

# Public Meeting #1 — November 18, 2009

## Aerial Map Post-It Note Transcriptions (Page 1 of 4)



### Comment

Blue Line stop on Mannheim Rd. Think how many automobiles can be eliminated.

How will analysis contemplate/integrate a proposed J-Line, potentially @ a intermodal Oak Brook Blue Line Interface.

Westchester, add Blue Line stop. Extend lane to keep congestion down.

Blue Line should extend to Oak Brook area.

Continue CTA Blue Line from Forest Park to Mannheim RD via abandoned rail right of way & preserve "Prairie Path".

Think about how much traffic would be eliminated with extension of the Blue Line to this point.

Don't stop blue line until you reach the intersection of I-290, I-88, I-294- or- add high-speed rail for commuters.

Conduct study that determines how much time commuters would be willing to take with rail from this location? 30 minutes, 45 minutes, 1 hour??? CTA??

Best way to reduce congestion is to get people out of these cars.

We need a high performance transit corridor not more highway capacity- HOV and BRT are not appropriate.

Consider HOV lanes through the corridor.

Expand the amount of lanes on the highway.

Add missing through lane E/B through Oak Park.

Add a lane between Austin Blvd. and split @ Hillside.

Consider creating an upper level to the expressway, where cars ride on roads that are above the current road.

Eliminate a few of the entrance and exit ramps between Mannheim Rd. and Harlem Ave. where Roosevelt Rd. is 4 lanes and could take on some traffic. Congestion is caused by traffic merging on and off the expressway.

Better signage and signaling lane changes for exit/entrance ramps.

Truck to \_\_\_\_ transfer area here.

Toll plaza.

North bound tollway at East bound I-88 Exit to Park and Ride.

North bound tollway at West bound I-290 entrance from Park and Ride.

New location for high-speed rail Park N' Ride from Hillside to the old post office building on Congress and Clinton.

South bound tollway exit and East bound 290 exit to high-speed rail Park N' Ride.

Add parallel track for high speed-rail Park N' Ride. Board here.

South bound tollway and West bound I-88 entrance from new high-speed rail Park and Ride.

Make I-290 a tollway between Hillside and downtown to finance high-speed rail and support of it's operational costs.

Congestion pricing to encourage mode shift-All lanes tolled should be tested.

Prior investment yielded no benefit -lesson learned from Hillside Strangler failure.

Where does the study area start and end on west side?

I want to know how this helped-& how many more people drive now?

Blue Line stop on 25th Ave.

1. Extend Blue Line as far West as possible. 2. Ramp entrances should be on the right side. 3. There should be 5 lanes on each side. 4. larger exit signs.

Blue Line stop at 1st Avenue. Please, please, do!

### Comment

Extend Forest Park "L" to Maywood and further.

Blue Line must go further West than Maybrook-to Oak Brook area.

Look at intermodal facility @ 1st Avenue by extending Blue Line, moving shops, and, bus terminals.

Blue Line Park N Ride

Blue Line Park N Ride

Blue Line extension and consistent with the Maywood Comp. Plan

Consider BRT through corridor.

BRT with HOV without barrier separation is ill-advised.

Expand

Expand roadway 4 lanes.

Build a double decker expressway.

Build double decker for express traffic over present rail tracks.

Expand at the 1st Avenue area. Traffic always bottlenecks in this area.

Emergency lane is needed for emergency vehicles going to Loyola, when they exit @ 1st Avenue, could save lives.

Muni Plans along IHB, E.G., LaGrange Park, Broadview, etc., anticipate inner circ to Blue Line @ I-290/25th. How will alternatives contemplate these benefits.

Project should contemplate accessibility benefits @ IHB-inner circ for O'Hare/Midway job access.

Accessibility, how does the problem statement include \_\_\_\_ access to jobs for W. Cook and Chicago West Side.

Provide noise and air pollution levels with additional vehicles and where sound walls would be required.

Possible contamination site.

Cantilevered sound walls. See Drawing.

I like it the way it is, but bike lanes might be nice.

Add bicycle lane into corridor with intent to extend into the loop eventually.

Connect the Prairie Path to a bike route into the loop.

Restore \_\_\_\_ Prairie Path (Old Elgin) Chicago \_\_\_\_.

Harrison and Bataan Dr. frontage roads are not safe to drive between 17th Ave. and 24th Ave.

No one obeys stop signs at end of 25th Avenue south ramp.

Traffic congestion all of 1st Avenue in Maywood.

Traffic signal, issues-timing at 1st Avenue and ramp/I-290.

25th Avenue ramp backs up causing traffic problems for business along Beach Street.

All the work to relieve congestion at Hillside just brought it over to 25th.

Will I loose my house?

How do we mitigate existing I-290 impacts, let alone increased impacts?

Do not disturb the Forest Home Cemetery with the expansion of the Eisenhower.

What happens to Wedgewood and Beach St. in Broadview?

Removing the project from it's regional context is a mistake. How will this be addressed?

How best to connect other west cook trips to corridor transit ops?

Reconstruct Roosevelt Rd. in advance as alternate during construction.

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## Aerial Map Post-It Note Transcriptions (Page 2 of 4)



### Comment

More public transportation, especially coming in from DuPage Co. is very important.

Please save our real estate. Extend the Blue Line (surface or subway) to Oak Brook.

Extend CTA Blue Line to DuPage County

Have the Green Line extend. Consider bicycle lanes to the community.

Public transportation is the one solution

Consider BRT solution through corridor

Cost for BRT must include new lanes, etc. BRT can't exist without them.

No BRT.

How will alternate modes of transportation like bike lanes and bus and train lines be added or extended within the context of this plan. I fear the only thing considered will be widening I-290.

Consider HOV lanes through the corridor.

To reduce traffic on I-290 and not just move it downstream past Cicero= the extension of the Blue Line Westward (possibly to Oak Brook). Also add park and rides in westward villages.

BRT is a placeholder for rail. The corridor is already dense enough for rail, so a placeholder is a waste of \$.

This plan is myopic. Instead think of a rail-west with multiple routes.

Waste of \$ to build more lanes. Spend \$ on public transit.

Bring the CTA under the roadway.

Salt and other runoff into the DesPlaines River. Impacts...

In 30 years, increasing lanes will create more problems in pollution and more traffic.

Hillside project showed that highway "improvements" increase traffic and do not lessen travel time. I would love to take the Blue Line to Oak Brook to shop. Do not make the ditch bigger. It is ecologically irresponsible in the 21st century to add lanes for cars.

Noise is bad now. What will you do about it?

Look at ways to reduce pollution from auto emissions.

Need Sound Barrier Fence!

Room for more vehicular traffic (cars) is not a viable option. Considering future pressures from global warming, oil, pollution, etc. You should be figuring out how to discourage auto transportation.

Extend entrance ramps. Increase red light by a minimum of five seconds.

Build a pedestrian/bike bridge over the Ike at Beloit for access to park.

What will happen with the Circle Ave. bridge?

Move ramp and aid traffic flow

Make Austin and Harlem "right" exits- there is room to do this w/o adding lanes or taking land.

Move Exit/Entrances to right side lanes in Oak Park for safety.

Place several "fat bridges" across I-290 to add open space and re-link several neighborhoods.

Keep the ramps on the interior of I-290.

Pave it over and add rail. Make it all electric rail, freight and passenger. Just like Alaska, but electric.

Do not add HOV lanes; put in extension of Blue Line.

Put trains underground and run new lanes on top.

Educate people to use "L" instead of cars.

Can CTA be extended West- with parking lots out west, ride train into downtown.

Extend Blue Line further West.

### Comment

The extension of the CTA Line would be a better solution to the problem. Yes to the Oak Park Cap.

Extend Blue Line to Oak Brook. Do not add HOV lanes.

I live in Oak Park six houses south of I-290, and I oppose the additional lanes. Expansion of public transportation is the answer-this will negatively impact the entire neighborhood and the investment I have made in my home- No additional lanes!

Extend rail service to Oak Brook and N/S to O'Hare.

Blue Line to Yorktown in Lombard/Oak Brook/Downers Grove.

Concentrate on light rail. Blue Line to Yorktown.

If the Blue Line is extended into DuPage Co., do not run the alignment next to the expressway.

Local traffic only. Replace highway with electric rail, freight on flat beds to Harlem or Cicero or Circle only. Passengers use CTA.

Extend the Blue Line at least to Oak Brook or to Lombard!

Make El a subway.

Extend CTA or add Metra. Do not widen Ike.

Extend Blue Line to Oak Brook.

Minimize land taken for off ramps at Harlem. Increase rail to the west.

Reconstruct the Harlem Ave. interchange as a traditional diamond interchange.

The pedestrian bridge has all the appeal of a minimum security prison.

Remove center lane mergers.

Lower R.R. trucks as much as possible to avoid raising crossroad bridges.

Ped. access of El on Harlem requires crossing a very busy road. Can this be made safer?

Blue Line train station entrance is not safe for pedestrians crossing the I-290 on and off ramps. Harlem and Austin.

We need bike lanes, not more car lanes so local commuters can bike downtown safely.

Harrison frontage between Harlem and East Ave. is only 1.5 lanes wide. Dangerous for parking or two-way traffic. (See similar comment(#32) for Garfield)

Garfield frontage road between Home Ave. and Austin is only 1.5 lanes wide and dangerous to park or drive. (See similar comment (#30) for Harrison)

There needs to be a stop sign here on the north side of the bridge @ Circle due to heavy pedestrian traffic by the parks.

Oak Park - Widen the curb cuts and sidewalks for pedestrians at the Harlem Ave. off and on ramps. Much too narrow now.

Sidewalk is very pedestrian unfriendly. Roadway is also too narrow to accommodate busses and \_\_\_\_ loading and unloading at CTA stations.

Do not widen the trench.

See example of Oak Park, Michigan in terms of running expressways through communities without physically dividing them.

Do not widen the ditch. Do not displace homes and businesses at Oak Park Ave.

No expansion of the ditch

Will you need to move the 8' water line along Lehmer in Forest Park?

Preserve our neighborhood. Many jewels of Oak Park will be threatened.

Land acquisition is a major concern in Oak Park. Historic assets and existing impacts already significant.

Will graves be moved from Concordia and Forest Home?

Considering the historic buildings and established good quality of life in Oak Park and Forest Park. It would be shameful to widen the expressway to enable more traffic.

# Public Meeting #1 — November 18, 2009

## Aerial Map Post-It Note Transcriptions (Page 3 of 4)



### Comment

Oak Park Conservatory on the national register of historic places, must be preserved.

Do not take land from Rehm Park

Extend Prairie Path West to link up with Columbus Park.

Don't take land from Forest Park park.

Jackson Blvd., bikes and pedestrians only. Connect to Prairie Path and Columbus Park.

Partial Cap @Oak Park Ave/I-290-Reconnect business district.

No Cap in Oak Park! Unless Oak Park wants to pay for it.

No Cap- No expansion.

Kill the Cap!

Has a decision been made to Cap the Eisenhower between Austin and Harlem.

(Map Drawing) Cap I-290 from Home Ave. to East Ave. for new straight connection to East+West

Eminent Domain! Remember O'Hare Expansion. Who loses property.

What happens to the property value of houses that will be closer to the highway if there is an expansion?

Either have CSX use their tracks or give them up to make room.

Cantilever street on N. side. Bump over on 5 sides. Do not remove any more house.

Regional Approach

Court House is planning future expansion -Coordinate impacts with Cook County Capital Planning Dept.

Make it toll road \$40 minimum.

Look at one-way couples on frontage roads.

IDOT=Roads. Short and long costs> costs

How will any proposed alternative continue to perform 5, 10, 20 years out, especially given traffic and population growth?

What is the projected time line for Phase III?

Meet with \_\_\_\_\_ impacted by the study.

More meetings at smaller venues with bordering communities.

Move ramps to aid traffic flow.

Don't widen "Ditch". There is plenty of room for exits at Harlem & Austin without wider ditch.

Don't switch ramps to right-use more effective \_\_\_\_.

Re-design left exit/enter ramps in Oak Park.

Lengthen on ramps for rush hour traffic.

Reconstruction VVB Austin Blvd. interchange such that exit and entrance ramps depart and enter from the VVB I-290 right lane.

Get rid of lane drop VVB @ Austin and all left hand ramps.

Keep the ramps on the interior of I-290.

How about building a fly over ramp to avoid the congested area.

Provide bus space on bridges where there are rapid transit stops.

This ramp catches motorists off guard. Left turn only w. 4 lanes to 3 lane reduction.

Provide ample space for long semi trailer trucks wanting to enter Eisenhower or limit trailer length and ENFORCE.

Move all entrances/exits to right side of the road.

Columbus Park must not be touched.

Columbus Park is a historic asset and should not be altered.

### Comment

Valuable green space in Columbus Park must be preserved, and not damaged by the additional fumes which would result from more auto lanes.

Do not take land from Columbus Park.

The loss of property to Columbus Park is minimal, most important is that both east and west bound traffic with entrance and exits be retained at central Avenue and Eisenhower.

Do not build into park.

CTA must not under any circumstances give up their train space to pavement.

Put CTA below ground.

Space reserved for CTA express line should not be used for new highway capacity.

Have the agency considered the Pink Line extension.

Expand public transit options. Do not add lanes.

Extend rail service to Oak Brook.

Need to acquire railroad property for moving CTA to the south and add lanes.

No additional lanes- Increase Blue Line track. No cap!

How do riders get downtown efficiently if facility HOV/BRT diverts here? (Cicero)

The problem is not that cars can't go fast enough, but rather how to get people out of cars and also regional accessibility for transit dependent people.

CSX R.R. -CTA \_\_\_not under any circumstances give up their to pavement.

Be more visitor friendly by providing many large signs for streets.

Suggestion: Have more signs ahead of arriving at the exits for Harlem and Austin.

Cars sitting in traffic pollute! Need more lanes.

Need 4th lane- Managed lane with transit as a part of regional managed lane network.

Would moving the 4-3 lane contraction to a straight road segment (here?) result in less congestion?

Add lanes! Keep it in the ditch!

3 + HOV is impossible.

Has a conversation been had with RTA, CTA, Metra?

Entire project area: Consistency and support for FHWA, EPA, HUD livability principles.

Noise barriers, traffic concerns, ?? Possible expansion, annexes, homeowner concerns.

Barrier walls by CTA.

Entire project area: 1. Greenhouse Gas 2. Emissions 3. Visibility PM 4. Energy Independence.

No cap in Oak Park area.

The cap project study is a waste of time and money. I agree!

Cap on partial cap @ Austin/I-290. Connect Columbus Park with Barrie Park.

Blue Line station entrance at Harlem unsafe with pedestrians crossing I-290 on and off ramps.

Assumption Church was built 85 years ago and remains one of the pre-eminent Orthodox Churches in the country. It must not be disturbed.

Assumption Greek Orthodox Church. 70% parishioners use E/W I-290.

Expressway leads to 3rd worst bottleneck in nation and a traffic light beyond that. How will this be factored in?

From here east there are already eight lanes. When a lane goes away (convert to HOV/BRT) how will analysis account for added congestion in remaining GP's?

What formula will be used to calculate home values?

What type of assistance will be provided to relocate affected homeowners?

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## Aerial Map Post-It Note Transcriptions (Page 4 of 4)



### Comment

My home is located on the corner of Humphrey and Flournoy. What are your plans for purchasing homes to make way for the expansion?

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How will project improve accessibility (jobs, housing, etc.) for Chicago West side.

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Fair job opportunities. Jobs. Jobs.jobs.

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Expressway widening will require new CTA platforms and ADA improvements. Cost should be included in calc's.

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All trip analysis must be doorstep to doorstep to avoid HOV bias- trips have large costs before and after I-290.

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The expressway ends at a light at Congress, increasing capacity in Oak Park will not increase capacity of the entire expressway. Scope of the study should extend to Congress.

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This a myopic view of problem solving.

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Are you creating more problems?

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Will eminent domain be forced to allow for expansion of the project.

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Entire study area - support for \_\_\_\_\_ 2040 goals must be demonstrated.

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Try SPUI at Austin and Harlem.

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# Town Hall Meeting — December 4, 2009

### Comment

Not in favor of widening the Ike. We can't lose the conservatory in OP. And there is a library close to the Ike that we'd miss. Extend public trans.

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Expanding the Ike only creates Feedback loop - more drivers, more congestion, more expansion. We need alternatives! Blue line extension or Metra on CSX rails.

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Do not expand the 290. We need better public transport. Extend the EL. Use Canadian Rail line - turn into Metra line.

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The area between Austin and Harlem is always slowed or stopped. Adding another lane within the trench seems like a reasonable solution.

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Exit ramps E & W on all major streets.

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