



Corridor Advisory Group / Task Force Meeting # 1
October 14, 2009

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 29th Ward Representative
Roy McCampbell- Bellwood Comptroller
Neil Adams- Oak Park Park District
Phyllis Logan- Alderman 29th 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 25th Avenue
 - Do not want to lose 25th 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
- 25th 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

- 1st Avenue/Courthouse
- Traffic control at interchange
- Traffic at 25th Avenue North in Bellwood
- Cook County Courthouse: 1st 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