



The Illinois Department of Transportation welcomes you to the second Public Meeting on the I-290 Eisenhower Study. We appreciate your attendance and encourage you to review all the material, ask questions of the IDOT representatives, and provide your comments on the study.

## Purpose of Tonight's Meeting





- Why is I-290 being studied?
- Review the study process
- Discuss public involvement opportunities
- Provide study progress to date
- Next steps
- Ask for your input


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This is the second public meeting of the I-290 Study. The purpose of this meeting is to review why the study is being done, recap the study process and how to stay involved, provide an update on the study progress to date, discuss next steps, and request your input.


## Why is I-290 Being Studied?



- I-290 corridor was built during the 1950's
- First multi-modal transportation corridor in US

- Over 50 years old and in need of reconstruction
- Major link in the transportation network

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IDOT is focusing on the transportation facilities along the I-290 Eisenhower Expressway Multi-Modal Corridor. The study area extends along I-290 in Cook County from west of Mannheim Road, to east of Cicero Avenue.

Extending for approximately 9 miles, the study area passes through eight communities including Hillside, Westchester, Bellwood, Broadview, Maywood, Forest Park, Oak Park, and Chicago.

The I-290 corridor was originally constructed and opened to traffic in the 1950's, and was the first new multi-modal transportation corridor in the U.S. Now, over 50 years of age, I-290 has exceeded its life expectancy and is in need of reconstruction. The I-290 corridor is a major transportation link between Chicago and the western suburbs and also serves other transportation markets.

## Environmental Impact Statement (EIS)



- Most detailed and rigorous study process
- Considers transportation needs
- Considers a range of alternatives
- Identifies potential impacts including environmental
- Considers stakeholder input

*Design and Drainage studies also being prepared*

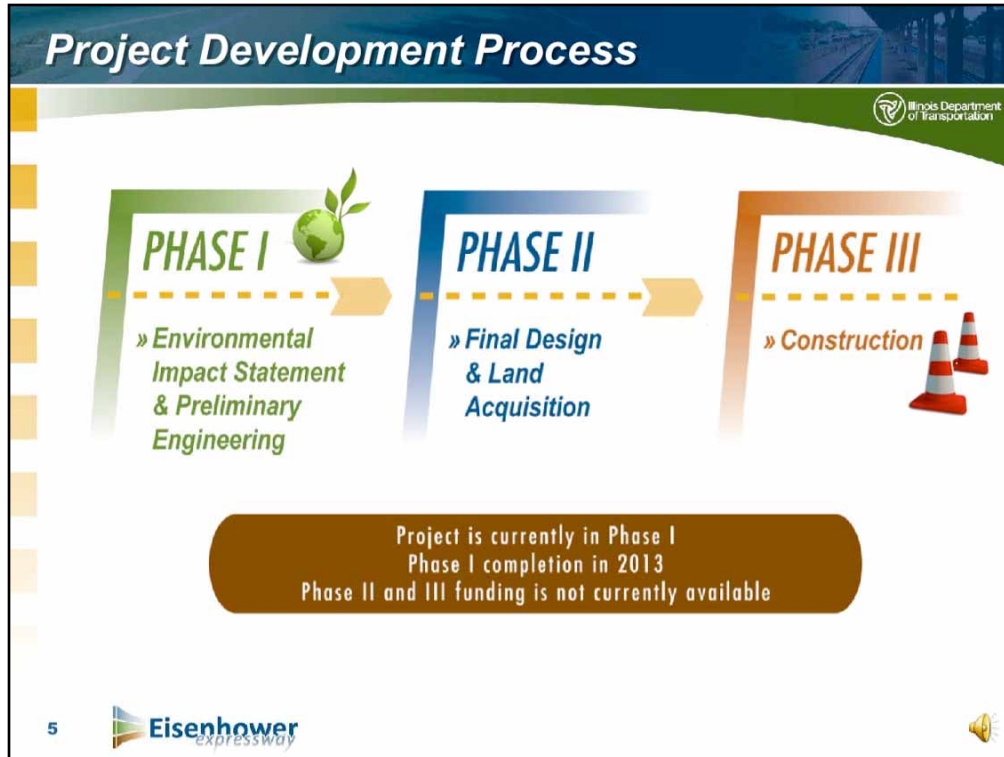
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As part of this study, IDOT is preparing something called an Environmental Impact statement, or E – I – S, which is the most detailed and rigorous environmental study that is performed for a highway project. The EIS process considers all modes of transportation and a broad range of transportation alternatives.

In making decisions, transportation needs, impacts, costs and stakeholder input is considered.

The EIS covers environmental issues; design and drainage studies are also being prepared.



From planning to construction, IDOT has three basic project phases:

Phase 1 – Environmental Impact Statement and Preliminary Engineering;

Phase 2 – Final Design and Land Acquisition; and

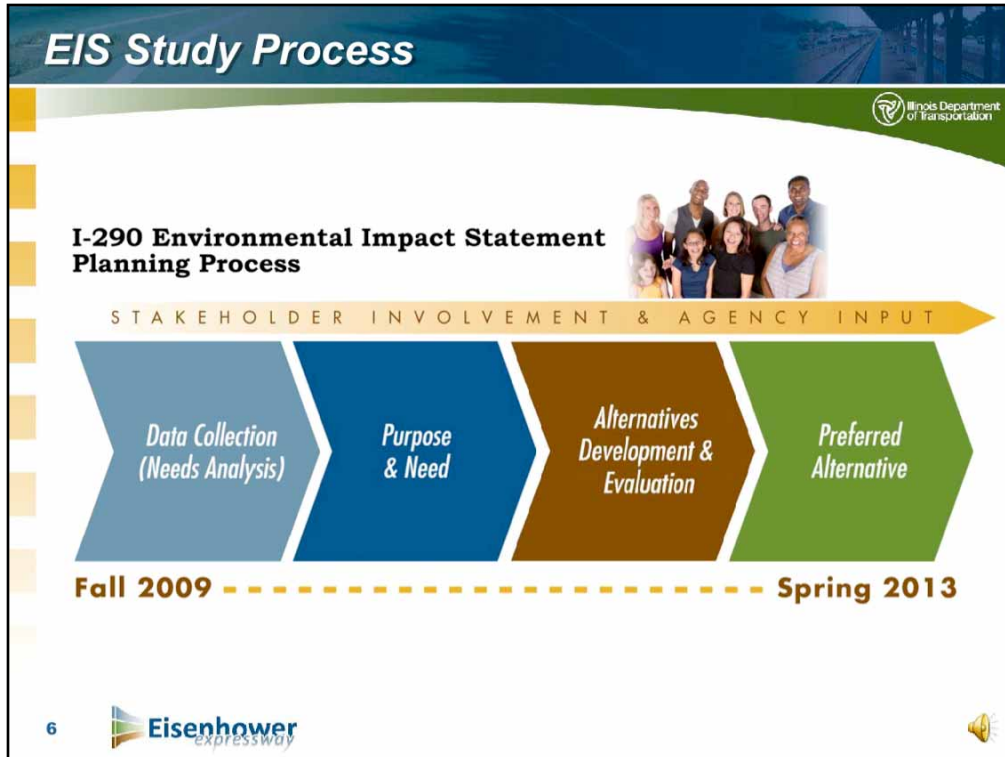
Phase 3 – Construction.

Currently, this project is in Phase I, where detailed environmental studies and preliminary engineering will be performed in support of the Environmental Impact Statement.

After the EIS is approved by the Federal Highway Administration and additional funding obtained, Phase 2, or Final Design and Land Acquisition, may begin. Detailed construction plans are developed and any necessary land is purchased for the project.

At the end of Phase 2, final design plans are completed. When funding for construction is secured, Phase 3, or the actual construction of the project, may begin.

At this time, no funding is available for Phase 2 or 3.



In the fall of 2009, IDOT initiated the I-290 Study. The study process consists of four basic steps:

*(Animate as mentioned)*

Data Collection;

Purpose and Need;

Alternatives Development and Evaluation; and

Selecting a Preferred Alternative.

Each of these steps will be explained in further detail in this presentation.

**Public Involvement Opportunities**

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**STAKEHOLDER INVOLVEMENT**

» <b>Public Meetings &amp; Workshops</b>	» <b>Project Website</b>	» <b>Media Outreach</b>	» <b>Speaker's Bureau</b>
» <b>Newsletters</b>	» <b>Project Working Groups</b>	» <b>Small Group Meetings</b>	» <b>Agency Meetings</b>

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There are many opportunities for you to stay informed and involved in this study.

Public meetings, such as this one, and workshops held throughout the process provide forums for meaningful exchange of ideas and open dialogue on the project.

The project website, [eisenhowerexpressway.com](http://eisenhowerexpressway.com), is regularly updated and allows you to submit comments on-line.

Newsletters are mailed at key milestones to stakeholders or anyone who wishes to be added to the project mailing list. You can request to be added to the mailing list at tonight's meeting, or on the website at any time.

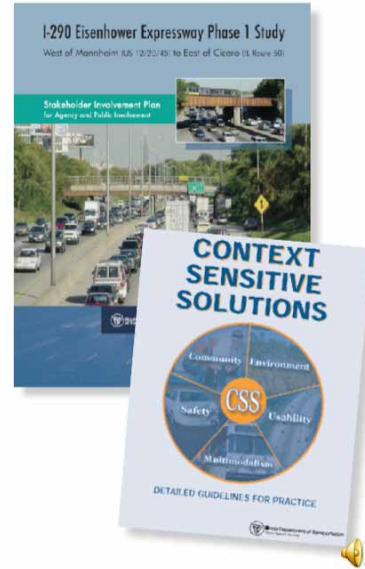
The Project Team is also available to attend small group meetings to allow for a more informal communication setting.

Additionally, IDOT has established the Project Working Group structure to assist with development of study recommendations.

## Context Sensitive Solutions



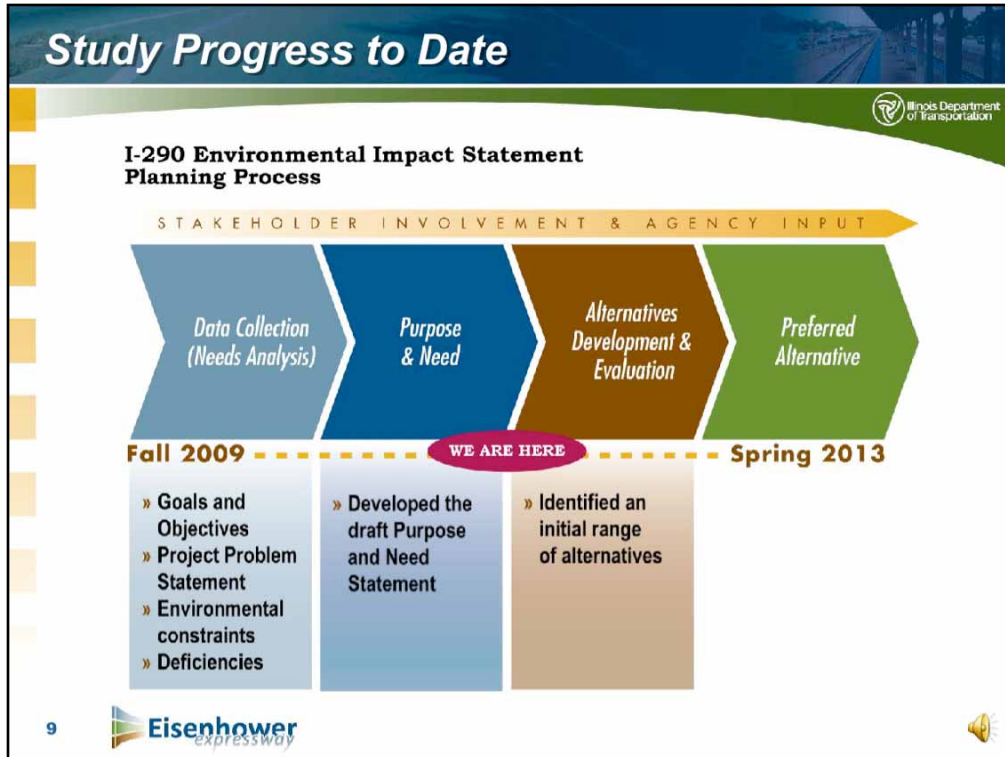
- Framework for stakeholder involvement
- Follows Context Sensitive Solutions (CSS) process
- Involves all stakeholders
- Addresses all modes of transportation
- Preserves aesthetic, historic, and environmental resources
- SIP is available for review at [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com)



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The public involvement opportunities just described are part of the formal Stakeholder Involvement Plan developed for this study. The plan follows IDOT's Context Sensitive Solutions process, known as CSS. CSS is a collaborative approach that seeks to involve all stakeholders in the study process to develop a facility that fits into its surroundings, using a flexible and creative approach to design. It addresses all modes of transportation, and strives to preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. The Stakeholder Involvement Plan document is available for review on the project website.



Since the first Public Meeting, the Project Team, Corridor Advisory and Task Force Groups have committed significant time and effort to the study process and advancement of the project. Using stakeholder input combined with detailed technical studies, we have:

- Identified the goals and objectives for the study;
- Developed the Project Problem Statement;
- Identified existing environmental constraints;
- Identified the existing transportation system deficiencies;
- Developed the draft Purpose and Need Statement; and
- Identified an initial range of suggested single-mode alternatives.

## Data Collection




- Fundamental for establishing needs
- All modes reviewed



**I-290 Environmental Impact Statement Planning Process**

STAKEHOLDER INVOLVEMENT & AGENCY INPUT

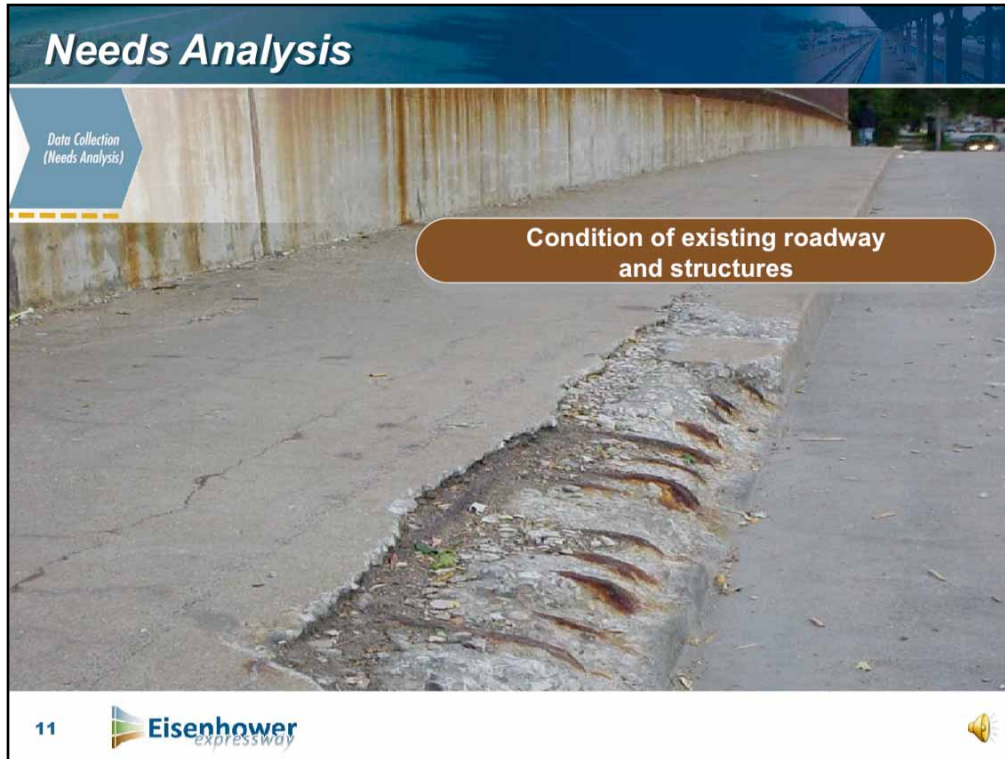
*Data Collection  
(Needs Analysis)*

**Fall 2009** - - - - - **Spring 2013**



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The data collection step focused on the review and assessment of the existing transportation system to identify transportation needs—both those that exist today, as well as those that are anticipated to exist in the future- without any major improvements in the study area. Each transportation mode in the corridor was reviewed and documented, including the highway and arterials, commuter rail (Metra), CTA heavy rail transit, bus service, and freight rail systems and facilities.





Some of the major issues identified with the existing transportation system were:

Condition of existing roadway and structures;

# Needs Analysis

Data Collection  
(Needs Analysis)

Poor access & connections to transit



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Poor access and connections to transit;

# Needs Analysis

Data Collection  
(Needs Analysis)

Lack of reverse commute options

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Lack of reverse commute options; In other words, work trips headed west in the morning and east in the evening.





Condition of drainage facilities;

# Needs Analysis

Data Collection  
(Needs Analysis)

Congested expressway and arterial network

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Congested expressway and arterial network; and

# Needs Analysis

Data Collection  
(Needs Analysis)

Safety – High crash locations



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Safety concerns involving high crash locations.

# What Is Purpose and Need?

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- A concise statement of the transportation problems to be addressed

The diagram illustrates the process of developing a Purpose and Need statement. It features a central horizontal arrow labeled "STAKEHOLDER INVOLVEMENT & AGENCY INPUT" pointing to the right. Above this arrow is a blue arrow labeled "Problem Statement", and below it is a brown arrow labeled "Technical Analysis". To the left of the central arrow is a group of diverse people. To the right of the central arrow is a large blue arrow labeled "Purpose & Need".

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This information is used to draft a Purpose and Need.

So, what is the Purpose and Need?

The Purpose and Need is a concise statement of the transportation problems to be addressed.

Serving as the initial screening criteria for the basis for the evaluation of alternatives, the Purpose and Need is developed from stakeholder input and technical analysis. The initial alternatives will be evaluated on how well they can address the transportation needs.

## I-290 Purpose and Need


*Purpose & Need*

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- **PURPOSE:** *to provide an improved transportation facility along the I-290 multimodal corridor*
- **NEED:** Five specific need points to be addressed:
  - *Improve regional and local travel*
  - *Improve access to employment*
  - *Improve safety for all users*
  - *Improve modal connections and opportunities*
  - *Improve facility deficiencies*
- Purpose and Need is available for review at [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com)

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The purpose of the proposed project has been established, and is:

“To provide an improved transportation facility along the I-290 multimodal corridor.”

Five need points to be addressed have been identified and are:

Improve regional and local travel;

Improve access to employment;


Improve safety for all users;

Improve modal connections and opportunities; and

Improve facility deficiencies.

These need points are presented in further detail in the exhibit room, and IDOT representatives are available to answer your questions. Also, the draft Purpose and Need is available for review on the project website.


# Alternatives Development & Evaluation



- 3 Rounds – Detail added at each round


**Round 1**

- How well does it address transportation needs?
- Single modes




**Round 2**

- Transportation needs
- Environmental impacts
- Costs
- Combination modes





**Round 3**

- Add detail, refine
- Transportation needs, environmental impacts, costs



- Continuous process
  - Stakeholder Input → Refine → Evaluate

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We are currently at the beginning stages of the “Initial Alternatives Development and Evaluation” step in the study process. Consisting of three fundamental rounds- each will evaluate alternatives at greater levels of detail related to location, needs, impacts, environment, and cost.

Each round will involve stakeholders input, refinement, and evaluation. Higher performing and less impacting alternatives will progress to the next evaluation step for more detailed review.

As the study progresses, the combination of stakeholder input and technical analysis provides the foundation for the potential project alternative solutions.

# Environmental Constraints Mapping

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To complement the Project Team’s data collection, stakeholders identified environmental constraints such as natural resources, existing land uses and planned developments. This information will assist in the evaluation of project alternatives.

## Initial Stakeholder Single-Mode Alternatives



- Alternatives suggested by CAG and at Public Meeting #1
- Over 170 suggestions including:
  - *Transit improvements*
  - *Highway/arterial street improvements*
  - *Bicycle and pedestrian/other improvements*
  - *Traffic management systems*

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Last December, the Corridor Advisory Group participated in a workshop to suggest an initial range of single-mode alternatives. Combined with alternatives suggested at the first public meeting and through submitted website comments, over 170 alternatives were suggested including transit, highway, bicycle and pedestrian, as well as traffic management systems and strategies.

## Suggested Transit Improvements



**Automated Guideway**



**Commuter Rail**



**CTA Blue Line Extensions**



**Light Rail**

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Suggested rail and other fixed route transit improvements included:

- CTA Blue Line extensions to the west
- commuter rail
- light rail
- and automated guideway transit, also known as ‘people movers’.

## Suggested Bus Transit Improvements

Bus Rapid Transit

Express Bus

Local Bus

147 OUTER DRV EXP

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Bus transit alternatives that were suggested include:

- Bus rapid transit and express bus service along the existing highways and on some arterials;
- As well as some north-south local bus improvements to provide better connections between the existing transit facilities in the corridor.

## Summarized Highway/Arterial Street Improvements



**Add General Purpose Lanes**

**Reconfigure Ramps**

**Interchange Improvements**

**Arterial Improvements**



**Intersection Improvements**





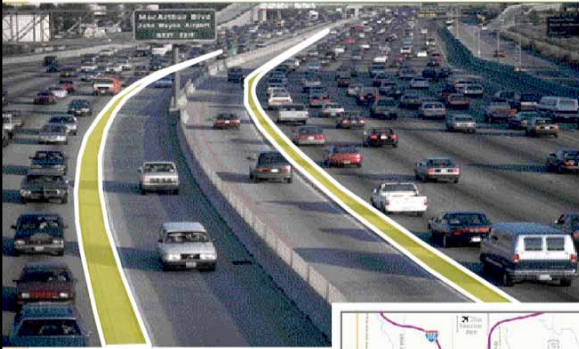
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Highway and arterial street improvements were proposed such as

- adding lanes along I-290;
- Reconfiguring the left hand ramps at Austin and Harlem Avenue to right hand ramps;
- Improving interchanges and intersections along I-290; and
- Improving traffic along arterials such as Roosevelt Road.

# Suggested Managed Lanes Improvements





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Congestion Pricing

HOV Lanes

HOT Lanes



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Several suggestions for adding managed lanes to the existing highway network were submitted, including:

- High Occupancy Vehicle lanes, known as H-O-V Lanes, for vehicles with 2, 3 or more riders;
- High Occupancy Toll Lanes, referred to as H-O-T lanes, which are similar to HOV lanes, but are tolled;
- And congestion pricing, where the price to use the fast lanes is adjusted throughout the day, based on traffic conditions.



Bicycle and pedestrian/other improvements suggestions included:

- adding bike lanes;
- Providing new non-motorized crossings of I-290;
- Creating new multi-use paths;
- Improving sidewalks and pedestrian access to transit;
- And new park and ride facilities.

## Suggested Traffic Management Improvements

ROAD ICY  
SLOWER SPEED  
ADVISED

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- Active Traffic Management
- Variable Speed Limits
- Dynamic Messaging
- Ramp Metering
- Signal Coordination



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Traffic management improvement suggestions to the existing roadway network included:

- Intelligent Transportation Systems and Active Traffic Management strategies that include, variable speed limits, dynamic message signs, ramp metering and signal coordination.

**Your Input**

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I-280 TRANSPORTATION ALTERNATIVES DEVELOPMENT SHEET

**Your Suggestion?**

REGIONAL MAP

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Eisenhower Expressway

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A summary of the suggested alternatives are presented in the exhibit room and are available on the project website, as is the full listing of the suggested alternatives. We invite you to review the prior suggested alternatives, and to suggest any new alternatives that you feel could fulfill the project purpose and address the transportation needs.

## Next Steps



- Finalize Purpose and Need
- Identify and evaluate possible combination alternatives
- Public Meeting #3



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Following today's Public Meeting, the study team will seek to finalize the Project Purpose and Need, and finish the analysis of the single mode alternatives.

In the next step, Round 2, we will work with stakeholders to identify combination alternatives. An example of this would be a combination of expressway and transit improvements. The analysis in Round 2 will include the technical evaluation of the initial single mode alternatives and how well they meet the purpose and need, and will go through another cycle of stakeholder input, refinement, and evaluation.

We expect to hold a third Public Meeting near the end of Round 2 to inform you of the results of the analysis and ask for your comments.

## We Want Your Perspective!



- Written comment forms
- Online comment forms at [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com)
- Comments received by **June 1, 2011** will become part of the public meeting record



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Throughout the exhibit area, you will find Comment Forms that you can fill out and submit today, or take with you and mail or fax later. You can also provide comments through the project website, [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com). Comments are accepted at any time, however those comments received by June 1, 2011 will become part of the public meeting record for this meeting.

Your interest and input is critical to the success of this project, all comments received will be considered in the study. It is our continued commitment throughout this project to include the public and study area stakeholders in this process. We want your perspective.

[www.dot.il.gov](http://www.dot.il.gov) | [www.eisenhowerexpressway.com](http://www.eisenhowerexpressway.com)

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# Thank You

*Please visit the exhibit room to participate in the alternatives workshop and meet with study team members.*

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We appreciate your attendance at today's Public Meeting, and hope to see you at future meetings as well. Please visit the exhibit room to give us your ideas and suggestions for project solutions, and meet with study team members who are available to discuss this project, and answer your questions. This concludes the presentation. If you have missed any part of the presentation, it will restart again momentarily.