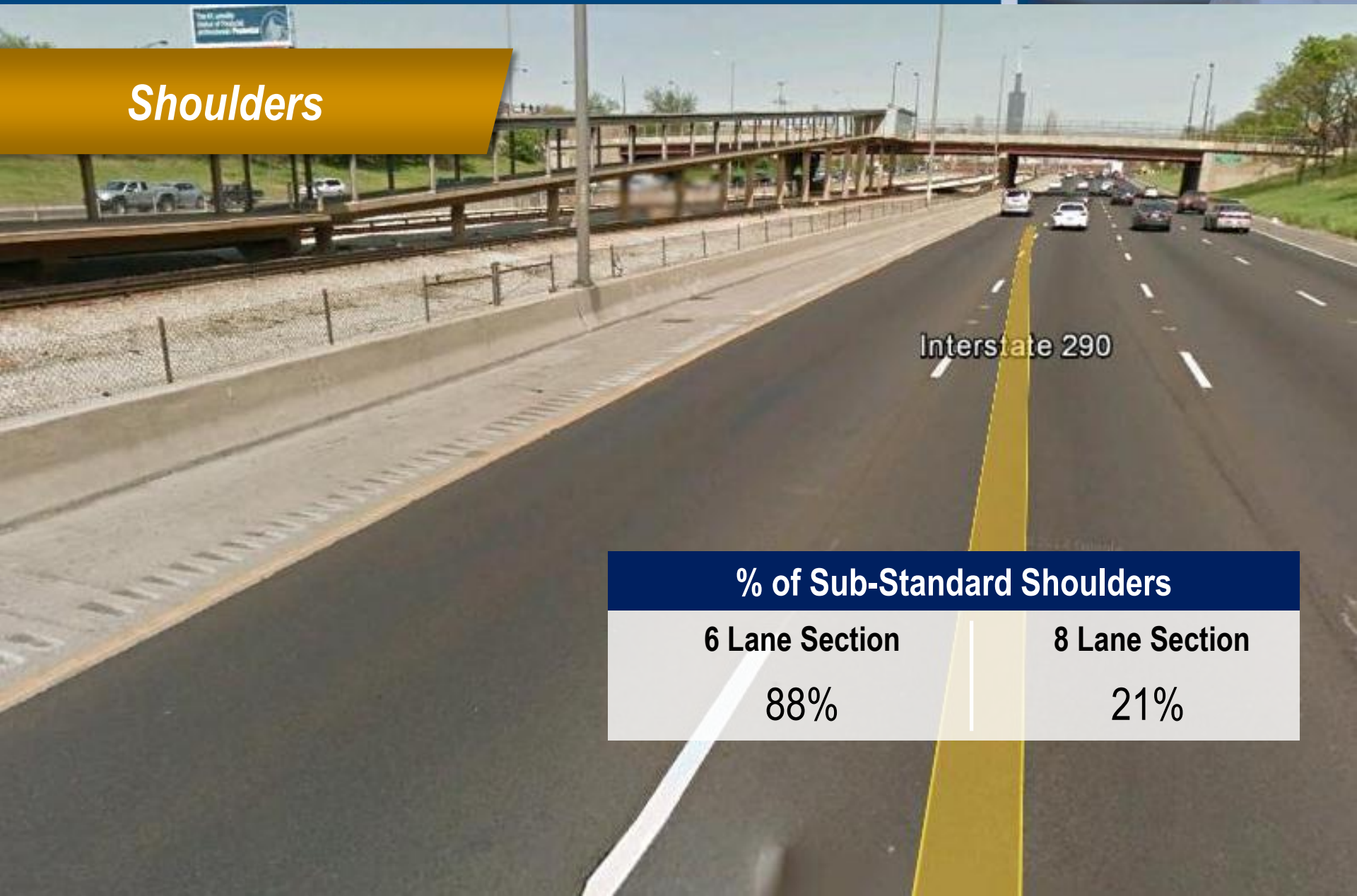
Drainage System:

- Single trunk sewer, original to 1950's construction
- Drains east from Central Ave. to DesPlaines Street
- Pump Station #5 outlets to the S. Branch Chicago River

- ***8 lane section*** *drains to Pump Station #5*
- ***6 lane section*** *drains to Pump Station #4*

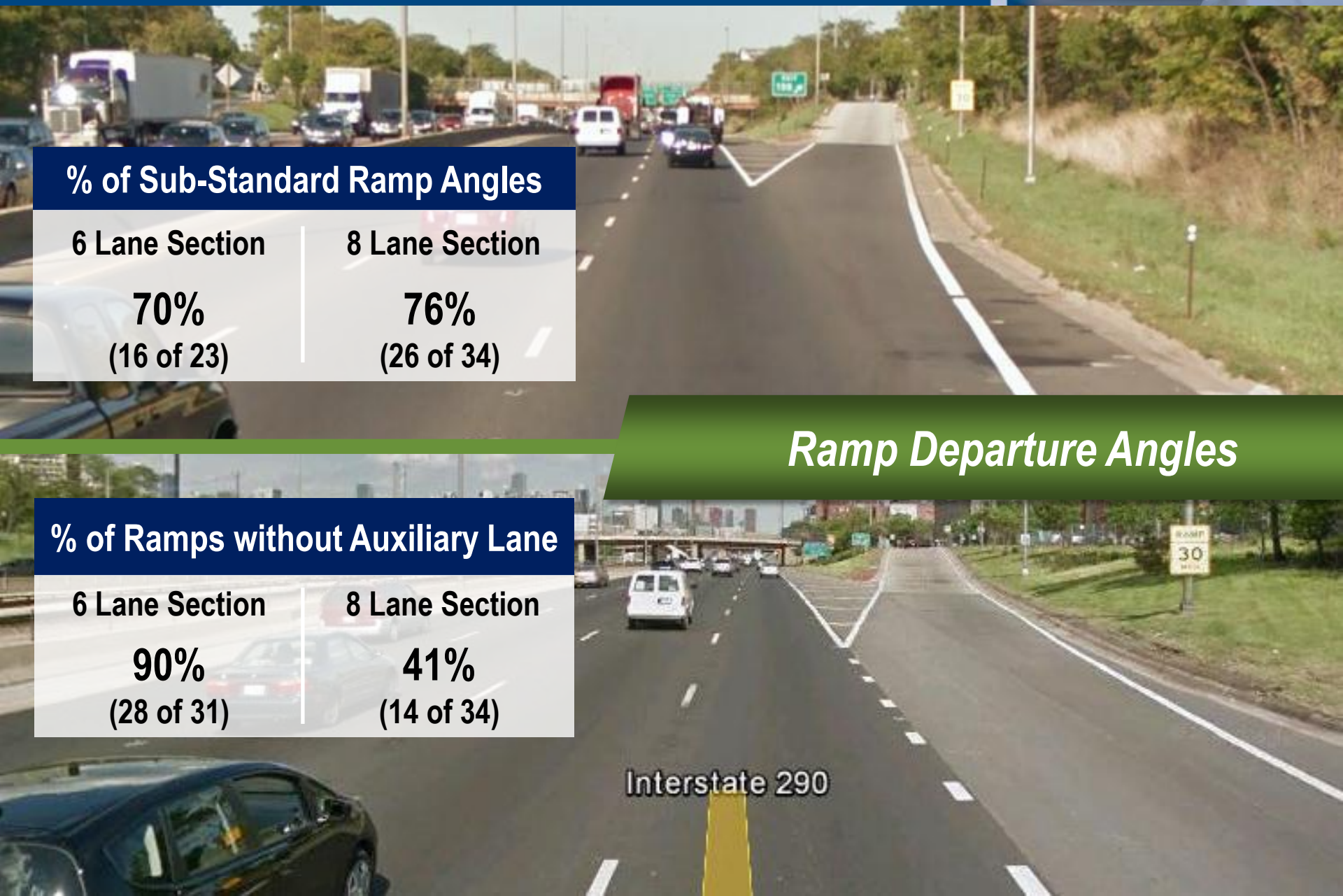
I-290 Study Area Existing Conditions

Shoulders



% of Sub-Standard Shoulders	
6 Lane Section	8 Lane Section
88%	21%

I-290 Study Area Existing Conditions



% of Sub-Standard Ramp Angles

6 Lane Section	8 Lane Section
70% (16 of 23)	76% (26 of 34)

% of Ramps without Auxiliary Lane

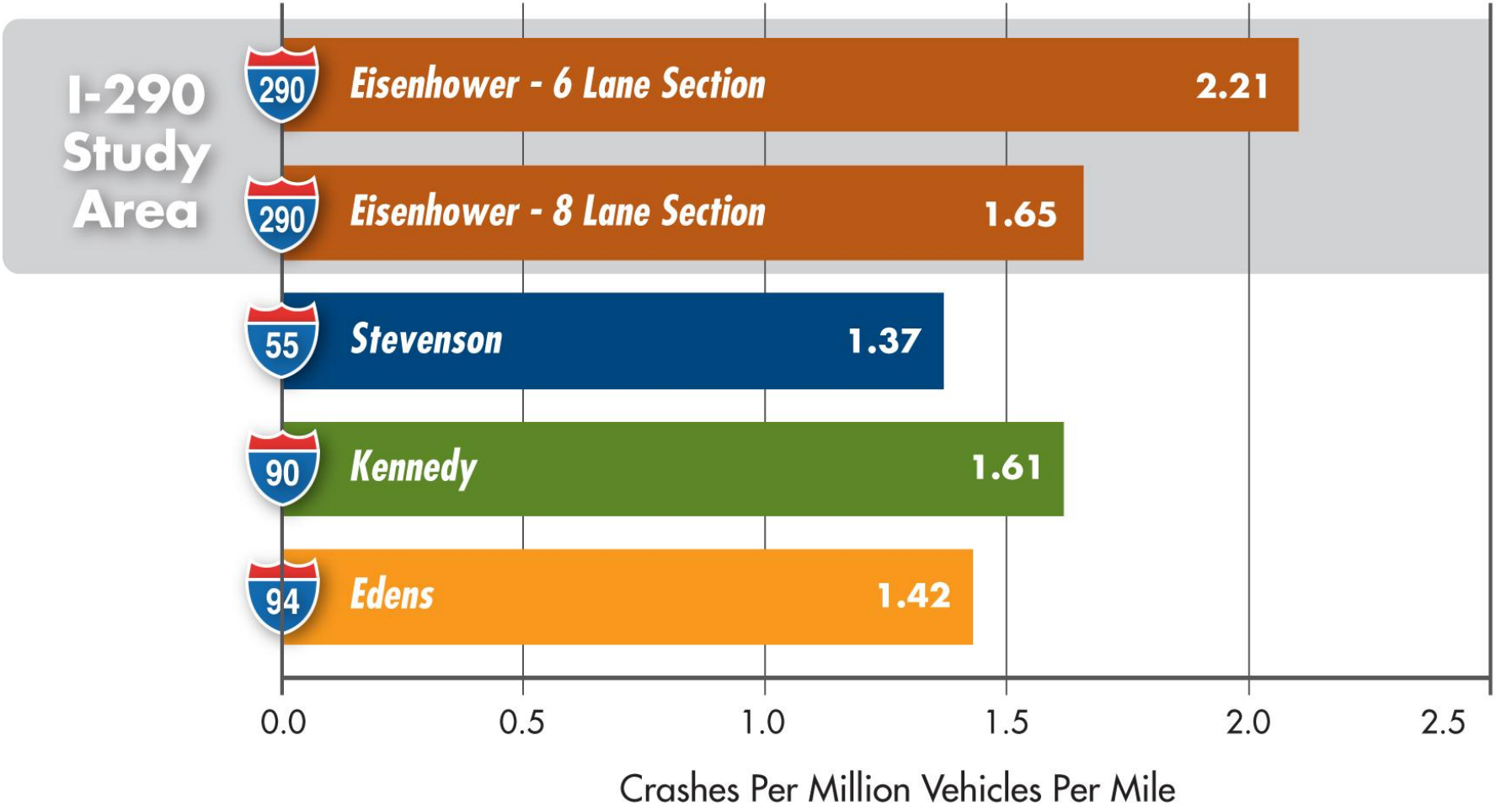
6 Lane Section	8 Lane Section
90% (28 of 31)	41% (14 of 34)

Ramp Departure Angles

I-290 Study Area Existing Conditions

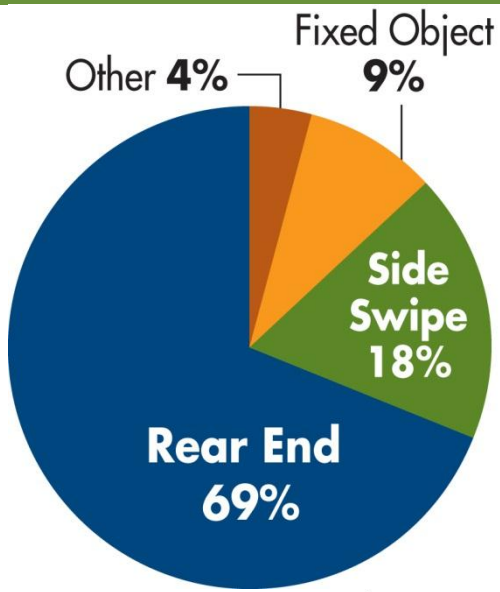
I-290 Existing Crash Frequency

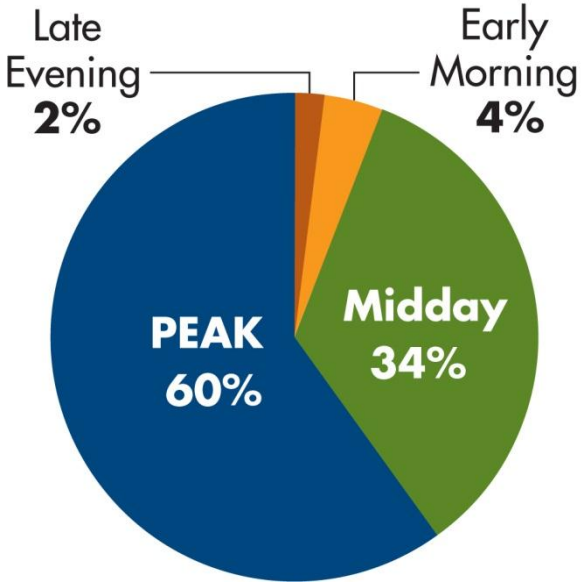
38% lower crash rate in 8 lane section vs. 6 lane section



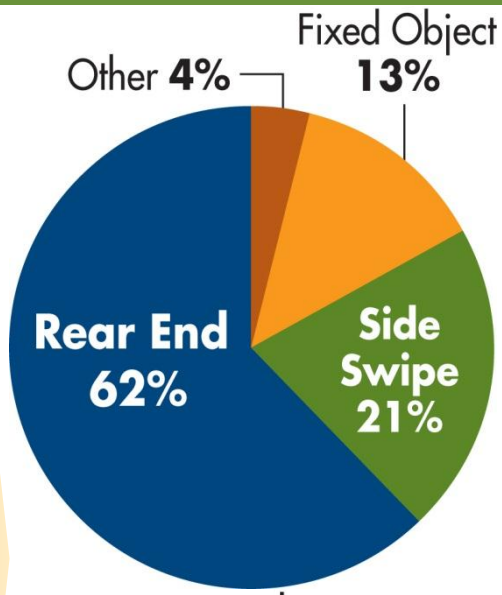
Existing Crash Patterns

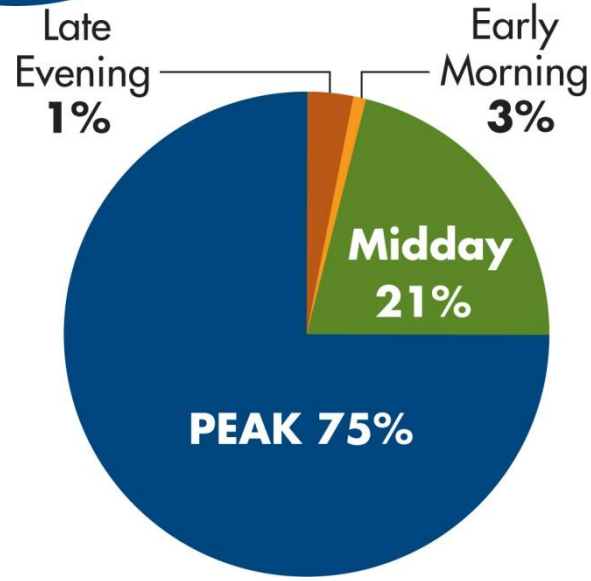
6 Lane Section





8 Lane Section





Study Area Existing Conditions

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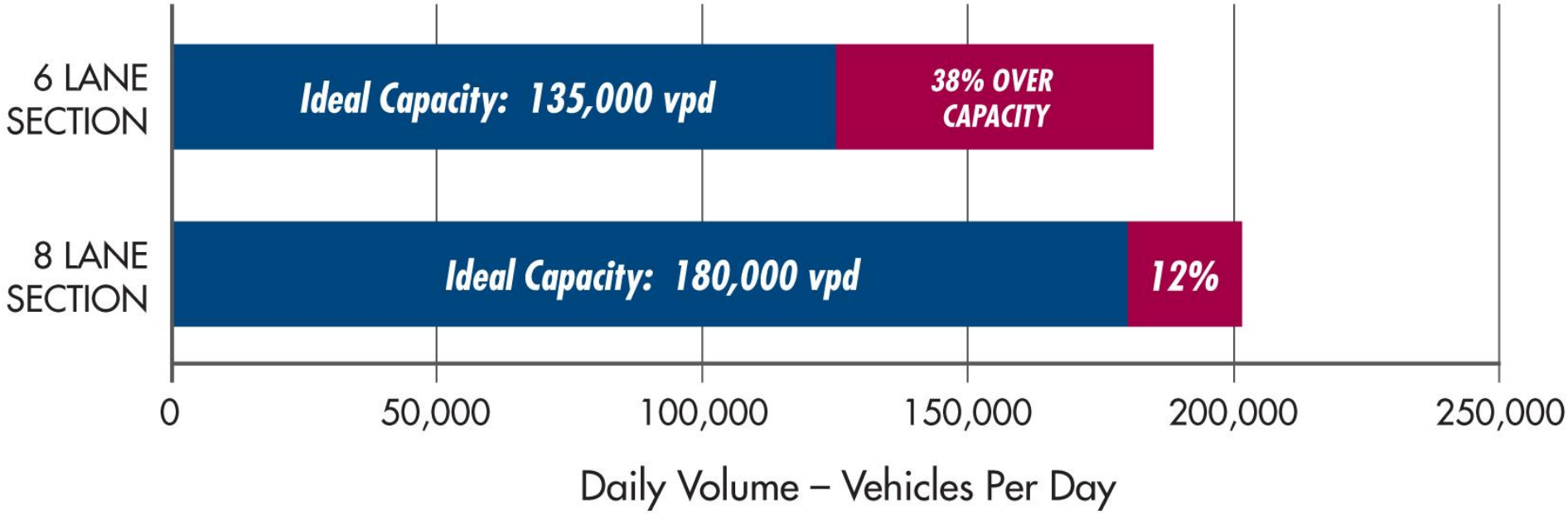
I-290 Existing Volumes



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Level of Service (LOS)

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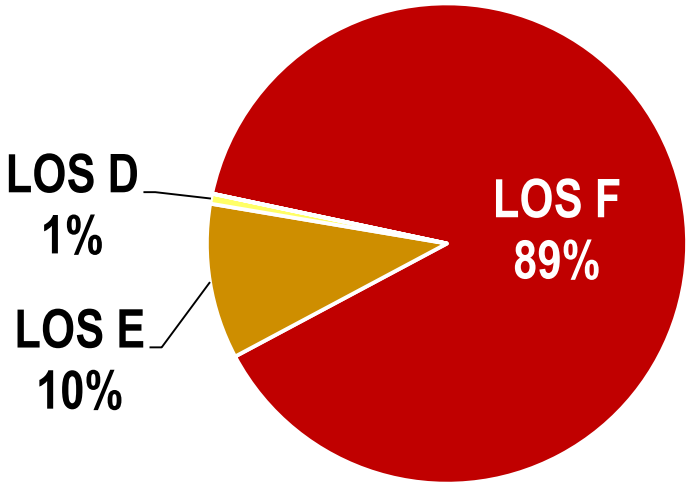
I-290 Existing Operations

Peak Period LOS as % of Length

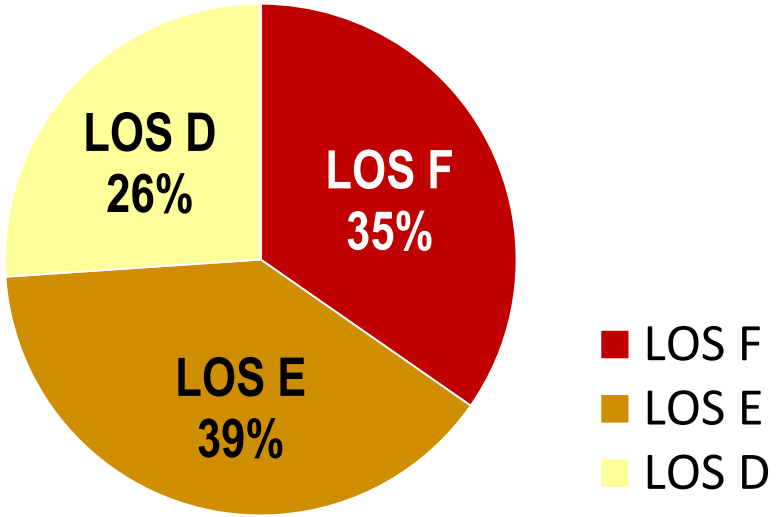
6 Lane Section

Mannheim Rd. to Austin Blvd.



8 Lane Section

Austin Blvd. to Racine Ave.



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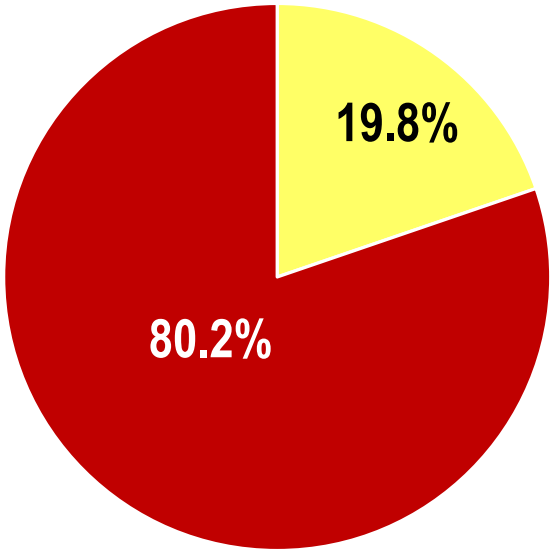
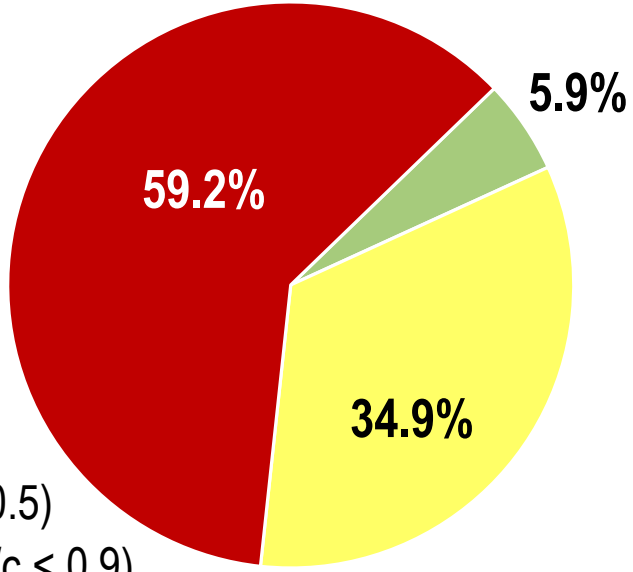
Existing Arterial Operations

6 Lane Section
Mannheim Rd. to Austin Blvd.



8 Lane Section
Austin Blvd. to Racine Ave.



- Uncongested (v/c < 0.5)
- Congested (0.5 >= v/c < 0.9)
- Very Congested (v/c >= 0.9)

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Existing Conditions Report Update

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Extended Study Area Existing Conditions Reports:

- ETSP Addenda for:
  - Roadway Geometry
  - Safety
  - Operations
- Will be available on http://www.eisenhowerexpressway.com/info_center/reports
- Next report update at Round 3 milestone

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Purpose and Need Update

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Purpose and Need Update

Purpose and Need Revised:

- Expanded study limits
- Updated “Need” information

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Question & Answer

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Round 3
Evaluation Criteria

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Screening Analysis

Rounds 1 & 2 screening focused on:

- Basic development of alternatives
- Purpose and Need Evaluation

Round 3 :

- **Expanded evaluation criteria**
  - Travel Performance
  - Cost
  - Stakeholder Input
  - Environmental effects
- **Additional engineering design**

Environmental Sequencing

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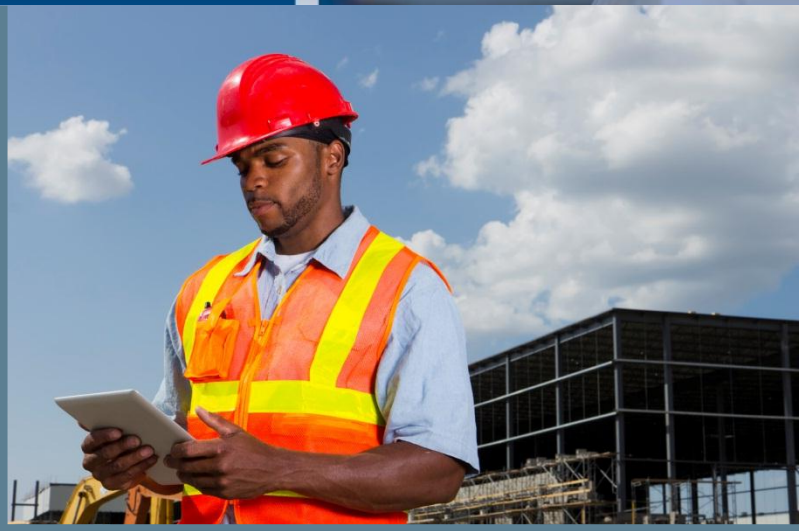
"Federal agencies shall…avoid or minimize any possible adverse effects of their actions on the quality of the human environment"

– 40 CFR 1500.2(f)

Sequencing of environmental mitigation involves:

- **Avoiding** the impact altogether.
- If avoidance is not feasible, **Minimize** the impact by limiting the degree or magnitude of the action and its implementation.
- **Mitigating** for the impact by replacing or providing substitute resources or environments.

Environmental Factors



Round 3 Factors
Social and Economic

- Bicycle/Pedestrian amenities*
- Residential & commercial displacements
- Job creation
- Productivity savings
- Low income access to employment

** Common to all alternatives*

Additional DEIS Factors

- Secondary and cumulative impacts
- Community cohesion
- Environmental Justice
- Sustainability
- Special Waste
- Energy

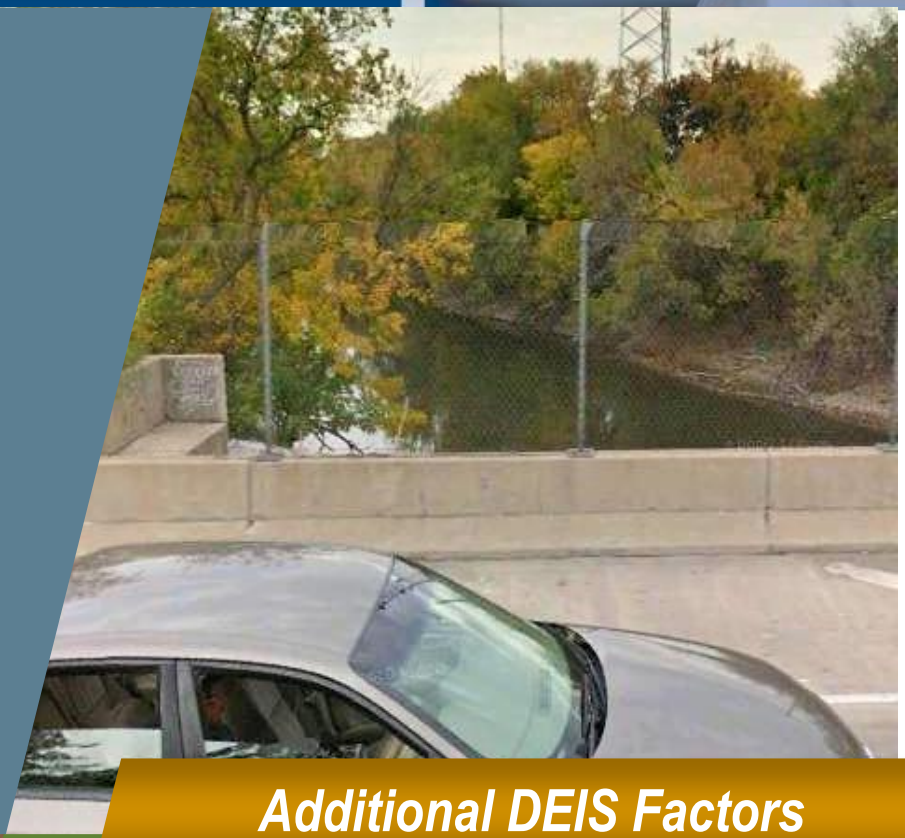
Environmental Factors

Round 3 Factors*
Natural Environment

- Floodplains
- Natural resources
- Sensitive air/noise site

* *No substantial impacts anticipated for:*

- ~ *T&E species*
- ~ *Agriculture*
- ~ *Wetlands*
- ~ *Groundwater*



Additional DEIS Factors

- Water quality/water resources
- Air quality
- Noise

Areas of Environmental Study – Air Quality

- USEPA establishes Standards
- Analyze air quality at region and project levels
- Requires design traffic and defined alignment
- CMAP performs regional conformity analysis for Regional Transportation Plan and Transportation Improvement Program
  - Ozone
  - $PM_{2.5}$ (fine particulate matter)

See Clean Air Act P.L. 101-549 (U.S. Code Title 42, Chapter 85)

Project Specific conformity analysis may include:

- Carbon monoxide (CO)
- Hotspot analysis for $PM_{2.5}$
- Mobile Source Air Toxins (MSAT)

Areas of Environmental Study – Noise

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- FHWA establishes standards
- For reconstruction, 67 decibels residential, 72 decibels commercial (or approaching these for worst case scenarios)
- Requires design traffic and defined alignment
- Field measurements, model simulations
- Determine impacts, assess reasonableness of mitigation
- Local acceptance

IDOT Traffic Noise Assessment Manual: http://www.dot.il.gov/environment/HTNAManual.pdf

Also see Code of Federal Regulations (23 CFR 772)

Environmental Factors

Cultural/Special Lands

- Section 106
- Section 4(f) parks – Columbus Park, Barrie Park, Rehm Park, etc.
- Cemeteries

Round 3 Screening Approach

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Stakeholder Identified Goals	Round 3 Screening
• Improve mobility for all modes (capacity and efficiency).	***Travel time*** *(Transit & Auto)****, person throughput, hours of delay, travel mode configuration***
• Improve safety for motorists, transit users, bicyclists, and pedestrians.	***HSM Safety Evaluations, Interchange/cross road design, overall corridor bike/ped plan***
• Coordinate with planned land uses and area developments.	***½ mile access to employment, ½ mile access to Households, Municipal Coordination***
• Facilitate economic growth.	***Access to employment*** *(auto, transit, zero car households, EJ households)****, value of time saved***
• Minimize impacts to the surrounding environment.	***Environmental mapping & analysis, facility design***
• Improve connectivity	***Municipal coordination, facility design, travel mode configuration, bike/ped plan***

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Next Steps

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Next Steps

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Near term

- Round 2 comment responses
- Circulate updated ETSP, Alts Report, Purpose & Need
- Updated website launch

April CAG Meeting

- Review stakeholder comments
- Present initial Round 3 findings
- Blue Line visioning update
- Bike/Ped facilities workshop

Corridor Advisory Group and Task Force Meeting #16

April 2013

The Carleton Hotel of Oak Park

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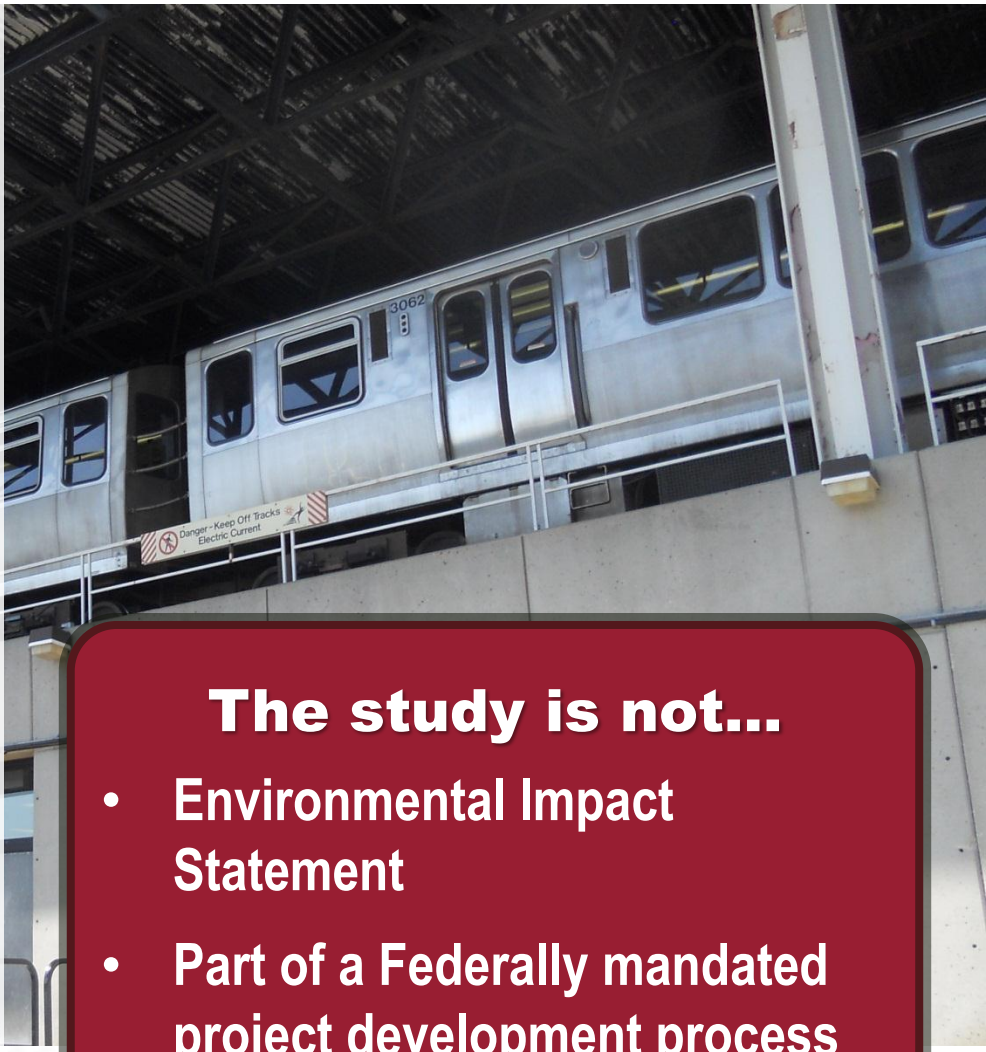
CTA Blue Line Forest Park Branch Feasibility/Vision Study

What is the Blue Line Feasibility / Vision Study?

- Opportunity to assess current conditions
  - Modernization needs exist for rail infrastructure and customer amenities
- Planning for modernization
  - Near-term (10 years)
  - Long-term (2040)
- Early outreach and comment opportunity for project stakeholders
- Recommendations will inform IDOT's I-290 Phase 1 Study



The study is not…

- **Environmental Impact Statement**
- **Part of a Federally mandated project development process**

Project Study Area & Background

- Study area is existing Blue Line from Clinton to Forest Park, and continuing to Mannheim Rd for review of IDOT transit proposals
- The 55-year old Blue Line / 1-290 facility was completed in 1958 as the 1st integrated transit / highway facility.

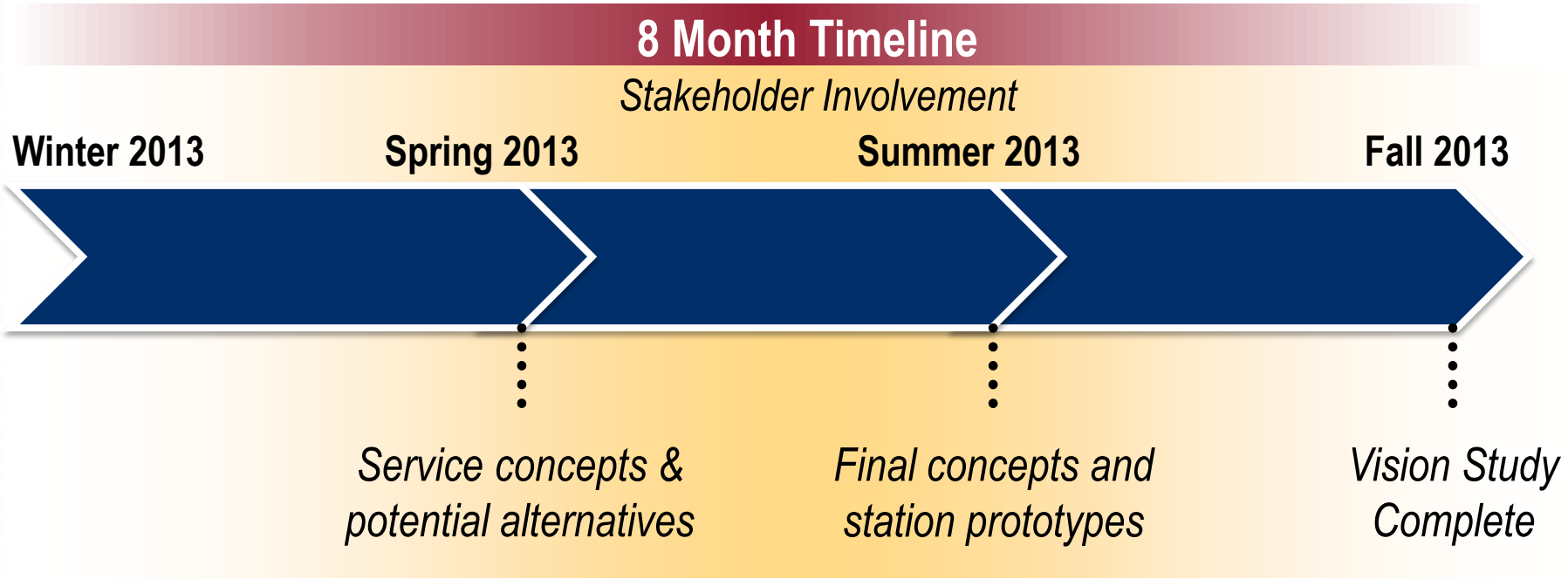
Blue Line Feasibility / Vision Study Scope of Work

- Determine existing conditions
  - Infrastructure needs
  - Transit markets and ridership trends
- Develop potential conceptual service patterns
  - Evaluate potential expansion alternatives included in IDOT I-290 EIS
- Determine station access needs and design modernized station prototypes
  - Emphasis on improving livability in Oak Park
- Evaluate and refine conceptual service and station access alternatives
- Consider funding options

Joint Partnerships

- **IDOT's I-290 EIS Study**
  - Modeling resources
  - Coordinated outreach
- **Village of Oak Park**
  - Support for station design

Project Schedule



Connection with I-290 Phase I Study

There is a desire to coordinate major investments between IDOT and CTA so that a combined alternative can be advanced.

- The CTA Feasibility/Vision Study will inform responses to transit alternatives in IDOT's I-290 Phase I Study

Benefits of coordinated projects:

- Multimodal coordination improves mobility
- Coordinated implementation may allow:
  - Potential cost savings
  - Reduced customer inconvenience during maintenance / construction
- Broader funding opportunities than isolated projects