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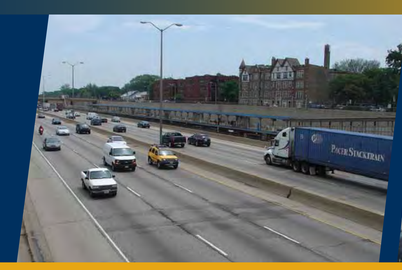
Illinois Department of Transportation

Welcome



Public Meeting

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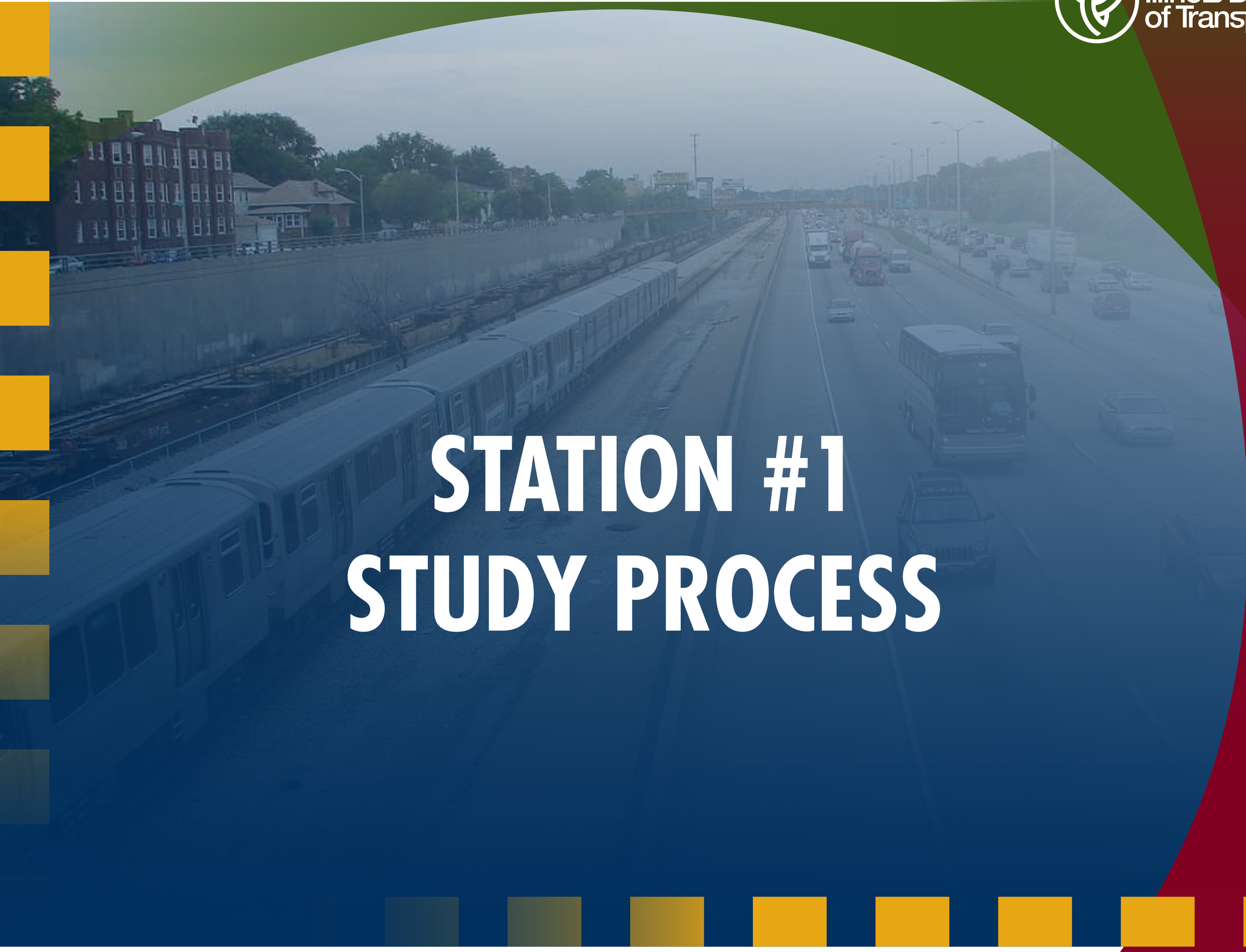

STATION #1 STUDY PROCESS

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I-290 STUDY AREA

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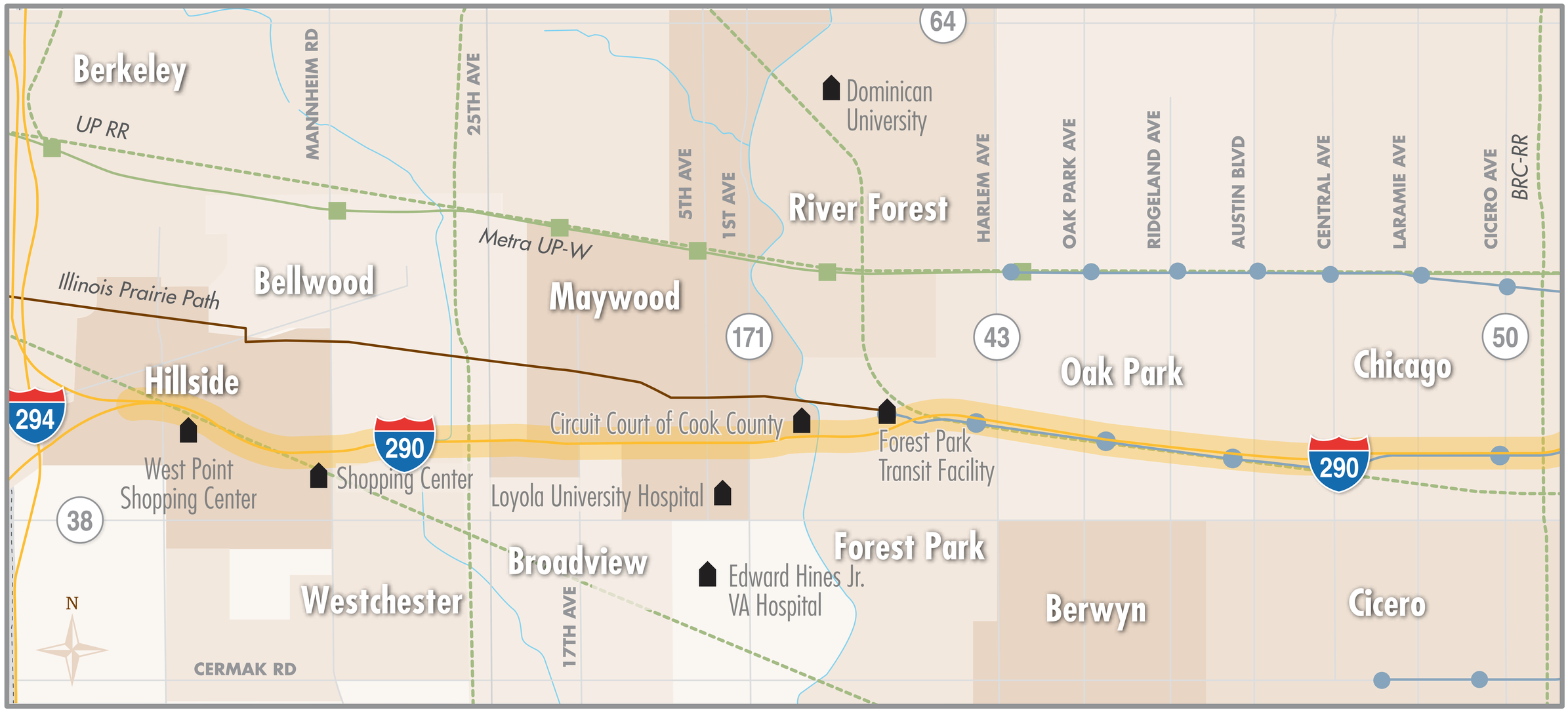
I-290 Study Area Map



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail/Station Access
- IL Prairie Path Multi-Use Trail
- Railroad
- I-290 Study Area
- County Boundry
- River

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I-290 Environmental Impact Statement Planning Process

STAKEHOLDER INVOLVEMENT & AGENCY INPUT

Data Collection (Needs Analysis) → *Purpose & Need* → *Alternatives Development & Evaluation* → *Preferred Alternative*

Fall 2009 — WE ARE HERE — Spring 2013

- » Goals and Objectives
- » Project Problem Statement
- » Environmental constraints
- » Deficiencies

- » Developed the draft Purpose and Need Statement (See Station #2)

- » Identified an initial range of alternatives (See Station #3)

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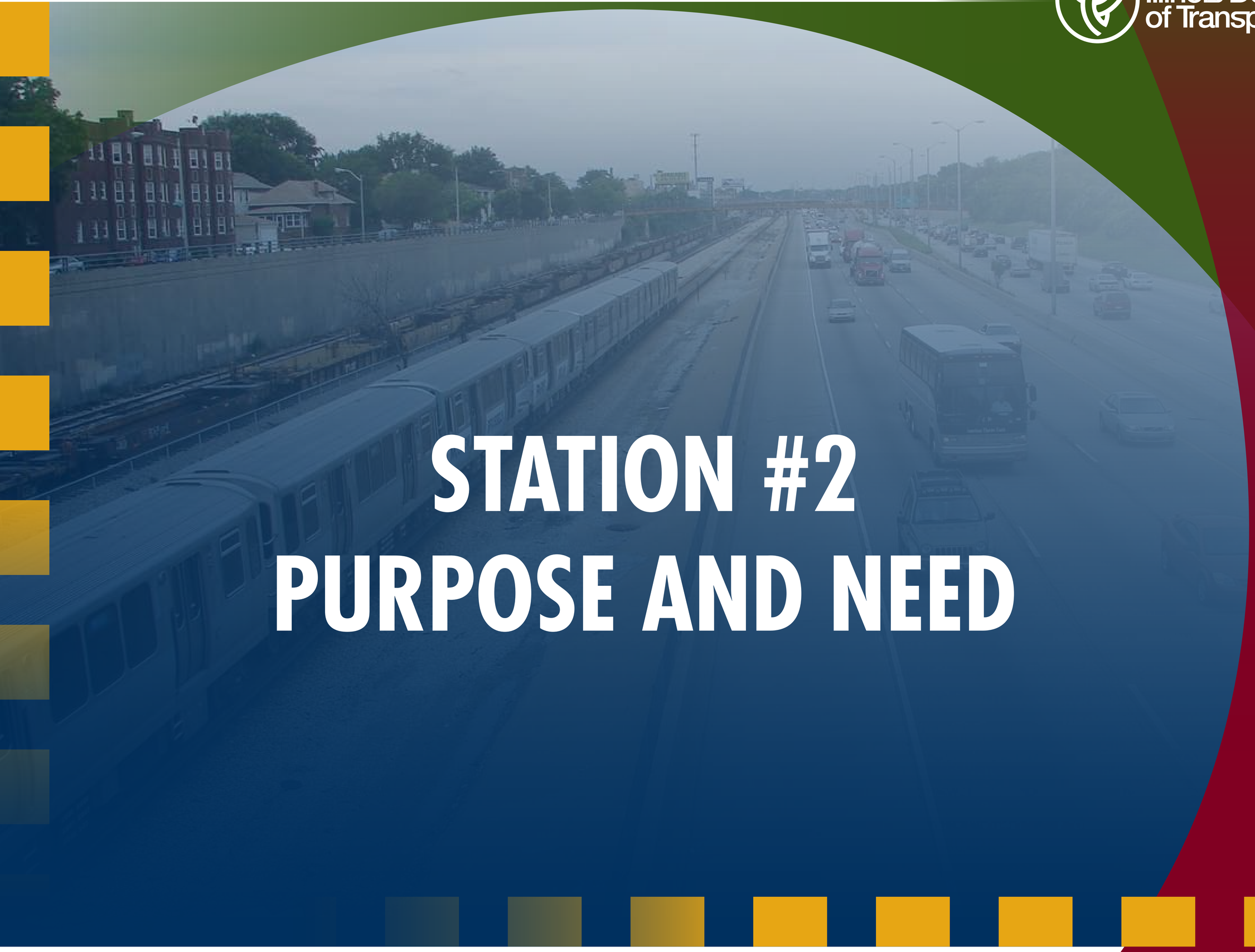

STATION #2
PURPOSE AND NEED

Eisenhower expressway

PURPOSE AND NEED

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Study Purpose:

- *Provide an improved transportation facility along the I-290 Eisenhower Expressway multi-modal corridor*

Specific Needs:

1. *Improve regional and local travel*
2. *Improve safety for all users*
3. *Improve access to employment*
4. *Improve modal connections and opportunities*
5. *Improve facility deficiencies*

Eisenhower expressway

PURPOSE & NEED POINT #1 ▸ *Improve Regional and Local Travel*

Illinois Department of Transportation

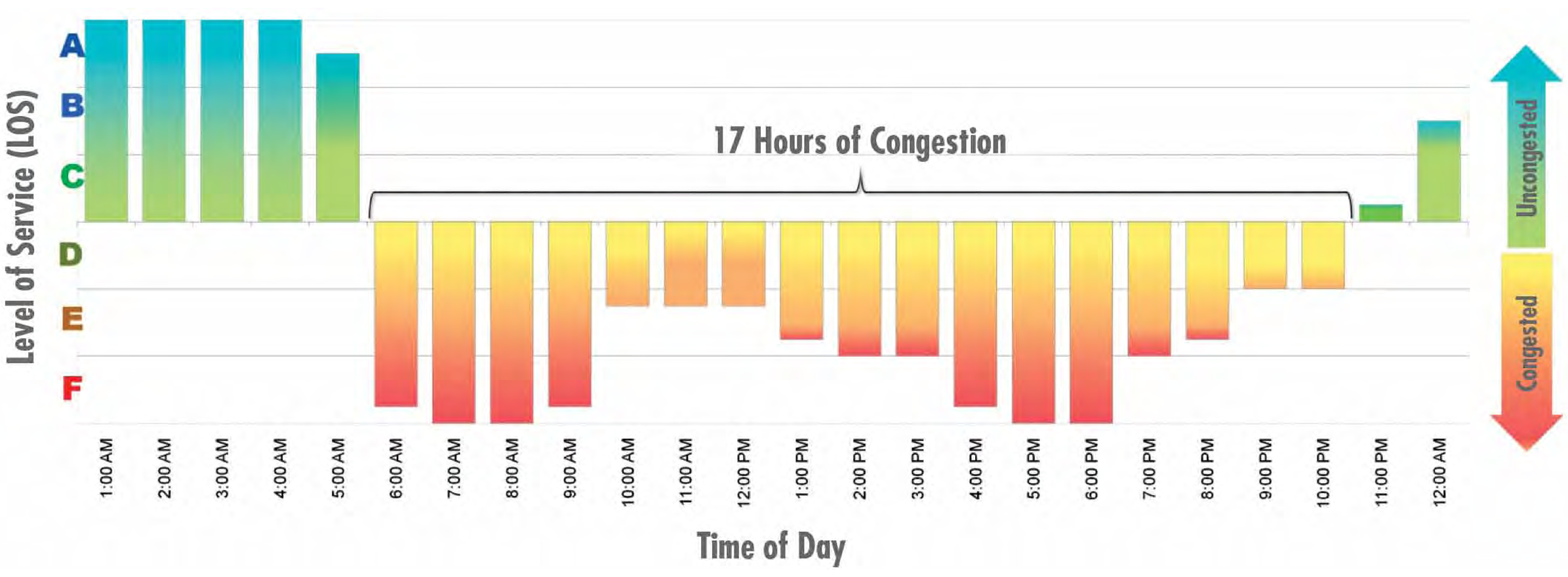
Addresses the need to improve mobility (the movement of people and goods) through the study area:

» *Improve Regional Travel*

Congestion along I-290 corridor reduces its ability to serve regional travel

– *Existing mainline traffic exceeds the ideal highway capacity by 136%*

– *I-290 experiences up to 17 hours of congestion a day*



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PURPOSE & NEED POINT #1 ▸ *Improve Regional and Local Travel*

Illinois Department of Transportation

Improve Local Travel:

» *Local travel in the study area is negatively affected by congestion at the interchanges and along the arterial streets*

– *7 out of 10 interchanges have movements that are failing (LOS F)*

Legend

Interchange

F — Interchange with **FAILING** Movements **(Level of Service E & F)**

– *68% of the study area arterials operate at very congested conditions*

2010 Arterial PM Peak Period Volume to Capacity

Legend

Uncongested — Congested — Very Congested

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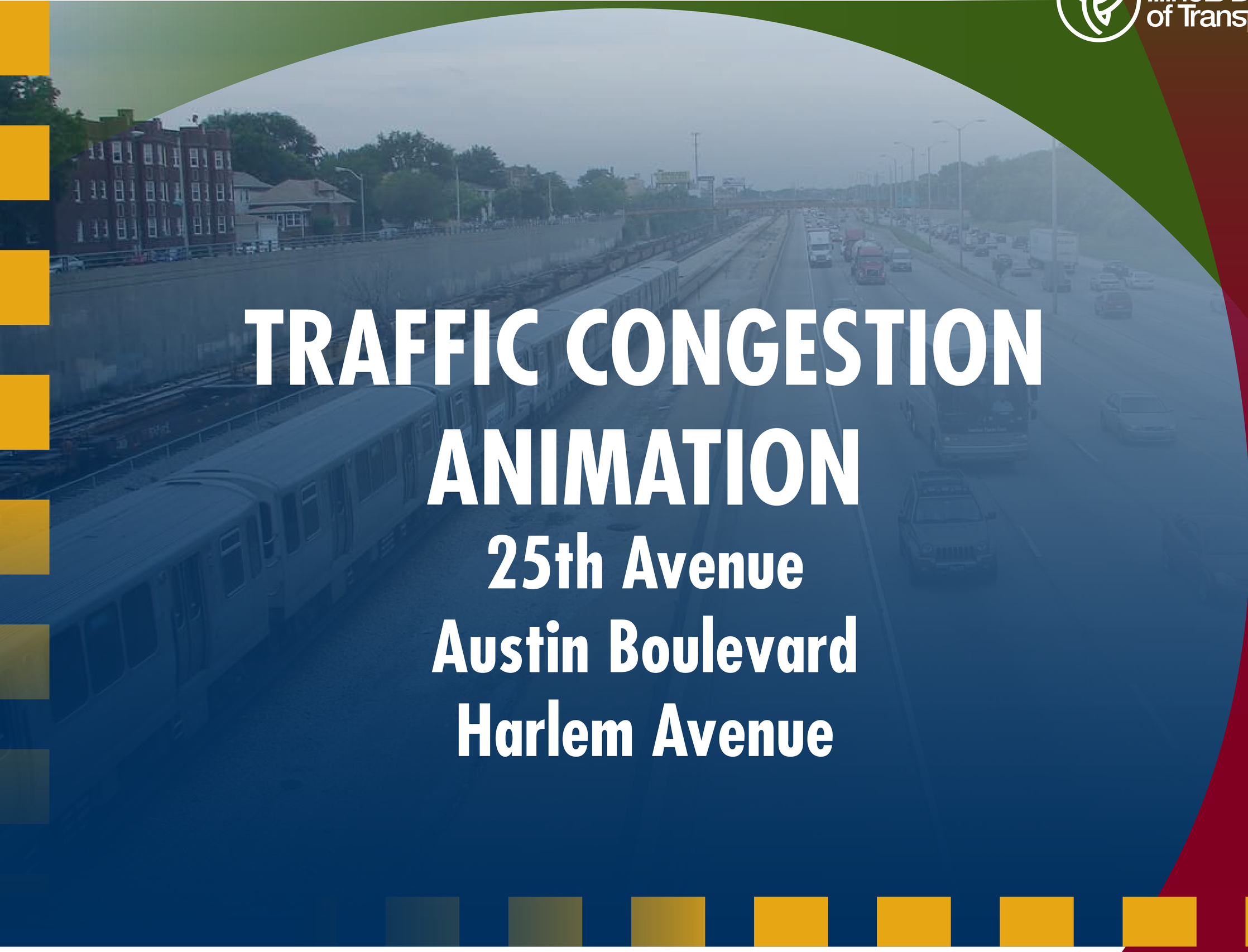


TRAFFIC CONGESTION ANIMATION

25th Avenue
Austin Boulevard
Harlem Avenue

Eisenhower expressway

PURPOSE & NEED POINT #2 ▸ *Improve Safety For All Users*

Illinois Department of Transportation

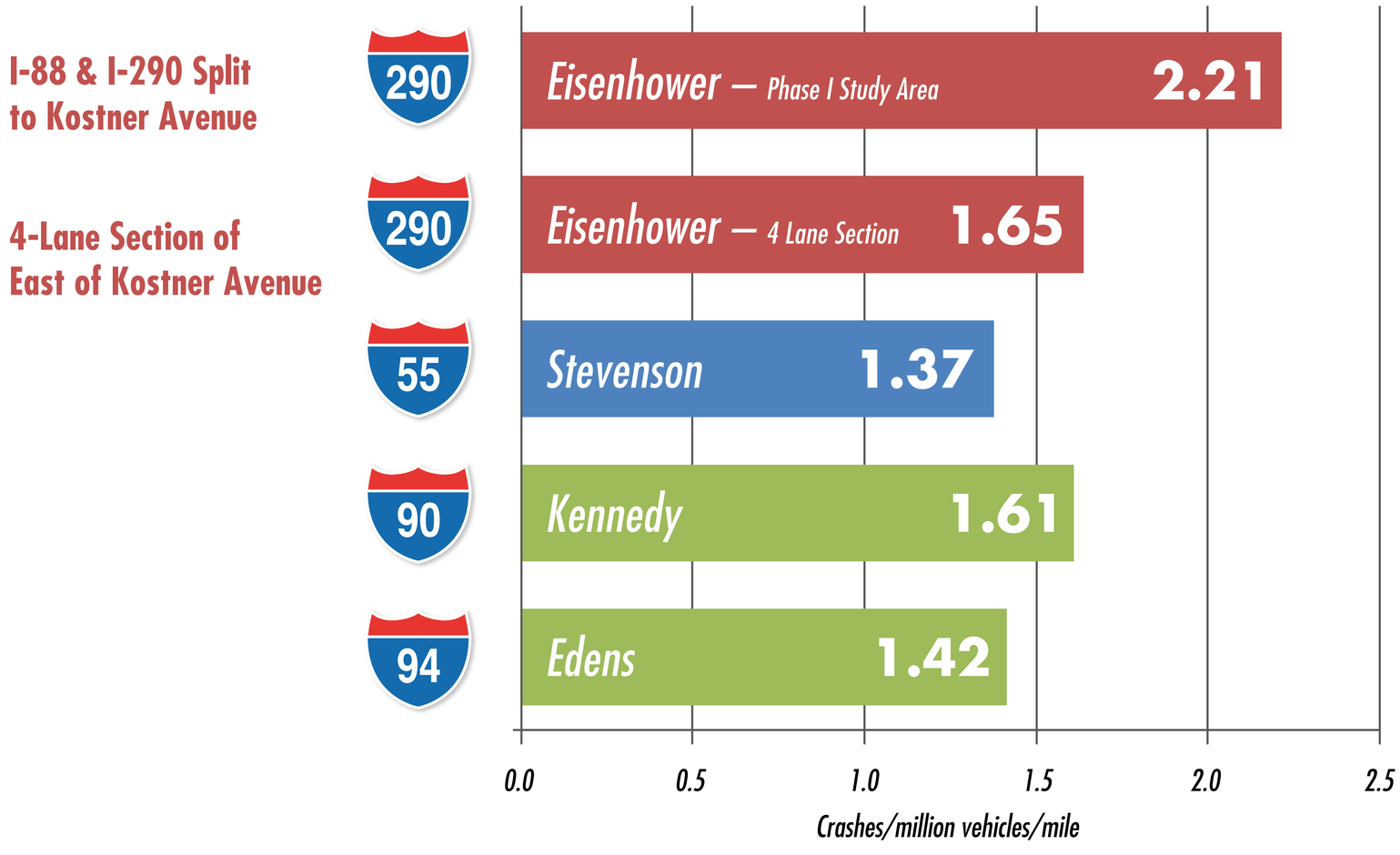
Address the need to develop a transportation system improvement that contributes to reducing the overall frequency and severity of vehicular crashes:

» *Address Pedestrian-Vehicle Conflicts on Cross-Streets*

– *16 reported pedestrian crashes on I-290 cross streets (2006-2008)*

» *Address High Comparative Crash Rates on I-290*

– *Crash rates on I-290 as much as 61% higher than similar highways in the region*



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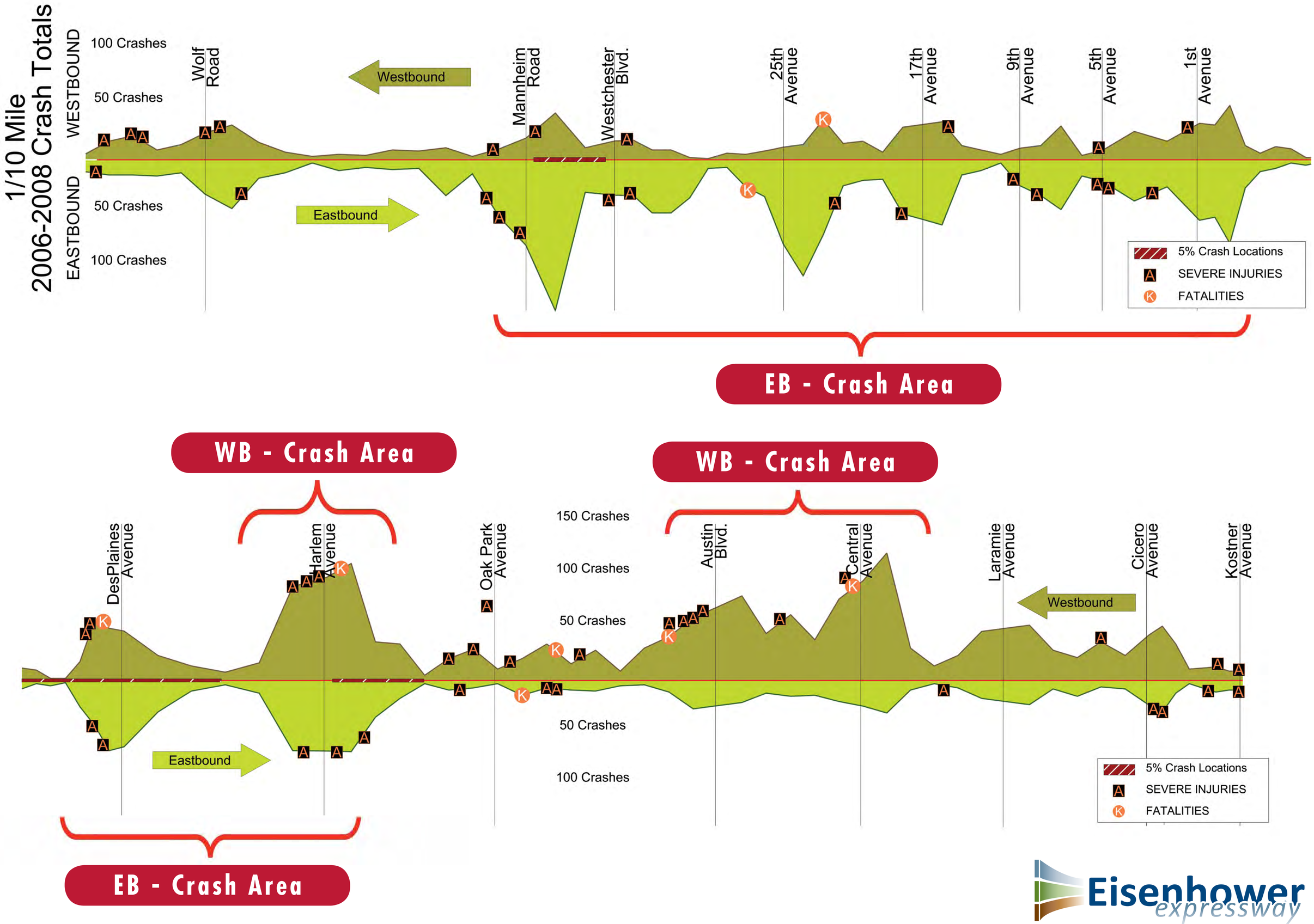
PURPOSE & NEED POINT #2 ▸ *Improve Safety For All Users*

Illinois Department of Transportation

Addresses high frequency crashes:

» *71% of all crashes are rear-end crashes*



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PURPOSE & NEED POINT #3 ▸ *Improve Access To Employment*

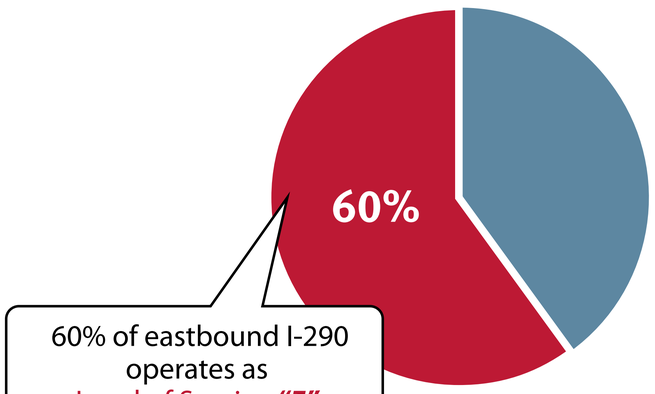
Illinois Department of Transportation

Address the need to improve mobility for workers who reside in, work in, or travel through the study area, as well as the needs of the regional employers.

TRADITIONAL COMMUTE

Travelers headed inbound to Chicago in the morning and outbound from Chicago in the evening

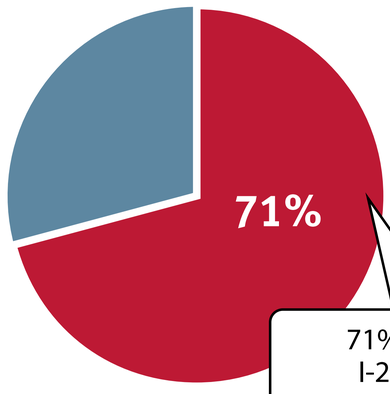
Morning Peak Period



60% of eastbound I-290 operates as Level of Service ***"F"***

Traditional commute is well served by the existing transit network

Evening Peak Period

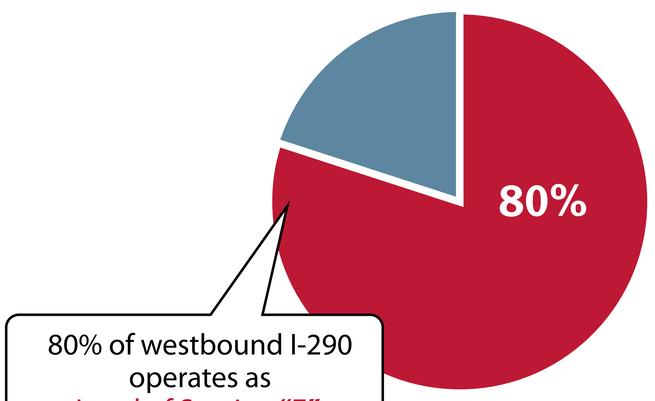


71% of westbound I-290 operates as Level of Service ***"F"***

REVERSE COMMUTE

Travelers headed outbound from Chicago in the morning and inbound towards Chicago in the evening

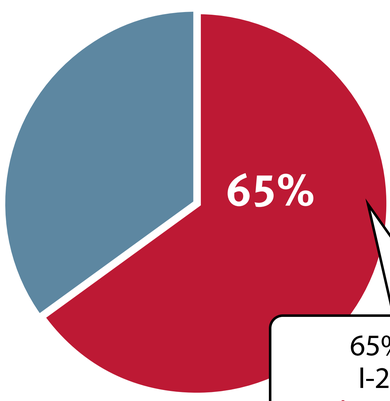
Morning Peak Period



80% of westbound I-290 operates as Level of Service ***"F"***

Transit options are limited for reverse commuters

Evening Peak Period



65% of eastbound I-290 operates as Level of Service ***"F"***

Eisenhower expressway

PURPOSE & NEED POINT #3 ▸ *Improve Access To Employment*

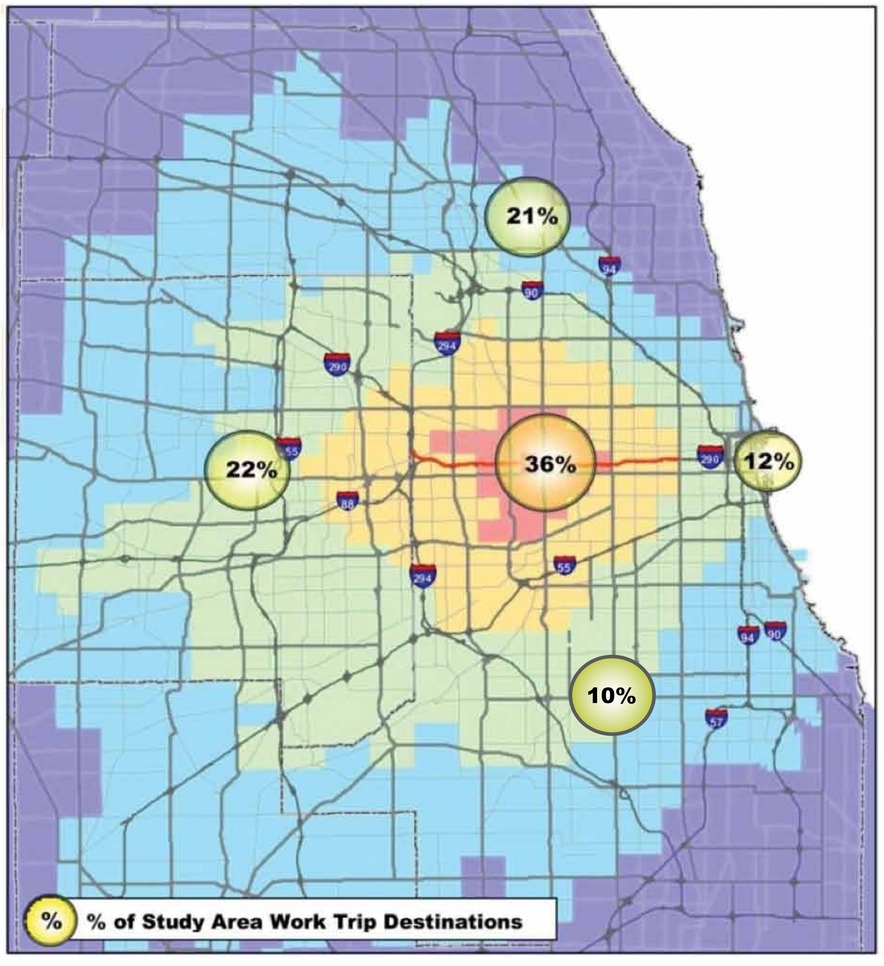
Illinois Department of Transportation

Study Area Access to Jobs by Auto:

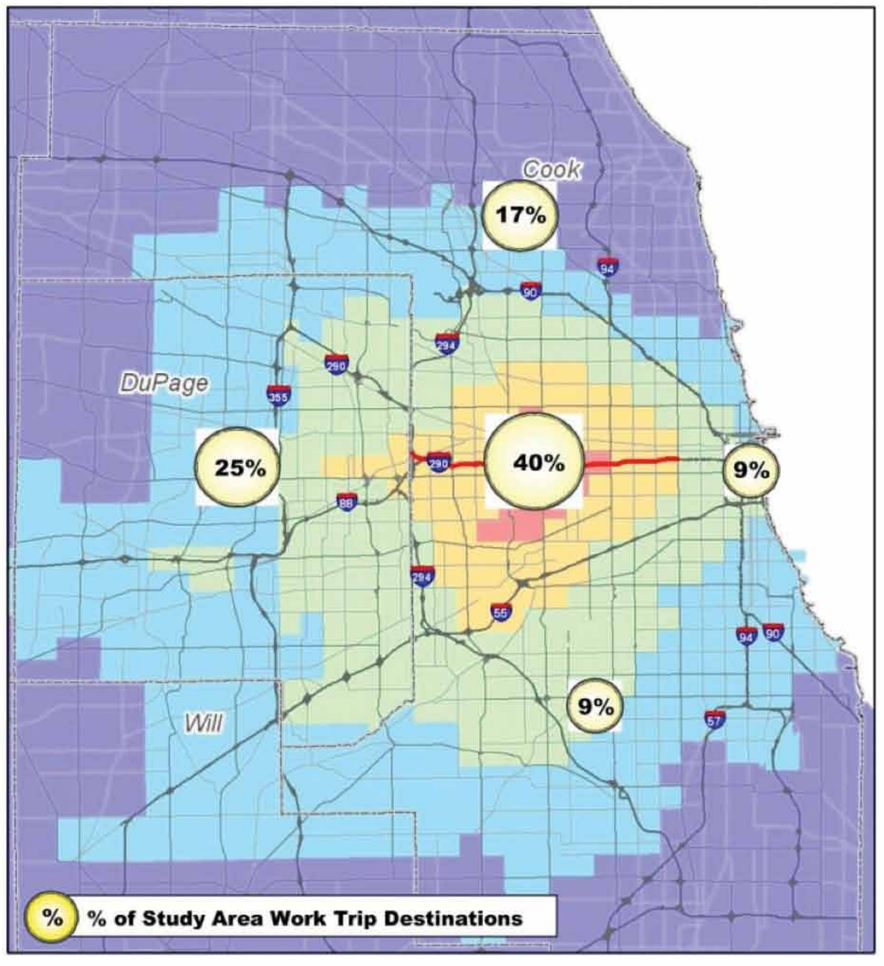
- *Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs.*
  - *Accessibility to jobs from the study area by auto will decrease up to 33% by 2040 (No Build Scenario)*

Number of Jobs Accessible by Auto			
Travel Time (minutes)	2010	2040 Baseline	Change
Up to 15	107,000	79,000	-26%
15 – 30	449,000	302,000	-33%
30 – 45	1,601,000	1,391,000	-13%
45 – 60	1,760,000	1,613,000	-8%

2010 AM Peak Period Auto Travel Time Contours



2040 AM Peak Period Auto Travel Time Contours



Up to 15 Minutes *15 to 30 Minutes* *30 to 45 Minutes*

45 to 60 Minutes *More than 60 Minutes*

Eisenhower expressway

PURPOSE & NEED POINT #3 ▸ *Improve Access To Employment*

Illinois Department of Transportation

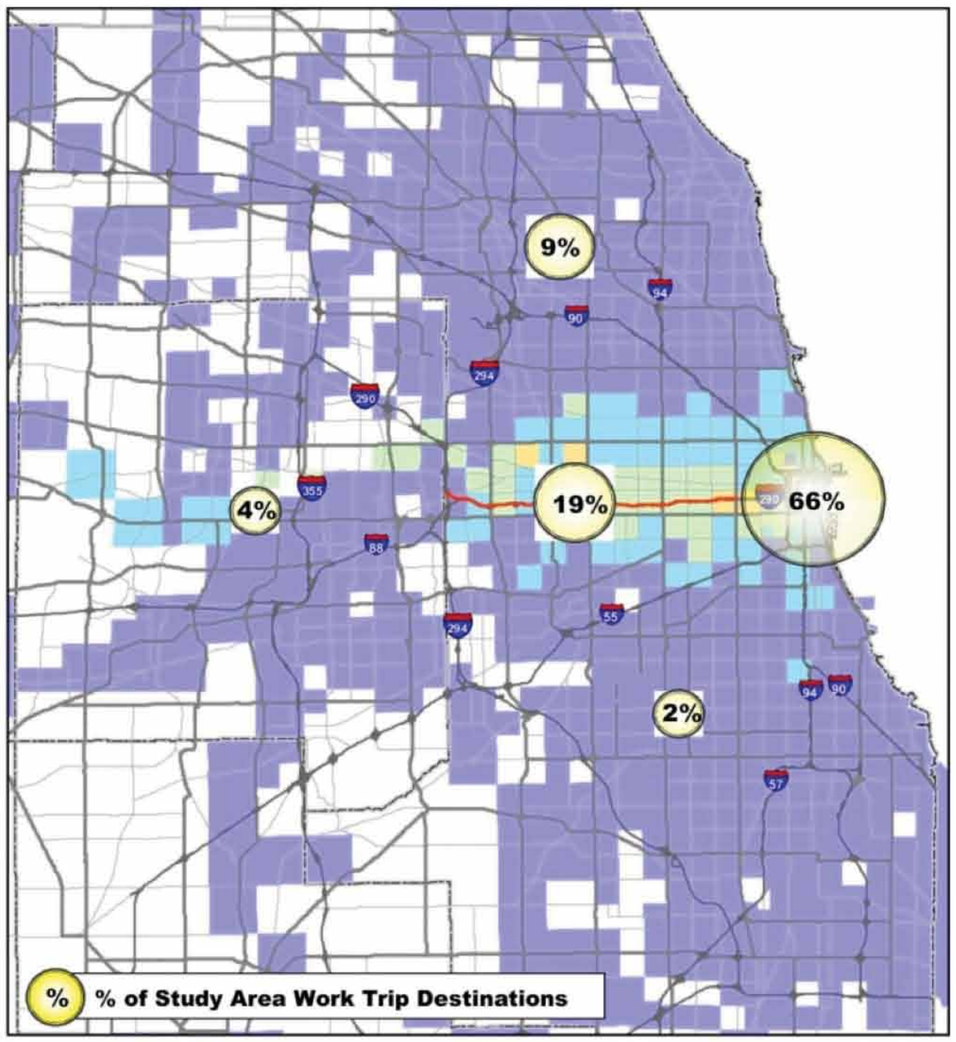
Study Area Access to Jobs by Transit:

» *Accessibility to jobs from the study area by transit will see very little change by 2040*

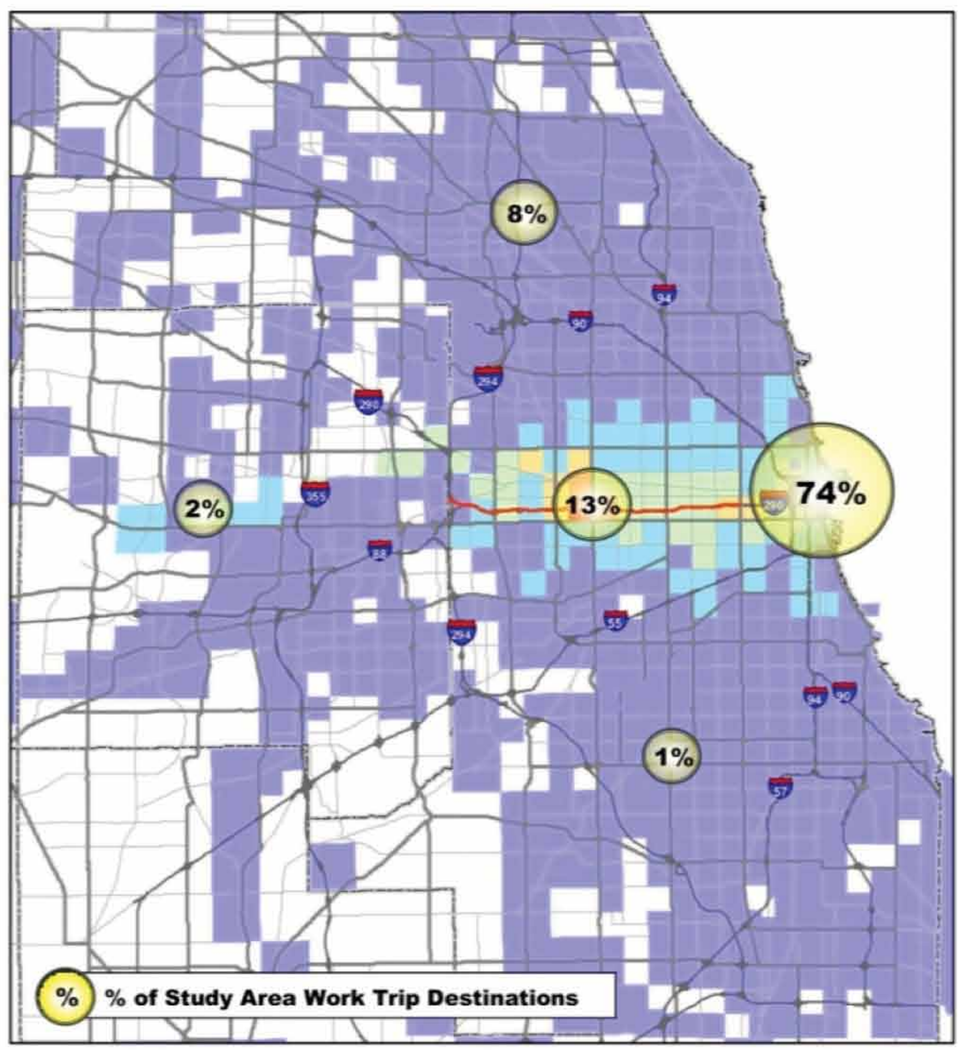
Number of Jobs Accessible by Transit			
Travel Time (minutes)	**2010**	**2040 Baseline**	**Change**
Up to 15	4,000	4,000	0%
15 – 30	57,000	57,000	0%
30 – 45	796,000	786,000	-1%
45 – 60	477,000	534,000	12%*

** The 2040 Chicago Metropolitan Agency for Planning transportation plan includes new transit services that serve trips in this time range.*

2010 AM Peak Period Transit Time Contours



2040 AM Peak Period Transit Time Contours



Up to 15 Minutes · *15 to 30 Minutes* · *30 to 45 Minutes*

45 to 60 Minutes · *More than 60 Minutes* · *Not Accessible by Transit*

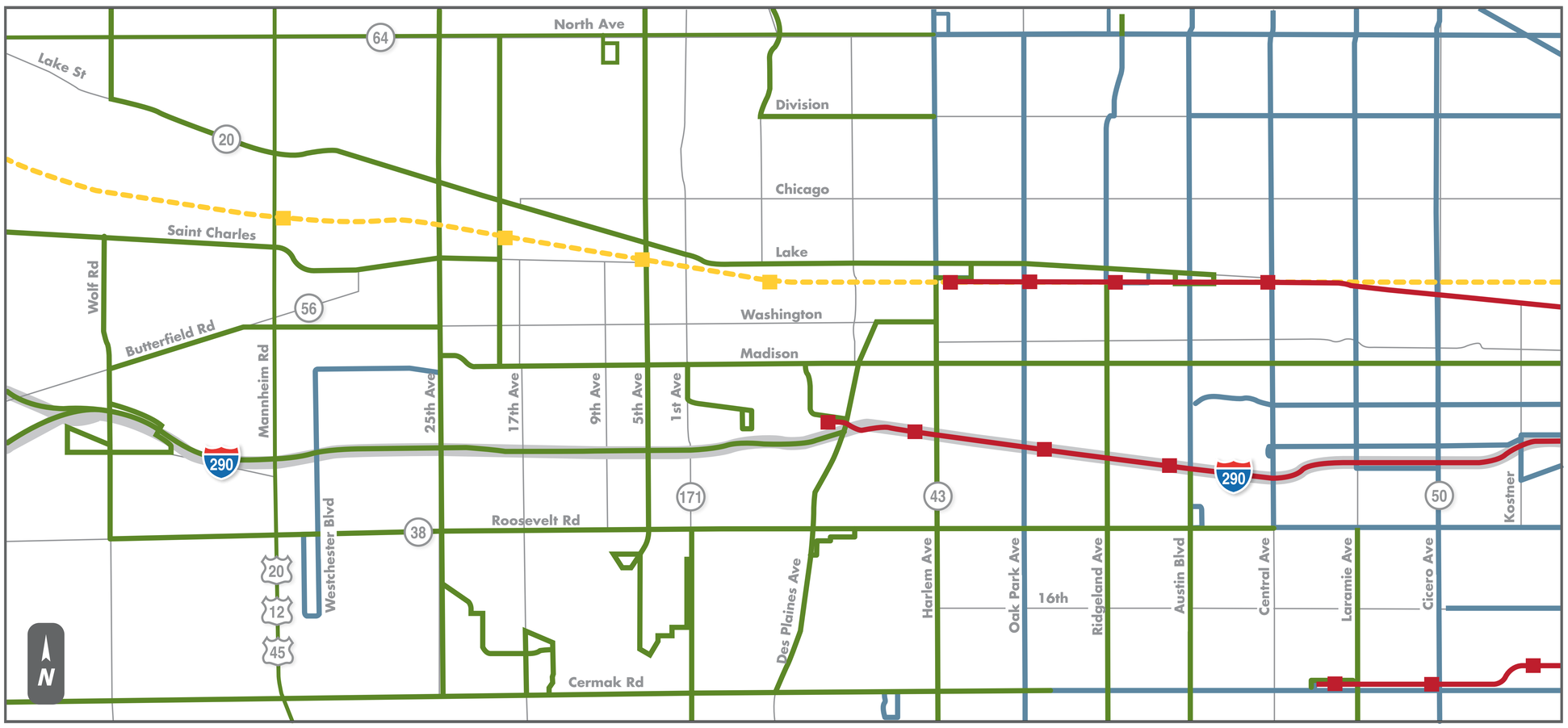
Eisenhower expressway

PURPOSE & NEED POINT #4 ▸ *Improve Modal Connections and Opportunities*

Illinois Department of Transportation

Address the need to improve connections between all modes, including non-motorized connections to transit, and improving opportunities to better accommodate all transportation modes through cooperation and joint planning with transit providers:

- *The study area has a well developed and utilized transit system that carries 21% of the home-to-work travel in the study area*
- *Although transit usage is high, deficiencies within the existing facilities hamper optimum transit service*



Legend

CTA Rail (Station) | Metra Rail (Station) | CTA Bus Route | Pace Bus Route

Eisenhower expressway

INITIAL ALTERNATIVES ▸ *Other*

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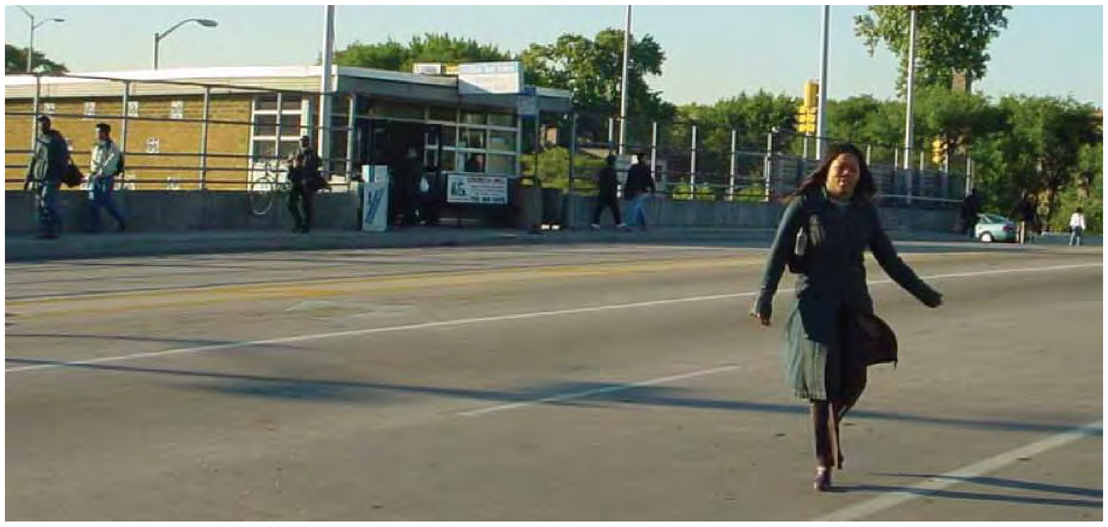


Improve Pedestrian Access to Transit:

- *67% of CTA station boardings in the study areas involve pedestrian trips*
- *Pedestrian conflicts with vehicles at stations located on congested cross-streets*

Improve Bicycle Access to Transit:

- *Bicycle access difficult due to lack of bike lanes or inadequate shoulders*
- *Lack of adequate bicycle parking*

Improve Vehicular Access to Transit:

- *Limited and constrained existing park and ride facilities in study area*
- *Access to CTA park and ride facility is constricted by congested traffic on DesPlaines Avenue and I-290 Ramps*

Eisenhower expressway

PURPOSE & NEED POINT #4 ▸ *Improve Modal Connections and Opportunities*

Illinois Department of Transportation

Improve Bus Transfer Connections:

- *33% of CTA Blue Line station entries are transfers from CTA and Pace buses*
- *Four of the five study area stations are located on busy I-290 overpasses with no bus pull outs*
- *CTA station access on single side of street requires bus transfers from opposite side to cross busy street*

Improve Non-Motorized Connections:

- *Only two crossings of I-290 are for pedestrian and bicycle use only (Home Ave. and Lavergne Ave.)*
- *Five crossings of I-290 are not recommended by IDOT for bicycle travel*
- *14 remaining crossings of I-290 do not have adequate shoulders or bicycle lanes*

Eisenhower expressway

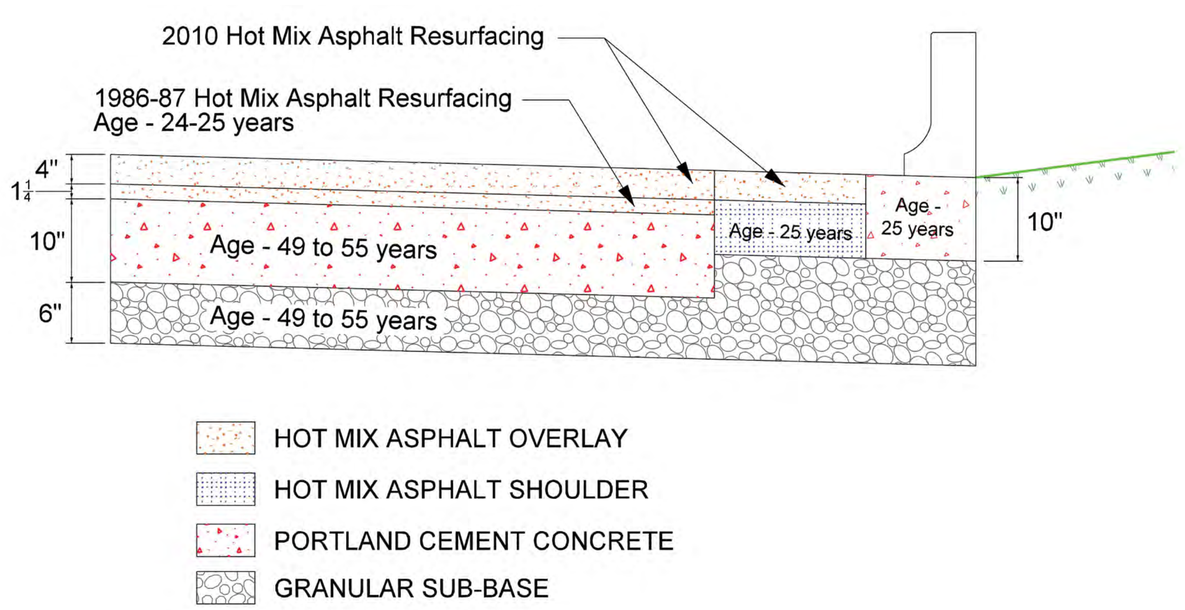
PURPOSE & NEED POINT #5 ▸ *Improve Facility Deficiencies*

Illinois Department of Transportation

Highlights the need to address the existing condition and design of the existing transportation facilities.

Address Pavement Age:

- *Existing pavement was installed in the 1950's as part of original construction*
- *Existing sub-base is over 50 years old, exceeding typical service life by 30 years*
- *Pavement resurfacing project in 2010 only replaced top layer*



Address Structure Deficiencies:

- *All existing bridges are structurally adequate and essential for public use*
- *12 of 26 bridges are 'functionally obsolete' in that their designs are considered unacceptable for current traffic operations and uses*

Eisenhower expressway

PURPOSE & NEED POINT #5 ▸ *Improve Facility Deficiencies*

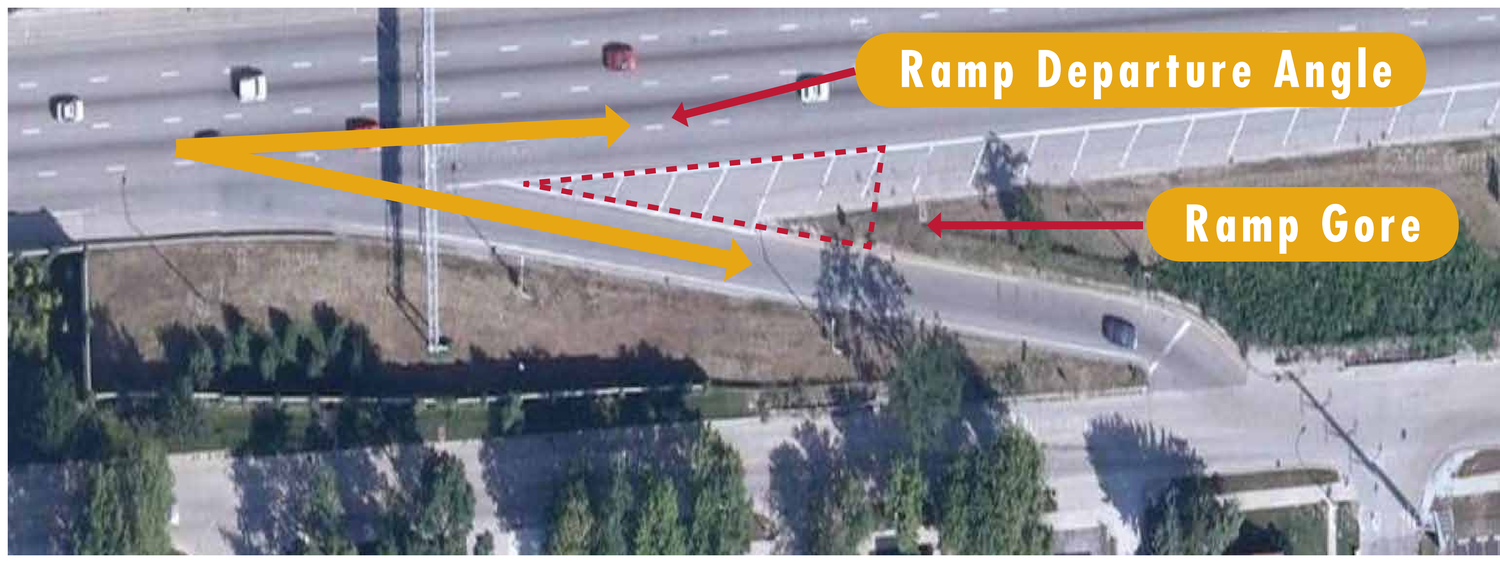
Illinois Department of Transportation

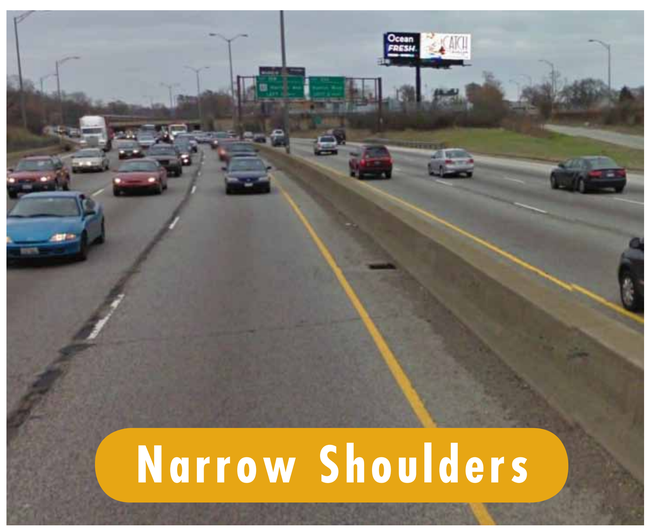
Address geometric deficiencies:

- *Much of the existing design does not meet modern design standards*
- *80% of mainline shoulders are too narrow*
- *75% of the existing crossroad profiles and grades are sub-standard*
- *One-third of the ramp departure angles are too abrupt*
- *80% of the exit ramp recovery areas (gore areas) are too short*

Legend

▲ Grade and Vertical Curve Deficiency ◆ Grade Deficiency





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PURPOSE & NEED POINT #5 ▸ *Improve Facility Deficiencies*

Illinois Department of Transportation

Address Handicap Accessible Ramp and Sidewalk Deficiencies:

- *Americans with Disabilities Act (ADA) maintains standards for access*
- *30% of the crossroad intersections do not have ADA compliant Ramps*
- *10 of the 21 crossings of I-290 do not meet ADA standards*
- *Sidewalks at CTA stations are narrower than the recommended 8 to 10 foot widths and have obstructions*

Address Drainage Deficiencies:

- *Drainage system was built with original construction and is now over 50 years old*
- *Existing inlet spacing is too far apart to adequately handle a 50-year storm*
- *Trunk sewer system inadequate to handle 100-year storm*
- *Existing bridges over Addison Creek and DesPlaines River are too low for high water levels*

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