


# Corridor Advisory Group Meeting #22

December 14, 2016

Pete Harmet, P.E.  
Illinois Department of Transportation



## Agenda



- Introductions
- I-290 Environmental Impact Statement Overview
- CTA Blue Line Vision Study Summary, Next Steps
- Preferred Alternative Summary
- Construction Staging
- Sustainability – INVEST Scoring
- Schedule/Next Steps



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## Environmental Impact Statement (EIS)



### EIS Overview

- Describes the process for developing a transportation project
- Includes consideration of reasonable alternatives
- Analyzes potential impacts resulting from alternatives
- Demonstrates compliance with other environmental laws and executive orders



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## Environmental Impact Statement (EIS)



### 5 Basic Chapters\*:

1. Purpose and Need: *Concise summary of the transportation problems to be addressed*
2. Alternatives: *Describes alternatives development and evaluation process, results*
3. Environmental Consequences: *Describes potential impacts associated with alternatives*
4. Comments and coordination: *Summarizes agency, stakeholder, public involvement outreach*
5. Preferred Alternative: *Describes rationale for preferred alternative and features*

**\*plus appendices**



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## Purpose & Need



### Purpose & Need Development

- Technical evaluation of existing transportation system
- Stakeholder goals, objectives, problem statement
- Outline
- Expanded outline
- Full document



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## Purpose & Need



### 5 Purpose & Need Points

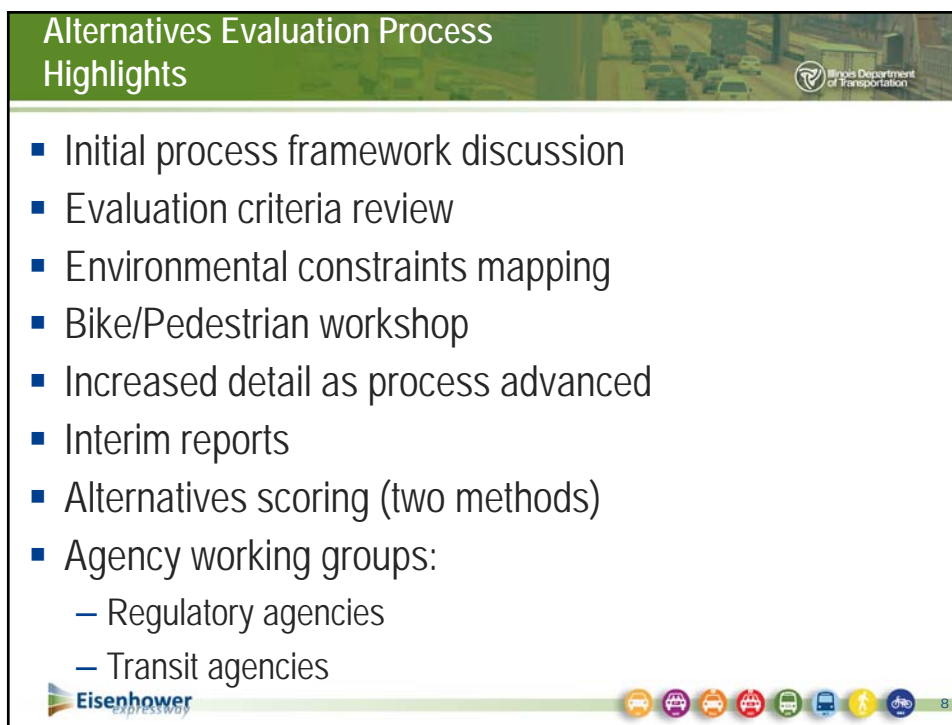
1. Improve Local & Regional Travel
2. Improve Access to Employment
3. Improve Safety for All Users
4. Improve Modal Connections & Opportunities
5. Address Transportation Facility Deficiencies

### OVERALL GOAL

*Create an asset for adjoining communities*



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## Alternatives Evaluation Process Highlights



- Highway Mode improvements resulted in the greatest congestion improvements
- Transit modes have access to employment improvements
- Blue Line extension accommodated: *Supportive land use needed for future extension – corridor preserved for future extension*
- Transit improvement focus: *Existing system, improved connections to transit*
- Blue Line Vision Study referenced in DEIS



CTA BLUE LINE VISION STUDY

# CTA Blue Line Forest Park Branch Feasibility/Vision Study Review and Status Update

*Carole Morey, Chief Planning Officer*

## Background

CTA BLUE LINE VISION STUDY

- CTA Study on 55 year old Forest Park Branch:**
  - Confirm existing conditions and ROW needs
  - Prepare infrastructure, service, and design recommendations
  - Evaluate funding options

**CTA Blue Line Vision Study Area**

**Legend**

- Blue Line/Station Access
- Green Line/Station Access
- Pink Line/Station Access
- Metra Line/Station
- IL Prairie Path Multi-Use Trail
- River
- Study Area Boundary

## Community Outreach Efforts

CTA BLUE LINE VISION STUDY

- Public meetings (with IDOT)**
  - ✓ October 7 & 8, 2013 – 203 participants
- IDOT I-290 Corridor Advisory Group Meetings**
  - ✓ 6 status updates throughout the project, including 2/2013, 7/2013, 9/2013, 7/2014, 8/2015, 12/2016
- IDOT stakeholder briefings (Fall 2015)**
  - ✓ Broadview, Forest Park, Bellwood, Hillside, Cook County, Chicago Aldermen, CDOT
- CTA City of Chicago outreach (Summer 2016)**
  - ✓ Elected officials/aldermen, residents peer agency representatives, local community groups, and businesses
  - ✓ Open house June 29, 2016

**Recommendation: Add auxiliary entrances to single-entry stations**

CTA BLUE LINE VISION STUDY

- Keeler Avenue (Pulaski station)
- Lavergne Avenue (Cicero station)

STATIONHOUSE  
RAMP  
PLATFORM

**Infrastructure Recommendation Summary**

CTA BLUE LINE VISION STUDY

**RECOMMENDATION: Modernization and Reconstruction for Branch**

- ✓ Rehabilitate infrastructure, starting with track work (27.3% slow zones, ongoing maintenance to delay increases)
- ✓ Propose **wider station platforms and elevator access** for entire branch — *Utilize design opportunities to lessen weather/noise impacts on branch*
- ✓ Maintain existing layout for double entry stations; **add auxiliary entrances for single-entry stations** (Western, Pulaski and Cicero)
- ✓ Include **turn-back track west of IMD** to accommodate construction phasing and future service increase to IMD
- ✓ **Redesign and expand Forest Park Terminal** within current parcel to modernize yard and shop, bus and pedestrian connections


**Recommendation: Improve existing design** 


 **CTA BLUE LINE VISION STUDY**



**Racine**

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges
- Station entrance design and locations
- Reduced noise via station design
- Bike racks
- Lighting
- CTA maintenance & construction

**Recommendation: Improve existing design** 


 **CTA BLUE LINE VISION STUDY**




**DRIFT CONCEPT**

- ADA accessible
- Landscaping
- Pedestrian crossings/refuges
- Station entrance design and locations
- Reduced noise via station design
- Bike racks
- Lighting
- CTA maintenance & construction





## Cost Estimate/Construction



CTA BLUE LINE VISION STUDY

- Cost is based on conceptual planning study which will be refined in design
- \$1.7B in 2016, including :
  - ✓ Track and related infrastructure
  - ✓ Reconstruction of Forest Park Yard, maintenance shop and terminal
  - ✓ Stations from UIC-Halsted to Forest Park
  - ✓ 6 substations
- Construction start contingent on identifying funding
  - ✓ CTA will continue to work closely with IDOT
  - ✓ Construction would be sequenced in coordination with reconstruction of the highway.

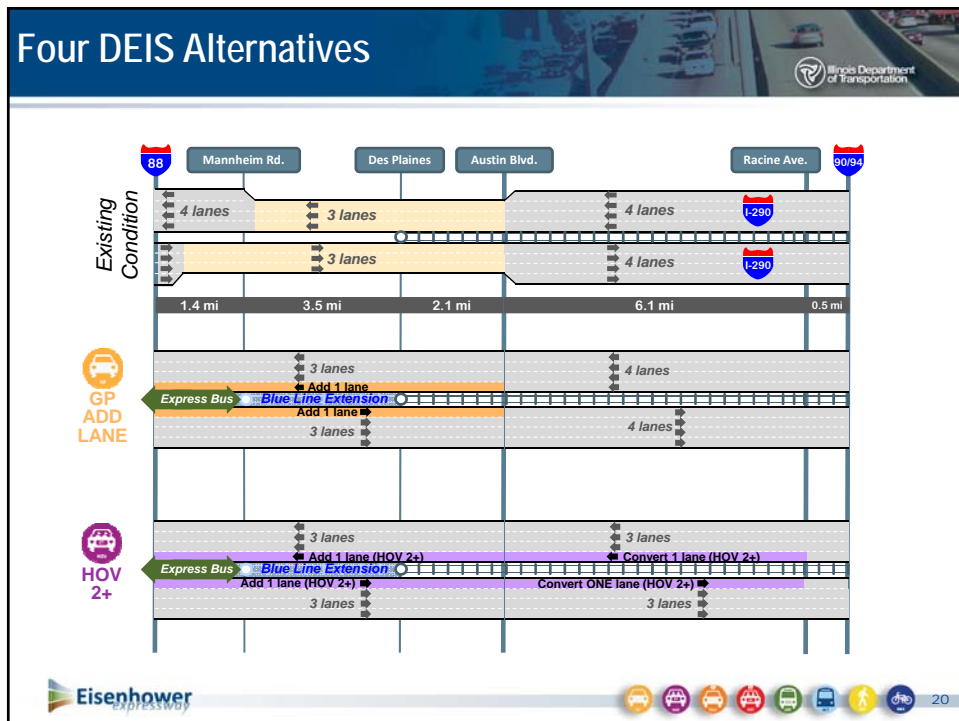
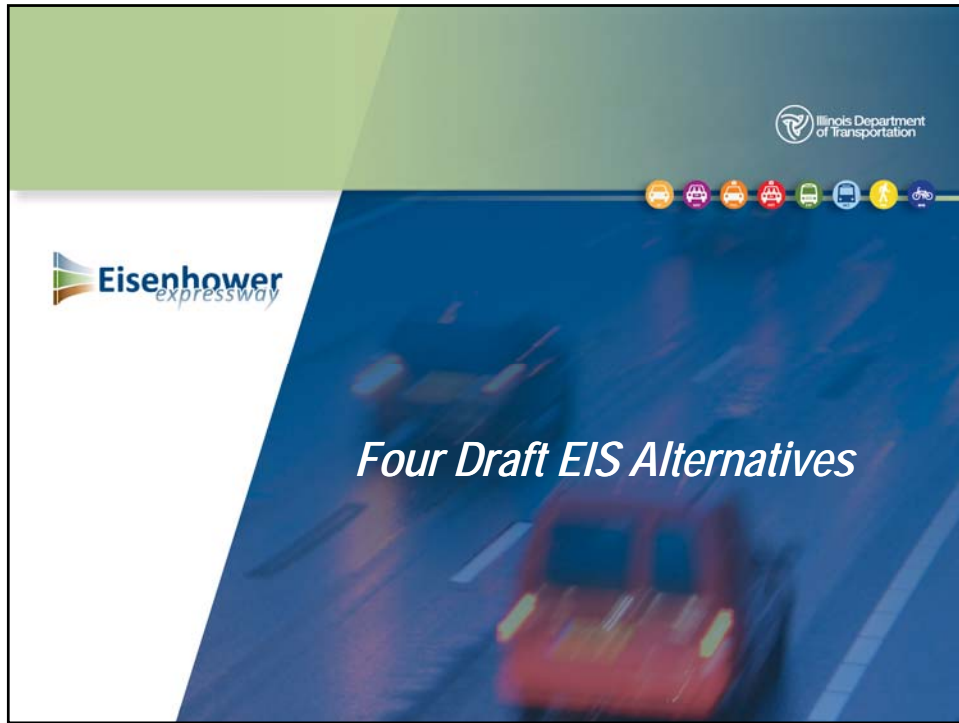


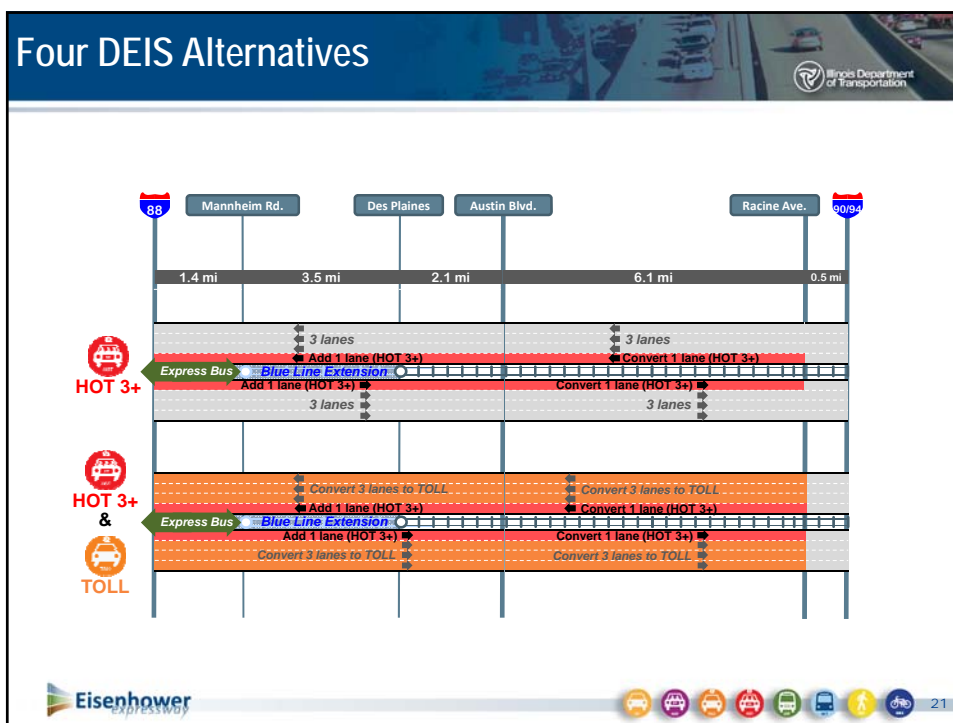
## Next Steps



CTA BLUE LINE VISION STUDY

- Participate in a joint IDOT/CTA Public Hearing on January 25 and 26, 2017
- Complete the CTA Blue Line Forest Park Branch Feasibility Vision Study
- Upcoming Phases include:
  - ✓ NEPA, Design and Construction Procurement
- Seek federal, state and local funds for upcoming project phases
- Continue to work closely with IDOT and other project stakeholders throughout project development





### DEIS Alternatives – Evaluation Summary

#### Environmental Considerations

- The communities are the environment
  - Priority – avoid direct impacts
- No displacements, minor additional right-of-way
- Few distinguishing environmental factors
  - Footprints of build alternatives are identical
  - Environmental differences based on traffic differences

Eisenhower Expressway logo and icons for various transportation modes are shown at the bottom.

## DEIS Alternatives – Evaluation Summary

**HOT 3+ is the preferred alternative**

- Moves more people through the study area
- Best balance of I-290 and arterial capacity improvements
- Additional travel choices

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## Preferred Alternative – HOT 3+ & Supporting Transit

	Mannheim Rd.	Des Plaines	Austin Blvd.	I-290	I-290	I-290
Existing Condition	4 lanes	3 lanes	4 lanes	4 lanes	4 lanes	4 lanes
Preferred Alternative	3 lanes	3 lanes	3 lanes	3 lanes	3 lanes	3 lanes
	1.4 mi	3.5 mi	2.1 mi	6.1 mi	0.5 mi	
	Express Bus	Add 1 lane (HOT 3+)	Add 1 lane (HOT 3+)	Convert 1 lane (HOT 3+)	Convert 1 lane (HOT 3+)	

**SUPPORTING TRANSIT**

- > Bus feeder service
- > Blue Line extension to Mannheim
  - Initial service option - bus in managed lane
  - I-290 corridor improvements will enable/leverage transit improvements

## How Does the Preliminary Preferred Alternative Address Stakeholder Goals (CAG #1) & Problem Statement?



- **Congestion Relief/Mobility**
  - 56% travel time savings and improved reliability in HOT 3+ lane
  - Arterial relief
- **Safety**
  - 6.2% overall (expressway, arterial and transit) safety improvement
  - Improved non-motorized safety
- **Facility Design**
  - Improved community connections across I-290
  - Improved access to transit
- **Minimize or Avoid Community Impacts**
  - No displacements
  - Only 5.44 acres of ROW required at spot locations
- **Additional Travel Choices/Modal Options**
  - Managed lane
  - New east-west multi-use trail

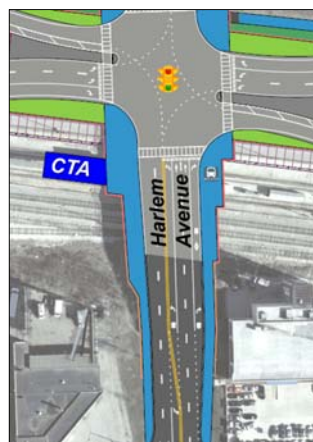


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## How Does the Preliminary Preferred Alternative Address Stakeholder Goals (CAG #1) & Problem Statement?



- **Connectivity/Community Cohesion**
  - Improved expressway & arterial travel times
  - Improved non-motorized connections across I-290
- **Integration of Transportation and Land Use**
  - Coordination with communities regarding existing and future land uses; compatibility of improvements with local and regional land use plans
- **Avoid and Minimize Impacts including Low Income and Minority Populations**
  - No disproportionate impacts; benefits equitably distributed; no displacements; improved access to jobs improved
- **Sustainability and Funding**
  - Sustainable project elements
  - HOT lane provides funding stream



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## Environmental Effects



- Urban Corridor / built existing environment
  - few natural resources effected
- Primary environmental effects associated with I-290 include:
  - Environmental Justice
  - Air Quality
  - Traffic Noise
  - Special Lands (parks & recreation areas)
  - Indirect & Cumulative
  - Section 106



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## Environmental Justice



### **Environmental Justice definition:**

*"Identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens" – FHWA*

### **I-290 Study:**

- ✓ Extensive stakeholder outreach
- ✓ No displacements
- ✓ Improved travel times to employment centers
- ✓ Non motorized travel improvements
  - East-west path
  - Wider sidewalks/ADA



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## Environmental Justice - *Continued*



- Tolling
  - surveys in Minnesota, California and Washington state: income not a driving factor
  - Outside three lanes of I-290 remain toll free
  - Carpool and transit options in I-290 managed lane

**Conclusion:** *no impacts or disproportionate impacts identified*



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## Air Quality



- The preferred alternative would result in improvements to 2040 regional air quality due to travel improvements
- Pollutant Burden Reductions:
  - Hydrocarbons, Nitrogen Oxides, CO, Particulate Matter
  - -92 tons annually
- Mobile Source Air Toxics (MSAT) Reduction
  - Benzene, Diesel PM, Formaldehyde, Acrolein, Naphthalene, Butadiene
  - -300 pounds annually
- Green House Gas Emissions (GHG)
  - Carbon dioxide equivalents
  - -721 tons annually



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## Traffic Noise

- Most receptors along I-290 already over Federal Noise Abatement Criteria (67 decibels)
- Build alternatives generally do not cause any perceptible change
  - Ramp design at Harlem reduces noise
- Noise forums – fall 2015 and summer 2016
- Voting process completed
  - 46 of 63 wall favored
  - Decision will be revisited with communities during final design process

## Section 106

- Historic properties: *Those listed, or eligible for listing in National Register of Historic Places (NRHP)*
  - List basic criteria for NRHP listing
- Area of potential effect (APE) coordinated with agencies and consulting parties
  - 1,150 properties reviewed
  - 80 identified for additional evaluation
  - 37 properties intensively evaluated
  - 14 properties recommended NRHP eligible
- Next steps: *determine effects and complete coordination*



## Special Lands

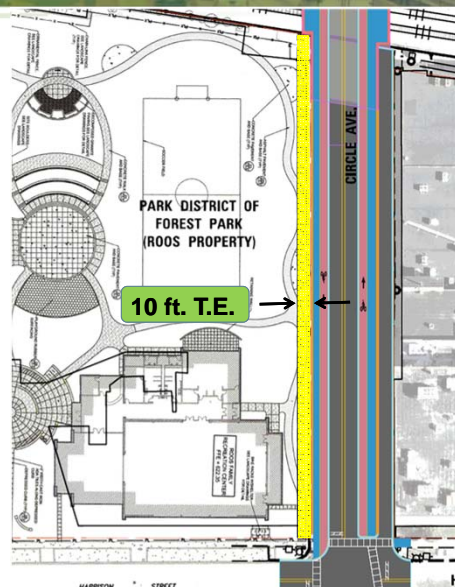
- 2 pocket parks affected in Forest Park along Circle Ave.
  - Veterans Park (0.018 ac.)
  - Dog Park (0.013 ac.)
- Accommodates bike & ped improvements on Circle Avenue
- Transit kiss-n-ride pull out
- Temporary occupancy also required for shared use path connections



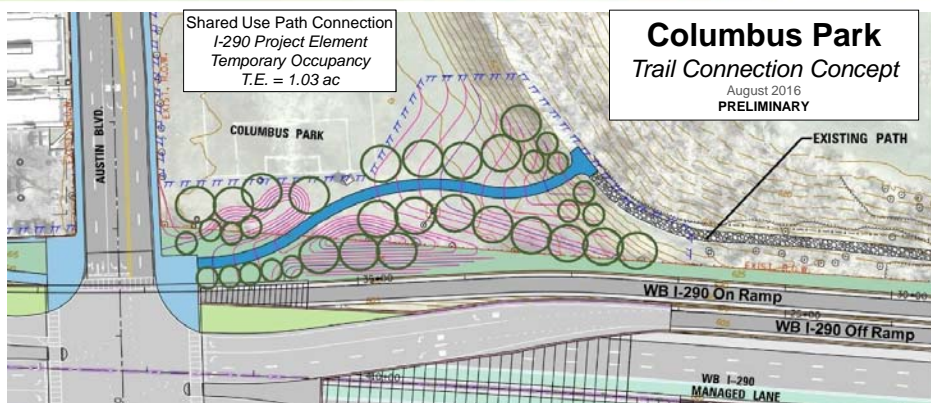
## Special Lands

### Park District of Forest Park

- Park District recently purchased Roos Property
- Will be developed prior to I-290 construction
- 10-ft *Temporary Use* construction easement required for Circle Avenue Retaining wall





## Special Lands - Columbus Park – West Side

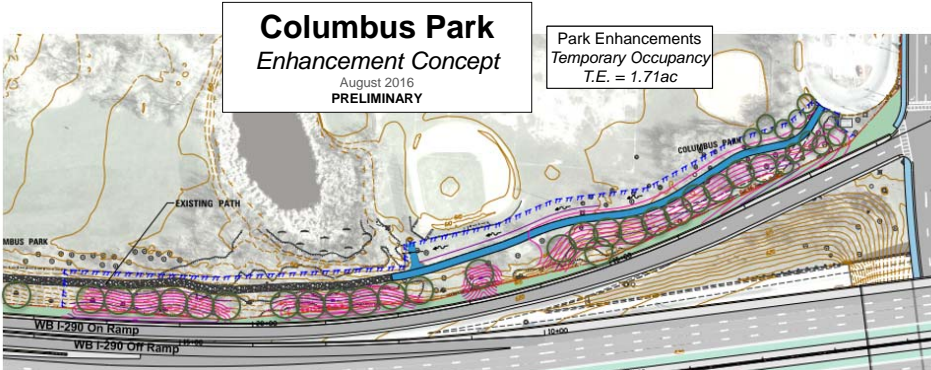


**Columbus Park**  
*Trail Connection Concept*  
August 2016  
PRELIMINARY

- Path connection mutually discussed
- Enhancements requested by the Chicago Park District
  - Not required by preferred alternative





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## Special Lands - Columbus Park – East Side




**Columbus Park**  
*Enhancement Concept*  
August 2016  
PRELIMINARY

- Requested by the Chicago Park District
- Not required by preferred alternative



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## Indirect & Cumulative Impacts




- Socioeconomic - Study Area is mature urban/suburban character, with limited open space for new development

Forecast	2040 No Build	2040 Build	Change
Population	649,215	651,912	0.4%
Employment	309,334	310,967	0.5%

- Other resources discussed in DEIS:
  - Cultural, air quality, noise, energy, natural resources, groundwater, floodplains, water resources, wetlands, special waste, special lands
- No substantive impacts anticipated





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## Comments & Coordination



- ✓ Corridor Advisory Group
  - 22 meetings
- ✓ Public Meetings
  - 3 rounds
- ✓ Noise forums
  - 7 events
- ✓ Project website
- ✓ Speakers Bureau
- ✓ Agency working groups
  - Transit
  - Resource Agencies
- ✓ One on one meetings
  - Over 140
- ✓ Community Focused meetings
  - Oak Park
  - Maywood





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## Comments & Coordination



### Results:

- Stakeholder guidance throughout the planning process
- Commitments documented via:
  - Letters of Intent (LOI)
  - Future Intergovernmental Agreements (IGA)
  - Environmental Impact Statement (Environment Related)
  - Design Report



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## Construction Approach



- Provide safe & efficient work zones during construction
- Minimize adverse effects to the traveling public:
  - Pedestrian, transit, bicycle, and auto
- Implement strategies to minimize community disruptions
  - CTA Platform access & cross-road construction
- Inform surrounding communities and affected users of impacts & available travel options



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## I-290 Construction Approach



- Early improvements prior to mainline construction
  - Off system roadway improvements:
    - Offers additional travel options
    - Local community benefits




- Advanced work
  - I-55 Express Toll Lane (I-355 to I-90/94)
  - Off-System Arterial Improvements

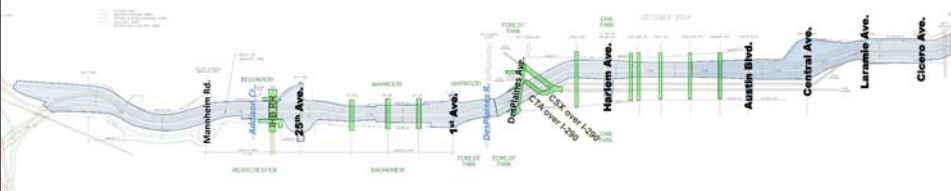


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## Conceptual Construction Schedule



- 8 year construction schedule estimate
  - 4 years advance work
      - Local cross-road & pedestrian bridges (as practical)
      - CTA, CSX, IHB railroad bridges
      - Utilities & retaining walls (as practical)
  - 4 years mainline construction
      - Expressway (some periods of 4 lane operation)
      - Major interchanges
        - 25<sup>th</sup> Ave, 1<sup>st</sup> Ave, Harlem Ave, Austin Blvd., Central Ave.
      - Mainline drainage



## Construction Effects Mitigation

Illinois Department of Transportation

### Construction Specifications:

- Vibration:
  - No driven Shafts
  - Monitoring Plan – ID Locations, monitor during construction, corrective actions/shutdowns.
- Noise: Type of work, time of day, contractor means & methods
- Dust – Dust control, erosion control

### Best Practices:

- Detailed analysis & coordination
- Local point of contact & full time IDOT contact
- Hotline, website, signage

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## CTA & CSX Design Coordination

Illinois Department of Transportation

<h3>CTA</h3> <ul style="list-style-type: none"> <li>■ Utilize 10 ft. of CTA ROW                     <ul style="list-style-type: none"> <li>– Wider CTA Platforms accommodated</li> <li>– Wider mainline shoulders</li> <li>– Enhanced safety performance</li> </ul> </li> </ul>	<h3>CSX</h3> <ul style="list-style-type: none"> <li>■ NO CSX ROW Available</li> <li>■ 21'-9" CSX Vertical Clearance                     <ul style="list-style-type: none"> <li>– 9" average lowering of CSX</li> <li>– Reduced depth crossroad bridge decks</li> </ul> </li> </ul>
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## Sustainability - INVEST



- Project Features
  - No displacements/limited ROW required
  - Shared use trail, new green space areas, LED lighting
  - Regional & local travel improvements
  - Additional travel choices
  - Productivity savings
  - Safety improvements
  - Support & strengthen community connections
- FHWA “INVEST” Evaluation tool used
  - Triple bottom line principle
  - I-290 currently achieves ‘Bronze’ designation



**Environmental**


**Economic**

**Social**




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## Next Steps





### Draft EIS Release

- December 30<sup>th</sup>
  - 45 day comment period begins

### Public Hearing

- January 25 – Forest Park - Proviso Math & Science Academy
- January 26 – Chicago – Marriott Chicago, Medical District
  - Snow dates: February 1 & 2
- Open House Format 5:30pm to 8:30pm
- Question & Answer Begins at 7:00pm

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## Next Steps



### Draft EIS Comment Period Ends – Feb 13, 2017

- DEIS comments will be responded to in the Final EIS

### FEIS/ROD – Summer 2017

### Funding:

- Phase II design & Phase III construction are not funded

