

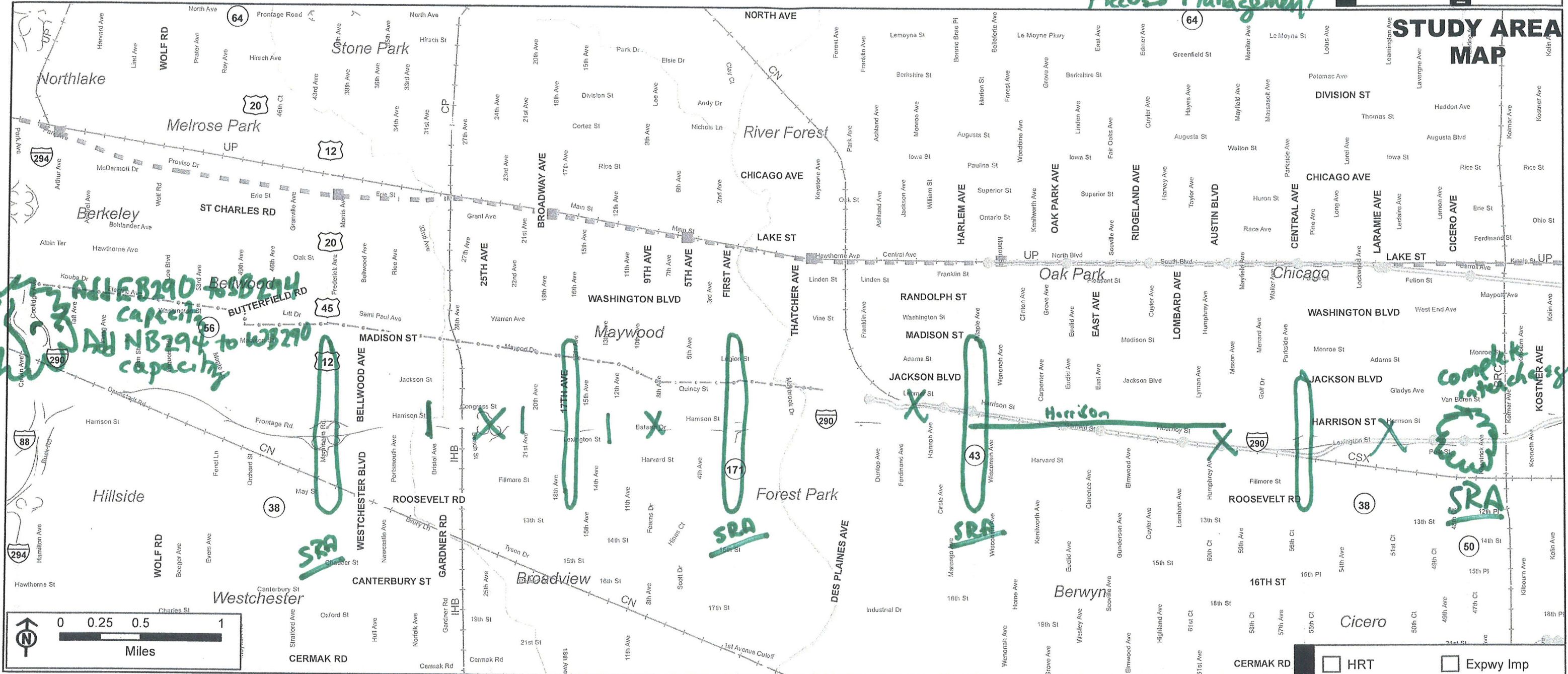


# Stakeholder Single Mode Alternatives – Part 3

December 2, 2010 Workshop

I-290 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET

Access Management



Interstate	CTA Rail / Station Access
Other Principal Arterial	Metra UP West Line / Station
Minor Arterial (Urban)	Railroad
Collector (Urban)	Multi-Use Trail (Prairie Path)
Local Street	Waterway

Description:

X - eliminate interchange to reduce expressway vehicle conflicts and manage expressway VMT.

O - Provide access management on approaches to remaining interchanges 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

MODE	
<input type="checkbox"/>	HRT
<input type="checkbox"/>	CR
<input type="checkbox"/>	LRT
<input type="checkbox"/>	AGT
<input type="checkbox"/>	BRT
<input type="checkbox"/>	Express Bus
<input type="checkbox"/>	Local Bus
<input type="checkbox"/>	Expwy Imp
<input type="checkbox"/>	GP
<input type="checkbox"/>	Mngd Lanes
<input type="checkbox"/>	Arterial Imp
<input checked="" type="checkbox"/>	Traffic Mngmt
<input type="checkbox"/>	Non-Motorized
<input type="checkbox"/>	Other (describe)

PURPOSE & NEED	
To Improve...	
<input checked="" type="checkbox"/>	Local & Regional Travel
<input checked="" type="checkbox"/>	Safety For All Users
<input checked="" type="checkbox"/>	Modal Connections & Opportunities
<input checked="" type="checkbox"/>	Facility Condition / Design

I-290 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET



*Managed Lane*

**STUDY AREA MAP**



Interstate	CTA Rail / Station Access
Other Principal Arterial	Metra UP West Line / Station
Minor Arterial (Urban)	Railroad
Collector (Urban)	Multi-Use Trail (Prairie Path)
Local Street	Waterway

Description:  
 Provide managed lane facility westbound from Circle Interchange to I-294 & I-88  
 Provide managed lane facility eastbound from I-88 / I-294 to Cicero Ave.  
 Implement congestion pricing  
 Implement HOV preferences & Q-bypasses at Interchanges.  
 Tighten ramp retaining walls

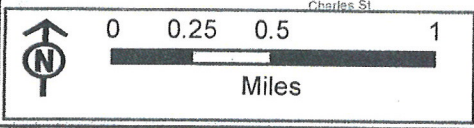
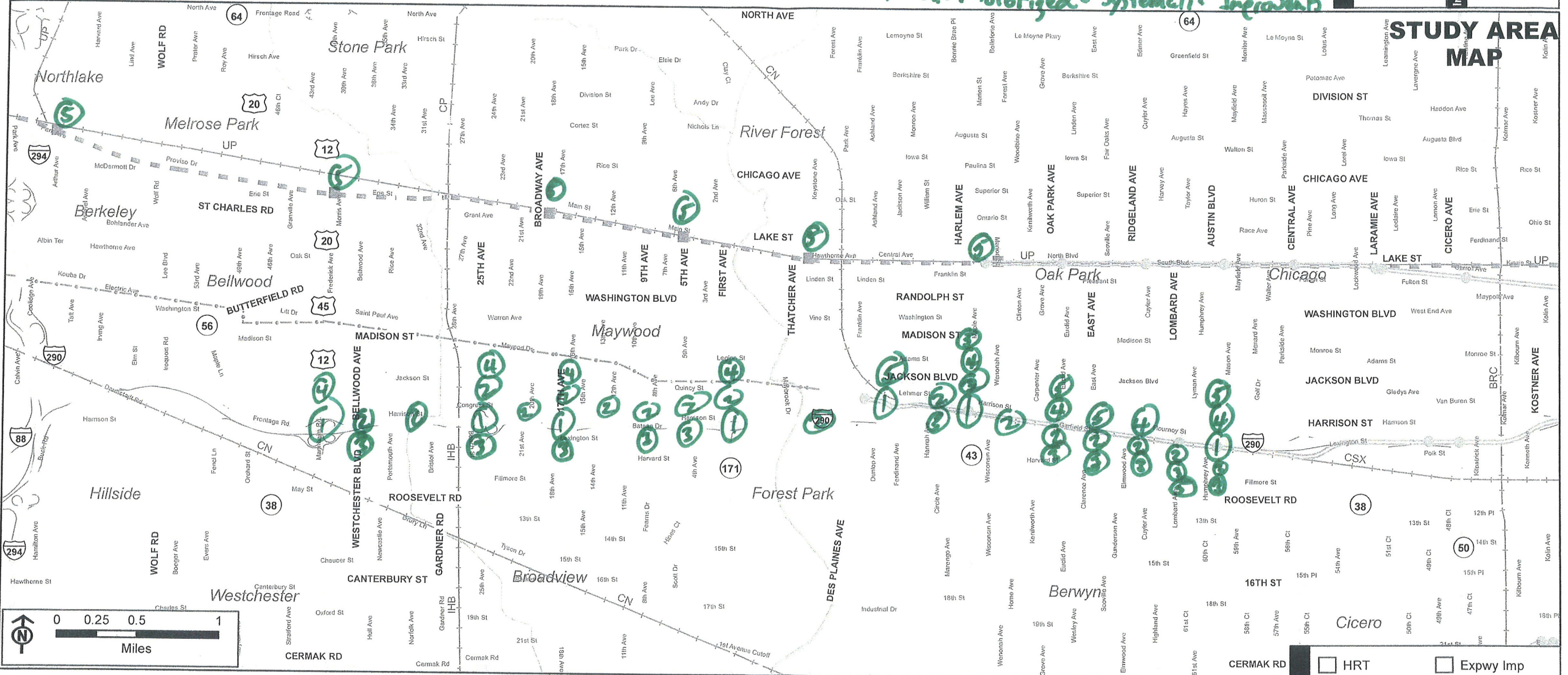
MODE	
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<input type="checkbox"/> CR	<input type="checkbox"/> GP
<input type="checkbox"/> LRT	<input checked="" type="checkbox"/> Mngd Lanes
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PURPOSE & NEED	
To Improve...	
<input checked="" type="checkbox"/> Local & Regional Travel	
<input checked="" type="checkbox"/> Safety For All Users	
<input checked="" type="checkbox"/> Modal Connections & Opportunities	
<input checked="" type="checkbox"/> Facility Condition / Design	

# I-290 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET

*Non-Motorized Systematic Improvements*

## STUDY AREA MAP



Description:

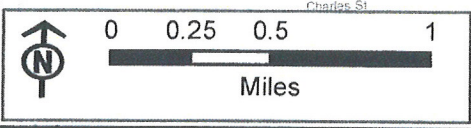
*1 Improve Interchange area non-motorized crossings & safety; focus on Austin, Harlem, Des Plaines 1st, 17th, 25th; Mannheim (see Regional Bikeways Sheet).*  
*2 Provide wide bike-ped crossings of expressway; where widening is not feasible separate walkways from traffic with safety barriers. Provide crossings every 1/4 mile where expressway separates communities to eliminate barriers to walking.*  
*3 Provide bike lanes across expressway on left non-SARoad.*  
*4 Minimize bike-ped crossing distances over heavy-traffic facility.*  
*5 Provide Transit access improvements.*

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<input type="checkbox"/> HRT	<input type="checkbox"/> Expwy Imp
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<input type="checkbox"/> LRT	<input type="checkbox"/> Mngd Lanes
<input type="checkbox"/> AGT	<input type="checkbox"/> Arterial Imp
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I-290 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET



Illinois Department of Transportation  
 \*See Northeastern Illinois Regional Greenways and Trails Plan  
 To Salt Creek Greenway  
 Eisenhower expressway

Interstate	CTA Rail / Station Access
Other Principal Arterial	Metra UP West Line / Station
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Local Street	Waterway

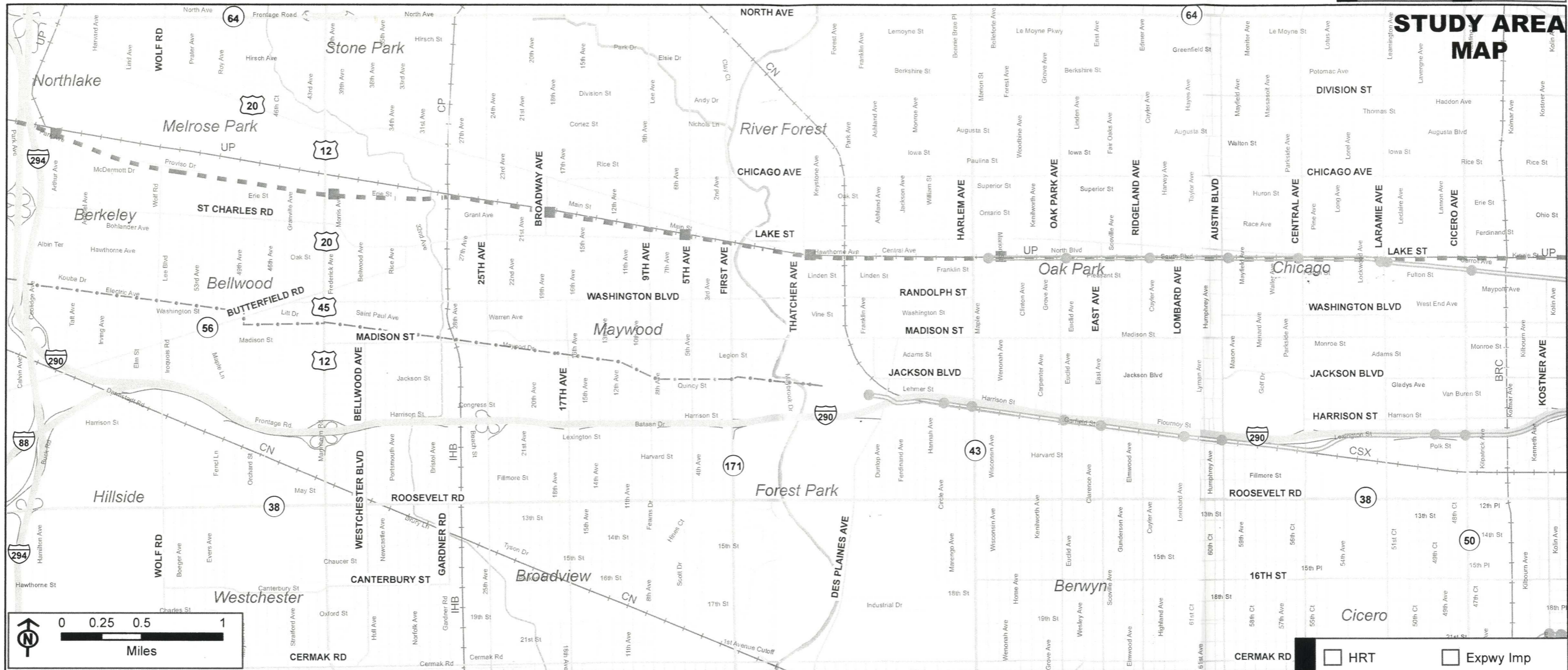
Description: Provide improved connectivity for regional bikeway

- Extend Illinois Prairie Path east, connecting with off-street bikeway in Columbus Park, further connecting to the City of Chicago "streets for cycling" system
- Improve Prairie Path crossings of SRAs, preferably with grade separations
- Provide crossing of Des Plaines River Trail (proposed) across I-290
- Provide linkages from Prairie Path & Salt Creek Greenway to new & developing commercial uses in Hillside (see Hillside ITRP submittal proposed in 2010).
- Provide undercrossing of I-290 in Northlake.

<input type="checkbox"/> HRT	<input type="checkbox"/> Expwy Imp
<input type="checkbox"/> CR	<input type="checkbox"/> GP
<input type="checkbox"/> LRT	<input type="checkbox"/> Mngd Lanes
<input type="checkbox"/> AGT	<input type="checkbox"/> Arterial Imp
<input type="checkbox"/> BRT	<input type="checkbox"/> Traffic Mngmt
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# I-290 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET

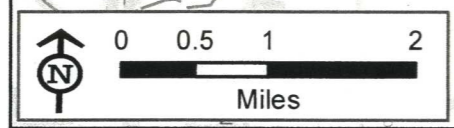
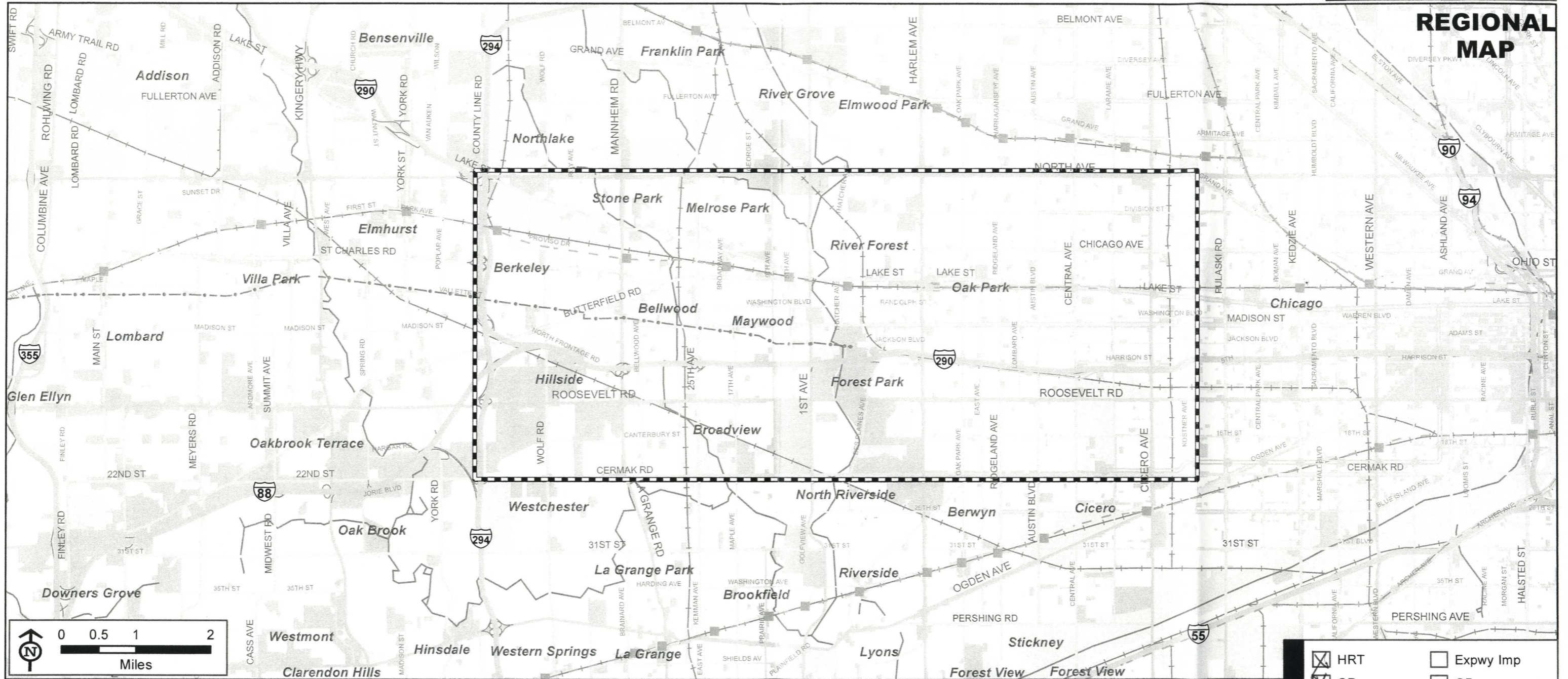


**Description:**  
*Improve*  
 - Arterial and non-motorized opportunities for intersections at Harlem Ave & Austin Blvd.  
 - Maintain bridge access @ Lombard Ave, East Ave, & pedestrian bridge at Home Ave.

	Interstate		CTA Rail / Station Access
	Other Principal Arterial		Metra UP West Line / Station
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	Collector (Urban)		Multi-Use Trail (Prairie Path)
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	<input checked="" type="checkbox"/> Safety For All Users
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<input checked="" type="checkbox"/> Facility Condition / Design	



	Interstate		CTA Rail / Station Access
	Other Principal Arterial		Metra UP West Line / Station
	Minor Arterial (Urban)		Commercial & Institutional
	Collector (Urban)		Industrial & TCU
	Railroad		Study Area Map
	Multi-Use Trail (Prairie Path)		

**Description:**

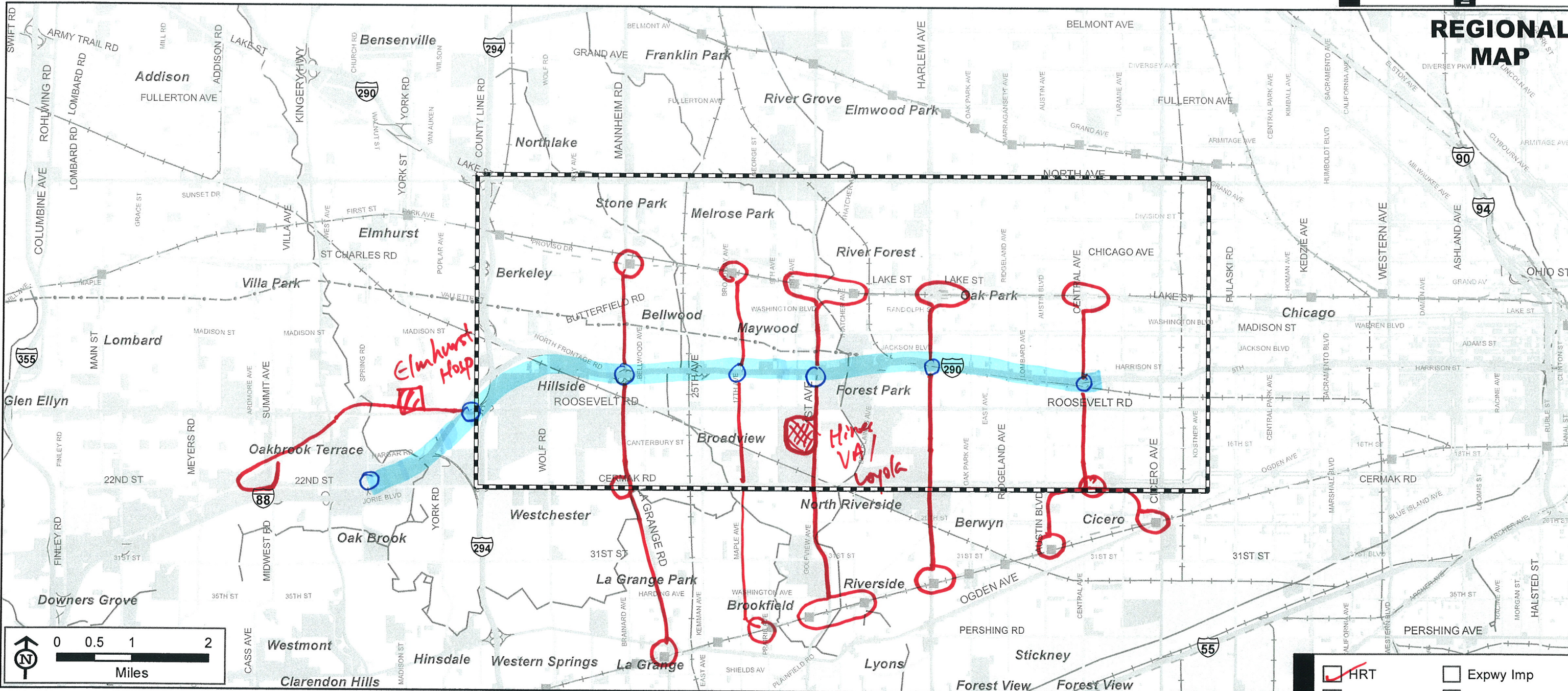
*Extend the CTA's El Blue Line farther to the west to a destination spot, for example, Oak Brook Terrace or Downers Grove.*

*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.*

<input checked="" type="checkbox"/>	HRT	<input type="checkbox"/>	Expwy Imp
<input checked="" type="checkbox"/>	CR	<input type="checkbox"/>	GP
<input type="checkbox"/>	LRT	<input type="checkbox"/>	Mngd Lanes
<input type="checkbox"/>	AGT	<input type="checkbox"/>	Arterial Imp
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<input type="checkbox"/> Facility Condition / Design	

REGIONAL MAP



Description:

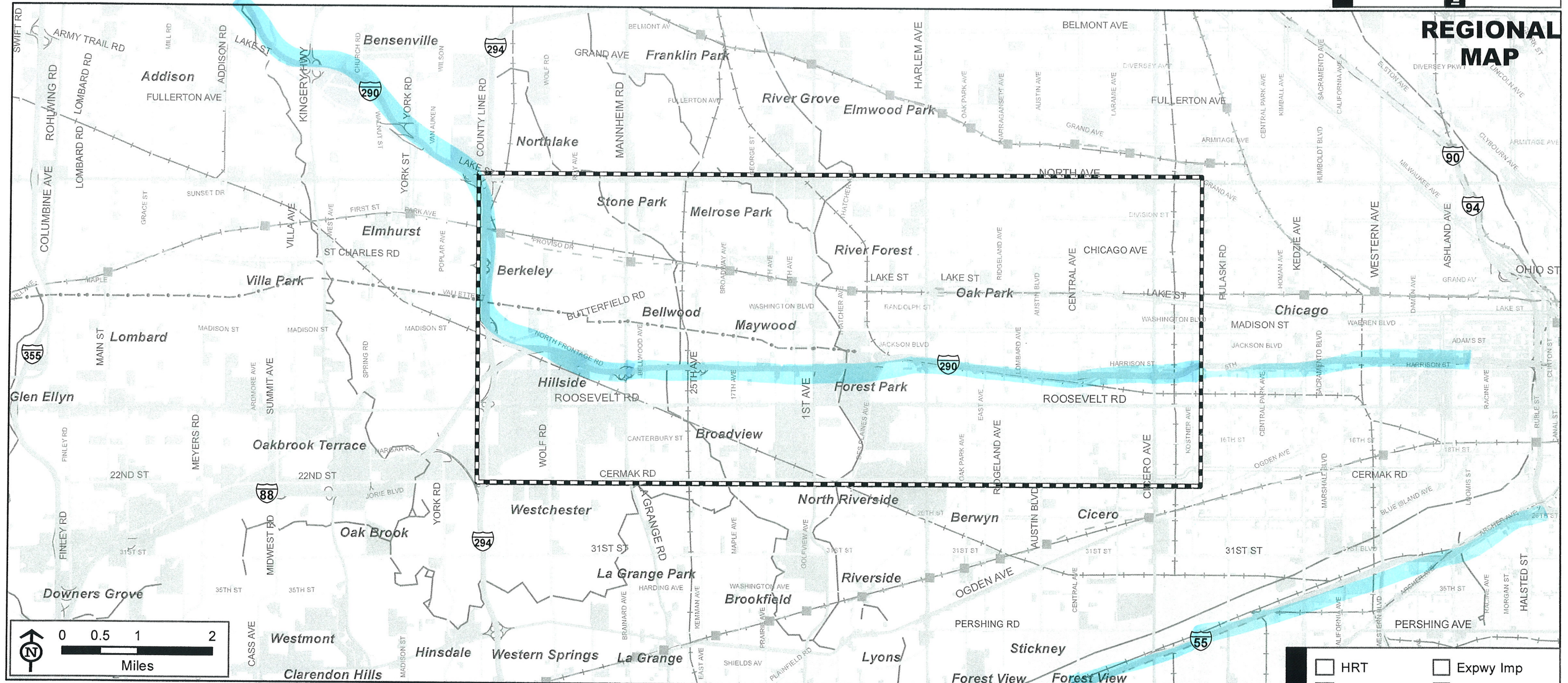
*Blue Line Extension w/ N-S circulators or Inter-line connectors, employment center/hospital connectors.*

	Interstate		CTA Rail / Station Access
	Other Principal Arterial		Metra UP West Line / Station
	Minor Arterial (Urban)		Commercial & Institutional
	Collector (Urban)		Industrial & TCU
	Railroad		Study Area Map
	Multi-Use Trail (Prairie Path)		

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I-290 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET



	Interstate		CTA Rail / Station Access
	Other Principal Arterial		Metra UP West Line / Station
	Minor Arterial (Urban)		Commercial & Institutional
	Collector (Urban)		Industrial & TCU
	Railroad		Study Area Map
	Multi-Use Trail (Prairie Path)		

Description:

*1-290 Tolled facility w/ congestion pricing or peak hour tolling. Include I-55 in the strategy.*

<input type="checkbox"/> HRT	<input type="checkbox"/> Expwy Imp
<input type="checkbox"/> CR	<input type="checkbox"/> GP
<input type="checkbox"/> LRT	<input checked="" type="checkbox"/> Mngd Lanes
<input type="checkbox"/> AGT	<input type="checkbox"/> Arterial Imp
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# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

December 14, 2010

Mr. Pete Harmet, P.E.  
Bureau Chief of Programming, District 1  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196-1096

Re: Interstate 290 (Eisenhower Expressway) Improvement Project  
Bicycle and Pedestrian Accommodation

Dear Mr. Harmet:

The Chicago Metropolitan Agency for Planning Bicycle and Pedestrian Task Force passed a motion at its last meeting, October 18, 2010, to compose and send this letter to the Illinois Department of Transportation. (Minutes posted at <http://www.cmap.illinois.gov/bicycle-and-pedestrian-task-force/minutes>.)

The purpose of the letter is to formally request that IDOT and the Eisenhower Expressway/I-290 Corridor Group, and its associated advisory committees, 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. This effort would be the first step in creating a direct non-motorized link between Chicago and the western suburbs.

The rationale for this request lies in a number of important points:

1. Emerging research (from Europe) suggests that providing a direct off-road trail from suburban areas to the central city core can significantly increase regional bicycle commuting;
2. An existing major regional trail, the Illinois Prairie Path, feeds into the Eisenhower corridor and stretches 51 miles westward through western Cook, DuPage and Kane Counties – linking 19 communities, numerous bus and commuter rail lines, and several major north-south regional trails, thus providing an important link in the integrated regional network;
3. Creating an extension of this trail will connect western Cook County communities to the City of Chicago, DuPage County, Kane County, and hundreds of miles of other existing and proposed north-south regional trails such as the DesPlaines River Trail, the Salt Creek Greenway Trail, the Fox River Trail, the Chicago Boulevard Bikeway, and the Chicago Lakefront Trail;
4. The request supports CMAP's recently adopted Northeastern Illinois Regional Greenways and Trails Plan as well as its comprehensive regional plan, GO TO 2040, which contains the objective of expanding the existing regional trail system and creating linkages; and
5. IDOT's current study could be the first step in creating a new Eisenhower Regional Trail.

The Bicycle and Pedestrian Task Force feels strongly that now is the appropriate time for the Task Force to provide input and for IDOT to analyze bicycle and pedestrian accommodations as part of the Eisenhower Expressway /I-290 Improvement project.

Sincerely,

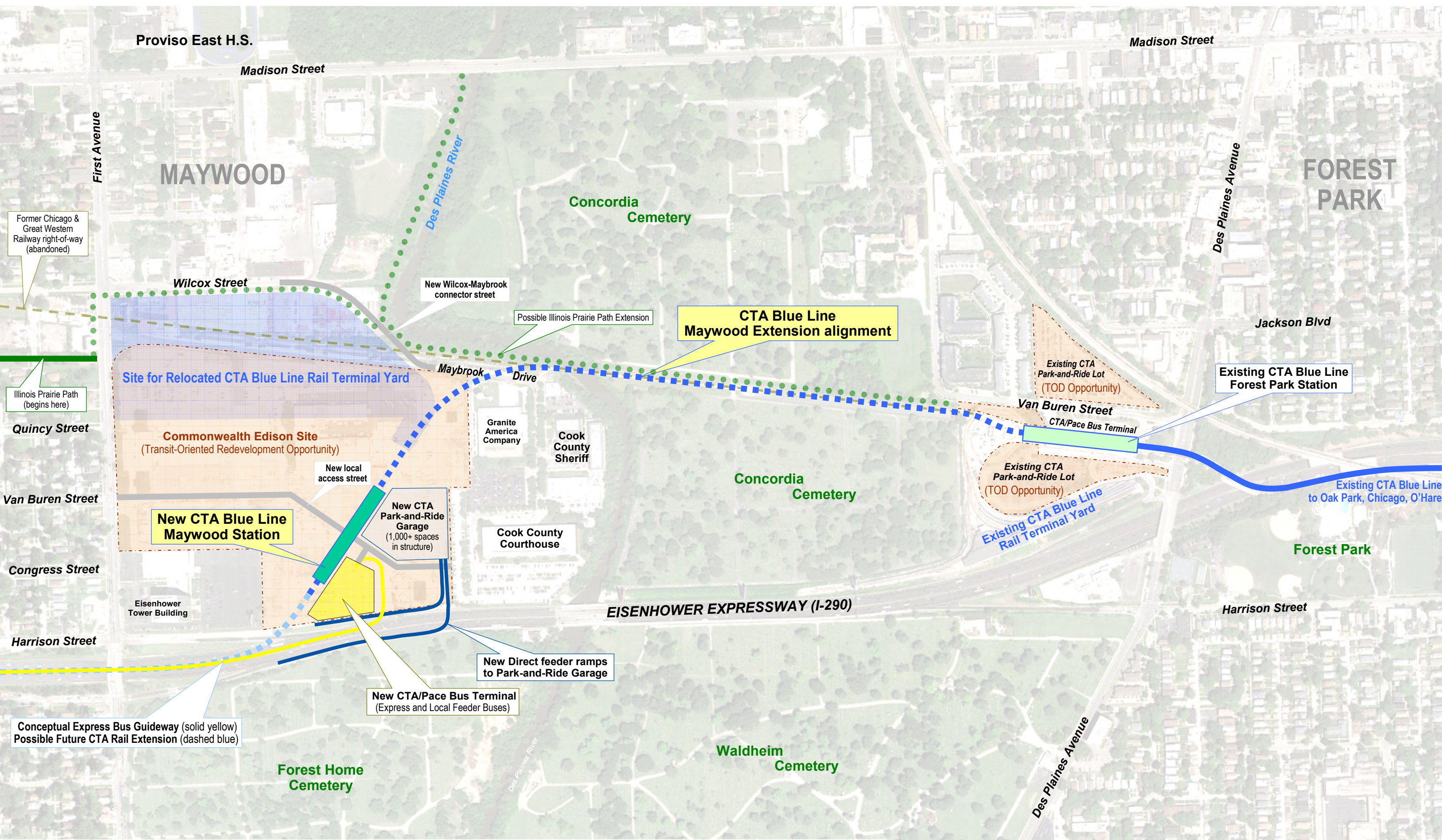
A handwritten signature in black ink that reads "Thomas B. Rickert". The signature is written in a cursive style with a prominent initial 'T'.

Thomas B. Rickert  
Chairman, CMAP Bicycle and Pedestrian Task Force

# CTA Blue Line Extension to Maywood

## Concept Plan Showing Possible Track Alignment, Station/Bus Terminal/Park-and-Ride Facilities, New Rail Terminal Yard Site, TOD Opportunities, and Other Features

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Former Chicago & Great Western Railway right-of-way (abandoned)

Illinois Prairie Path (begins here)

Conceptual Express Bus Guideway (solid yellow)  
Possible Future CTA Rail Extension (dashed blue)

CTA Blue Line Maywood Extension alignment

Site for Relocated CTA Blue Line Rail Terminal Yard

New CTA Blue Line Maywood Station

New CTA Park-and-Ride Garage (1,000+ spaces in structure)

New CTA/Pace Bus Terminal (Express and Local Feeder Buses)

New Direct feeder ramps to Park-and-Ride Garage

Possible Illinois Prairie Path Extension

New Wilcox-Maybrook connector street

New local access street

Commonwealth Edison Site (Transit-Oriented Redevelopment Opportunity)

Existing CTA Park-and-Ride Lot (TOD Opportunity)

Existing CTA Park-and-Ride Lot (TOD Opportunity)

Existing CTA Blue Line Rail Terminal Yard

Existing CTA Blue Line Forest Park Station

Existing CTA Blue Line to Oak Park, Chicago, O'Hare

MAYWOOD

FOREST PARK

Concordia Cemetery

Concordia Cemetery

Waldheim Cemetery

Forest Home Cemetery

Proviso East H.S.

Madison Street

Madison Street

First Avenue

Wilcox Street

Des Plaines River

Maybrook Drive

Granite America Company

Cook County Sheriff

Cook County Courthouse

EISENHOWER EXPRESSWAY (I-290)

Eisenhower Tower Building

Van Buren Street

CTA/Pace Bus Terminal

Jackson Blvd

Harrison Street

Des Plaines Avenue

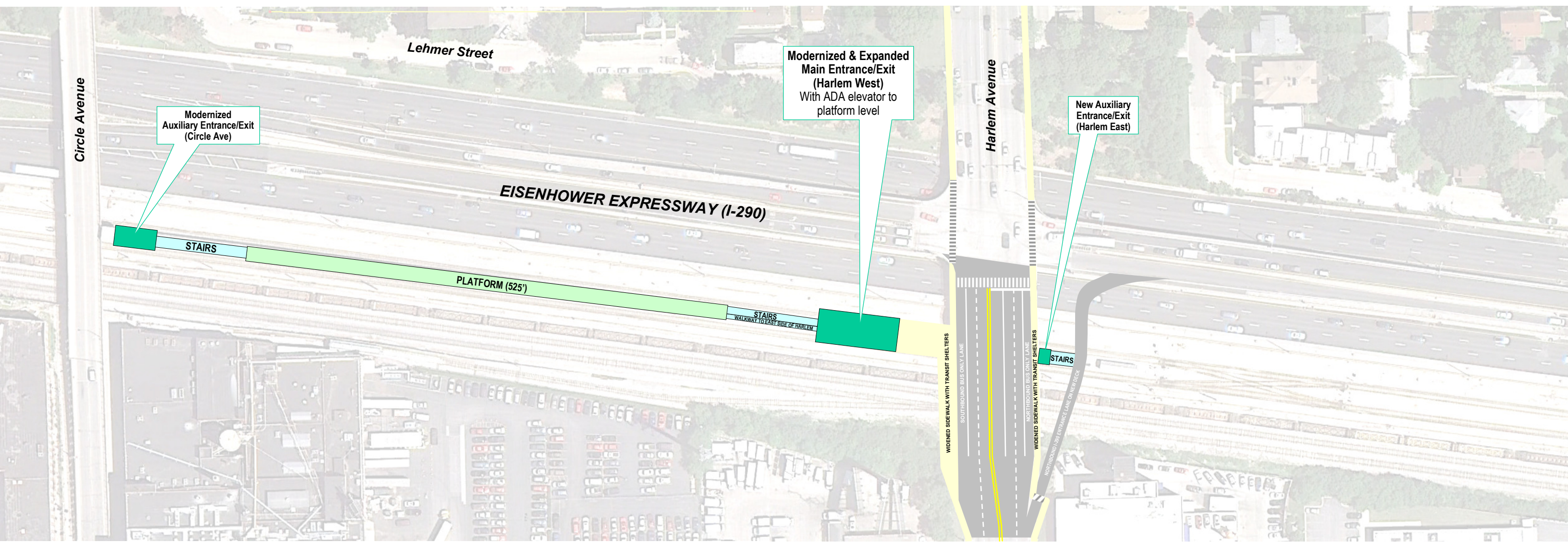
Des Plaines Avenue

Forest Park

# CTA Blue Line Oak Park Station Improvements

## Concept Plan

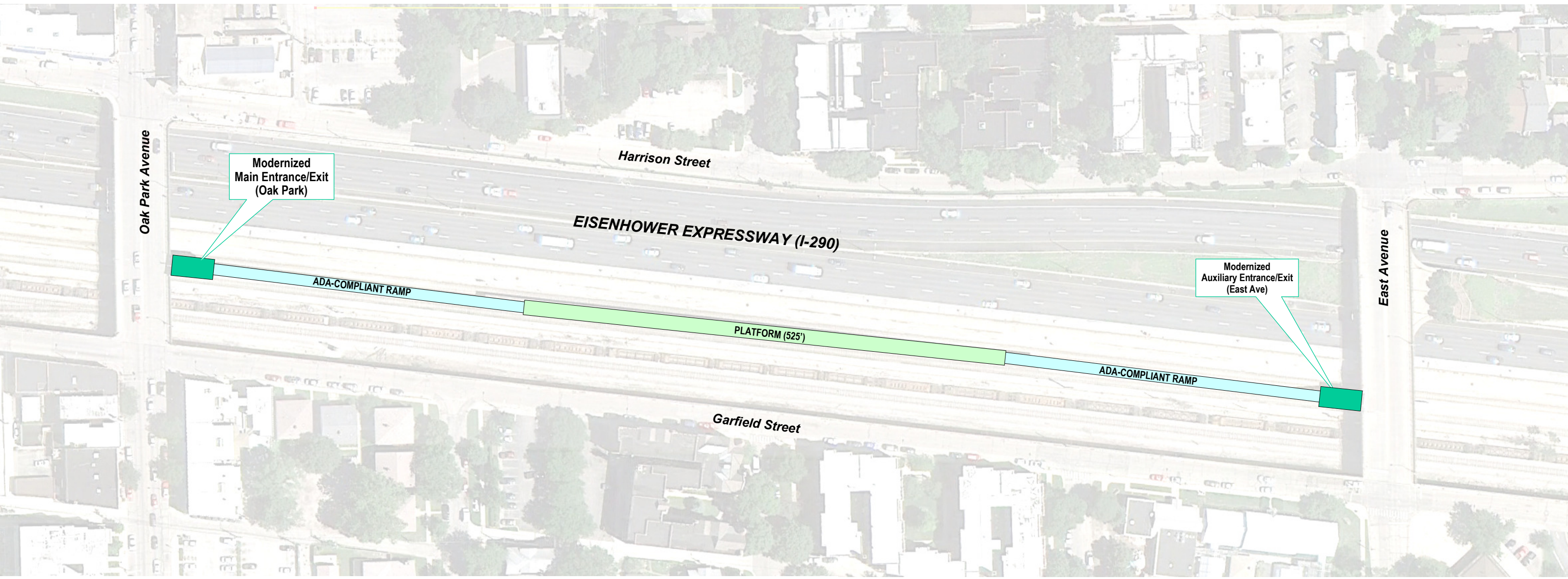
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# CTA Blue Line Oak Park Station Improvements

## Concept Plan

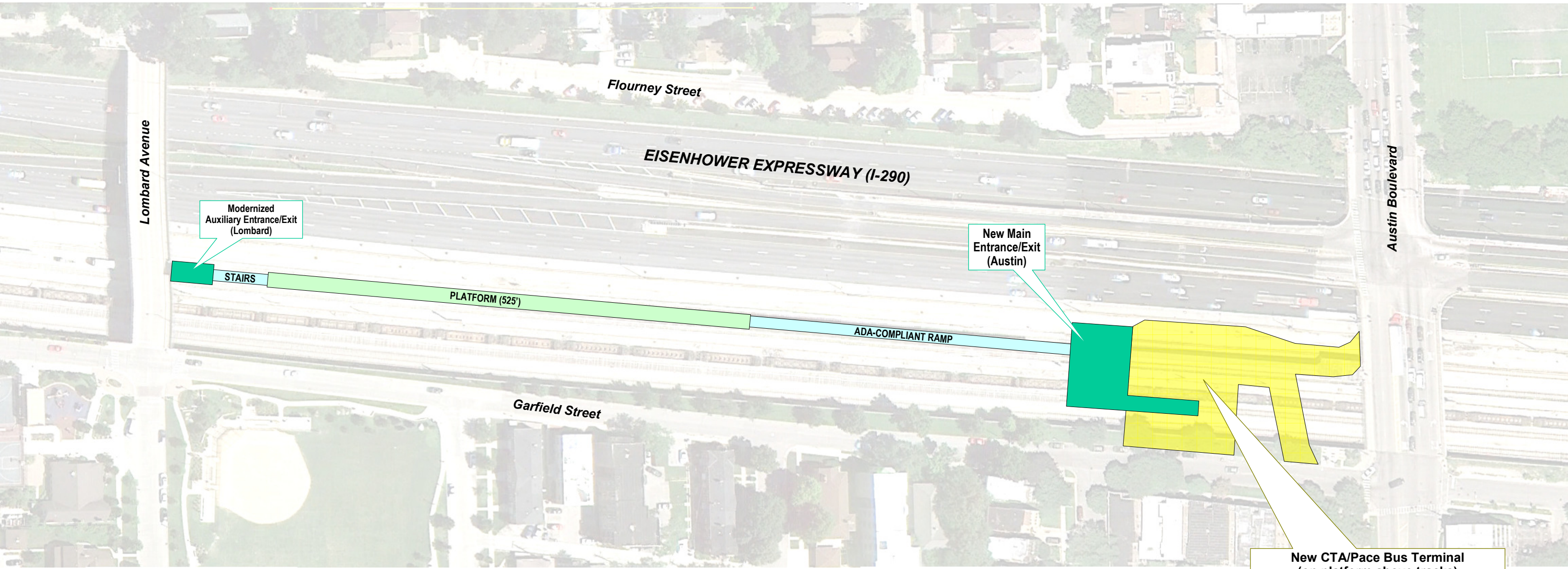
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# CTA Blue Line Austin Station Improvements

## Concept Plan

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Modernized  
Auxiliary Entrance/Exit  
(Lombard)

New Main  
Entrance/Exit  
(Austin)

**New CTA/Pace Bus Terminal  
(on platform above tracks)**  
*Possible new consolidated terminal for  
CTA & Pace routes 7, 12, 20, 85, 91, 126, 315, 320*  
Transfer point from West Side bus routes to  
West Suburban jobs via Blue Line extension.