



**I-290**  
**Corridor Advisory Group & Task Force**  
**Meeting #1 Meeting Summary**  
**October 14, 2009**

**Summary**

The first combined CAG/TF meeting for the I-290 Phase I Study was held on October 14, 2009 at the Best Western Chicago Hillside, 4400 Frontage Road, Hillside, Illinois 60162 from 9:00 a.m.–12:00 p.m. The meeting included the following:

- Binder of organizational materials passed out to each member,
- PowerPoint presentation including Purpose of the Meeting, Project History and Overview and Context Sensitive Solutions (CSS) Overview,
- Two Part Workshop for Developing Issues and Concerns and Defining Goals and Objectives.

To announce the October, 2009 CAG/TF Meeting #1, an E-invitation was created. The invitation was sent out on September 25, 2009 to 13 CAG members and 115 TF members. The meeting was attended by 36 CAG and Task Force Members.

**Project Working Group Structure and Expectations**

The binder of organizational materials included a document entitled “I-290 Eisenhower Expressway Preliminary Engineering and Environmental Study (Phase I) Project Working Groups Organizational Structure and Rules of Engagement” (see attached). The purpose of this document was to identify the Project Study Group’s (PSG) organizational structure and their responsibilities on the project. In addition, a Corridor Advisory and Task Force Group Operating Agreement was included to define expectations for the project. These expectations included that all members will:

- Respect all opinions,
- Commit to attending public meetings and preparing for all meetings,
- Candidly communicate local issues related to the study, and
- Contribute to identifying a consensus solution.

**PowerPoint Presentation**

The major topics of the PowerPoint presentation were:

- Project History,
- Prior and current studies,



- Project Schedule,
- Study or Project Process,
- CSS overview with identification of consensus,
- Stakeholder Involvement Plan including where to find it online,
- Public Involvement activities overview, and
- Project Working Group structure.

The final portion of the CAG meeting included a two-part workshop to engage the CAG/TF members in assisting the Project Study Group (PSG) with the definition of critical project elements including local concerns and issues.

### **Part 1 Breakout Session**

The Part 1 Breakout Session asked the members to write their top 5 to 7 project concerns/issues and deficiencies on a post-it. The members were then asked to arrange or group the post-its into similar categories at their respective tables, as a group effort, to identify major categories. Table presenters were asked to present the findings to the entire group to aid in the discussion of the major topics. A list of the CAG/TF members at each table is included on the attached Corridor Advisory Group/Task Force (CAG/TF) Meeting #1 Comment Summary along with the Issues and Concerns identified at each table.

### **Part 2 Breakout Session**

Part 2 of the Breakout Session asked the members to identify their Goals and Objectives for the project. This session followed the same format as the previous session with the individual comments being grouped into major categories. A “sticky” wall was used to attach and group the major themes from each table to facilitate discussion. Photos of the sticky walls are attached in the document entitled Workshop Sticky Wall Photos.”

### **Next Steps**

The PSG will combine the input from the CAG/TF members, with the public comment from the future Public Meeting, and begin to draft a document to establish the overall facility issues, concerns and deficiencies. This document will serve as the basis for future Problem Statement and ultimately the project Purpose and Need.

The next public involvement milestone will be the Public Meeting to be held at the same location as this CAG/TF. The Public Meeting is scheduled for November 18, 2009.



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Workshop: Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

Issues and Concerns

Table 1 (Yellow)- Issues and Concerns

**Table Participants:**

Michael Bolton- Pace  
LeAnne Redden- Regional Transportation Agency  
John Kos- DuPage County Director of Highways  
John Flood- Hillside Director of Economic Development  
Sandy Lentz- Friends of the Oak Park Conservatory  
President David Pope- Oak Park  
Lou Arrigoni- Bellwood Engineering Consultant

**Congestion problems**

- Capacity/demand mismatch
- Mobility: local and regional
- Lack of capacity; need to serve more/provide more trips through the corridor
- Mobility/capacity
- Traffic congestion on connecting railways/interchanges and impacts
- Serving local and through trips
- Constraints of highway width
- Existing competition during AM/PM peaks
- Need for HOV lanes

**Deficient public transportation**

- Continuity
- Capacity
- Mode choices
- Lack of public transportation
- Transit/rail access to DuPage employment centers and for DuPage residents through the corridor

**Multi-modal**

- Freight
  - Movement and mitigates impacts



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- Pedestrian
  - access to stations/transit
- Mode connections
- Reducing/minimizing congestion—taking advantage of multi-modal use of the corridor and expanding it

**Environmental sustainability**

- Noise
- Quality of life
  - Maintain/increase value/enjoyment of adjacent spaces/residences
- Air Quality
  - Minimize/reduce emissions
- Green space
  - Protection of existing green space, ex: Washington Park
- Historic and cultural preservation
  - Preserving special institutions, ex: Conservatory on National Register
- Sustainability
- Smart growth
  - Must reflect smart growth principles
- Environmental impacts and incentives resulting from conclusions of this process

**Process/Issues**

- Expand study boundaries
  - Geographical parameters of the study area are too small (doesn't reflect reality of traffic, drivers, and job center).
- Regional representation
- Lack of trust of consensus solution/inputs are valued and incorporated
  - Trust issues RE: Whether IDOT has a pre-ordained outcome in mind (Evidence by repeated media reports RE: IDOT objective of lane expansion)
- Greater inclusion of transit organizations
  - Project team composition of IDOT, FHWA, and consultant. Leave out all effective transit organizations



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**Economic development inhibited/impacted**

- Thru mobility
- Adjacent economic development
  - Proposed development along the corridor adjacent to project
- Lack of economic development opportunities
- Use as catalyst to provide economic opportunity

**Land Use**

- Smart growth
- Land use/transit needs marriage
  - Integration of transportation/ land use/ economic development
- Accessibility
- Taking the long view—looking beyond existing conditions to the future

**Safety**

- Ramps
  - Need for uniformity in exit ramps (some in left lane some in right lane)
  - Interchange configuration/Access
  - Should shift to center ramps for safety and quality of life for adjacent communities and residents
- Driver expectations
- Frontage roads
- Operational
- Very narrow shoulders
- Left lane entries and exits



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Table 2 (Green)-Issues and Concerns

**Table Participants:**

Tam Kutzmark- DuPage County Mayors and Managers  
Brenda Smith- Alderman 29<sup>th</sup> Ward Representative  
Roy McCampbell- Bellwood Comptroller  
Neil Adams- Oak Park Park District  
Phyllis Logan- Alderman 29<sup>th</sup> Ward Representative  
David Upshaw- Broadview Building Commissioner  
Mathew Ames- Broadview Public Works Director  
Rich Hazlett- CDOT

**Traffic**

- Noise
- Pollution
- Trucks
  - Manage truck vs. auto operations
- Physical/social barrier
  - Barrier that divides towns
- Traffic routing
  - How would traffic be routed once the project starts

**Connectivity/Linkage**

- Process will not engage all communities in corridor-Cook and DuPage
  - The solution should address, include, and engage municipalities along the entire I-290 corridor. This includes communities east of Cicero and west of Mannheim, in Cook and DuPage i.e. Elmhurst, Oakbrook Terrace, Oak Brook, Lombard, etc.)
- Need beautification
  - Beautify areas through which Eisenhower pass—"Gateway to Chicago"
- Cover over expressway

**Transit/Mobility**

- Auto use reduction
  - The solution should include transit, not just in the plan, but in the implementation. The "litmus test" of the solution should be—will this get people out of their cars



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**Transit/Mobility (continued)**

- Considered in study
  - The solution should evaluate I-290 in a comprehensive and systematic way taking into account roads and transit modes interact and feed into I-290 (i.e. I-88, 294, CTA Blue Line, major Pace routes, arterials, Illinois Prairie Path, etc.)
  - The solution should draw from past studies (i.e. Cook, DuPage, corridor study, etc)
- Downtown/collar county link
- BRT
  - Integrate new public transportation in Planning/EIS Process
  - The solution should advance a clear and progressive vision of bus rapid transit that links the downtown core with the collar counties and communities along the corridor

**Funding**

- Sustainable
  - Provide sustainable funding for roadway operations
- Competition with other projects/priorities
- Funding support
  - The solution should include a recommendation for how it should be funded and outline how to build support for funding effort

**Impact**

- Exit ramps/entrance
  - Once projects starts, where will the existing ramp be placed
- Adjacent properties
  - Impact on adjacent properties, houses, parks, etc.
- Communities
  - Minimize negative community impacts (respect for neighborhood)
- Other projects
  - Impact on existing projects/improvements



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Table 3 (Pink)-Issues and Concerns

**Table Participants:**

Mayor Frank Pasquale- Bellwood  
Rick Kuner-Citizens for Appropriate Transportation  
Russ Wajda- Hillside Village Administrator  
Mike Grandy-Oak Park Park District  
Brian Gorka- Westchester

**Transportation capacity**

- Reduce volume of traffic via encouraging use of public transportation

**Social connections across corridor**

- Reconnect community north and south
- Pedestrian crossings over and along corridor
- Access to and expansion of recreational areas and opportunities for residents

**Multi-modal Options**

- Improve intermodal connections
- Connect Prairie Path to Columbus Park
- Consideration of public transportation options (CTA, Metra, PACE)

**Environmental**

- Air
- Noise/sound reduction
- Use of native plantings
- Water issues (Des Plaines River)

**Cost**

- Capital
- Operating
- Maintenance

**Study Process**

- Time line
- Meaningful public involvement

**Transportation/Land use relationship**

- Make sure that current and proposed economic improvements are not harmed
- Access to jobs



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**Safety/Design**

- Improve egress and access along I-290

Table 4 (Blue)-Issues and Concerns

**Table Participants:**

Toni Dorris- Maywood Mayor Yarbrough Assistant  
Lenny Cannata- West Central Municipal Conference  
Bill Darr-Bellwood Economic Development Consultant  
Rob Cole- Oak Park Assistant to the Village Administrator  
Paul Smith- Hillside Public Works  
Dan Zaragoza-Cook County

**Traffic congestion**

- Highway
- Arterial road impact
  - Did you ever try to go downtown at 25<sup>th</sup> Avenue
  - Do not want to lose 25<sup>th</sup> Avenue exit
  - Maywood Courthouse: Total bottleneck from our road to I-290. Will this improve in some way
  - Maywood Courthouse: How much notice will Cook County receive. Need to know because of our parking problems
- HOV lanes
- Induced demand

**Rail transit**

- Extension of Blue Line or other rail
- Modal Options: So many people would utilize public transit if blue line extended through Bellwood.
- Extension of rail system west
- Would like a Blue Line stop at Mannheim if expanding
- Long-term capacity to efficiently move increasing numbers of people through the corridor.
- Rubber tire solutions are for this heavily traveled urban corridor



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**Environmental/Quality of life**

- Noise
  - Highway noise, particularly to residential areas bordering Eisenhower
- Air quality
  - Emissions
  - Green House Emissions
- Beautification
  - Beautification along I-290
  - Beautification of overpasses and IDOT surrounding land
- Impacts to property
  - Park near I-290 will; will widening threaten current use
  - Presence of sound walls
  - Maywood Courthouse: Courthouse next to river will drainage from highway be pitched properly
  - Maywood Courthouse: Will sound barriers be installed
  - Uprooting homes
  - Maywood Courthouse: How much property will this take from the courthouse parking lot
  - Quality of life for residents along the corridor
- Sustainability

**Study concerns**

- Project limits
  - Project boundaries exclude major influence on corridor travel
- Meaningful public participation
- Study structure

**Economic development**

- Improved access (ramps, transit)
  - More exits going west bound. That would allow consumers to visit our areas
  - Better transportation options (mass transit, higher capacity highways) would be a boom to local development
  - West Cook is underserved by higher quality transit alternatives
- Adverse impacts of land acquisition
  - Potential adverse impacts to adjacent properties through land acquisitions including historic assets



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- Ramps and adjacent roads eat up a lot of the developable land

**Safety**

- Pedestrian overpasses
  - Modern overpasses
- Access to, exits from
- Traffic patterns/habits
- Lane usage safety, interior exits
- 25<sup>th</sup> and Harrison, just north of Eisenhower

**Table 5 (Red)-Issues and Concerns**

**Table Participants:**

Claire Bozic- Chicago Metropolitan Agency for Planning (CMAP)  
Lori Sommers- Maywood Community Development Director  
Sheila Atkins- Cook County Office of Capital Planning and Policy  
Lena Moreland-Bellwood Village Clerk  
Luanne Hamilton- Chicago Department of Transportation (CDOT)  
Gary Neubieser-Concordia Cemetery  
JoEllen Charlton-Forest Park Planning Consultant  
Tim Gillian- Forest Park Village Administrator  
Bill Lenski-Regional Transportation Agency (RTA)  
Fred Brandstrader- Cap the Ike Stakeholder Advisory Committee

**Congestion**

- Increased efficiency saves fuel
- Increased efficiency improves air quality
- Increases traffic on local streets (exit early to avoid traffic)
  - Congestion at Mannheim forces me off to Madison to avoid Ike traffic to DesPlaines
  - Interchange backup on and off ramps
- Congestion impacts on economy; i.e. commercial vehicle delay

**Row acquisition**

- How much land required?
  - Preservation of Prairie Park
  - Protect park, government properties/access from DesPlaines
  - Possible land grab by IDOT for expansion



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- Cook County Courthouse: How much of the CC Courthouse parking lot will be affected
- Concordia Cemeteries
  - Concern with Burials in Concordia Cemetery, will they have to be moved

**Row acquisition (Continued)**

- Compatible with plans
  - Comp. plans, new town center, removal of commercial land
  - Concerned that expansion or enhancement will negatively impact established businesses close to the Ike

**Local roads/Arterials**

- 1<sup>st</sup> Avenue/Courthouse
- Traffic control at interchange
- Traffic at 25<sup>th</sup> Avenue North in Bellwood
- Cook County Courthouse: 1<sup>st</sup> Avenue is the exist to this facility, will it be removed or enhanced

**Transit**

- Options for reverse commuters
- Will expansion decrease transit ridership?
  - Impact of roadway expansion on transit use in corridor
- Concern for multiple modes of transportation all coming together at Des Plaines
- Extend Blue Line west to Baybrook Square
- Poor condition of Blue Line station

**Funding**

- Critical corridor for regional network and national network
- Competing priorities for limited funds—Is this the best investment/needed investment?
- Cook County Courthouse replacement parking—Is funding available?

**Community Concerns**

- Noise
  - Noise, pollution concerns for residents on north side between DesPlaines and Harlem Avenue