



Corridor Advisory Group and Task Force Meeting #13

March 15, 2012



Agenda



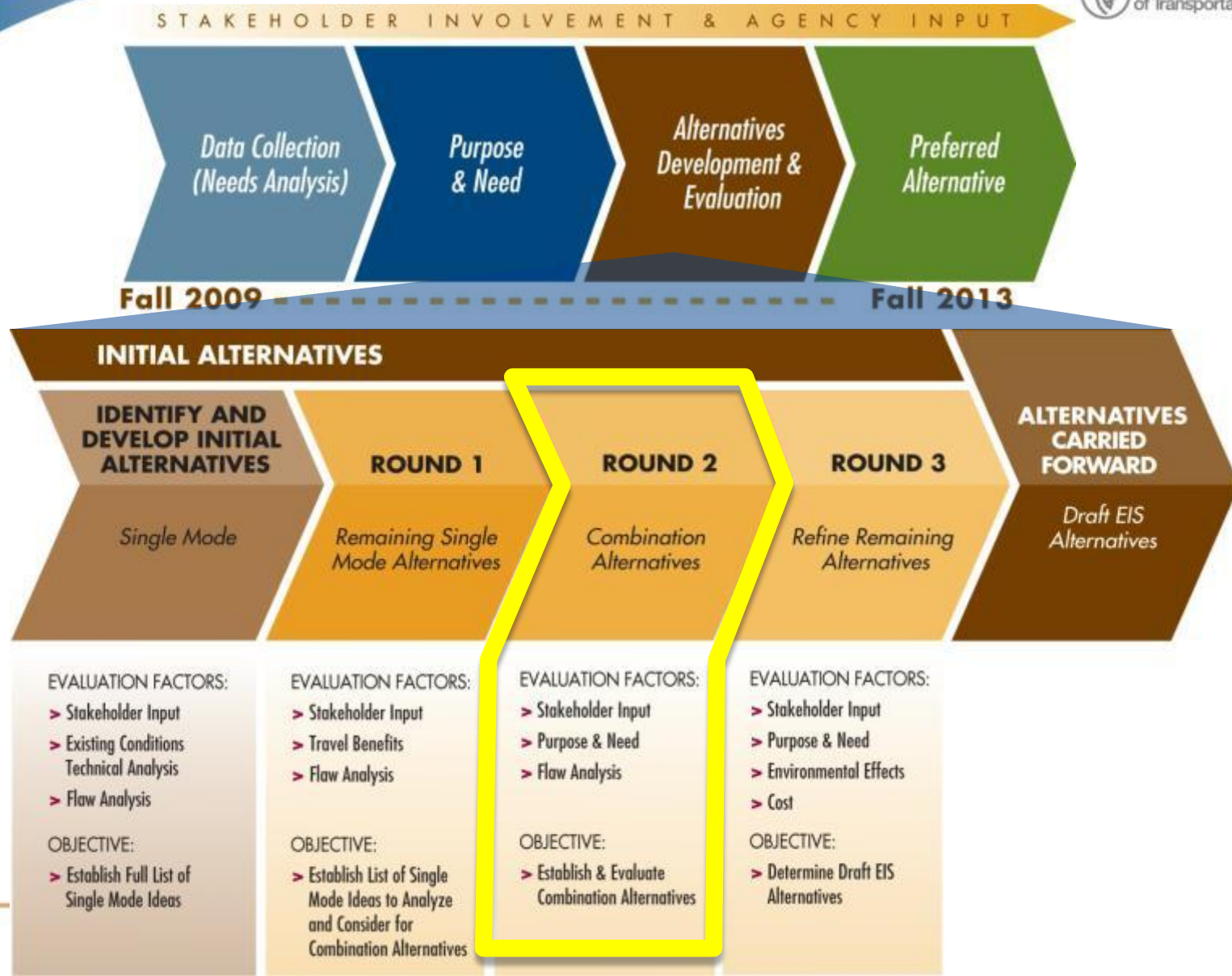
- Where are we in the process? **9:00 - 9:30**
- Recap CAG/TF #12
- Combination alternatives results **9:30 - 10:30**
- Introduction to Interchanges **10:30 - 11:00**
- Next steps



Where Are We in the Process?



Where Are We in the Process?



Recap CAG/TF Meeting #12



- Footprint Variations
 - 10 initial combination alternatives with 2 footprint variations
- Alternatives Evaluation Report, Additional Combination Alternative Ideas Sought
 - CAG/TF Comment period – December 19th - January 23rd
- Modeling Workshop

Round 1 Conclusions

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

Intent of Report

CAG/TF Comment period – December 19th through January 23rd

- Documents the alternatives evaluation process
- Initial report included:
 - Alternatives identification and evaluation process
 - Evaluation measures
 - Initial alternatives identification
 - Round 1 – Single Mode evaluation findings & conclusions
- Report updates at evaluation process milestones



Alternatives Evaluation Report - Comments



- Advocacy for an **express transit alternative**, defining mass **transit needs** and the potential of **diverting auto users** to transit
- Increased understanding of **forecasting and modeling data**, the overall **evaluation process**, and **environmental justice activities**
- Consideration for a **wider range of alternatives**, insufficient data to develop **transit alternatives**, consideration for **market segmentation**



Combination Alternative Results



Initial Combination Alternatives



10 initial combination alternatives have been identified with 2 footprint variations

Expressway Alternatives with Similar Footprints



Transit/HCT Alternatives



Combination Mode - Scoring System



- Consolidated similar roadway measures
 - I-290 Volume to Capacity (v/c)
 - Average I-290 Speeds
 - Arterial v/c

Travel Type	Vehicle Type	Measure ID	Measure Name	Units		Trend
				Primary	Secondary	
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	↓		
Regional Travel	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	↓
		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	↓		

Combination Mode – Scoring System



- 4 Purpose & Need points with equal weight in evaluation:
 - Improve Regional & Local Travel
 - Improve Access to Employment
 - Improve Safety for All Users
 - Improve Modal Connections & Opportunities
- P&N #5 - Improve Facility Condition and Design (not scored yet)

NEED POINT	RANK	
	Measure 1	(10-1)
	Measure 2	(10-1)
	Measure 3	(10-1)
	Average Rank	(10-1)

Ranked from 10 to 1
(highest to lowest performer)

Combination Mode - Scoring System



- Computed average score for each need point
- Ranked alternatives (from 10-1) based on average score for each need point
- Alternatives score is sum of need point rankings
 - Each need point contributes equally to the overall score

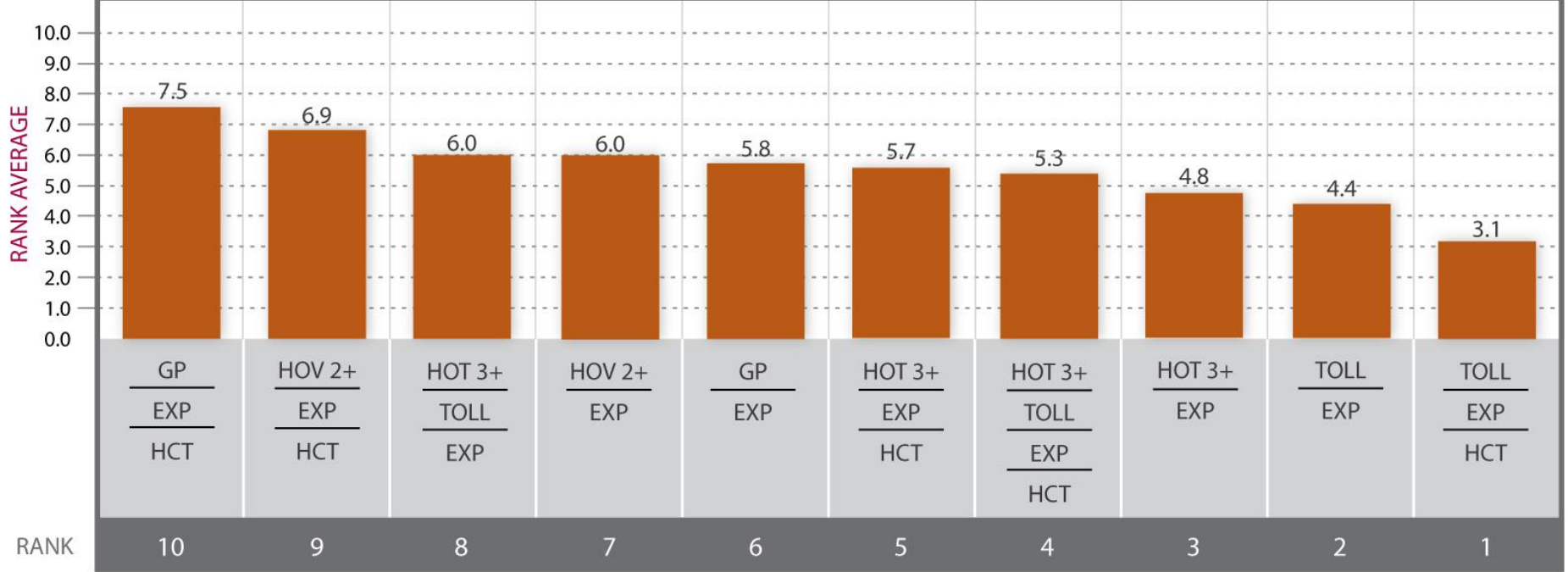
Example

P&N Point	GP LANE			
	& EXP		& HCT & EXP	
	Average Score	Rank	Average Score	Rank
Improve Regional And Local Travel	5.8	6	7.4	10
Improve Access to Employment	1.7	2	4.7	5
Improve Safety for All Users	5.0	5	4.3	3
Improve Modal Connections & Opportunities	3.7	5	7.3	10
Improve Facility Condition & Design	✓		✓	
Rank Total		18		28

TOP PERFORMING COMBINATION ALTERNATIVES



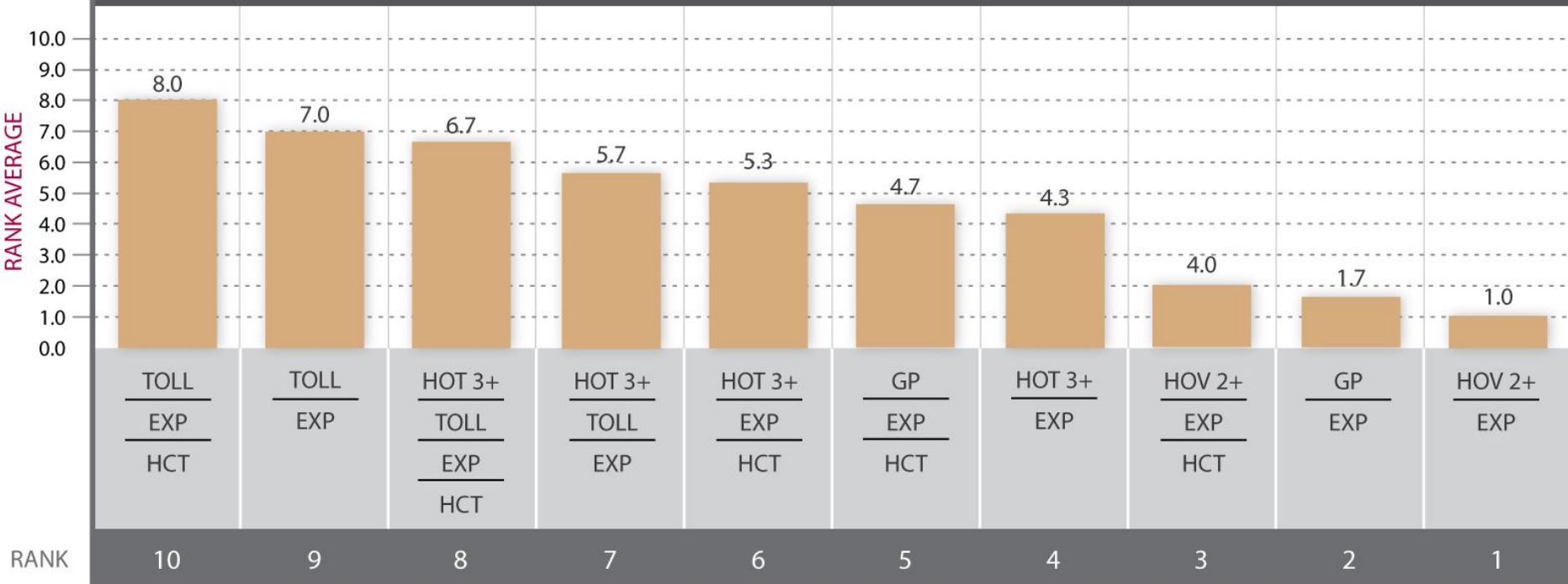
P&N #1: Improve Regional & Local Travel



TOP PERFORMING COMBINATION ALTERNATIVES



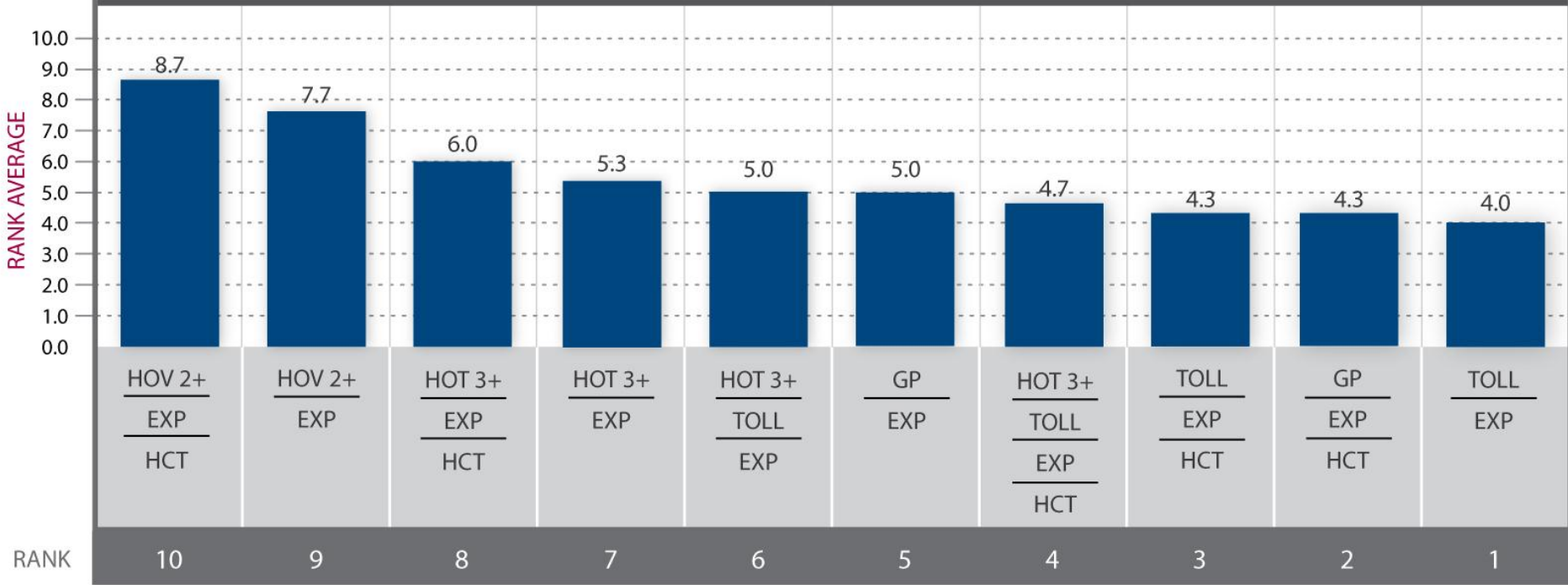
P&N #2: Improve Access to Jobs



TOP PERFORMING COMBINATION ALTERNATIVES



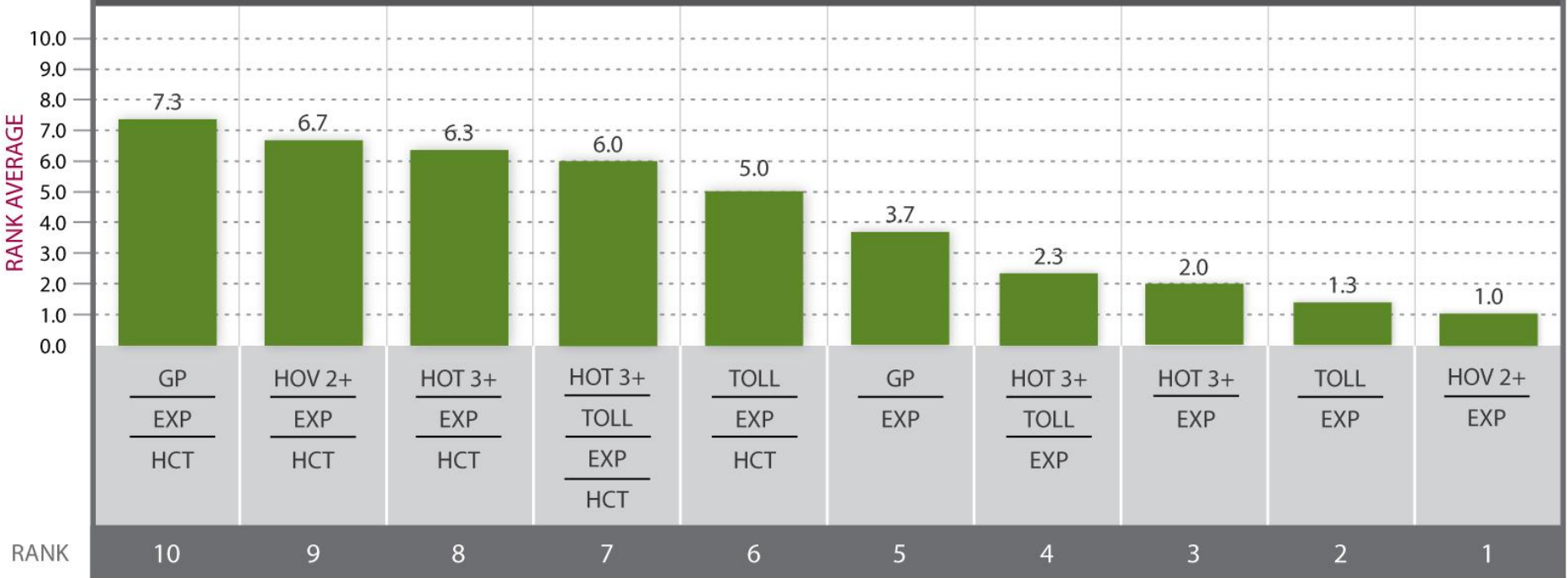
P&N #3: Improve Safety for All Users



TOP PERFORMING COMBINATION ALTERNATIVES



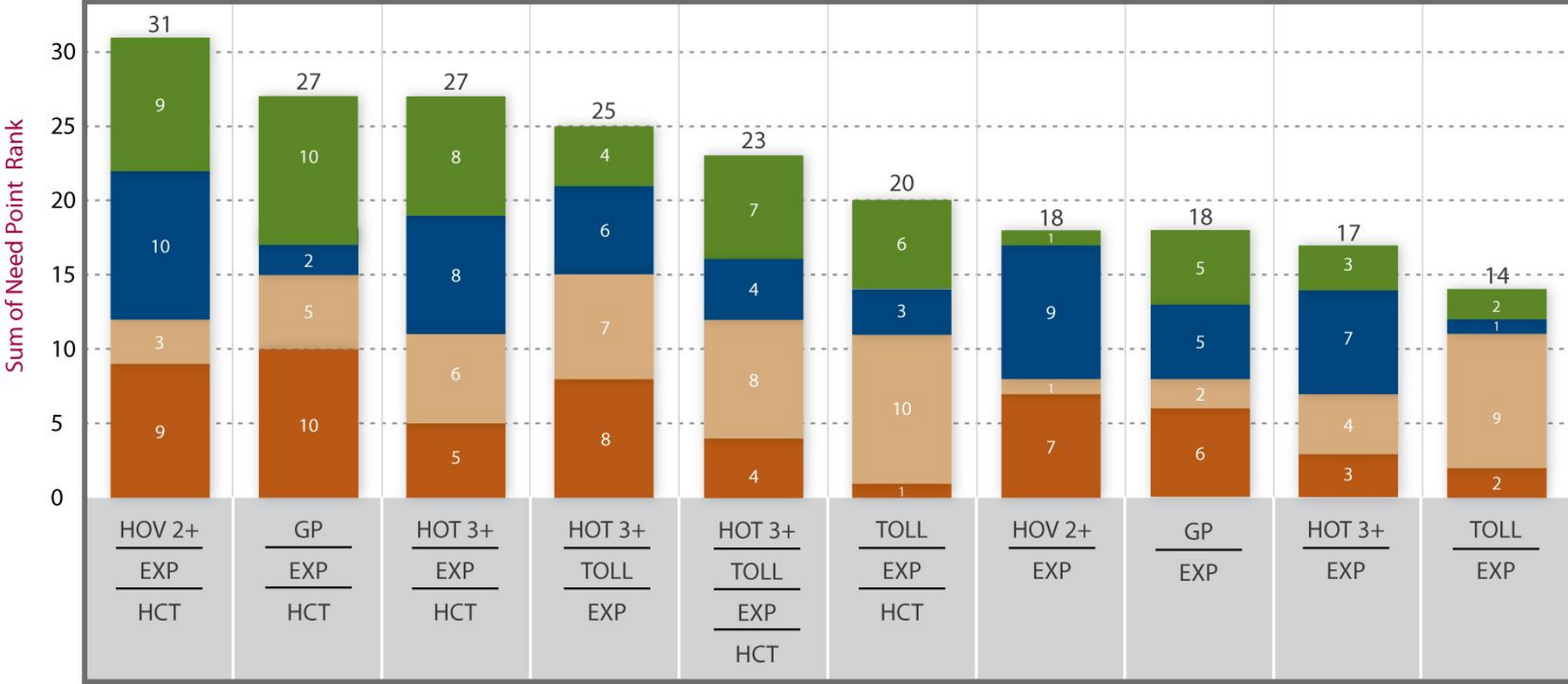
P&N #4: Improve Modal Connections & Opportunities



COMBINATION ALTERNATIVES MODELING RESULTS



SCORE BY SUM OF NEED POINT RANK



COMBINATION ALTERNATIVES MODELING RESULTS



Alternatives with HCT:

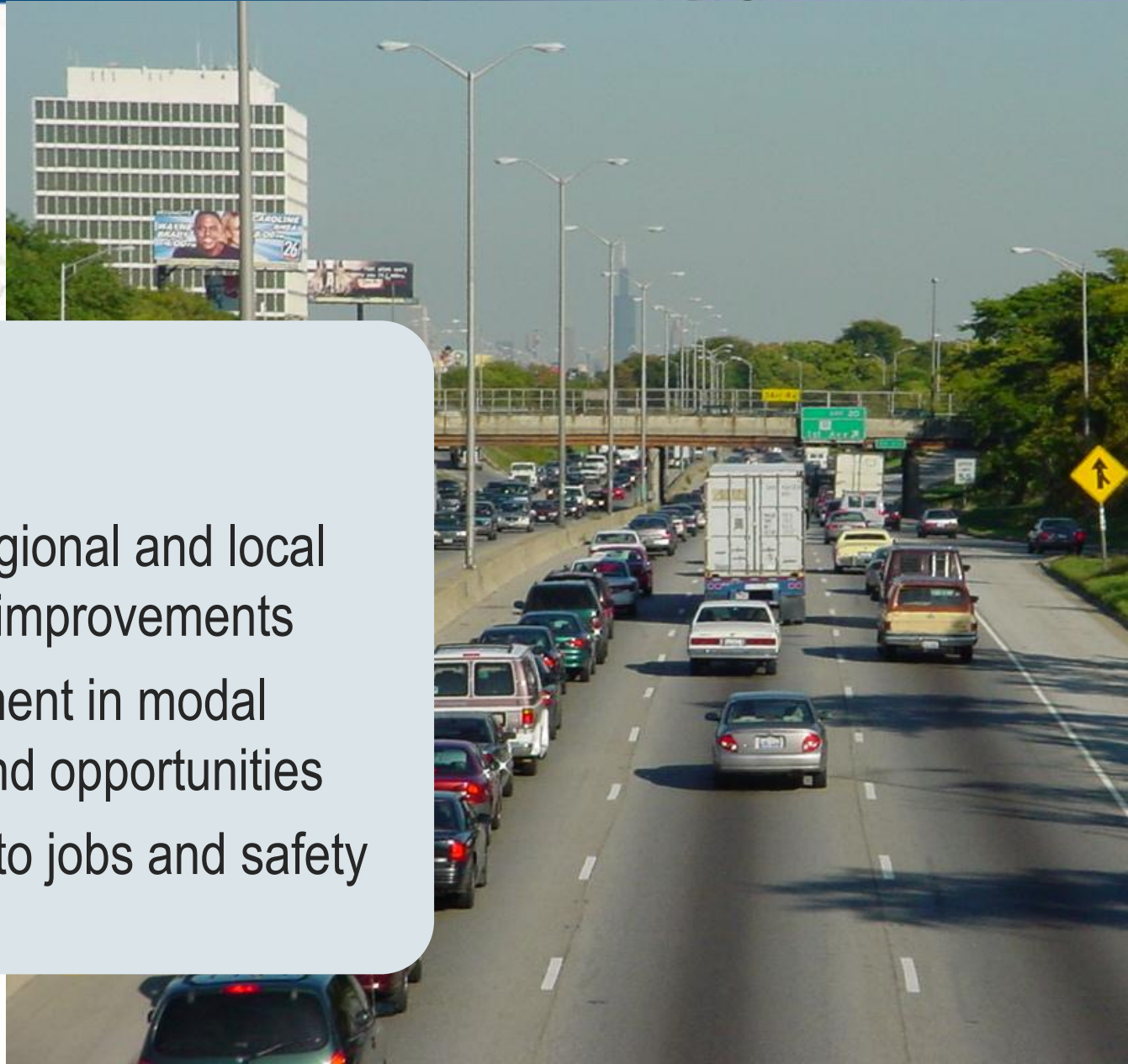
- Show more improvements compared to non-HCT alternatives

COMBINATION ALTERNATIVES MODELING RESULTS



Alternatives with GP Lanes:

- Best overall regional and local transportation improvements
- Best improvement in modal connections and opportunities
- Lower access to jobs and safety improvements



COMBINATION ALTERNATIVES MODELING RESULTS



Alternatives with HOV 2+ :

- Overall best performer
- Best safety improvements
- Second best regional and local travel performance and modal connections and opportunities improvements

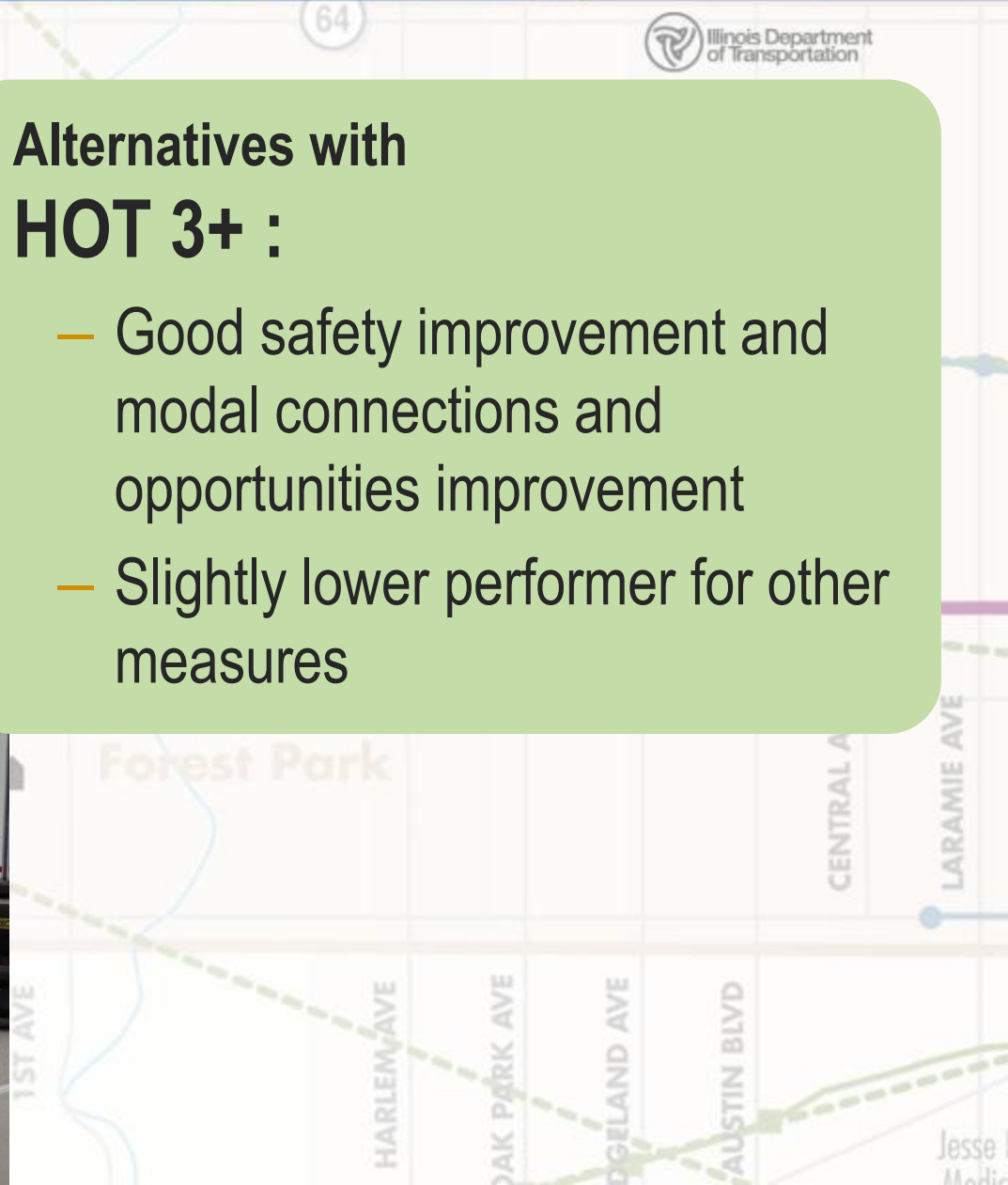


COMBINATION ALTERNATIVES MODELING RESULTS



Alternatives with HOT 3+ :

- Good safety improvement and modal connections and opportunities improvement
- Slightly lower performer for other measures



COMBINATION ALTERNATIVES MODELING RESULTS



Alternatives with Tolling (4th lane only):

- Best access to job improvement
- Lower performing on other measures



COMBINATION ALTERNATIVES MODELING RESULTS



Alternatives with HOT 3+ & Tolling (3 GP lanes):

- Good regional and local travel improvement and access to jobs improvement
- Slightly lower performer for other measures
- Current legislation restricts tolling of existing non-tolled interstate lanes



1ST AVE

HARLEM AVE

OAK PARK AVE

EDGE LAND AVE

AUSTIN BLVD

Jesse
Mo...

COMBINATION ALTERNATIVES MODELING RESULTS



Top Round 2 Performers:

- **HOV 2+** with **Express Bus & HCT**
- **General Purpose Add Lane** with **Express Bus & HCT**
- **HOT 3+** with **Express Bus & HCT**

Round 2 Next Steps:

- Stakeholder Feedback
- Update Alternatives Evaluation Report
- Agency Coordination

DISCUSSION



Introduction to Interchanges



Interchange & Access Evaluation



Interchange concepts build upon mainline concepts

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



Solutions Toolbox:

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

- **Review existing deficiencies, issues, constraints**
 - Stakeholder input received
 - Existing Transportation System Performance Report
- **Develop & evaluate initial concepts**
 - Operations – SYNCHRO / VISSIM
 - Impacts – Footprint evaluation



Individual Scoping Meetings (April):

- Review existing deficiencies & constraints
- Sketch initial concepts & evaluation for discussion
- Collect stakeholder input:
 - Access (vehicular, pedestrian, cyclist)
 - Impacts
 - Operations
 - Safety
 - Community development plans

CAG/TF Meeting (May):

- Continue Round 2 discussion
- Present interchange concepts to CAG/TF
- Present & review community input
- Interchange/Access Workshop



Next Steps



Moving Forward



INITIAL ALTERNATIVES

IDENTIFY AND DEVELOP INITIAL ALTERNATIVES

Single Mode

ROUND 1

Remaining Single Mode Alternatives

ROUND 2

Combination Alternatives

ROUND 3

Refine Remaining Alternatives

ALTERNATIVES CARRIED FORWARD

Draft EIS Alternatives

FINALIST ALTERNATIVES



Corridor Advisory Group and Task Force Meeting #14

May 2012

The Carleton Hotel of Oak Park

- One-on-one meetings to review interchanges
- Task Force group meetings – Interchanges/Access
- Public Meeting #3