# I-290
# Corridor Advisory Group and Task Force (CAG/TF)
# Meeting #19 Summary
# September 24, 2014

The 19th combined CAG/TF meeting for the I-290 Phase I Study was held on September 24, 2014 at the Carleton Hotel of Oak Park, 1110 Pleasant St., Oak Park, IL 60302 from 9:00 am to 10:30 am. The Meeting Agenda is included with this summary.

To announce the September 24, 2014 CAG/TF Meeting #19, an E-invitation was created. The invitation was sent out to all CAG and TF members on September 11, 2014. A previous Save the Date email was sent on August 29, 2014. The meeting was attended by 33 people. The following CAG/TF members were in attendance:

1. Michael Bolton – Pace
2. Claire Bozic – CMAP
3. JoEllen Charlton – Village of Forest Park
4. Rob Cole – Village of Oak Park
5. Peter Fahrenwald – RTA
6. Tim Gillian – Village of Forest Park
7. Andrea Green – Friends of Oak Park Conservatory
8. Henry Guerriero – Illinois State Toll Highway Authority
9. Hazem Isawi – Federal Highway Administration
10. Peter Fahrenwald – RTA
11. Marion Kessy – Oak Park I-290 Discussion Group
12. Rick Kuner – Citizens for Appropriate Transportation
13. Erik Llewellyn – Pace
14. Phyllis Logan – 29th Ward, Community Advisor
15. John Loper – DuPage County, Division of Transportation
16. Eileen Lynch – Office of Illinois State Senator Don Harmon, 39th District
17. David Moehring – Oak Park Resident
18. Liz Pelloso – USEPA
19. Laura Perna – Illinois Department of Natural Resources
20. Mark Pitstick – Regional Transportation Authority
21. Teresa Powell – Village of Oak Park
22. Brenda Rancher-McGruder – Chicago Department of Transportation
23. Brenda Smith – City of Chicago, 29th Ward
24. Russ Wajda – Village of Hillside
25. Mike Sedlacek – USEPA
26. Sonali Tandon – CTA

27. Heather Hinds – Resident
28. David Myers – Village of Maywood
29. Ryan Mouw – CTA
30. Jan Arnold – Park District of Oak Park
31. Tammy Wierciak – West Central Municipal Conference
32. Jonathan O'Connell – CBBEL
33. Michael McLaughlin – CTA

The meeting included a PowerPoint presentation with the following agenda topics:

- CAG/TF #18 Recap
- Round #3 Evaluation *Continued*
- Environmental Impact Statement Overview
- Existing Drainage Review
- Next Steps

During the presentation, CAG/TF members were invited to comment, ask questions, and provide input. Their comments are arranged in accordance with the presentation topics and are as follows below.

**CAG/TF #18 Recap:** At the last CAG/TF meeting the initial Round #3 evaluation to date was presented this included: arterial traffic; travel times; safety; transit ridership; construction costs; and geometry and operations. Round #3 also includes: engineering/design; environmental studies; stakeholder outreach; and aesthetics. Other topics presented at this meeting included a CTA Blue Line Vision Study Update, Noise analysis overview, ramp geometrics, and aesthetics materials. The I-290 Study is currently in Round #3 of the Alternatives Development and Evaluation phase of the overall study process.

There were no comments on the CAG/TF #18 Recap.

**Round #3 Evaluation:** The results of two additional Round #3 evaluation measures were presented. The first evaluation measure, Person Throughput, shows that the HOT 3+ alternative provides the greatest improvement in person throughput, followed by HOV 2+. In addition, HOT 3+ best "manages" added capacity by encouraging HOV 3+ vehicles and also allowing Single Occupancy Vehicles (SOV) to pay a toll to access the lane. HOV 2+ encourages carpools, but does not allow SOVs, which may result in underutilization of added capacity. HOT 3+ & TOLL encourages HOV 3+, but results in diversions for those not wanting to pay tolls. The other measure of evaluation that was presented was Job Accessibility which calculates the additional number of jobs accessible within 60 minutes from the center of the study area. HOT 3+ provides the greatest accessibility improvement, followed by HOV 2+. The improvement is related to overall travel time improvements on I-290 and arterials. The HOT 3+ provides best balance of I-290 and arterial travel time improvements.

**Comment: Regarding Slide 7, the transit numbers for additional jobs accessible within 60 minutes from the study area have changed since Round 2. They are smaller now.**
Re: These changes can be attributed to the expansion of the study area from Cicero Avenue to Racine Avenue between Round #2 and Round #3.

**Comment: Does this mean that we may not have the best four alternatives?**
Re: No, through two rounds of the alternatives development and evaluation process, we have dismissed underperforming alternatives to get to the four build alternatives that we have today. Through a continuous cycle of analysis, stakeholder feedback and refinement we will continue to evaluate the remaining alternatives until we have a preferred alternative. As a result, updated performance information is being generated at each round of evaluation.

**Comment: The latest research shows that Millennials are not buying cars and are driving less. Based on this fact, are you sure we need this improvement?**
Re: A lot has been said about trends and travel patterns, but vehicle miles traveled (VMT) is going back up after the economic downturn. VMT would have to decrease by 1/3 or 1 trillion vehicle miles nationally to get back to 1990 VMT levels. None of the current studies are saying that we do not need to pursue the types of projects being considered for the I-290 corridor. Based on facility condition alone, we need to pursue a complete reconstruction.

Post Meeting Note: Here is the link to the FHWA website that sites this quote from the meeting discussion, "VMT would have to decrease by 1/3 or 1 trillion to get back to 1990 levels of VMT" https://www.fhwa.dot.gov/policyinformation/travel_monitoring/14jultvt/page2.cfm

**Comment: Based on comparative projects around the country, would like to know the % of traffic that is diverted to the HOV lanes and how many users are drawn to those lanes? What is the usage compared to the rest of the traffic? Provide examples.**
Re: For a HOT lane, usage depends on how the owner manages it. We can give you results based on our modeling for this corridor. We can also provide you with examples from other projects. However, not all projects use the same comparable measures, and are configured the same way as our proposal.

Post Meeting Note: There are over 20 HOT lane projects that have been implemented across the country, including Minneapolis, Washington D.C., Los Angeles, Seattle, Houston, Denver, Miami, Salt Lake City, San Diego, and San Francisco. The projects have realized travel time savings in the HOT Lane (usually running at or near the posted speed limit), smaller travel time savings in the general purpose lanes, increased transit ridership and on-time performance, and increased carpool formation. Surveys conducted of users also indicate that they strongly agree that the HOT lane provides a more reliable trip than the general purpose lanes.

**Comment: How can you enforce the HOV, HOT lanes in order to ensure the improvements are effective?**
Re: At the next CAG/TF meeting we will discuss Intelligent Transportation System (ITS) solutions. The latest technologies no longer need a physical police presence for enforcement. We are looking at the state of the practice, including transponders and cameras.

**Comment: Is there anywhere in Illinois where these types of lanes are being used? Is the Tollway using it?**
Re: There are no managed lanes in Illinois. However, there are numerous national projects which have been very successful.

**Comment: Will there be a differential in how the managed lanes and the general purpose lanes are being maintained if one was generating money and the others were not? Specifically, the general purpose lanes could be in disrepair and the managed lanes would be clean.**
Re: The study team is looking at continuous access and other operational analyses in order to optimize usage of the lanes, and our assumption is that the corridor will be maintained as a whole.

**Comment: One of the things that we have going for us on this project is that we can benefit from technology that is already being used successfully elsewhere. We are so late in the game, the West Coast is so much more advanced, and we can benefit from the robust amounts of technology already developed. We should not be concerning ourselves with small details. Technologies are changing and improving every 6 to 9 months.**
Re: We will be presenting state of practice technologies to help guide this process.

**Environmental Impact Statement (EIS) Overview:** To begin this discussion, the EIS milestones were presented. The milestones include: Purpose and Need, Alternatives Development and Evaluation, and Draft EIS preparation; Notice of availability and Draft EIS distribution; Draft EIS Public Comment Period/Public Hearing; Final EIS Issued; Record of Decision (ROD) by FHWA; and then the planning study completion. The study is expected to be complete in the Fall/Winter of 2015. Next, the specific chapters of the EIS were discussed:

Chapter 1 – Purpose and Need (completed)

- Identified the transportation problems to be addressed
- Existing and 2040 no build conditions have been assessed
- Established basis for alternatives evaluation

Chapter 2 – Alternatives (Rounds 1 and 2 completed)

- Describes alternatives development and evaluation process
- Describes reasoning for eliminating alternatives
- Summarizes the build alternatives to be carried forward for further evaluation

Chapter 3 – Environmental Resources, Impacts and Mitigation (Round 3 – in progress)

- Collected inventory of existing environmental conditions

- Documented existing environmental conditions and constraints
- Will evaluate Build Alternatives and No-Build Alternative
- Describes impacts associated with the alternatives
- Describes mitigation commitments

Chapter 4 – Agency Coordination and Public Involvement (ongoing)

- Describes stakeholder involvement, results of stakeholder involvement

Chapters 5 and 6

- Provides lists of references, EIS preparers, and EIS distribution list

Section 4 (f)/ 6(f) technical report (if applicable)

- Provides analysis of impacts to public lands or Section 106 (historic) resources

**Comment: Could you please further explain visual impacts?**
Re: We will go through all the points as part of the presentation.

Post Meeting Note: The visual impacts section will describe the changes that each alternative will have on the visual environment. Large cuts or fills, walls, bridges, changes to character due to extensive vegetation removal or addition of structures, and horizontal and vertical alignments must be described. The views from the road and views toward the road that will be in existence during the construction phase and the operational phase must be discussed.

**Comment: I disagree with your assessment that there are no natural resources. The Des Plaines River is a natural resource.**
Re: Agree. The context of that statement was in terms of things like Threatened and Endangered (T&E) species.

**Comment: I would like to see a mention of green infrastructure. This would help mitigate the flood effects.**
Re: Your comment is noted. Best Management Practices (BMPs) and Green infrastructure will be included.

**Comment: Will there be a separate chapter for commitments?**
Re: The commitments will be located in the Final EIS (FEIS) with the Preferred Alternative.

**Drainage Overview:** The overall drainage study process and the specific details of the existing I-290 drainage system were presented. The drainage study process consists of these steps: gather existing conditions; local agency data requests; identify tributary areas and outlets; understand how existing system performs; prepare existing drainage plan; local agency and public involvement; present drainage alternatives; develop proposed drainage plan; and further local agency and public involvement.

The I-290 drainage system includes not only the eastbound and eestbound highway lanes and shoulder, but also includes the existing CTA and CSX corridors. All of these elements drain into lateral drains

which flow down into the trunk sewer running under the expressway median. The trunk sewer then flows into pump station #4 and is pumped into the Des Plaines River.

I-290 floods because it is an aging piece of infrastructure and was constructed using the drainage design criteria of the 1950's. There have been several serious flooding events over the last year. On June 24, 2014 a pipe collapsed near 25th Avenue with a major rainfall event and closed I-290 for an extended period of time. It was not a 50 year storm, but an excellent example of the severely aging infrastructure. The other major event was on August 22, 2014 near Des Plaines Ave when 2-3 inches of rain fell in 2 – 3 hours and the system could not handle this much water in a short period of time. I-290 was also closed for an extended period of time with this event.

Graphics depicting the trunk sewer hydraulic grade line (HGL) were presented showing that in several locations along the I-290 corridor near Des Plaines Ave and 25th Ave the 100 year and the 50 year storm HGL are above the trunk sewer HGL. This means the chance of the highway flooding with a significant storm are very high. Graphics depicting the tributary areas for each of the Pump Stations in the corridor were presented. In general, the tributary area for Pump Station 20 begins near the center of the I-290/I-294/I-88 interchange and continues to a point between Wolf Road and Mannheim Road. The tributary area for Pump Station 4 begins near the railroad tracks west of 25th Avenue and continues to just east of Austin Boulevard. It is important to note that the tributary areas for Pump Station 4 were established and calibrated based on the July 23, 2010 and April 27, 2013 storms. The tributary area for Pump Station 5 begins at Central Avenue and continues through the Circle interchange. The flood zones for the Des Plaines River and Addison Creek were also presented.

The Existing Drainage Plans (EDP) are being distributed today to all the local communities and agencies. The Study team would like the recipients of the EDP to verify existing drainage and utility conditions. One on One meetings will be scheduled with each Village/City Engineer in late October to discuss any comments or concerns regarding the plans.

**Comment: How many 50 year storms are happening per year?**
Re: We had 2 last year.

**Comment: Are these types of storms happening more frequently?**
Re: Not necessarily, we design for the type of storm not the number of times a particular storm occurs.

**Comment: Is the water from Pump Station 4 being treated before it goes into Des Plaines River?**
Re: No, it is storm water.

**Comment: What were the numbers you gave out regarding Pump Station 4?**
Re: The pumps can pump 90,000 gallons per minute at maximum output compared to the 3,000,000 gallons per minute that flow in the Des Plaines River during the 100 year flood. Therefore, the pump station or expressway flow represents only 3% of the total flow in the river.

**Comment: Is this project related to the deep tunnel project?**
Re: No, that is a separate project.

**Comment: Do Bellwood, Westchester, Maywood, and Broadview drain to another location besides the Des Plaines River?**
Re: Yes, the storm water systems for those communities flow to another location.

**Comment: Is the orange section on your exhibit sheet drainage?**
Re: Yes, sheet flows and surcharged sewer runoff eventually flows to the Eisenhower.

**Comment: Since Maywood and Bellwood have sheet flow traveling to the Eisenhower, is there anything those villages can do to help the problem?**
Re: The I-290 system will handle it and accept it into that system. We suggest contacting MWRD to discuss any specific details of basement flooding.

**Comment: Could you add another Pump Station to help handle the water?**
Re: IDOT is updating the pump station to better handle the water coming in. There was a recent Phase I Study completed for Pump Station #4 which proposed higher capacity pumps to handle a larger volume of water. Additional storage is also being added to the system to help attenuate the water until it can be pumped out.

**Comment: The EPA has a grant program for municipalities that provides funding for green infrastructure. These types of measures could help reduce flow coming into the system.**
Re: The capacity of the municipal system is a separate issue. Check valves and other infrastructure can be constructed to keep basements dry.

**Comment: Can you calculate the water coming into the system and could it be mitigated before it comes in?**
Re: The pumps are designed to handle what is coming in. Peak flows for the pump station and the river do not occur at the same time since it takes days for the Des Plaines River to peak. This is called a coincidental storm event. The I-290 peak flow does not occur at the same time as the river peak flow and I-290 would be drained long before the river peak would occur.

**Comment: Have you looked into the underground injection method for moving the water underground?**
Re: We have not looked at a system like this yet. IDOT has used a system in McHenry County for the US Route 20 project that allows catch basins to drain into the ground but this requires sandy, permeable soils. We would need to further investigate the types of soils in the area to see if it is feasible.

**Comment: The Village of Hillside stated that during heavy storms, runoff sheet flows off of the I-290 bridge over Wolf Road and eventually drains into Addison Creek. They have also noticed that Pump Station 5 outlets into a ditch that is part of the Tollway drainage system, but their system overflows into the cemetery and back to Addison Creek.**
Re: The IDOT hydraulics section and their consultants will investigate.

**Next Steps:** There will be an additional round of one on one meetings this fall. There will also be CAG/TF meetings in the Winter and Spring to present the Round 3 alternatives evaluation completed. Topics for these upcoming meetings include: Blue Line Vision Study results; Intelligent Transportation System; Geometry and drainage; cost; aesthetics; sustainability; environmental effects; funding/financing; travel performance; and construction staging scenarios.