

Appendix N

Comments Received on the DEIS

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP USA

June 2017

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Comments Received on the DEIS

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FOREST COUNTY POTAWATOMI
NATURAL RESOURCES

AIR QUALITY · BOTANY/WETLANDS · ENVIRONMENTAL EDUCATION · WATER RESOURCES · WASTE MANAGEMENT
WILDLIFE RESOURCES · TRIBAL HISTORIC PRESERVATION

5320 WENSAUT LANE · PO BOX 340 · CRANDON, WI 54520
(715) 478-7222 · Fax: (715) 478-7225

February 9, 2017

BUREAU OF PROGRAMMING
RECEIVED

FEB 16 2017

DISTRICT #1

Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
Division of Highways, Region 1, District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: I-290 (Eisenhower Expressway) from West Mannheim Road to Racine Avenue, Chicago, Cook County, Illinois.

Dear Mr. Harmet,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi as a Federally Recognized Native American Tribe reserves the right to comment on Federal undertakings, as defined under the act. Thank you for your participation in the process.

This response is related to the project described above. I have reviewed the Draft-EIS submitted for comment by Illinois DOT. While the document seems very comprehensive in relation to historic properties related to architecture I have some questions regarding the archaeological component of the study. It is clearly stated that there are no known archaeological sites within the project APE, but it is unclear what was done. What sort of identification effort was made, was there an archaeological study, or just an archival review? A letter from Brad Koldehoff to Dr. Rachel Leibowitz dated May 27, 2016 states there has been an archaeological clearance under a letter from August 13, 2015, but the letter was not included in Appendix E-4. If there was an archaeological identification survey the Tribal Historic Preservation Office on behalf of the Forest County Potawatomi Community requests a copy of the report, an electronic copy is fine or access to it online if available.

Your interest in protecting Illinois' cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer

1/25/2017

Julie Rimbault
US Army Corps of Engineers
231 South LaSalle Street #1500
Chicago, IL 60604
julie.c.rimbault@usace.army.mil
312-846-5542

PS2#1539
CS#3470

Based on the information submitted, it appears that any of the alternatives (except the no build) will impact waters of the U.S. but that the permanent impacts will be below 1 acre. In that case, the applicant will need to submit a permit application to the Army Corps of Engineers Chicago District to obtain a Section 404 permit. At this time, it is anticipated that the project will be reviewed under Regional Permit 3. The project should be designed to comply with this permits conditions. The wetland delineation will need to be updated prior to submitting an application.

1
2
3



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

February 9, 2017

9043.1
ER 16/0731

Catherine A. Batey
Division Administrator, Illinois
Federal Highway Administration
U.S. Department of Transportation
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Ms. Batey:

The Department of the Interior (Department) has reviewed the Section 4(f) Evaluation for the Draft Environmental Impact Statement (DEIS) for the I-290 Eisenhower Expressway in Cook County, Illinois. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

The Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), Federal Railroad Administration, and Federal Transit Administration propose improvements to the I-290 Eisenhower Expressway multi-modal corridor. The project location is a 13-mile long corridor along the existing I-290 corridor from Mannheim Road to Racine Avenue. Five purpose and need points were identified for improving transportation along this facility: 1) mobility for regional and local travel; 2) access to employment; 3) safety; 4) modal connections and opportunities; and 5) transportation facility deficiencies. The DEIS considers four build alternatives, along with a no-build alternative.

The DEIS identified several properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)). The DEIS states:

No Section 4(f) use of historic properties, parks, wildlife/waterfowl refuges, recreation areas except for 0.031 acres of direct use and 0.137 acres of temporary use to parks maintained by Park District of Forest Park; Veterans Park, the Dog

Park and the Recreational Center (Roos property). The areas are proposed by the Village to accommodate widened sidewalks and provide for access to the shared-use path proposed to from the Illinois Prairie Path to Central Avenue. Based on informal consultation with the Village, a de minimis impact under Section 4(f) is proposed. Formal written concurrence will be required by the Village.

Consultation with the Chicago Park District has been initiated regarding the extension of the proposed shared-use path through Columbus Park, along with the placement of small berms and trees. October 15, 2015 correspondence from the Chicago Park District indicated no adverse impact and a potential enhancement for the park. In addition, informal consultation with the State Historic Preservation Officer (SHPO) and Illinois Historic Preservation Administration (IHPA) indicated that these improvements, as a national historic landmark, would not result in an adverse effect finding. It is intended that this would be processed by FHWA as a temporary occupancy, avoiding any Section 4(f) use of Columbus Park. Formal written concurrence will be required by the Chicago Park District and SHPO/IHPA.

The summary notes that, in addition to Columbus Park, five properties listed on the National Register of Historic Places (NRHP), and one historic district pending NRHP designation, are within the area of potential effects. The Department assumes that consultation with the SHPO and IHPA will include discussion of those properties as well.

1

The DEIS did not identify any properties in the project study area to be considered under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (54 U.S.C. 200305(f)(3) et seq.) or the Urban Park and Recreation Recovery (UPARR) Act of 1978. The Department has determined that Forest Park and Garfield Park are within the area of potential effects and are encumbered under LWCF, and that Columbus Park is encumbered under UPARR. The proposed project constitutes a use that will partially convert these recreational resources.

2

The LWCF Act states “No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”

The UPARR Act states “No property improved or developed with UPARR assistance shall, without the approval of NPS, be converted to other than public recreation uses. A conversion will only be approved if it is found to be in accord with the current local park and recreation Recovery Act Program and/or equivalent recreation plan and only upon such condition as deems necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness. Section 1010 is designed to ensure that areas or facilities receiving UPARR grant assistance are continually maintained in recreation use and available to the general public.”

Impacts to and conversions of LWCF- and UPARR-encumbered properties require coordination with the State of Illinois Department of Natural Resources, the Village of Forest Park, the City of Chicago, and the National Park Service. The DEIS notes that efforts were made to avoid impacts to 4(f) resources and to find ways to reduce the severity of the impacts in consultation with the Illinois State Historic Preservation Officer (SHPO) and other consulting parties. The Department withholds its concurrence that all possible planning was done to minimize harm to 4(f) resources until SHPO concurrence is received and impacts to LWCF- and UPARR-encumbered properties is resolved.

3

The Department has a continuing interest in working with the FHWA and other agencies to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact Regional Environmental Coordinator Scott Blackburn, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone (402) 661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a long, sweeping horizontal flourish extending to the right.

Lindy Nelson
Regional Environmental Officer

cc: NPS-MWR-PC (Blackburn)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 10 2017

REPLY TO THE ATTENTION OF:

E-19J

Mark Peterson
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: Draft Environmental Impact Statement for the Interstate 290 (I-290) Eisenhower Expressway, Cook County, Illinois – CEQ #20160315

Dear Mr. Peterson:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (EIS) for the Interstate 290 (I-290) Eisenhower Expressway prepared by the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (1500-1508), and Section 309 of the Clean Air Act.

IDOT/FHWA propose a series of improvements to I-290 and auxiliary roads to improve regional and local travel, access to employment, safety, modal connections and opportunities, and facility deficiencies. The project extends from west of Mannheim Road to Racine Avenue in Cook County, Illinois. Potential impacts are primarily to the human environment, as the corridor is largely in an urban, developed area.

Four alternatives were carried forward for consideration in the Draft EIS, in addition to the no build alternative. The four build alternatives are:

- *General Purpose/Express Bus/High Capacity Transit* ("General Purpose Alternative"): Add one general purpose lane (lane without restriction of number of occupants or imposition of a toll) in each direction between 25th Avenue and Austin Boulevard, and include provisions for Express Bus and High Capacity Transit.
- *High Occupancy Vehicle/Express Bus/High Capacity Transit* ("HOV 2+ Alternative"): Add one High Occupancy Vehicle (HOV) 2+ (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, convert one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOV 2+ use, and allow for Express Bus and High Capacity Transit.
- *High Occupancy Toll/Express Bus/High Capacity Transit* ("HOT 3+ Alternative"): Add one High Occupancy Toll (HOT) 3+ (three or more occupants per vehicles required for non-toll use) lane in each direction between 25th Avenue and Austin Boulevard, convert one existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+ use, and allow for Express Bus and High Capacity Transit.
- *High Occupancy Toll/Toll/Express Bus/High Occupancy Transit* ("HOT 3+/Toll Alternative"): Add HOT 3+ lane in each direction between 25th Street and Austin Boulevard, convert one

existing general purpose lane in each direction west of 25th Avenue and east of Austin Boulevard to HOT 3+, convert remaining general purpose lanes to toll (all users paying tolls), and allow for Express Bus and High Capacity Transit.

The proposed footprint and interchanges are the same for all build alternatives and include:

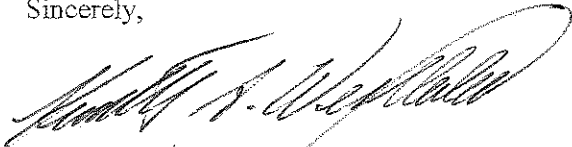
- Reconstruction of 25th and 1st Avenue interchanges as Single-Point Urban Interchanges (SPUI).
- Reconstruction of Harlem Avenue and Austin Boulevard, which currently have left-hand ramps, to a modified SPUI interchange with right-hand ramps that retains a center interchange where the ramps converge with cross-streets.
- Braided ramp design between Austin Boulevard and Central Avenue interchanges
- Reconfiguration of ramps between Laramie Avenue and Cicero Avenue to remove substandard mainline weaving and adding frontage road U-turns to improve local traffic.

The preferred alternative is the HOT 3+ Alternative; because IDOT/FHWA has identified a preferred alternative in the Draft EIS and pending no new, significant information or substantial changes, IDOT/FHWA expect to release a combined Final EIS-Record of Decision (ROD), per Section 1319(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Based on our review of the Draft EIS and participation in agency and public meetings, EPA rates the Draft EIS as **EC-2, Environmental Concerns – Insufficient Information**. This is primarily based on potential human health and environmental impacts to susceptible populations as a result of construction and related mitigation measures. We have also identified several clarifications regarding methodology. Finally, EPA commends several features of this project. Detailed comments and a summary of our ratings definitions are enclosed.

Thank you in advance for your consideration of our comments. We look forward to reviewing the Final EIS and ROD. If you have any questions or concerns, please feel free to contact me or Elizabeth Poole of my staff at (312) 353-2087 or poole.elizabeth@epa.gov.

Sincerely,



Kenneth A. Westlake
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosures (2): U.S. EPA's Detailed Comments
Summary of Ratings Definitions

cc: Peter Harnet, Illinois Department of Transportation
Matt Fuller, Federal Highway Administration – FHWA
Carole Morey, Chicago Transit Authority
Dr. Cort Lohff, Chicago Department of Public Health
Latrice Porter Thomas, Cook County Department of Public Health
Erika Selke, Chicago Park District

**U.S. EPA – Detailed Comments on the
Draft Environmental Impact Statement for the
Interstate 290 (I-290) Eisenhower Expressway, Cook County, Illinois**

Social/Economic Characteristics

Methodology

The socio-economic analysis appears to rely on demographic information for the entire City of Chicago to represent populations impacted by the corridor. We note use of both “Chicago” and “Chicago (within I-290 Study Area)” in discussions, tables, and figures throughout Section 3.1. Use of the entire City of Chicago is not an appropriate or meaningful geographic unit of analysis because actual, corridor-adjacent conditions are masked by city-wide demographics. For instance, in the discussion on page 3-8 regarding age, the Draft Environmental Impact Statement (EIS) states that four communities along the corridor have higher percentages of young children (under the age of 18) compared to the reference population of Cook County. The methodology¹ should use the more appropriate and reflective “Chicago (within I-290 Study Area)”. Thus, this section should state there are five communities, including “Chicago (within the I-290 Study Area)”, which exceeds the reference population for children, at 24.8%. For context, EPA finds the discussion and data table regarding *Auto Ownership* to be most meaningful.

Recommendation: We recommend the Final EIS include discussions and data that are clearer and more representative of the potentially impacted communities within the city limits of Chicago. IDOT/FHWA should consider removing data related to the entire city (for comparison purposes) and rely on data that represents Chicago within the I-290 Study Area. If IDOT/FHWA continue to include the entire city of Chicago dataset, EPA recommends clarifying why this information is the more appropriate geographic unit of analysis.

EPA notes the city of Cicero is included in the analysis but the city of Berwyn is not. The Draft EIS states that communities “that are either partially or wholly within the Project Corridor are listed.” The city limits of Cicero do not appear to intersect with the Project Corridor. The city limits of Berwyn (immediately west of Cicero) appear to be similarly situated from I-290 as the city limits of Cicero, but does not appear to be included in the analysis.

Recommendation: EPA recommends the Final EIS clarify why Berwyn was not included in the analysis, when it appears to have the similar adjacency to the project corridor as Cicero.

Environmental Justice

The Draft EIS provided case studies and other data to demonstrate that the tolling aspect of the preferred alternatives will not result in a disproportionately high and adverse impact to low-income and minority populations impacted by the project. The analysis also mentioned several potential remedial strategies, such as increased promotion of car- or van-pooling or toll subsidy programs for low-income households,

¹ This methodology also appears to apply to the following demographics, with sites included in parenthesis. Please note this list may not be inclusive: Black/African American (Table 3.4), Asian (Table 3.4), and Housing Characteristics (Table 3.7). The following sets of demographic information appear to be missing the “Chicago (within Project Corridor) information, which would greatly increase the helpfulness of the chart, table, or discussion: I-290 Median Household Income for Project Corridor Communities, 2011 (Figure 3-2), Poverty Levels for Project Corridor Communities, 2011 (Figure 3-3), Project Corridor Community Unemployment Percentages 2000-2014 (Table 3-6) and Travel Time to Work Characteristics of Project Corridor Communities (Table 3-9).

implemented in other communities across the country. The analysis did not specify whether the project team would consider implementation of similar programs, nor whether the unique economic situations of low-income households might impact the success of those programs (for instance, low-income households may not have bank accounts to link to toll transponders to receive discounted or subsidized fares).

Recommendation: EPA is aware that exact tolling mechanisms have not been identified. However, we recommend the Final EIS clarify whether IDOT/FHWA will consider mitigation measures to ensure low-income users of the road have equitable opportunity to use the HOT 3+ lane; this may or may not include the above-referenced toll subsidies discussed in the Draft EIS for other areas of the country. If appropriate, we recommend committing to any toll mitigation in the Record of Decision (ROD).

3

Children's Health

The Draft EIS did not include language regarding the particular vulnerabilities children may face from adverse impacts to air quality during construction activities (Section 3.14.3, *Construction Impacts, Air Quality*). We note the inclusion of general construction-related best practices to reduce emissions. However, EPA has identified additional measures to further reduce impacts to potentially susceptible populations within the project corridor.

Recommendation: EPA recommends that Section 3.14.3 (*Construction Impacts, Air Quality*) be updated to speak to the particular vulnerabilities of children's health when exposed to increased construction-related emissions. We also recommend the following mitigation measures to further reduce potential adverse impacts to children (see below for additional specific construction emissions reduction measures under *Air Quality*):

4

- EPA recommends considering the use of the Air Quality Flag Program² during construction to communicate with local communities, particularly with schools and childcare centers, about potential changes in air quality and allow, among other things, for schools or other organizations to adjust their planned outdoor activities. The Air Quality Flag Program reflects regional-scale air quality on a given day and provides baseline conditions that might be exacerbated by construction activity.
- In order to limit exposure to construction-related emissions, EPA recommends considering limiting construction timing to outside of school and childcare operating hours, where construction is planned adjacent to schools and childcare centers.

EPA previously expressed concern about potential construction-related air impacts, including lead releases as a result of bridge and other infrastructure demolition. We note the discussion of "normal lead based paint" in Section 3.11.1.1, including the definition of *de minimis* conditions, but the Draft EIS does not indicate whether lead testing has been conducted or verified on bridges proposed for demolition, nor consideration of potential mitigation measures to reduce lead exposure to children within the corridor.

5

Recommendations: EPA recommends the following information regarding construction-related air emissions, including lead, be included in the Final EIS; mitigation should be committed to in the ROD, as appropriate.

² https://www.airnow.gov/index.cfm?action=flag_program.index

- The Final EIS should clarify the extent to which IDOT/FHWA have considered potential lead releases (from paint chips or dust) during bridge and infrastructure demolition, including whether lead testing has been conducted. If lead testing indicates the likelihood of releases, we recommend the use of contractors that are trained and certified to conduct lead-abatement activities and that they apply appropriate lead-safe work practices. Specific mitigation measures might include containment, end-of-workday cleanup and proper storage of debris and waste, the placement of barriers to prevent lead dust from leaving from the site, the use of personal protective equipment by workers, protocols for entering and exiting the work area and the posting of warnings signs. All other relevant or applicable federal environmental regulations should apply, including the Occupational and Safety Hazard Administrations' lead in construction standards.
- If lead testing indicates there will likely be releases, we recommend targeted outreach to schools and childcare centers within the project corridor to limit exposure to children. We also recommend working with the Chicago and Cook County Departments of Public Health to guide the outreach efforts. Outreach materials might focus on limiting outdoor play and/or open windows during posted construction times. EPA also recommends the following to minimize exposure to lead: washing hands before eating and after coming in from outside, keeping "outside" shoes outside of the school/childcare center, and wet-washing floors, window sills, and window wells every day.

EPA notes Traffic Noise (Section 3.4) addresses impacts to most sensitive land uses (residences, schools, parks, and places of worship) but Construction Noise (Section 3.14.4) does not include an assessment of noise to sensitive receptors. Speech interference in schools should be considered when determining disproportionate impacts from construction activities. Children's ability to learn in school is very important to their development and future success. Studies have shown that classroom noise lowers performance on standardized tests³ and academic achievement has a well-documented effect on health.

Recommendations: EPA recommends that Section 3.14.4 (Construction Noise and Vibration) be updated to specifically address impacts to children in the learning environment, as directed by Executive Order 13045 *Protection of Children from Environmental Health Risks and Safety Risks*. Potential mitigation measures may include limiting construction to outside of school and childcare operation hours, which would also reduce potential impacts to children from construction-related air emissions (as discussed above).

Air Quality

EPA recognizes that the project area is in attainment for all National Ambient Air Quality Standards (NAAQS), except for ozone. However, diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.⁴ Because the preferred alternative will include several years of construction near a large population center, EPA has identified several mitigation

³ See the studies referenced by the American National Standard Acoustical Performance Criteria, Design Requirements, and Guidelines for Schools.

⁴ https://www3.epa.gov/region1/eco/diesel/health_effects.html

measures to further reduce emissions related to construction, to supplement the discussion in Section 3.3.3.2.

Recommendations: EPA recommends IDOT/FHWA consider the following protective measures and commit to applicable measures in the ROD.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).⁵
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).⁶
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use ultra-low sulfur diesel fuel (15 ppm maximum) in construction vehicles and equipment.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).
- Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage

⁵ <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

⁶ <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>

rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards.

7

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

8

Occupational Health

- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.

9

Community Outreach

EPA notes IDOT/FHWA's continued commitment to meaningful public engagement throughout the NEPA process. Based on conversations held in November 2016, we understand IDOT/FHWA are considering hiring a community liaison during the construction and early phases of operation. We commend this approach and have several recommendations regarding the role of a community liaison to further address potential human health and environmental concerns, particularly during construction.

Recommendations: If IDOT/FHWA ultimately hire a community liaison, we recommend a candidate with some community or public health experience. We recommend the community liaison be hired before construction begins. As discussed above, under *Children's Health*, a community liaison could coordinate the Air Quality Flag Program and other communication efforts, particularly with schools and childcare centers.

10

The Draft EIS describes the existing website as a means to provide project information to the public and receive comments. Key project information is also provided in Spanish. It is unclear whether IDOT/FHWA intend to retain the website during construction and the early stages of operation.

Recommendation: EPA recommends the website remain active during construction and early phases of operation. In addition to construction-related impacts (including anticipated duration, extent, and timing of emissions, noise, vibration, and accessibility), we recommend adding the

11

above-referenced community liaison's contact information and how impacted community members can ask questions or lodge complaints or concerns, particularly during the mainline construction phase. Any special or negotiated provisions (such as no construction within a certain distance of a school during school hours, as recommended above under *Children's Health*) or mitigation measures committed to in the ROD should also be included on the website.

11

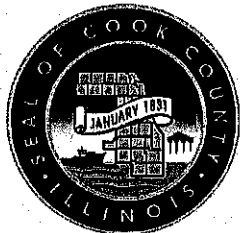
Final Design Elements

EPA commends the following measures, which are part of the build alternatives. We recognize that many details regarding implementation will not be identified until the final design and implementation may rely on local funding or co-sponsorship. However, we encourage IDOT/FHWA to continue pursuit of these elements, which enhance the overall quality of the project and support meaningful public engagement. We commend the following measures, as they improve the overall quality of the human and natural environment within the project corridor.

Recommendations: We recommend the continued coordination and ultimate incorporation of the following features into the ROD and final design, where appropriate.

- The Draft EIS has outlined several sustainability measures proposed for implementation along the project corridor. Measures potentially include increases in green space and vegetated edging, as outlined in Section 3.1.6.2. IDOT/FHWA are also reducing flooding by incorporating improvements to local drainage systems, which include future storm sewer connections. The Village of Oak Park is considering solar gardens and solar panels on noise walls in conjunction with project construction. EPA commends each of these efforts and recommends continued coordination into final design.
- EPA commends IDOT/FHWA's consideration of Context Sensitive Solutions (CSS), as detailed in Section 3.13.5.1. CSS features physical infrastructure designed with community input in terms of public art, texture, forms, themes, and colors. We recommend continued work with the community to improve the visual quality of the proposed infrastructure. In particular, we recommend considering public art along noise and retaining walls and under bridges (accessible to pedestrians and bicycles) to limit graffiti.
- EPA commends IDOT/FHWA's commitment to Complete Streets provisions at interchanges. We also note incorporation of multi-modal features, such as bike lanes, pedestrian bridges at Home and Laverne Avenues, and connections to the Illinois Prairie Path. EPA also notes the associated improvements to Chicago Transit Authority (CTA) infrastructure, including station access to arterial roads and bus stops. Continued coordination with CTA will ensure access is not impeded during construction, maintaining transit ridership.
- IDOT/FHWA have coordinated with the Chicago Park District (CPD) to provide a shared use path to connect Austin Boulevard with Columbus Park. Design of the shared-use path also includes berms and landscaping, increasing the park's tree canopy. IDOT/FHWA have identified mitigation measures to replace existing or add new areas of landscaping and hardscaping, including placement of narrow planting strips along retaining walls or noise walls. EPA recommends use of native, non-invasive species along the corridor.
- EPA commends the extensive and ongoing public outreach by the IDOT/FHWA project team. We recommend continued conversations with the impacted communities, particularly as details regarding noise walls, project design, and access emerge.

12



Department of Transportation and Highways

John Yonan, P.E.

Superintendent

69 West Washington Street, 24th Floor • Chicago, Illinois 60602-3007 • (312) 603-1601

TONI PRECKWINKLE

PRESIDENT

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February 14, 2017

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Re: I-290 Eisenhower Expressway
Draft Environmental Impact Statement

Dear Mr. Harmet:

We have reviewed the Draft Environmental Impact Statement for the above referenced project. Please find our comments on the following documents – Submittal Review Comments Form.

If you have any questions, please contact Tara C. Fifer, Highway Engineer, at 312-603-1684 or Tara.Fifer@cookcountyil.gov.

Very truly yours,

Tara Orbon, P.E.
Chief Engineer
Project Development Bureau

For: John Yonan, P.E.
Superintendent
Department of Transportation and Highways
Cook County, Illinois

Enclosures: Submittal Review Comments Forms (1)

Cc: Mark Peterson, P.E., IDOT-PMC Programming



SUBMITTAL REVIEW COMMENTS FORM

Project name: I-290		Project number:					
Milestone: Draft EIS		Consultant: IDOT					
Discipline: Project Studies		Date of Review: 02/14/2017					
No.	Sheet No.	By	Comment	Response by	Action Required (see key)	Response	Current Status (Open/Closed)
1		TCF	The existing sidewalk on Western Avenue bridge needs to be reconstructed to meet design standard and to provide ADA compliant ramps.	1			
2		TCF	The traffic signals at the intersections of Western Avenue with West Congress Parkway and with West Van Buren Street should be modernized and outfitted with pedestrian countdown timers.	2			
3		TCF	The Build alternative drainage improvement on I-290 would benefit the frontage roads by providing local flooding relief and specifically, the residential drainage/flooding issues due to undersized combined storm and sanitary sewer system.	3			
4		TCF	Who will maintain the Noise Wall on Harrison Street and Bataan Drive? This will be a discussion during design phase when the viewpoint solicitation process will be revisited.	4			

A Agree fully will comply
 B Agree partly with, as noted exceptions
 C Disagree fully, reasons as noted
 D Comment has been superseded by design development
 E Questions only, answer the question



**DUPAGE
COUNTY**

Daniel J. Cronin
County Board Chairman

(630) 407-6060
chairman@dupageco.org

February 7, 2017

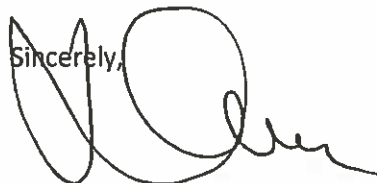
Mr. Randall S. Blankenhorn, Secretary
Illinois Department of Transportation
Hanley Building
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Mr. Blankenhorn:

Thank you for hosting the recent public hearings regarding the I-290 Draft Environmental Impact Statement (DEIS). DuPage County has been a participating partner in this study to enhance safety and reduce congestion for the hundreds of thousands of motorists that use I-290 for both work and pleasure trips each day, many from DuPage County. The preferred alternative as presented will provide an additional, 4th, lane west of Cicero Ave to match the four lanes east of Cicero. The 4th lane is proposed to be a high-occupancy toll (HOT) lane for its entirety, both the proposed new lane as well as the existing (free) 4th lane. The improvements also include reconstruction/rehabilitation of the existing I-290, bridge replacements, interchange reconfigurations and accommodations for pedestrians and access to future transit opportunities (rail /bus). The estimated construction cost is about \$2.6B and work is projected to occur over an 8-year period. Presently, no funding has been identified for future phases of work.

As we understand, the HOT Lane concept being proposed is for operational purposes only. Through a variable pricing structure, motorists will be assured of a predictable and efficient travel option for in-bound/out-bound trips, at a cost. While DuPage County remains supportive of improvements that reduce travel times and increase reliability, we are concerned that our citizens will be disproportionately financially burdened. We look forward to continuing to participate in discussions to ensure equity for all users.

Recently, I and the other County Board Chairs from northeast Illinois co-signed a letter to USDOT Secretary Chao urging her support for increased transportation funding (not financing). Improvements to I-290 have been long over-due. Its importance in serving our regional economy cannot be overstated. I encourage IDOT to prioritize I-290 within its transportation funding program, including advance parallel arterial corridors such as Illinois 64, Illinois 38 and Illinois 56/Cermak, and as a State priority for federal funding assistance.

Sincerely,


Daniel J. Cronin

Cc: Anthony Quigley, Region One Engineer



**Forest Preserve District
of DuPage County**

35580 Naperville Road
P.O. Box 5000
Wheaton, IL 60189

630.933.7200
Fax 630.933.7204
TTY 800.526.0857
dupageforest.org

January 17, 2017

Mr. Mark Peterson

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

BUREAU OF PROGRAMMING
RECEIVED

JAN 23 2017

DISTRICT #1

Re: I-290 (Eisenhower Expressway)
Draft Environmental Impact Statement (DEIS)

Dear Mr. Peterson:

The Forest Preserve District of DuPage County would like to thank you for the opportunity to comment on the above mentioned project. At this time, the District has no comments or concerns as the project is entirely within Cook County and has no direct impacts to our preserves.

Sincerely,

Joseph F. Cantore
President

1

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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

Catherine A. O'Connor, Ph.D., P.E.
Director of Engineering

312.751.7905 f: 312.751.5681
catherine.o'connor@mwrdd.org

January 19, 2016

BUREAU OF PROGRAMMING
RECEIVED

JAN 30 2017

DISTRICT #1

Mr. John Fortmann, P.E.
Deputy Director of Highways, Region One Engineer
Office of Highways Project Implementation/Region One/District One
201 West Center Court
Schaumburg, IL 60196-1096

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Dear Mr. Fortmann:

Subject: I-290 Draft Environmental Impact Statement

Reference is made to your letter dated December 21, 2016, concerning the subject matter. The Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) has reviewed the Draft Environmental Statement and has the following comments:

1. All MWRDGC facilities must be protected and 24-hour access provided during construction. We met with IDOT staff on November 6, 2015, and provided input to a preliminary design for routing our intercepting sewer under First Avenue. The design has subsequently been altered, and we will continue to work with you to ensure your project goals are met and all of our facilities are not impacted.
2. Section 3.7.1.3. There are some errors on Page 3-177 concerning CAWS water quality standards, as shown below:

As of July 1, 2015, the South Branch of the Chicago River, as part of the Chicago Area Waterway System, has newly approved water quality standards (Title 35 Illinois Administrative Code, Part 302, Subpart D - Illinois Environmental Protection regulation). The ~~secondary contact~~ *Indigenous Aquatic Life* stream use has been replaced with "~~Indigenous~~ Chicago Area Waterway System Aquatic Life Use A" standards. The *South Branch* Chicago

River has specific dissolved oxygen and chloride water quality standards. From July 1, 2015 to July 1, 2018, the following applies: • Chloride: 500 milligrams per liter (mg/L) (May 1 thru November 30); • Total Dissolved Solids: 1,500 mg/L (December 1 thru April 30); and Dissolved Oxygen: minimum of 5.0 mg/L (March thru July); 4.0 mg/L daily minimum average over seven days; and 3.5 mg/L at any time (August thru February). After July 1, 2018, the water quality standard in effect for chlorides would be 500 mg/L, *and the Total Dissolved Solids water quality standard will be repealed.*

2

3. Section 3.9.2.3. Figure 3-58 should include a note that the new outlet pipe from First Avenue to the Des Plaines River would be designed to hold the 10-year frequency as shown in the areas directly to the west.

3

4. Section 3.9.1.1

a. The last sentence of the second paragraph should state: “The reservoir is in the final design phase and is expected to be completed in three years (estimated completion in 2020).”

4

b. Add a sentence at the end of the third paragraph stating: “The channel improvements are in the final design phase and are expected to be completed in four years (estimated completion 2021).”

5

5. Section 3.9.2.1. After the paragraph on p. 3-197 that begins with “Longitudinal...”, please add the following paragraph: “MWRDGC has been working with IDOT on the Addison Creek Reservoir and Channel Improvements projects. IDOT and MWRDGC staff met during MWRDGC’s preliminary design phase, and more recently on July 26, 2016. Hey and Associates, Inc., continues to coordinate with IDOT. Also, MWRDGC has provided IDOT with modeling information.”

6

Questions may be referred to Joe Schuessler, Principal Civil Engineer, at (312) 751-3236.

Very truly yours,



Catherine A. O'Connor
 Director of Engineering

WSS:KMF:JMS:ch



By: Mark Peterson Date: January 5, 2017 Time: 4:00 AM PM

Project: I-290 Study

Individual: Doug Kaarre Title: Urban Planner

Organization: Village of Oak Park Location: Oak Park, Illinois

Phone No.: _____

Subject: I-290 DEIS - Hulbert Historic District

Items Discussed:

Mr. Kaare stated that the Hulbert Historic District as show in the DEIS was not properly delineated. The Historic District extends east-west from Clinton Avenue to South Kenilworth Avenue but includes the houses on both sides of the street. The delineation in the DEIS only identifies the limit as extending from Clinton Avenue to S. Kenilworth Avenue but not the houses west of Clinton and east of Kenilworth.

The correction to the limits will effect both the Section 3.0 Map Set (page 7 of 16) and the APE Limit exhibits (page 10 of 21).

Comments or Action Required:

I stated that we would make the corrections to the delineations on both the Map Set and APE Limits.

February 10, 2017

Bill McKenna, PE
Village Engineer
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
mckenna@oak-park.us
708.358.5722

PS2# 1625
CS# 3504

February 10, 2017

Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Re: Request for extension of time for public comment period for the
I-290 (Eisenhower Expressway) Draft Environmental Impact Statement

Dear Mr. Harmet:

The Village of Oak Park is formally requesting that the Illinois Department of Transportation extend the public comment period for the I-290 (Eisenhower Expressway) Draft Environmental Impact Statement (DEIS) for an additional 45 days. Please consider this request for an extension in time as the DEIS is a large document which requires a considerable amount of time to review and issue comment on.

Should you have any questions please feel free to call me at 708-358-5722.

Sincerely,

VILLAGE OF OAK PARK

Bill McKenna, PE
Village Engineer
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
mckenna@oak-park.us
708.358.5722



February 13, 2017

Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

**Re: Public comments from the Village of Oak Park for the
I-290 (Eisenhower Expressway) Draft Environmental Impact Statement**

Dear Mr. Harmet:

The Village of Oak Park has completed a review of the Draft Environmental Impact Statement (DEIS) for the I-290 reconstruction project and has no comments at this time. The Village of Oak Park has a Letter of Intent (LOI) with the Illinois Department of Transportation which confirms the Village's concurrence with the proposed improvement, defines cost participation responsibilities, and the maintenance/jurisdictional responsibilities for the project. Although no conflicts between the LOI and DEIS were found by staff during the Village's review of the DEIS, should the DEIS contain conflicts with the LOI the DEIS should be revised to reflect commitments contained in the LOI.

Should you have any questions please feel free to call me at 708-358-5722.

Sincerely,

VILLAGE OF OAK PARK

Bill McKenna, PE
Village Engineer
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
mckenna@oak-park.us
708.358.5722

Cc: Village of Oak Park Board of Trustees
Cara Pavlicek, Village Manager

2/13/2017

Ron Burke
Active Transportation Alliance
9 W. Hubbard #402
Chicago, IL 60654
ron@activetrans.org
3124273325

PS2# 1651
CS# 3518

Illinois Dept. of Transportation
c/o Mr. Peter Harmet and Mr. Mark Peterson
201 West Center Court Schaumburg, IL 60196
RE: Eisenhower Expressway Draft Environmental Impact Statement (DEIS)

Dear Mr. Harmet and Mr. Peterson:

The Active Transportation Alliance is a non-profit organization advocating for better biking, walking and transit. We are not anti-car, but we do think it's important to give people more and better non-auto options. We are pleased to present comments on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS).

Our comments are shaped by this reality: the region has seen a sharp increase in driving over the past 60 years, with a steep rise in the percentage of trips using motor vehicles vs. other modes. In fact, for most residents of the region, they rarely leave their homes without a car because that is often the only way to get to their destinations. More than 90 percent of all work trips originating in the suburbs are by car. It's no wonder, then, that our roads are so congested.

The regional Go to 2040 Plan lays out a vision for reducing car dependency by increasing the use of transit and other non-auto modes. The plan comes up short, in our opinion, as full implementation would make a modest difference at best with our over-dependence on cars and the congestion, noise, expense, injuries, community disruption and economic inequity that go along with it.

Making matters worse, Go to 2040 implementation has been heavily weighted towards roads and personal automobiles, which means the region isn't just doing too little but is actually moving in the wrong direction when it comes to regionally significant transportation projects. Projects completed or

nearly completed include the Elgin O' Hare Expressway, Jane Adams Tollway widening, Jane Adams interchange, and the I-294/I-57 interchange, and the state is moving relatively quickly to add lanes to the Kennedy and Eisenhower expressways.

1

Meanwhile, the transit agencies have struggled to fund basic maintenance and a handful of new stations, with little to no expansion in sight. It's no surprise that VMT is increasing and transit ridership decreasing recently, and the region lacks a meaningful vision for how to break from the status quo and give people - especially in the suburbs - better transportation options.

With this in mind, our main concern with the Eisenhower DEIS is that IDOT has selected an alternative that will spend billions of dollars while doing relatively little to reduce congestion within the corridor, a key component of the Purpose and Need, compared to doing nothing – the “No-Build” alternative. At the same time, the preferred alternative would increase the amount of driving in the region and the commensurate negative environmental, congestion, and safety impacts. Moreover, by further exacerbating car dependency and land use patterns that undermine non-auto modes, IDOT’s preferred alternative makes it that much harder for people who cannot afford a car to get to work, school and other destinations. Each of these points are more important when one considers the cumulative impacts of the many highway expansion projects IDOT and ITHA are pursuing, rather than the Ike proposal in isolation as the DEIS does.

2

IDOT’s study and the DEIS fail to comprehensively assess the regional transportation network, of which the Eisenhower is one component or segment, by considering a combination of travel demand reduction and transit strategies within and outside the study corridor that can achieve similar travel benefits within the corridor for far less cost, with less environmental impacts, and with fewer “upstream and downstream” impacts.

Because the preferred alternative adds toll + carpool lanes in each direction, rather than converting existing lanes, it would lead to more driving compared to the No-Build according to IDOT modeling. This reinforces research and real world experience that shows adding highway capacity in congested metropolitan areas leads to more driving that erodes congestion benefits. Indeed, IDOT predicts 16.25 hours of congestion per day in the year 2040 compared to 18 hours per day with the No-Build, a small improvement, even though the new lanes would incentivize carpools of three or more people.

3

In fact, under IDOT’s preferred alternative, the vast majority of people traveling through the corridor will continue to use single occupancy vehicles that weigh thousands of pounds and are 80 percent empty. This is a wasteful use of public space but a very effective way to create traffic jams.

4

Nearby parallel surface streets are expected to see less traffic compared to the No-Build, but by stimulating additional driving within the Eisenhower corridor, on a regional level one would expect- and the IDOT modeling predicts - more driving on many of the surface streets and highways that people use to reach the Eisenhower along with commensurate increases in environmental impacts, traffic congestion, crashes and injuries. And by encouraging more driving, the preferred alternative will reinforce car-dependent development patterns across the region that undermine other, less environmentally harmful travel modes like walking, biking and transit.

5

It's also worth noting that the safety benefits of redesigning the Eisenhower are undercut by the necessity to use narrower 11 foot lanes to accommodate additional car lanes. IDOT expects an increase in side swipe crashes because of the 11 foot lanes.

6

Better utilization of the Blue Line should be a priority for any plan to improve travel in this corridor, but it's not a part of the preferred alternative even though IDOT committed to funding and planning for improvements to the CTA Blue Line and the Eisenhower Expressway as one project. Moreover, the Blue Line DEIS is many months behind the Eisenhower EIS.

7

Finally, the introduction of autonomous vehicles and new mobility services could dramatically reduce VMT over time, making highway expansion an even worse investment. The IDOT study process and DEIS do not directly assess the potential effects of these game-changing innovations.

8

In short, the Active Transportation Alliance believes the study process and the DEIS fail to

1. adequately account for the environmental, safety, and traffic impacts that spurring more driving will cause outside the study area because there is more driving associated with trips going to and from the corridor.

9

2. consider a better alternative, one that uses demand-side strategies to reduce driving and enhanced transit service within and connecting to the corridor. This approach can effectively address congestion (and the Purpose and Need more broadly) with far less expense and environmental impacts. IDOT should have evaluated such strategies beyond the current study area given that so many trips within the corridor start and end outside the study area.

10

3. adequately assess the extent to which the preferred alternative would spur more driving outside the study area by undermining the viability of other transportation modes.

11

4. adequately assess the extent to which people who cannot afford a car would be further disadvantaged because the preferred alternative reinforces car dependency across the region, and because low income residents are less able to afford the HOT lane tolls.

12

Thanks for your consideration.

Ron Burke
Executive Director

February 13, 2017

Illinois Dept. of Transportation

c/o Mr. Peter Harmet and Mr. Mark Peterson

201 West Center Court Schaumburg, IL 6019

RE: Eisenhower Expressway Draft Environmental Impact Statement (DEIS)

Dear Mr. Harmet and Mr. Peterson:

The Active Transportation Alliance is a non-profit organization advocating for better biking, walking and transit. We are not anti-car, but we do think it's important to give people more and better non-auto options. We are pleased to present comments on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS).

Our comments are shaped by this reality: the region has seen a sharp increase in driving over the past 60 years, with a steep rise in the percentage of trips using motor vehicles vs. other modes. In fact, for most residents of the region, they rarely leave their homes without a car because that is often the only way to get to their destinations. More than 90 percent of all work trips originating in the suburbs are by car. It's no wonder, then, that our roads are so congested.

The regional Go to 2040 Plan lays out a vision for reducing car dependency by increasing the use of transit and other non-auto modes. The plan comes up short, in our opinion, as full implementation would make a modest difference at best in our over-dependence on cars and the congestion, noise, expense, injuries, community disruption and economic inequity that go along with it.

1

Making matters worse, Go to 2040 implementation has been heavily weighted towards roads and personal automobiles, which means the region isn't just doing too little but is actually moving in the wrong direction when it comes to regionally significant transportation projects.

Completed or nearly-completed regionally significant projects include the Elgin O' Hare Expressway/I-390 widening, Jane Adams Tollway widening, Jane Byrne interchange, and the I-294/I-57 interchange, and the state is moving relatively quickly to add lanes to the Kennedy, Eisenhower and Tri-State expressways and to extend I-390 east.

Meanwhile, the transit agencies have struggled to fund basic maintenance and a handful of new stations, with little expansion in sight. It's no surprise that VMT is increasing and transit ridership decreasing recently, and the region lacks a meaningful vision for how to break from the status quo and give people better transportation options.

With this in mind, our main concern with the Eisenhower DEIS is that, compared to the "No-Build" alternative, IDOT's preferred alternative will cost billions of dollars while doing relatively little to reduce congestion within the corridor - a key component of the Purpose and Need. At the same time, the preferred alternative would increase the amount of driving in the region and the commensurate negative environmental, congestion, and safety impacts.

Moreover, by further exacerbating car dependency and land use patterns that undermine non-auto modes, IDOT's preferred alternative makes it that much harder for people who cannot afford a car to get to work, school and other destinations. Each of these points are more important when one considers the cumulative impacts of the many highway expansion projects IDOT and ITHA are pursuing, rather than the Ike proposal in isolation as the DEIS does.

1

2

Given that the Eisenhower is but one component or segment of a larger transportation system that moves people and goods to, from and within the corridor, and given that the highway is over-capacity largely because of excessive vehicle demand that originates outside the corridor, it is imperative that IDOT not limit its alternatives to supply-side strategies within the corridor. However, that is exactly what IDOT did.

3

Alternatives presented by IDOT fail to include the application of demand-side strategies – also known as Transportation Demand Management (TDM) - inside or outside the corridor. [According to Mobility Labs](#), “TDM has come into increased favor in the United States in recent years as planners have realized that it’s much cheaper to proactively manage (or attempt to manipulate) the demand on a transportation network – or a system of roads – than it is to increase capacity on that same network.”

Metro Chicago is far behind its peer regions in the use of employer-based incentive/transportation programs, carpool lanes and carpool bypass ramps, parking pricing and other TDM strategies. IDOT’s alternatives also omit transit innovations like enhanced bus service to Blue Line and Metra stations and Transit Oriented Development incentives. TDM plus transit innovations could achieve similar benefits as IDOT’s preferred alternative for far less cost, with less environmental impacts, and with fewer “upstream and downstream” impacts.

4

Because the preferred alternative adds toll + carpool lanes in each direction, rather than converting existing lanes, it would lead to more driving compared to the No-Build according to IDOT modeling. (As already happened with the Elgin O’Hare/I-390, federal legislation would be needed to convert to tolled lanes; conversion to carpool lanes does not require legislation.) This reinforces research and real world experience that shows adding highway capacity in congested metropolitan areas

5

leads to more driving that erodes congestion benefits. Indeed, IDOT predicts 16.25 hours of congestion per day in the year 2040 compared to 18 hours per day with the No-Build, a small improvement, even though the new lanes would incentivize carpools of three or more people.

5

In fact, under IDOT's preferred alternative, the vast majority of people traveling through the corridor will continue to use single occupancy vehicles that weigh thousands of pounds and are 80 percent empty. This is a wasteful use of public space but a very effective way to create traffic jams.

6

Nearby parallel surface streets are expected to see less traffic compared to the No-Build, but by stimulating additional driving within the Eisenhower corridor, on a regional level one would expect - and the IDOT modeling predicts - more driving on many of the surface streets and highways that people use to reach the Eisenhower along with commensurate increases in environmental impacts, traffic congestion, crashes and injuries. And by encouraging more driving, the preferred alternative will reinforce car-dependent development patterns across the region that undermine other, less environmentally harmful travel modes like walking, biking and transit.

7

It's also worth noting that the safety benefits of redesigning the Eisenhower are undercut by the necessity to use narrower 11 foot lanes to accommodate additional car lanes. IDOT expects an increase in side swipe crashes because of the 11 foot lanes.

8

Better utilization of the Blue Line should be a priority for any plan to improve travel in this corridor, but it's not a part of the preferred alternative even though IDOT committed to funding improvements to the CTA Blue Line and the Eisenhower Expressway as one project. Moreover, the Blue Line DEIS is many months behind the Eisenhower DEIS.

9

Also note that FHWA recently changed its congestion rules, in which delay is measured in “person-hours” to better assess how well a corridor moves people instead of cars. Alternatives that include the Blue Extension would likely score better under this approach.

10

Finally, the introduction of autonomous vehicles and new mobility services could dramatically reduce VMT over time, making highway expansion an even worse investment. The IDOT study process and DEIS do not directly assess the potential effects of these game-changing innovations.

11

In short, the Active Transportation Alliance believes the study process and the DEIS fail to:

1. adequately account for the environmental, safety, and traffic impacts that spurring more driving will cause outside the study area because there is more driving associated with trips going to and from the corridor.

12

2. consider a better alternative, one that uses TDM to reduce driving (especially during peak hours) and enhanced transit service within and connecting to the corridor. This approach can effectively address congestion (and the Purpose and Need more broadly) with far less expense and environmental impacts. IDOT should have evaluated such strategies inside and outside the study area given that so many trips within the corridor start and end outside the study area.

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3. adequately assess the extent to which the preferred alternative would spur more driving outside the study area by undermining the viability of other transportation modes.

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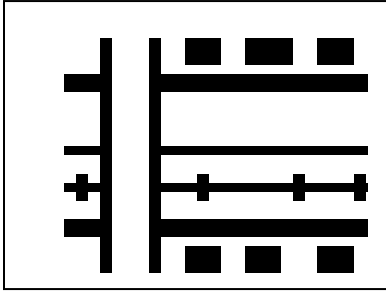
4. adequately assess the extent to which people who cannot afford a car would be further disadvantaged because the preferred alternative reinforces car dependency

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across the region, and because low income residents are less able to afford the tolled lanes.

Thanks for your consideration.

Ron Burke
Executive Director
Active Transportation Alliance



Citizens for Appropriate Transportation

728 South Euclid Avenue
Oak Park, Illinois 60304

www.CitizensForAppropriateTransportation.org

This letter is intended for inclusion in the Public Record

February 10, 2017
Illinois Dept. of Transportation
c/o Mr. Peter Harmet and Mr. Mark Peterson
201 West Center Court
Schaumburg, IL 60196

SUBJECT: Draft Environmental Impact Statement (DEIS)

Dear Mr. Harmet and Mr. Peterson:

Thank you for the opportunity to submit comments on the DEIS. Please accept our thanks for an enormous amount of work. We have grouped our comments into six categories: Purpose and Need, Alternatives, Impacts, Evaluation, Citizen Participation, and General Comments.

1. PURPOSE AND NEED

a. IDOT's Goal

IDOT should include their overall goal (“Create an asset for adjoining communities”) in Chapter 1: Purpose and Need. To achieve this goal, both IDOT and the adjoining communities have important roles. The proposed IDOT and CTA investments in the Corridor are substantial, so they will have economic, social, and environmental impacts. The Chicago Metropolitan Agency for Planning Go To 2040 plan says most of our region’s future growth should occur in existing communities. Community economic development efforts benefit from transportation investments.

IDOT says, “*any redevelopment of the land uses along the I-290 corridor is beyond the scope of this (or any) transportation project.*”¹ Having IDOT do economic development is not appropriate, but having IDOT modify the design of the expressway to facilitate development is.

b. Livability

¹ Letter from John Fortmann and Peter Harmet at the Illinois Department of Transportation to Rick Kuner, Citizens for Appropriate Transportation, July 29, 2013, Page 4.

IDOT should include livability features in the Purpose and Need Statement. Pennsylvania DOT and New Jersey DOT include livability features in their projects².

2

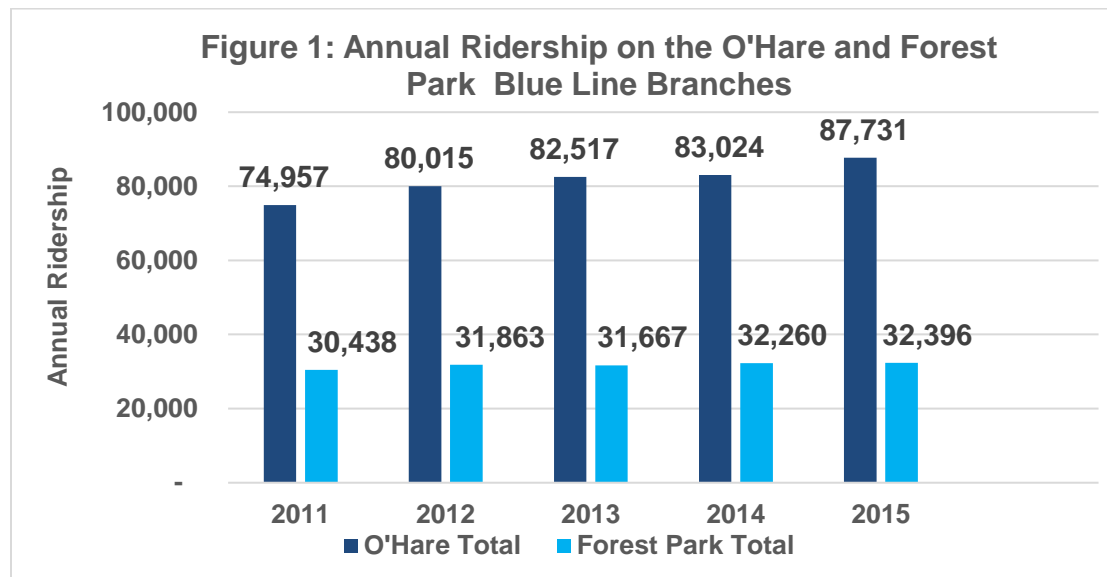
2. ALTERNATIVES

Good solutions are multi-modal for both Traditional and Reverse Commutes. They create a better economic climate that will encourage investments in our communities. They meet social goals. They reduce negative impacts on the environment. They increase the livability of our communities. They make financial sense.

a. Capacity

IDOT's Preferred Alternative will not have enough capacity to eliminate congestion. The CTA Forest Park Branch has excess capacity. The more people who choose transit over driving, the less congestion on the expressway and the more revenue for the CTA. For every rider on the Forest Park Branch of the CTA Blue Line, there are 2.5 to 2.7 riders on the O'Hare Branch, so there is unused capacity on the Forest Park Branch (see Figure 1). Driverless cars and crash avoidance systems may increase expressway capacity, but when and by how much is uncertain. The CTA already transports Captive Riders (no access to a car), but needs to attract more Choice Riders (access to a car, but choose transit).

3



Hours of Congestion – IDOT's prior analysis shows that weekday congestion on the existing general purpose lanes is about 17 hours a day, which is projected to be 18 hours a day by 2040 under the 2040 No Build Alternative. Of the four Build Alternatives IDOT considered, the best one would reduce this to 16¼ hours on a weekday for the

² "Smart Transportation Guidebook – Planning and Designing Highways and Streets that Support Sustainable and Livable Communities," New Jersey Department of Transportation and Pennsylvania Department of Transportation, March 2008.

general purpose lanes. For the HOT 3+ lanes, IDOT's analysis shows lower congestion levels. These numbers do not appear in the DEIS. Why did IDOT exclude them?

Four of the eight lanes in the Preferred Alternative are 11 feet wide even though the interstate standard is 12 feet. The other four lanes are 12 feet wide. Eleven-foot lanes tend to increase sideswipe accidents. IDOT's approach is to look at the impact of all design features on crashes and accept a higher crash rate for 11-foot lanes if there are design features that lower the crash rate elsewhere.

3

b. Crashes

The expressway section under study has about 2,500 crashes a year while the CTA has zero crashes in most years. This makes the CTA a desirable and viable option assuming a reduction in the number of pickpocket, theft, and robbery incidents.

4

c. Blue Line Role

Good transit service means a better quality of life for families without cars, young children, and senior citizens. The CTA Forest Park Blue Line branch can carry many more commuters with less negative impacts than widening the expressway.

Transit needs dense development to function effectively. The inner West Cook County suburbs have the necessary density. Recent development trends suggest density on Chicago's West Side will increase in the future, providing additional demands for CTA rail service. Requiring transit-oriented development around stations will help transit and land use work better. Zoning codes that allow transit-appropriate density within walking distance of stations is another good policy.

The Blue Line extension will have more riders if it includes large park-and-ride lots, feeder bus service to the stations, kiss-and-ride, and bicycle racks or storage lockers. A pricing structure that encourages the use of park-and-ride or feeder bus as an alternative to driving into downtown Chicago will also help.

5

The CTA should extend the Blue Line to at least 1st Avenue in Maywood. Not extending the Blue Line west of Forest Park will mean more expressway congestion and it hurts Maywood. The CTA already owns the right-of-way from the Forest Park Yards to the east side of the Des Plaines River. The further west the CTA intercepts drivers via Park-and-Ride facilities, the better because that will reduce the number of vehicles on the expressway. The CTA schedule for the Blue Line has 4 to 9 minute headways during peak periods. The CTA's signal system can handle headways of less than four minutes. The CTA is not extending it because other projects have higher priority and the lack of funding.

For IDOT, reconstructing and widening the expressway in the six-lane section is a priority. For the CTA, rebuilding the existing Forest Park Branch of the CTA is a priority; extending the Blue Line is not. Because of different priorities and funding programs, it is possible IDOT will improve the expressway years before any extension of the Blue Line takes place. Corridor residents and businesses may not see the full benefits from multi-modal planning for years.

d. CSX Right-of-Way

The CSX railroad says none of their right-of-way is available, which means higher bridges at Austin and Harlem and four 11-foot lanes. There is a provision in the Letter of Intent between IDOT and the Village of Oak Park to reopen this issue if some of the CSX right-of-way becomes available, but this is not mentioned in the DEIS.

6

e. HOT 3+ Experience

HOT lanes are hard to manage. They have five purposes: (1) decrease travel time, (2) increase the person capacity of an expressway, (3) increase trip reliability, (4) decrease air pollution, and (5) increase revenue. To use HOT 3+ lanes, the driver must find two more people, pick them up, and drop them off at convenient locations. People who work late or irregular hours, use their cars during the day, park free at work, have young children or aging parents, or who run errands during their commute are less inclined to car pool. The extra time required picking up and dropping off extra people reduces travel time savings. Too much traffic means motorists do not get the promised travel time reduction. Too little traffic wastes roadway capacity. Some projects have not met revenue projections. The major equity questions are: (1) do agency policies treat people in the same group equally, (2) do users pay the full cost, (3) do low-income groups pay a disproportionate share, (4) do tolls cause drivers to divert to neighborhood streets, and (5) are there better alternatives?

7

f. Development Opportunities

When properly designed, major transportation improvements have positive effects on social, economic, and environmental conditions in the corridor. Major roadways provide mobility for people and goods. Mobility clearly affects the choices we make about where to live, work, shop, and carry out other activities. *“Transportation decisions cannot be separated from community values and public policy. The point of CSD (Context-Sensitive Design) is to satisfy not just the user of the road, but also the community it impacts. A roadway must be safe for both the user and the community; be in harmony with the community; and preserve environmental, scenic, aesthetic, historic, and natural resource values of the area. It should cause minimal disruption and add lasting value to the community.”*³ IDOT’s Build Alternatives create development opportunities. The Envision Oak Park Comprehensive Plan identifies eleven Transit Area Housing Development Opportunity sites along the corridor.⁴

8

g. Design

A good design for the Eisenhower Corridor must address the needs for all transportation modes, add value to the adjacent communities, and be compatible with the built and natural environments. Every transportation mode (expressway, rail transit, buses, pedestrians, and bicyclists) plays a role. When each mode is designed to do what it does best, the transportation system works better and is efficient. One fundamental

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³ “Context Sensitive Design, Designing with the Community,” Joan L. Suchomel, Citizens for Appropriate Transportation, Issue Brief 10: April 2003.

⁴ Envision Oak Park – A Comprehensive Plan for the Oak Park Community. Adopted September 15, 2014. Pages 62 and 63

principle of transportation is good design is always better than good enforcement or regulation. Good design is there 24/7. Good enforcement cannot be there 24/7.

The design of corridor edges is critical because both residential and non-residential uses are close to the Corridor. The fact that neighbors in Oak Park built the wood fence on Harrison from Grove to Wenonah along the northern edge of the expressway more than twenty-five years ago is powerful evidence of the importance of corridor edge design. Neighbors have maintained and replaced sections as needed.

IDOT's proposed shoulder widths are substandard, putting police, fire/paramedics, and motorists at risk.

Context Sensitive Solutions - IDOT is following a Context Sensitive Solutions process for the Phase 1 Study, but there has never been a presentation from either an urban designer or architect at any of the Corridor Advisory Group/Task Force meetings.

h. Demand Management and Congestion Pricing

Using a combination of demand management techniques can have a significant impact. Individual techniques to reduce demand have a limited impact, but in combination, they can have a significant impact. Some of these techniques are flextime, car and vanpools, working at home, and staggered work hours.

i. Interchanges

IDOT's proposed right side ramps at Austin and Harlem are longer, higher, and closer to residential neighborhoods than the current center ramps. Right-hand side ramps will have negative air and noise impacts, and can hurt property values. Motorists who want to use the HOT 3+ lanes will enter the expressway on right side ramps and cross three lanes to get to the HOT 3+ lanes. This is likely to increase the accident rate.

j. Diversion of Traffic to Local Streets

Alternatives with tolls divert traffic to neighborhood arterial streets as drivers seek to avoid paying to use the expressway.

3. IMPACTS

a. Air Quality

The air quality analysis is incomplete. IDOT should update it in Phase 2: Working Drawings and Specifications. IDOT says,

- *“According to this analysis, the build alternatives would have minimal effects on regional criteria pollutant burdens, with changes of less than one percent, as compared to the No Build Alternative.”⁵*

⁵ Draft Environmental Impact Statement, Chapter 3: “Environmental Resources, Impacts, and Mitigation,” December 2015, Page 3-118.

- *“... the USEPA has classified the portion of Cook County in which the proposed project is located as a nonattainment area for O₃ and has designated the entire state as unclassifiable for the 2012 PM_{2.5} NAAQS.”⁶*
- *“For the eight-hour ozone standards, Cook, DuPage, Kane, Lake, McHenry, and Will counties, as well as Aux Sable and Goose Lake townships in Grundy County and Oswego Township in Kendall County, have been designated as nonattainment areas for ozone.”⁷*
- *“In FHWA’s view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT⁸ emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.”⁹*
- *“The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts with each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.”¹⁰*

The “Air Pollution Action Day History” prepared by Partners for Clean Air – Illinois (c/o Illinois EPA, www.clearntheair.org) shows that in the seven years from 2010 to 2016, the year with the highest number of Action Days was 2012 (12 days) and the year with the lowest number was 2015 (zero days). There were 12 Action Days for ozone in 2012 and 3 Action Days for Fine Particulates in 2010.

The DEIS says Fine Particulates (PM_{2.5}) are “unclassifiable” for the entire state of Illinois. Because Fine Particulates are a health problem, this is of concern. Based on a conversation with U.S. Environmental Protection Agency personnel, our understanding of the “unclassifiable” classification is the Cook County laboratory found that the sample filters with monitors were outside specifications. Because the U.S. EPA does not have the data to make a determination, they say Fine Particulates are “unclassifiable” for the

⁶ Ibid., Page 3-124. NAAQS are the National Ambient Air Quality Standards. O₃ is ozone. PM_{2.5} are Fine Particulates.

⁷ Ibid., Page 3-126

⁸ MSAT = Mobile Source Air Toxics, which “are a subset of the 188 air toxics defined by the CAA.” CAA is the Clean Air Act.

⁹ Ibid., Page 3-135

¹⁰ Ibid., Page 3-135 to 3-136.

entire state of Illinois. The problem with the sample filters was corrected in mid-2016, but the U.S. EPA needs three years of data to compare, so they will not be able to make a determination until mid-2019. The Fine Particulate standard was last set in 2012. Because of unacceptable monitoring data, the U.S. EPA was unable to assess compliance with the 2012 standard. Standards must be reviewed every five years, so the U.S. EPA would revise the standard (if necessary) in 2017. By the time IDOT starts construction, estimated to be 2020, there may be a new Fine Particulate Standard.

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In the DEIS, IDOT says, “Regardless, on a regional basis, USEPA’s vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be substantially lower than today.”¹¹ Given IDOT’s estimate that construction will not start earlier than 2020, updating the air quality analysis would provide better conclusions than expressed in the December 2016 Draft Environmental Impact Statement.

b. Noise Walls

Because of changes in noise wall materials, IDOT agreed to Oak Park’s request to conduct another vote on whether eligible voters want or do not want noise walls.

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c. Property Values

The evidence on the impact of expressways on property values is mixed. IDOT says its proposals “stay within the ditch.” However, the ditch has three dimensions – width, height, and length. IDOT’s proposed Build Alternatives stay within the width of the ditch in Oak Park, but do not stay within the height of the ditch at the Austin and Harlem Interchanges.

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d. Neighborhood Impacts

What happens to property values during and after construction? Ideally, the project improves social and visual connections between South Oak Park and the rest of the Village. It should provide safe school walking routes from South Oak Park to both middle schools (Brooks and Julian) and the Oak Park River Forest High School, which are north of the expressway.

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e. Sustainability

We are pleased IDOT used the INVEST Sustainability Scorecard in the DEIS. We note the Bronze Rating and your belief that you can achieve Platinum status during the Working Drawings and Specifications phase.

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f. Construction Impacts

There was damage to the UIC’s CUPPA building when IDOT reconstructed the Morgan Street Bridge. In Oak Park, there are many buildings close to the expressway, some of which are fragile (the Oak Park Conservatory, for example), so the effects of ground vibration are a major concern. The Citizens for Appropriate Transportation Working Group suggested four actions: (1) video / photograph documentation of building foundations, doors, and windows prior to construction, (2) an insurance rider added to

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¹¹ Ibid., Page 133.

the homeowner's policy, (3) dispute resolution by binding arbitration, and (4) use construction contract retainage to settle damage claims.

Additional construction measures worth considering are the location of staging areas, possible nighttime construction, noise and air pollution, alternative routes, and staged construction. Good communication between IDOT and the communities is mandatory.

During construction, IDOT, CTA, and Oak Park should consider shuttle bus service to the Green Line Stations when Blue Line Stations are rebuilt, parking restriction changes, discount fares on the Blue Line, and improvements to local streets because traffic will be diverted to them during construction.

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4. EVALUATION

a. Impact Scores are projections to the Year 2040

Table 1 summarizes the Number of Transportation Criteria that equal or exceed seven different percentages (50, 40, 30, 20, 10, 5, and 1). IDOT used ten transportation criteria but the Year 2040 No Build Alternative does not have managed lanes, so there are only nine criteria where it is possible to calculate the percentage improvement of the Build Alternative compared to the No Build Alternative.

TABLE 1: Number of Transportation Criteria that Equal or Exceed the Given Percentage

Amount of Improvement	GP Lane	HOV 2+	HOT 3+ (Preferred Alternative)	HOT 3+ & Toll
50%	0	0	0	1
40%	0	0	0	1
30%	1	0	0	1
20%	1	1	1	1
10%	1	1	1	2
5%	3	3	4	4
1%	4	4	4	6

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There are only four criteria where the Preferred Alternative (HOT 3+) is better than the No Build Alternative by five percent or more. IDOT's Preferred Alternative will affect the region and the communities in the Eisenhower Corridor for the next five or six decades. IDOT's recommendation of the HOT 3+ Alternative is based on many small differences in impact scores.

Projections to the Year 2040 are unlikely to be accurate, especially given the rapid social and technological changes taking place. It concerns us that the expenditure of such a large sum will result in such a small improvement in performance.

b. The Travel Demand Models have limitations even with IDOT's enhancements.

The dollar value of travel time varies widely among drivers and depends on how important it is to the driver to be at their destination by a given time. IDOT will have to set tolls high enough to reduce congestion. Toll levels will also have an impact on the

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general purpose lanes as well as alternative routes on arterial and local streets. Drivers can change routes, take the Blue Line, reschedule trips, and move or change jobs. Reliability is also important. IDOT’s efforts to provide real-time information to motorists will also help. Accounting for trends is difficult because they change over time. There are a wide-ranging set of possible trends listed in Table 2 to illustrate this point.

TABLE 2: Illustrative List of Possible Trends

Changes in Trip Generation Rates	Collision Avoidance Technology in Vehicles
Baby Boomers retiring and driving less	Reduction in Vehicle Miles of Travel
Recent college graduates who do not purchase a car	Growth in transit ridership, walking, and bicycling
Changes in good movement technologies	Better Parking Management
Growth in social media	Innovative car, taxi, and bicycle sharing using social networks
Real Time Information	Variable managed lanes and parking pricing policies

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IDOT did not use the Chicago Metropolitan Agency for Planning’s Go To 2040 Policy-Based Forecasts. IDOT assumes more development in the outlying suburbs, while CMAP assumes more development in existing communities. In his ruling on the proposed Illiana Expressway that remanded the Environmental Impact Statement and the Record of Decision to IDOT, Indiana Department of Transportation, and the Federal Highway Administration, Judge Alonso said, “*it would seem unwise*” to reject the Policy-Based Forecasts. By using a Market-Based Population and Employment Forecast, IDOT’s Preferred Alternative could undermine CMAP Recommendations in the Go To 2040 Plan.

c. Ordinal – Ratio Scale Problem

We raised this issue in our letter to IDOT dated June 19, 2012. IDOT’s response was to develop a better evaluation process using Ratio Scales. Using Ordinal Scales to evaluate the Build Alternatives and compare them to the No Build Alternative is not statistically valid. When IDOT states that both evaluation methods lead to the same Preferred Alternative, you are giving a false impression. We think IDOT should delete the Ordinal Scale evaluation and just use the Ratio Scale evaluation.

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d. Scenario Planning

Scenario Planning considers alternative futures and their impacts. Forecasts for the Year 2040 may not be accurate. Scenario Planning would help IDOT account for different futures. Making a multi-billion dollar investment in the expressway based on future projections is risky. Forecasting is imperfect, so IDOT should analyze several different scenarios. By considering plausible scenarios, IDOT would reduce their risk.

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e. Sensitivity Analysis

Sensitivity analysis examines the extent to which changes affect the results. Given two Build Alternatives with small differences among impact scores, the recommendation for one over the other includes language that says it would not take much change to stop recommending one alternative and start recommending the other. In contrast, given two Build Alternatives with large differences among impact scores, the recommendation

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is much stronger because it would take a large margin of error before we would stop recommending one and start recommending the other. Small differences among alternatives for the Year 2040 reinforce the need to do Scenario Planning and Sensitivity Analysis.

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5. CITIZEN PARTICIPATION

a. Forty-five days to write and send comments on the Draft Environmental Impact Statement is too short.

IDOT released the DEIS (with almost 400 megabytes of files) on Friday December 30, 2016. December 30 starts the 45 day Public Comment Period. Many people are busy over the New Year's weekend and will not read such a large DEIS from a study that started October 2009 and ended December 2016 (7+ years). With appendices, there are more than 2,200 pages. Within these pages are 192 figures and 78 tables. No one person has expertise in every aspect of a DEIS so people will want to talk with others before sending written comments to IDOT.

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b. A long response time by IDOT frustrates commenters and makes them wonder if IDOT is listening.

A long response time casts serious doubt on IDOT's claim to value citizen participation. IDOT's Stakeholder Involvement Plan for Agency and Public Involvement (February 2010, Version 4) says, "*Mail and e-mail responses offer the opportunity to develop a personalized response, yet timeliness is important. The desired time-frame to develop, edit, approve and mail (or e-mail) a response is one week once it is received by the PSG.*" (Page 17) NOTE: PSG = Project Study Group.

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IDOT responded to our June 27, 2010 letter on March 18, 2011 (415 days). IDOT responded to our June 19, 2012 letter on April 26, 2013 (311 days). IDOT's shortest responses were 29 days for our November 30, 2011 letter and 30 days for our June 28, 2011 letter.

c. There was a long time between some of the Corridor Advisory Group / Task Force (CAG/TF) meetings.

There were twenty-two CAG/TF meetings. The longest time gap between meetings was 426 days and the shortest was 29 days. The gap between meetings was longer than 180 days (about six months) four times. We are aware that IDOT met with individual communities. The Task Force includes people and agencies with specific interests, concerns, and expertise, which benefited IDOT in the preparation of the DEIS.

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d. Meaningful dialogue requires two-way communication so all participants learn from each other.

IDOT has technical expertise. Citizens know their neighborhoods and have some technical expertise as well.

27

e. Consider Creative Funding Opportunities.

Some ideas to consider are Value Capture whereby the CTA would capture some of the added value accrued to adjacent development by having a nearby CTA station.

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Another idea is to reduce the fare on the Forest Park Branch because its ridership is lower than the O'Hare Branch of the Blue Line.

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6. GENERAL COMMENTS

a. Coordination between IDOT and CTA must occur.

The IDOT – Village of Oak Park Letter of Intent says, “*Funding for the reconstruction of the CTA Blue Line and I-290 should be sought for both improvements as if they were one project.*” Because of different priorities and funding programs, it is possible IDOT will improve the expressway years before a Blue Line extension occurs. Corridor residents and businesses may not see the full benefits for years. IDOT estimates eight years for construction, but has not decided whether to rebuild the bridges between Austin and Racine. If IDOT decides to rebuild these bridges, the construction estimate of eight years could get longer.

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b. IDOT’s Study and the CTA’s Study are at different stages, so coordination between the two will be difficult.

Under Chicago Metropolitan Agency for Planning (CMAP) Go To 2040 plan, the improvements to the expressway are “*fiscally constrained*” (funds are likely to be available) and improvements to the CTA’s Forest Park Branch of the Blue Line are “*fiscally unconstrained*,” (projects may be desirable and beneficial but require additional revenue). IDOT has completed the DEIS and the CTA will complete their Feasibility / Vision Study shortly. The CTA has not started to prepare an Environmental Impact Statement, although doing so is unlikely to be as complicated and time-consuming as the DEIS for the expressway.

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c. Proofreading Errors

I did not make any effort to proofread the documents, but did notice the following errors.

- In the Table of Contents (*front_matter.pdf*) on Page iii in the Table of Contents, 3.16 says Short-**Tem** Use instead of Short-**Term** Use.
- In the Purpose and Need document (*chapter_01.pdf*), words are missing in the last sentence of the “No Build 2040” box on Page 1-4. The sentence stops in the middle.
- In the Environmental Resources, Impacts and Mitigation document (*chapter_03.pdf*), the list of parks in Oak Park on Page 3-25, does not include the Conservatory. The Conservatory has outside gardens on the east and west sides.
- Also in Chapter 3, Table 3-13 on Page 3-29 does not include District 97 in Oak Park. The table does list elementary and Middle School districts in other communities. The text on 3-29 says, “*Three higher educational institutions are located at the eastern end of the Project Corridor in Oak Park and Chicago.*” The text mentions UIC, Rush University, and Malcolm X College all of which are in Chicago.

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We have come a long way. The CTA joined the study in the Summer of 2012. IDOT extended the eastern boundary of the Study Area to Racine. The design in Oak Park

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stays within the horizontal boundaries of the “ditch.” IDOT added a ratio-scale evaluation to help select the Preferred Alternative. IDOT incorporated recommendations from the West Central Municipal Conference Smart Corridors Study. The Village of Oak Park and IDOT have a Letter of Intent that will become an Intergovernmental Agreement later in the study. IDOT completed the INVEST Sustainability Scorecard.

Thanks again!

Sincerely,

Citizens for Appropriate Transportation

Rick Kuner

www.CitizensForAppropriateTransportation.org

rkuner@comcast.net

[708/848-0942](tel:7088480942)

COPY TO: Chicago Transit Authority

PS2#1616

Paul Norrington

4247 W 21st Pl

MR. NORRINGTON: My name is Paul Norrington, 4247 West 21st Place.

I'm with the North Lawndale Community Coordinating Council. My question is employment. Will there be any job training opportunities? If not, what type of employment opportunities will be presented to our community?

1

MR. HARMET: We engage in that through the work force development staff at IDOT, and I believe we have a representative here tonight from our work force development. So I can get you connected with that person to go over the particulars with that.

PS2#1600

Thom Alcazar

2017 N. 73rd Ave. Elmwood Park, IL 60707

MR. ALCAZAR: Thom Alcazar.

And I guess my comment is I would like the Eisenhower to be built more futuristically for what we know is expected instead of just a patch job for what we know of this today. Part of that means creating what we usually create when we are building unlimited space, and that is we go up instead of just out. And when we go out, we have to acquire property. And that's expensive and usually only the insiders get to buy that ahead of time. It would be wise to consider that if you build in the conventional way where you close a lane in order to create a new lane that you are going to create more congestion. And by the time that 2-year span of development is finished, you wind up with the same congestion you were at when you started because traffic increases.

So instead, if you use the procedures we use in construction, which is add layers, you could simply double the size of the traffic capability. And you could also create a safety feature by letting the trucks use the lower level and the cars, that will mostly be self-driving by the next five years, use the upper level. So you would increase safety and you would also double your capacity. You wouldn't have to close any lanes because you could build pillars or pylons alongside the highway. You can have avoidance of the weather problems we have in construction by having the slabs that go on top of those pylons be built inside. And they could be put into place with the current technology of flying cranes that are used now to put heavy objects on top of 50-story buildings. And you would be able to only close the highway during the lowest periods of the day, which is usually a couple hours at night as you put the slabs on.

So it seems like using the known future as your guide instead of yesterday, 50 years ago or, no, I think it was 60 years ago when I was living alongside the Eisenhower as they were building it, only it was the Congress Expressway and we called it The Big Ditch. It screwed up our sledding when they put cars in there because we had to time it, but it was fun back then. Now it's not. Now it's a national embarrassment to go so slow at Austin and Mannheim. And even to have that slowness at 10 o'clock at night, it's just an embarrassment.

So I would suggest we kind of plan for the future. And we can do the same thing with the CTA if we put the Blue Line with a monorail above it, the monorail would be for the express to the suburbs and then the lower one would be for the Chicago traffic. And then you would have a lessening of -- Well, actually you might have a lessening. But there is going to be so many people wanting to ride it you would have increased ridership, so that would be a simple common current technology process also.

As far as a real headache that drives me crazy, only because I have a modicum of common sense, when I see the ventriculated bus by CTA, that's the double length ones that are the most expensive to maintain and fuel, when I see those going at 11 o'clock at night with 3 riders on the entire route, I wonder if there is someone at CTA thinking. Because there would be a more cost effective way to utilize that bus and a more cost effective way to handle those three passengers. So that's mostly --

Oh, also, please tell the CTA that when they use their GPSs and they have got a full bus and an empty one behind, the whole dispatching system for CPA is designed to let the empty bus go ahead instead of staying behind. That would be a nice thing for the customers.

2

Thank you.

MR. HARMET: So in terms of double-decking the Eisenhower, you have to think about how it's built today. It's got overhead bridges. So then we have to go over the overhead bridges. So you would have a road that is another maybe 30 feet up in the air. And it would all be a bridge. And bridge, bridges are dramatically more expensive than pavement. So even if the design could be worked out and it would be way up in the air, it would be much more expensive. I would say that HOT lanes, these managed lanes, are the 21st Century thing across the country. So that is something modern.

In terms of self-driving cars, we don't know at this point what that impact will be on transportation. We are certainly going to keep looking at it, what the impact would be, and when that impact would occur.

How, how soon would the entire vehicle fleet turn over. Those are questions that are still being debated nationally. But certainly we will take a look at that. In regards to double-decking the Eisenhower, certainly they have got to do a very careful and detailed plan with construction.

MS. FARZIN: For the CTA, I think that my comments about the extension that we made before, that we need to maintain the existing infrastructure. We have over 20 percent of the branches out there today have slow zones on it. So we need to bring that current infrastructure up to design speeds before we would consider what we would, what we may want to do for an extension in the future.

As far as the CTA service planning comments with buses, I know there are planners here. And I appreciate you giving those comments in a public forum because it will be heard by the planning staff, and we will have an opportunity take those back.

Thank you.

MR. ALCAZAR: I have a question on that. Why are nine of the Blue Line stops closed in the poorest section of the city where they most need jobs?

3

MS. FARZIN: There, as far as I know, there are eight CTA entrances that have been closed along the Blue Line over the years. Over 45 years ago, three stations were closed, California, Kostner, and Central. And two station entrances were closed in the '80s, that's Keeler and Lavergne, and Cicero and Pulaski stations.

And our current recommendations are to reopen the auxiliary entrances at Pulaski and Cicero and Keeler and Lavergne. The auxiliary entrance at Keeler would help serve the market at Kostner. It's only one block to Keeler to Kostner, so that market.

And as far as the other locations go, the CTA has recently had some very successful infill stations. The Morgan station on the Green line is one and Cermak as well.

And we, after those successes, we have kind of instituted an initiative in the department to consider looking at infill stations across our entire system because there are many opportunities. And those locations on the Blue Line are being considered, as well as locations systemwide on all of our branches, to find the best opportunities for infill stations going forward. And we will continue to do infill stations. We have had success with that and as money becomes available, we will have a program to continue to advance with those.

MALE VOICE: What kind of stations did you say? I couldn't understand you.

MS. FARZIN: Infill stations. A station that is in between two existing stations. So where there is no station now but between two existing stations. We have had some recent success with opening new stations on existing lines. And we are going to continue to look at opportunities systemwide to do that going forward.

PS2#1606

Thom Alcazar

2017 N. 73rd Ave. Elmwood Park, IL 60707

MR. ALCAZAR: Thom Alcazar, 2017 North 73rd Avenue, Elmwood Park.

I would like them on the Eisenhower corridor to consider the future instead of just the patchwork for today. That means including a knowledge about current technology. What happens generally when you build something that's being replaced after 50 or 100 years, like we are doing now, is you look at the fact that traffic patterns have changed, quantity has changed. And you look at what the impact will be in building the change. Building this change would require them to close a lane in order to build a lane; that means traffic will get worse before it gets better.

Time frame for when it gets better is possibly two years after the building starts. And by then, the traffic patterns will have increased to such a point where we would be right back at the current congestion level that we have today, which means that we will accomplish absolutely nothing but create inconvenience for the two years during the building.

The only intelligent and logical thing to do is to build highways today anticipating that most cars will be able to be driverless and most cars will have a better safety feature by separating them from heavy trucks. So in order to avoid the fact that we have weather in Chicago and that that weather adds a disproportionate cost to building highways; that the way this highway should be built is to simple build pylons along the existing structure, like pillars, and concrete slabs to be built indoors so that they could be built to specification and serialized so we know which ones are going to be most efficient, and that we could draw back money from the companies that produce inefficient products that don't meet specifications based on their deposits, bonds. So once these slabs are built, which can be built in multiple manufacturing sites all over, they can be flown into position by flying cranes. And there would have been no traffic disruption, and we will doubled our capacity. So the ability then to separate the cars from the trucks, the ability to double the capacity instead of simply adding a lane with all the inconvenience and weather problems seems like a logical and easy solution.

If we decided, in fact, to build for the future. Along with that build, if we were coordinating with CTA, we would add another level above the current Blue Line, which would be a uni-rail. That uni-rail would actually reduce the amount of traffic on the lower LTA line or the Blue Line because it would be an express train, so that it actually would have no stops until it hit the suburbs. So that would reduce the traffic for all the Chicago area, and it would speed traffic to the suburban areas; so we would wind up with a benefit in both directions. Uni-rails have become the world's most efficient way of travel. So to continue to build old-fashioned technology in both the CTA and highways seems like a ridiculous, backwards step that is only a patchwork.

Lastly, I would like to know if the materials used for this, what I consider a very poor plan, are expected to be either cement, concrete, or if they are, in fact, going to use asphalt. Obviously, if they use asphalt, it's being done as a make-work project since asphalt only lasts 7 years and requires annual maintenance for all the cracks and holes that it develops; where concrete lasts 30 years and would actually result in one quarter of the cost. So that's my suggestion and claim to fame.

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One thing I would like to add. I would like to admit that I know one of the bars against my proposal is when you have to buy additional land and do an acquisition the insiders have already purchased it. So if they use my idea, those people wouldn't get the benefit of their bargain. 4

PS2#1609

Thom Alcazar

2017 N. 73rd Ave. Elmwood Park, IL 60707

MR. ALCAZAR: Thom Alcazar, 2017 North 73rd Avenue, Elmwood Park, Illinois 60707.

I have extensive experience riding public transportation from having lived in downtown Chicago across from Grant Park, from having worked in West Chicago, near West Chicago, and from now living in the suburbs, and I would say that my first comment would be that after over 20 years having GPS, CTA should learn to use it. It's inexcusably incompetent to have a full bus with an empty bus behind it and not have enough sense to have the empty bus pass the full bus to alleviate some of the traffic. It's inexcusably incompetent to have up to three or four buses idling when it comes to where the buses stop and end. If those buses are all available idling, they should be redirected to a route that has people waiting. That's what GPS is designed to do with very simple dispatch systems that have been around for over 20 years. Not knowing how to use GPS tracking is incompetent and embarrassing and inconvenient.

1

When it comes to the corridor of the Blue Line, it is unconscionably unpleasant and inexcusable to have nine closed stations along the Eisenhower and even along the Green Line only in the areas of the city that have the most poverty and the least access to private vehicle ownership. To have those people imprisoned because CTA has decided to close what was previously open access to the Blue Line, I think is criminal. These are people who we would like to have getting jobs who can't walk four or five blocks through gang-infested territories, going through two or three different gang territories in order to get to a stop during icy weather, snowy weather and extra hot weather and expect them to get jobs at UIC, O'Hare and other places that could be hiring them. I think CTA is complicit in creating a low-security prison for these impoverished territories. And if they would simply take their plans for the Eisenhower corridor and use current technology that already anticipates the future and put another line above the current line, make it a uni-rail line which is more cost effective and is considered the current cost-effective technology and make that uni-rail line an express line to the suburbs, that will make better ridership for all the suburban people that would enjoy that kind of service and utilize it and it would also make improved ridership with the city transportation because it wouldn't be as crowded with all the suburbanites.

2

The most expensive and costly buses that we have and operate and maintain are the ventriculated buses. Those buses are being utilized at midnight with three or four passengers on the entire route. That is unconscionable. A shuttle bus would be sufficient than use the most expensive bus. Has to have been an idea made by an idiot. Shoot yourself.

3

1/19/2017

Hassen Al-Shawaf

2155 N. Lincoln Ave. Fl. 2

Chicago, IL 60614

halshawa@gmail.com

6303861367

CS#3455

PS2#1551

I have a multi-point blueprint for the Eisenhower from the 88-294 junction through to Congress:(1) Create a bidirectional expresslane with dynamic tolling that will levy an extra variable fee (depending on congestion) for inbound and outbound traffic. This will reduce congestion and generate revenue for the project. No one will need to pay the toll unless they opt for the expresslane. Assume the expressway handles 200,000 cars per day and only 10% of those cars opt for the expresslane. Assume also that the toll charge for the lane amounts to \$5. The toll will generate \$36.5 million annually in revenue.(2) Depending on need, convert the blueline that runs along the Eisenhower into a below grade subway. This will provide space for extra lanes depending on long-term need.(3) If the blueline is made a subway, consider extending the line further west and adding express or non-stop service with park and ride locations. Express service could terminate at the Block 37 station. Added service may also generate new revenues, which could be used to finance the project. Added express service will also reduce congestion.

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1/9/2017

Anonymous
IL 60101
easyandy@live.com

CS#3536
PS2#1535

There is no need to give ease more to those who can afford it and put a burden on poor drivers who have to risk spending more on auto than food

| 1

1/10/2017

Anonymous
IL 60073
ldq0@yahoo.com

CS# 3437
PS2# 1536

I'm strongly opposed to HOT or HOV lanes. Either make it a tollway or don't. All the lanes should be interchangeable as to make sure there are never half of the lanes that are moving at different speeds. Splitting it by two lanes for general use and toll would be extremely undesirable for when I'm in that area. All lanes are needed to overtake slower vehicles as on the Tri-State where it is flawless in execution. I'm rather even have express/local lanes, but absolutely not HOV that is more about trying to alter driving behavior than expanding on capacity that is sorely needed. 4 lanes for everyone to use at their convenience once they're on 290 would be strongly preferred. Also 2 full shoulders is massively important as well, even considering the confines of the right of way

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1/18/2017

IL 60586

Anonymous

CS#3445

PS2#1542

Instead of focusing on a freeway that has four lanes and is at 38% capacity. Attention should be focused on the Stevenson expressway with its 3 lanes serving all the southwest suburbs and the preferred freeway for freight movement in the city which has bottlenecks at each on ramp. All that space in the median and the state wanted a bus lane now they want a toll lane. How about just adding a lane, and a carpool lane like all other major cities have figured out. Illinois is dropping the ball on this freeway, needs to be updated to accommodate today's freight and traffic needs

1

1/19/2017

Anonymous

IL 60130

Njmitchell888@gmail.com

CS#3449

PS2#1545

IL should just double decker I290, eight lanes in both directions. Future proof. | 1

1/19/2017

Rachel13@gmail.com

IL 60301

CS#3451

PS2#1548

Tolls are a bad idea. How about widening the Expressway. Tolls give the rich privileged access to this road | 1,2

1/19/2017

Anonymous

IL 60160

CS#3453

PS2#1549

This is utter and completely wrong. Why should the Eisenhower be turned into a toll road even if partially? The Dan Ryan underwent construction and no tolls were enforced. The city should be responsible for funding the construction. We taxpayers are overburdened and can't afford any more increases, let alone to necessary roads and expressways. The city/state need to find a different solution.

1

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1/20/2017

Anonymous

IL 60123

dswans4@yahoo.com

CS#3461

PS2#1555

Do not allow tolls on the Eisenhower expressway 290. Its bad enough that I90 has tolls, now you want to punish motorists with a toll on 290. Bad decision. I may move.

1/20/2017

Anonymous

IL 60563

g@q.net

CS#3462

PS2#1556

I agree that this corridor should be upgrade however, and let me be clear about this, I am absolutely and adamantly opposed to any kind of toll or tax increase of any size. You already have more than enough tax revenue so you may have to make very hard and very difficult decisions to pay for this. Live within your means! Do not attempt to raise taxes or add or increase tolls. NO!!

1

1/20/2017

Anonymous

IL 60561

CS#3463

PS2#1557

Once again, IDOT and the Tollway trying to squeeze more money out of DuPage County and the residents that commute every day into the City. It's bad enough that we already pay an unfair share of RTA tax to subsidize the CTA and other services. These lanes will only push more commuters onto I-55 and the already swamped Metra system. My recommendation would be to extend the CTA blue line into DuPage County and offer more transportation options rather than trying to put a Band-Aid on the Ike.

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Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail; or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- Project's purpose and need for the improvement
- Alternatives under consideration
- Preferred Alternative
- Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue
- Social, economic, and environmental effects and proposed mitigation strategies
- Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park

IN THE FILM PRESENTATION, IT IS MENTIONED THAT THERE ARE PLANNED IMPROVEMENTS TO NORTH AVE (THANK YOU!) 22ND ST & MADISON AVE.

HOW DO THE IMPROVEMENTS TO MADISON AVE COORDINATE WITH DOLY PARKS PLAN TO REDUCE THE LANES FROM 4 TO 2?

1

DOES THE RIGHT HAND KNOW WHAT THE LEFT HAND IS DOING?

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____ E-Mail Address _____

Please **DO NOT** add me to the mailing list

Comment Form

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UNTIL YOU IMPROVE & EXTEND THE BLUE LINE & WEAN PEOPLE FROM THEIR CARS, THE ROAD WILL JUST FILL UP AGAIN

1

HAVE YOU PLANNED FOR "KISS + RIDE" LOTS FURTHER WEST? PERHAPS AT MANNHEIM + OAK BROOK?

2

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____ E-Mail Address _____

Please **DO NOT** add me to the mailing list

1/28/2017

Anonymous

Oak Park, IL

60304

CS#3476

PS2#1564

Please improve pedestrian access to CTA stations. The ramps at Austin and Harlem are dangerous, to cross even with a crossing signal.

1

1/31/2017

Anonymous

IL 60304

kathypbaker@yahoo.com

CS#3487

PS2#1574

I am strongly opposed to the proposal of installing sound walls along the 390-corridor through Oak Park. I have not seen evidence that the technology will have an impact that is commensurate with the investment. Additionally, I think they are often ugly and are likely to diminish the property value while also acting as a visual divider for our community. *Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.**

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2

2/3/2017

Anonymous
IL 60647

PS2# 1632
CS# 3494

Adding additional lanes seems unnecessary and will serve only to increase traffic. While academic studies about induced demand haven't proved definitively that highways generate brand new traffic, there is absolutely plentiful data showing that the addition of new highway roadway diverts people from other time and other modes of transportation--and that not too long after the expansion is completed, the highway will be just as congested as it was before. In light of this, it would be irresponsible and short-sighted--and, frankly, a waste of taxpayer money--to expand the highway.

1

2/3/2017

Anonymous
IL 60613

PS2#1634
CS# 3496

This project seems to me another classic case of induced demand. Widening I-290, even if motivated by the concern over traffic, will do nothing to reduce it. According to history and research, it will only increase traffic. Adding lanes on I-290 is effectively a waste of taxpayer money. The argument that this "expansion" will provide net economic benefits and roadway capacity, thereby reducing congestion is ignoring traffic and induced travel impacts, changes in trip frequency and destination, incremental costs of induced travel and traffic (congestion, road and parking costs, accident, pollution emissions...), increased vehicle miles. This project seems it will be economically inefficient.

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2/3/2017

Anonymous
IL 60614

PS2# 1635
CS# 3497

Widening I-290, even if motivated by the concern over traffic, will do nothing to reduce it. According to history and research, it will only increase traffic. Adding lanes on I-290 is effectively a waste of taxpayer money.

"Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt" (Duany, Plater-Zyberk, Speck, 2000).

1

2/3/2017

Michael Cornew
1538 N Oakley Blvd #1
Chicago, IL 60622
mcornew1@gmail.com
847-702-7151

PS2# 1636
CS# 3498

Not a good idea. More lanes creates more traffic. | 1

2/3/2017

Anonymous
Chicago, IL 60626

PS2# 1637
CS# 3499

This project is not a good use of taxpayers money. | 1

2/11/2017

Anonymous
IL 60305

PS2# 1643
CS# 3510

Please add a lane to 290, and get rid of the awful left side ramps in oak park! If paying for the lane is such a problem, why not toll the road? I would gladly pay to avoid the terrible traffic i deal with now. | 1
| 2

1/28/2017

Frank Avila

2347 S. Western Avenue

Chicago, IL

60607

CS#3475

PS2#1563

I can't believe we're even talking about adding lanes. We know it doesn't do anything to alleviate traffic. | 1
We need to invest in transit.

PS2#1621

Steve Bahnsen

2921 S. Michigan Ave. Apt 404 Chicago, IL 60616

MR. BAHNSEN: My name is Steve Bahnsen. I live at 2921 Michigan Avenue in Chicago.

Three questions have come up during this and what I'm asking now. What other project is this competing for funding that you have in district one of this scope? What will the times be when the HOV lanes are used? I mean just rush hours, or all the time? Or some places you can drive in them on Sunday even if there is only one person in the car.

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And then do you anticipate the state police enforcing this rule that there is two or three people in a car? If not, is there another way you envision this being done? I would think they would have other priorities in a city where 762 people were murdered last year than driving around and seeing how many people are in a car.

3

MR. HARMET: We don't view this as competing with other projects in the region. This is the biggest project in the region right now. And so there is not sufficient funding to pursue building this project, that's what we know. But we do planning in anticipation of funding. We won't be able to really get to the funding issue or even how much funding is needed until we are able to work together to figure out what the concept is. So this is a very important first step.

The HOT Lane, High Occupancy Toll Lane, we have come up with some toll rates at a conceptual level. But there is more work to be done in the next phase of project development. At the low end it would be 12 cents a mile, and then at more congested times of the day it would be 24 cents a mile. And so whether or not it's in operation overnight as well, those are all things that haven't been decided, that's more analysis needs to be done. But the way it would work, the way we have analyzed it is if you are a car pooler you would ride in that periphery; if you were a transit vehicle, you would ride for free. And all others could ride in it but would pay a toll. So it has a mix of users in it.

In terms of enforcement again, we will look at the best practices across the country, if there is technology, electronic things. I know in other states they have, you preregister as a car pooler. And so before you are even in the lane you have got in the database. Other states have transponders so that have a switch where if you are a car pooler or not so it's reading that.

And then, perhaps, there is some sort of detection technology. But those are all things that are yet to be analyzed, that will be the next phase of project development. And again we will look at everyone else's best practices for that.

PS2#1618

Charles Banks

1003 S. Ridgeland, Oak Park, IL

MR. BANKS: Charles Banks, 1003 South Ridgeland, Oak Park.

You answered part of my question concerning the bridge, bridgework that's going to be done. But being somewhat selfish from Oak Park, I'm still curious about the cost and what is actually going to happen. Because again, you have to widen the footprint a little bit and every bridge in Oak Park has got to be redone. The bridge ability to cross the expressway has to be redone.

1

Then as I become less selfish and go all the way down to Racine, you have got a ton of bridges all the way that have to be done. Is all that cost still figured in the 2.7 million.

MR. HARMET: Yes.

MR. BANKS: That seems short.

2

MR. HARMET: There is a lot you can do with \$2.7 million.

MR. BANKS: But given the bridgework that needs to be done, you are going to be rebuilding completely practically every bridge along the way.

2

Okay.

MR. HARMET: The answer is yes.

JAN 21, '17

Dear Mark Peterson — I expect to be in Forest Park Wednesday, JAN 25 (regarding I-55 expansion hearings) and hope you will address what I'm getting at there.

I always visualize roughly the same 3 problems with your work. They are Noise, Safety and Climate change. All three are serious objections: Things which are under control will get worse if you add 2 more lanes.

Then there's the astonishing amount of money. Illinois needs to spend that on public and higher education.

Lastly there's the question of urban sprawl (not sure if that's the best phrase). Promoting driving is bad in and of itself (very risky) and ^{the} speeding which is a direct result doesn't seem to be deterred by police anymore. I live less than a half-mile from the Austin entrance and prefer city streets: It's been at least 10 years since I drove on the I-55 and ~~remember~~ went with other drivers twice and felt quite frightened that they felt forced to drive as fast as they did.

In addition, the need to get away from the Loop should make Oak Park attractive. What you're proposing if I grasp it accurately, will turn Oak Park — formerly a place to stop and shop — into a blur.

Please emphasize the need to solve these (several) problems instead of accentuating them. I've been looking for commonsense for about 10 years, still looking.

Hope my writing is ok.

(708) 386-2715

GARY BARNES
627 S. Humphrey
Oak Park Ill 60304



Mr. Gary Barnes
627 S. Humphrey Ave.
Oak Park, IL 60304-1714

BU OF PROGRAMMING
RECEIVED
JAN 26 2017
DISTRICT #1



MARK PETERSON
ILL. Dept. of TRANSPORTATION
201 W Center Court

Schaumburg, ILL. 60196



PS2#1605

MR. BARNES: Gary Barnes is my name.

I really have a sort of simple point, a little simpler than the letter I wrote, which is that I'm not much of a speaker anyways; so the ancient thing for doctors when they got endowed and moved into practice was First do no harm. I couldn't find the Greek name in my book so --

And the three things that I have in mind are three things that I think have been taken fairly well care of. The first is the damage, damage to people. People are slowing, will slow down there and continue to slow down just out of practice if we don't do this. And if we do it, it's just the opposite; so we are doing harm if we do that. Because we really have lots of --I haven't, I have been half a mile from that entrance to the Ike for --Well, I haven't been on it for at least ten years. It's just too dangerous. I have been on it with a couple of other drivers, I just felt too dangerous. So to make it faster is my definition of a way of making it more dangerous, and that's the harm that we are doing with all that. We already have way too much damage to the people in our cars. | 1

The second thing is the noise thing, of which quite a bit of effort has been made talking about that in Oak Park because there are so many people living and sleeping and everything so close to the road there. Same thing, more, more speed, more noise. | 2

And the third thing is climate change. Again, we are really without any doubt doing damage. I have been saying this for | 3

30 years, or I have been an activist for at least 20 years that I can remember. And just nobody says we need more driving or faster driving. Everybody says we need less. So this is we are doing damage when we don't have to do it. | 3

Do I have to mention that Springfield doesn't have any money, or so they are always saying? Crazy. | 4

Speaking selfishly now for Oak Park. Oak Park loses if everybody just goes flying through. It's like they don't know we are there. They might be able to pull off and shop there or something like that, which isn't a personal interest to me. But I do think, it's a nice town. Some people like to drive through it, but they are going to have to not do that if this gets any faster down there. It's just too crazy. That's pretty much what I have to say. | 5

1/29/2017

Mariannell Bassett-Dilley

1042 Highland Ave.

Oak Park, IL 60304

bassettdilley@gmail.com

7086601345

CS#3482

PS2#1569

My concern is the Lombard Bridge. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the sight lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improve. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.

1

PS2#1603

MS. BATIE-BANKS: Ethel Batie-Banks, 333 South Washtenaw, Chicago, 60612.

I enjoy all of the improvements that I see. 99.9 percent of them are much wanted and needed. The problem is the issue of the wall. The wall will cut a community in half. I'll never see my neighbors on the other side of the expressway. I'll never see the functions on the other side of the expressway. I won't see the traffic flow that I'm used to seeing. I have been living in my house for 25 years. I have lived in the neighborhood all my life, and I believe the wall is just a negative influence. It's supposed to be 17 feet tall and that means that it's going to stand like a 2-story building blocking all views.

Also, the wall will attract graffiti. It will give a hiding place, you know, duck around corners to hide behind a wall when unsavory activity occurs. It's not going to block any noise because noise is a part of living in Chicago. The wall will remind me daily of the wall that's around Cook County Jail and I don't want to feel like I'm in a jail.

It's going to reduce property value, no matter when it goes up, it's going to start reducing the property value and even though it's ten years down the road, that's when we can expect the wall to start deteriorating the west side of Chicago.

True, Chicago's west side is now on its way up. It's going to take a deep nose dive as soon as that wall goes up. And that's how I feel about it.

1

1/27/2017

Michael Berger

535 Home Ave.

Oak Park, IL

60304

mb135@me.com

CS#3474

PS2#1562

In the recent mailing (received 1/27/2016) it is stated on the 3rd page of the brochure & Multi-Modal: Improved design for motorists, bicyclists, and pedestrians. Wider sidewalks and new east-west multi-use path. Could you please expand on this, especially describing in more detail how bicyclists will be affected and the location, length, access points, of them new east-west multi-use path. Thank you, Michael Berger

1

February 8, 2017

Sharon Bloyd-Peshkin
Oak Park IL

PS2#1536

From: Bloyd-Peshkin [<mailto:bpfamily@gmail.com>]
Sent: Wednesday, February 08, 2017 4:24 PM
To: Harmet, Pete E
Subject: [External] Eisenhower expansion

I am writing in response to IDOT's draft environmental statement. I live half a block from I-290, and I commute to work every day on the Blue Line. My husband drives to work on the Eisenhower, so we are a multi-modal family and appreciate both transportation options. It is a mistake not to extend the Blue Line at least to 1st Avenue as part of the expansion of the Ike. More riders will mean fewer drivers, so when the expressway is expanded, cars will actually move faster (rather than increase in number to fill the extra space, as they did after the Hillside Strangler expansion). Expansion alone won't solve the congestion problem. I also urge IDOT to consider helping to figure out how to make it possible for commuters to safely bicycle from the near western suburbs (where the Prairie Path ends) to the city. This would not only reduce congestion further, but also improve the quality of life for bike commuters.

Best,
Sharon Bloyd-Peshkin
Oak Park IL

--
Check out our website, havekayakswilltravel.com.

1

2

PS2#1613

MR. BRANDSTRADER: Fred Brandstrader, 1046 South Scoville in Oak Park.

A quick budget question, four-parter. Is the prep work, the advance work for the ancillary roads, included in that \$2.7 billion number? And if not, what is that estimated dollar amount for the prep work, and is it funded? And then the last question was what is the budget for the CTA work.

MR. HARMET: For the advance work on the arterials, we are actually engaging in planning on that right now. So we will develop a cost at the end of that planning so that's not included in the 2.7 billion.

And Janine will answer the question about CTA.

MS. FARZIN: Sure. For the Vision Study, we have a cost estimate of \$1.7 billion in current year dollars. We don't have a construction phasing plan, so we don't know which years those would be applied to, that includes modernization and accessibility improvements at all the stations of the branch. A new Forest Park terminal yard and shops and a maintenance facility and terminal at the end and the track work, excuse me, which is our first element. The construction of the core infrastructure, which is like all the ballast and tracking.

MR. BRANDSTRADER: That's current dollars, the 2.7 is current as well?

MR. HARMET: 2.7 on the roadway side is future dollars. The midpoint of an 8-year construction schedule.

1/18/2017

Eric Brauer

Glen Ellyn, IL 60137

ericjonathonbrauer@gmail.com

CS#3446

PS2#1543

I love this idea | 1

PS2#1626

Feb. 12, 2017
Illinois Department of Transportation
c/o Mr. Peter Hamet and Mr. Mark Peterson
201 West Center Court
Schaumburg, IL 60196

Dear Mr. Hamet and Mr. Peterson:

I am writing you today to avail myself of the opportunity to comment on the Draft Environmental Impact Statement(DEIS) on reconstruction of the I-290 corridor.

It is an immense project and your lengthy DEIS reflects that size. Please extend the public comment period. Forty-five days is a relatively short period of time to comment on this 2200 page document.

1

I would urge you to put reduction of congestion at the top of priorities for this project. Presumably, the rebuild of the expressway is necessary, given deterioration of bridges, ramps and the roadbed itself. This we can accept as a necessary fact of life. With the hindsight of decades of experience, the design of the expressway itself can be improved for the sake of safety and to better integrate it into its surrounding communities. But to rebuild it and to not substantially reduce congestion in the roadway would be a misuse of taxpayer dollars. The notion that congestion would be reduced from the current levels of 17 hours a day by less than an hour to 16.25 hours (in IDOT's best case scenario) is laughable in its insufficiency.

2

Reduction of congestion is necessary to reduce air and noise pollution. It is also necessary to maintaining an economically efficient infrastructure for our region. To accomplish this we need better coordination between IDOT and the CTA. Extension and improvement of the west branch of the CTA Blue Line is absolutely essential to the success of the rebuild of the corridor. In fact, our Village of Oak Park has already urged that funding of improvements to the two modes of transportation should be made in tandem.

3

I know that IDOT's focus has traditionally been on highway systems, but there are compelling reasons for tying an extension of the Blue Line and rebuild of the expressway together. Remember the huge amounts of money spent to "fix" the Hillside Strangler? Drivers along this stretch of I-290 have seen precious little relief from congestion there. Perhaps enhanced public transit would have helped.

Air quality is greatly influenced by congestion. You want to reduce emissions? Do something to reduce the amount of time we sit in traffic.

4

Ridership on the Blue Line continues to grow, despite the fact that service has been hampered by poor track repair and frequent slowdowns. Better service will encourage even more ridership.

5

Admittedly, the impact of public transportation on traffic congestion is difficult to quantify. Simply comparing public transportation ridership figures with expressway usage is insufficient. Recent research (August 2013) by Michael Anderson of the University of California at Berkeley and the National Bureau of Economic Research, indicates that the impact of public transportation is far greater than ridership figures would indicate. Analysis of actual delays incurred during a transit workers strike in Los Angeles in 2003 revealed increases of 47% in delays in expressway commutes, despite only about one percent of commuters in the L.A. area using the transit system. The reason for the disproportionate impact was that, like the Blue Line, the LA transit system ran parallel to expressways and carried workers who would face the worst congestion. Other recent studies of transit in many U.S. cities indicates that transit construction has slowed the increase of congestion in many U.S. cities.

6

Also of concern, again because of potential congestion, is the idea of expanding the number of lanes by including substandard eleven-foot-wide lanes. I fear this could be self defeating, as narrower lanes would create more of an accident hazard, that would in turn result in more accidents and thereby more slow downs as a result of the infamous “gapers gap.”

7

Finally, I would like to comment on transit related development. In recent years we have seen surges in development, primarily of housing, near mass transit stations, both in the suburbs and city. Although economic development is not the charge of IDOT, it wouldn't hurt for IDOT to be sensitive to the positive ramifications of transit related development in the communities of Forest Park, Maywood and Bellwood. This is truly a case of “build it and they will come.”

8

Thank you for your hard work and for the opportunity to comment.

Sincerely,

Nick Bridge
Oak Park

PS2#1623

Hello, the following are my personal comments on the IDOT Eisenhower Expressway Draft Environmental Impact Statement (DEIS). Rebuilding the Eisenhower Expressway is a long overdue and much needed project to accommodate transport demands of Chicago and the Western Suburbs in the 21st Century. However, it is the generally incremental approach to this once in a lifetime opportunity that is a potential shortcoming.

The prime problem with the DEIS is continued overwhelming reliance on single occupant transport as the long term solution to congestion and pollution problems. The implementation of High Occupancy Vehicle (HOV) lanes as well as bus dedicated lanes have been demonstrated to be marginal at best, even under heavily controlled conditions as articles like the following illustrate: <http://www.accessmagazine.org/articles/spring-1995/are-hov-lanes-really-better/--> . The tendency has been that even with incremental improvements, such as what is proposed, additional traffic taking advantage will overwhelm capacity and bring about a return to congestion after a brief "honeymoon". The HOV line should be considered more of a transit lane, with buses and occupancy by 3 or 4 occupant vehicles, not just 2, as a standard.

1

Giving non-vehicle options remains a better way to keep cars off the road in areas that have sufficient density, which the Western Suburbs has. Therefore, a re-emphasis on expanding the CTA Blue Line to Mannheim Road, if not, Oak Brook, should be placed back on consideration and construction be planned for after the southern extension of the Red Line is underway or complete.

2

My second comment is peripheral to transportation issues, but an opportunity to contribute to clean power. Sound barriers are being proposed for up to 12 miles of the Eisenhower from Ashland Avenue to Wolf Road. The northern side of the Eisenhower can have solar photovoltaic arrays added or substituted for portions that would be at minimal risk of vandalism or theft, and be built at minimal incremental cost. Every mile of a solar powered barrier can generate clean electricity for the equivalent of up to half a megawatt of capacity and be financed through the Future Energy Jobs Bill legislation recently signed into law.

3

It is understood that IDOT has to be stewards of tax dollars for infrastructure, but as important, if not more so to not be so conservative or incremental that a project is obsolete or of insufficient capacity as soon or even before it is completed.

Thank you,

Mark Burger
1042 Gunderson Avenue
Oak Park, Illinois 60304
708-267-7965
burgermkop@gmail.com

Mark Burger

Follow me on LinkedIn and Twitter #markburgerenerg

1/30/2017

Cara Busch

1019 S Highland Ave.

Oak Park, IL 60304

carasbasement@gmail.com

CS#3484

PS2#1571

Will the stairs at the Lombard CTA entrance be replaced with a ramp? This would be a welcome improvement, as those stairs are very challenging if not impossible for many people to climb. When I was pregnant I had to sit halfway through. I've seen elderly people have much difficulty, not to mention it's impossible for anyone in wheel chair, yet that entrance is better to drop off anyone physically challenged vs the Austin entrance. What is the status of the wall? Hoping improvements being considered for Roosevelt and Madison will come to fruition. Cermack is not a viable alternative route for anyone in Oak Park during construction on 290. North Ave is also not realistic, most folks in Oak Park would take Lake Street. Garfield between Lombard and Ridgeland, particularly coming out of the Highland alley (west side) is notorious for poor vision lines. Many accidents arise due to cars parked on Garfield and also trees planted in spots that block vision lines. Will this be addressed? I'm also very concerned about the Lombard Bridge being lowered. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.

1

2

3

4

5

1/30/2017

Jerome Capozzoli

1027 Highland Ave.

Oak Park, IL 60304

jcpaozzoli@delamora.com

3124933149

CS#3483

PS2#1570

*Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.**

1

Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail; or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- Project's purpose and need for the improvement
- Alternatives under consideration
- Preferred Alternative
- Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue
- Social, economic, and environmental effects and proposed mitigation strategies
- Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park

Consider this for "C11" OTHER Alternatives on the EIS

This is a concept to BYPASS the Congress IKE, removing some of its traffic and getting it headed to where its going Rail yards and truck terminal around Cicero to I-55 It would be built over existing rail ROW mostly. Estimate 100 to 200 homes/business properties affected

Have a feeling after ALL is said & done with this I-290 project, NOTHING WILL CHANGE.

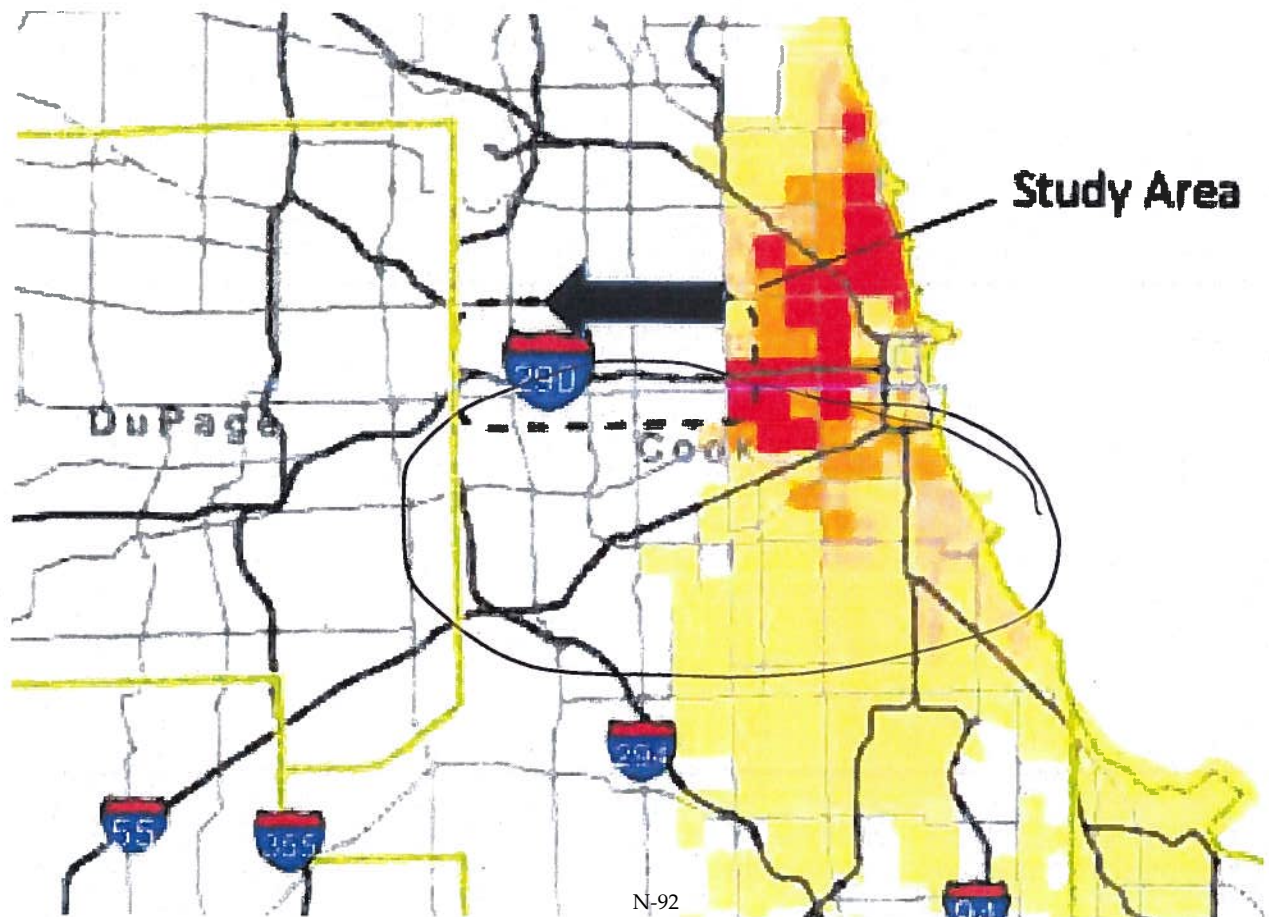
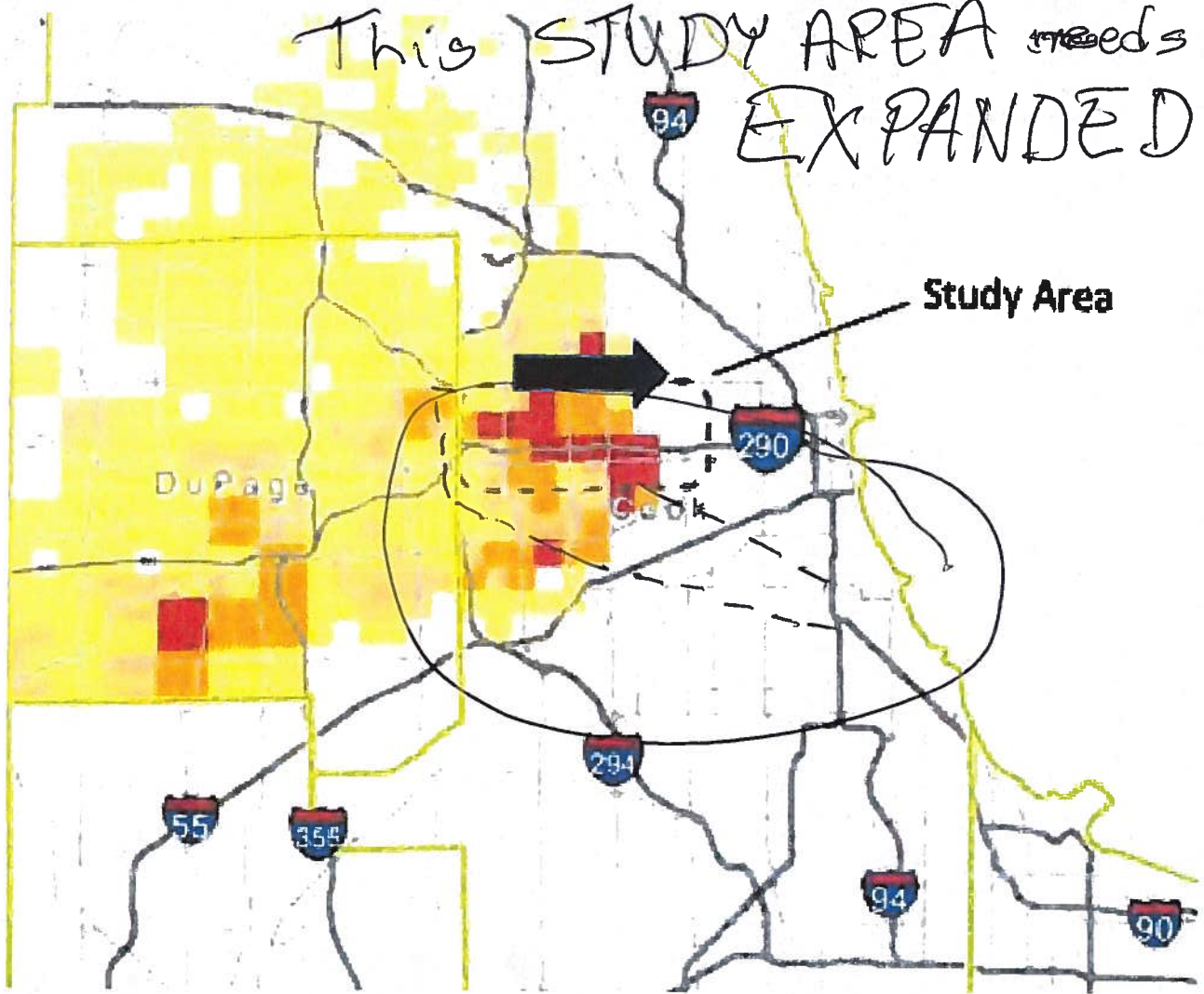
This Hypotenuse project is the only thing that will solve many Chicago traffic problems. Complete Cook county's SECOND TOLLWAY

(Optional, Please Print)

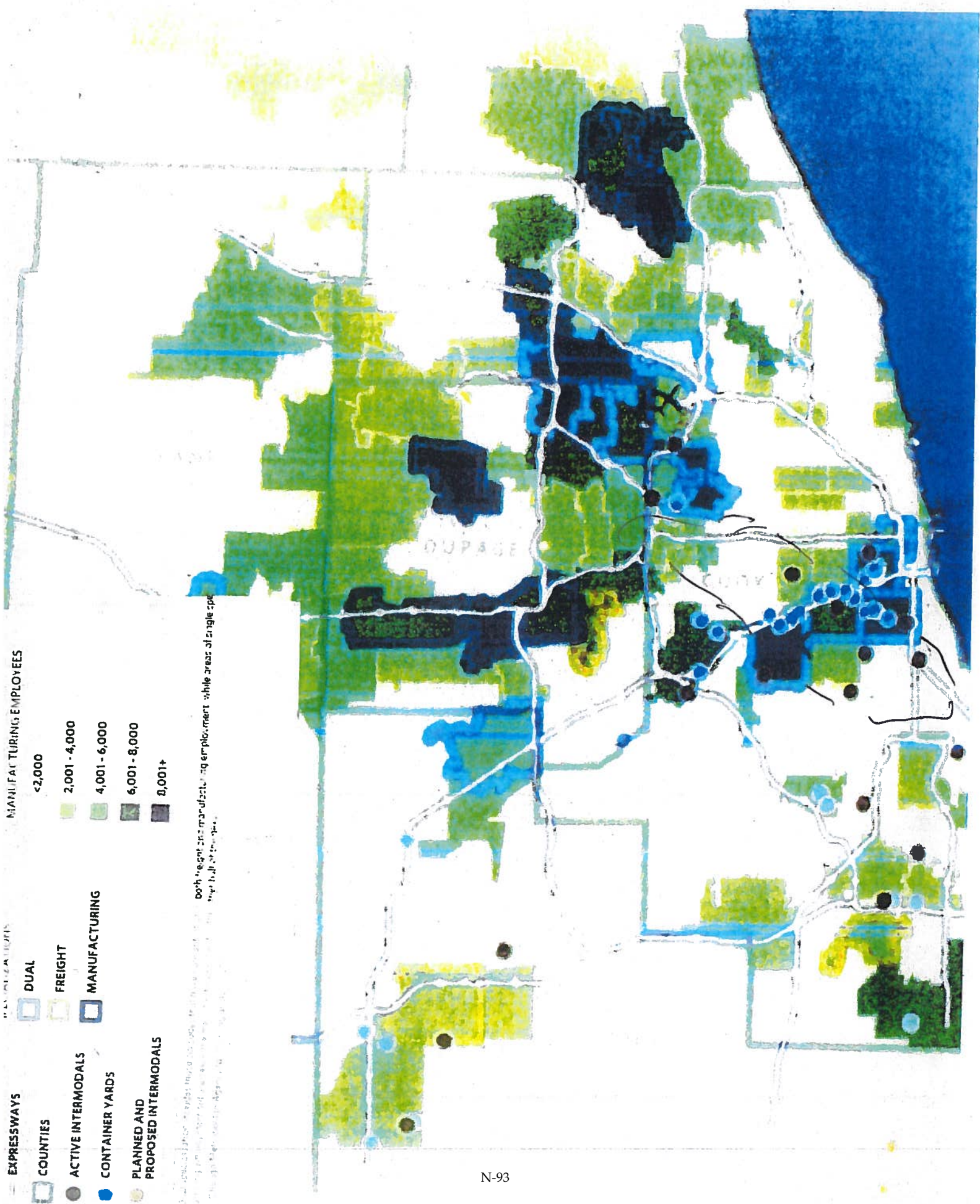
Name /Affiliation Fred Cappeller
Address 505 N Lakeshore Dr 902
City/State Chicago Zip Code 60611
Phone No. 312 806 0341 E-Mail Address dzlsabe@yahoo.com

Please **DO NOT** add me to the mailing list

This STUDY AREA needs to be
EXPANDED

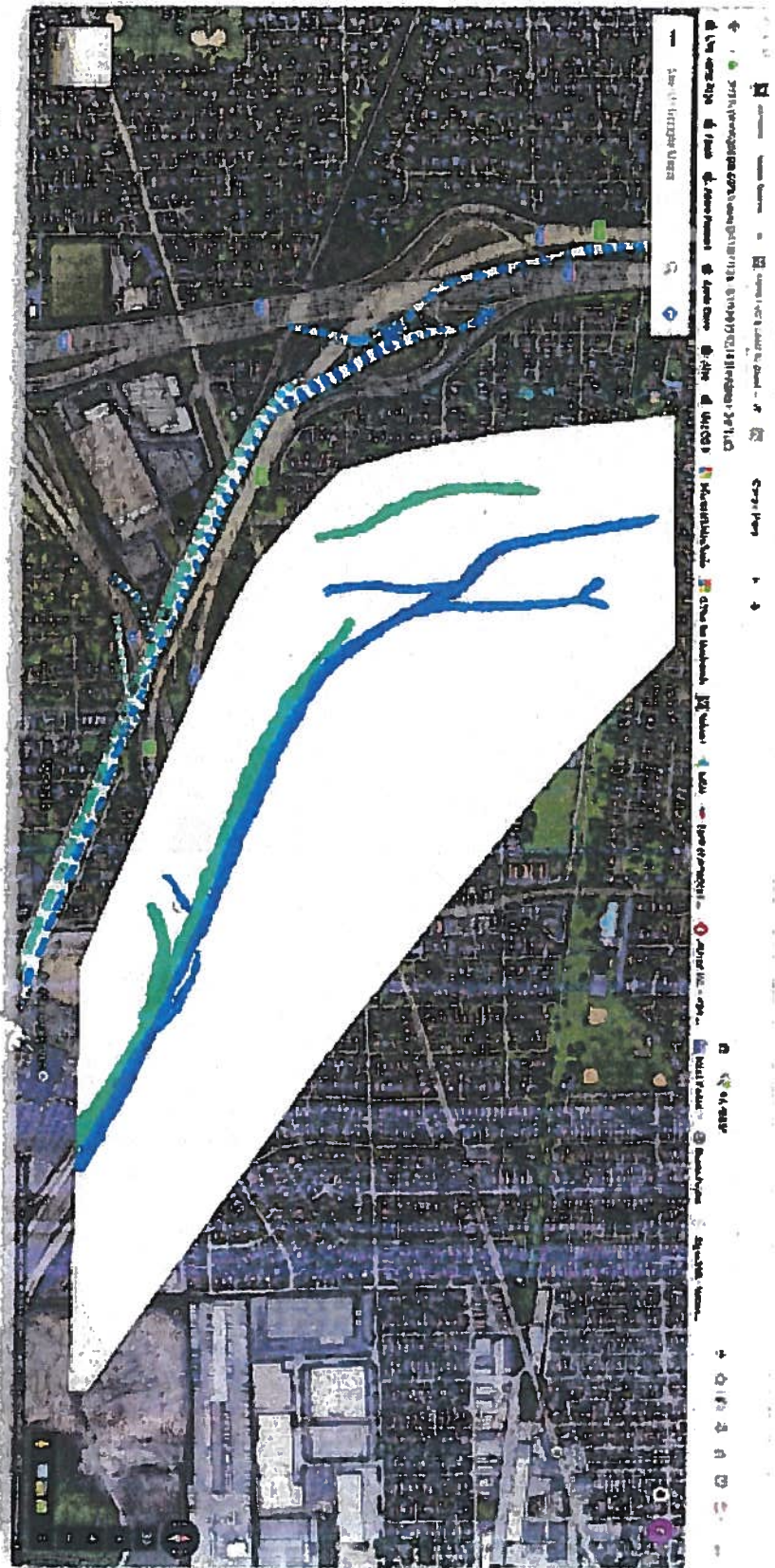


- EXPRESSWAYS**
- COUNTIES**
- ACTIVE INTERMODALS**
- CONTAINER YARDS**
- PLANNED AND PROPOSED INTERMODALS**
- MANUFACTURING EMPLOYEES**
- <2,000
 - 2,001 - 4,000
 - 4,001 - 6,000
 - 6,001 - 8,000
 - 8,001+

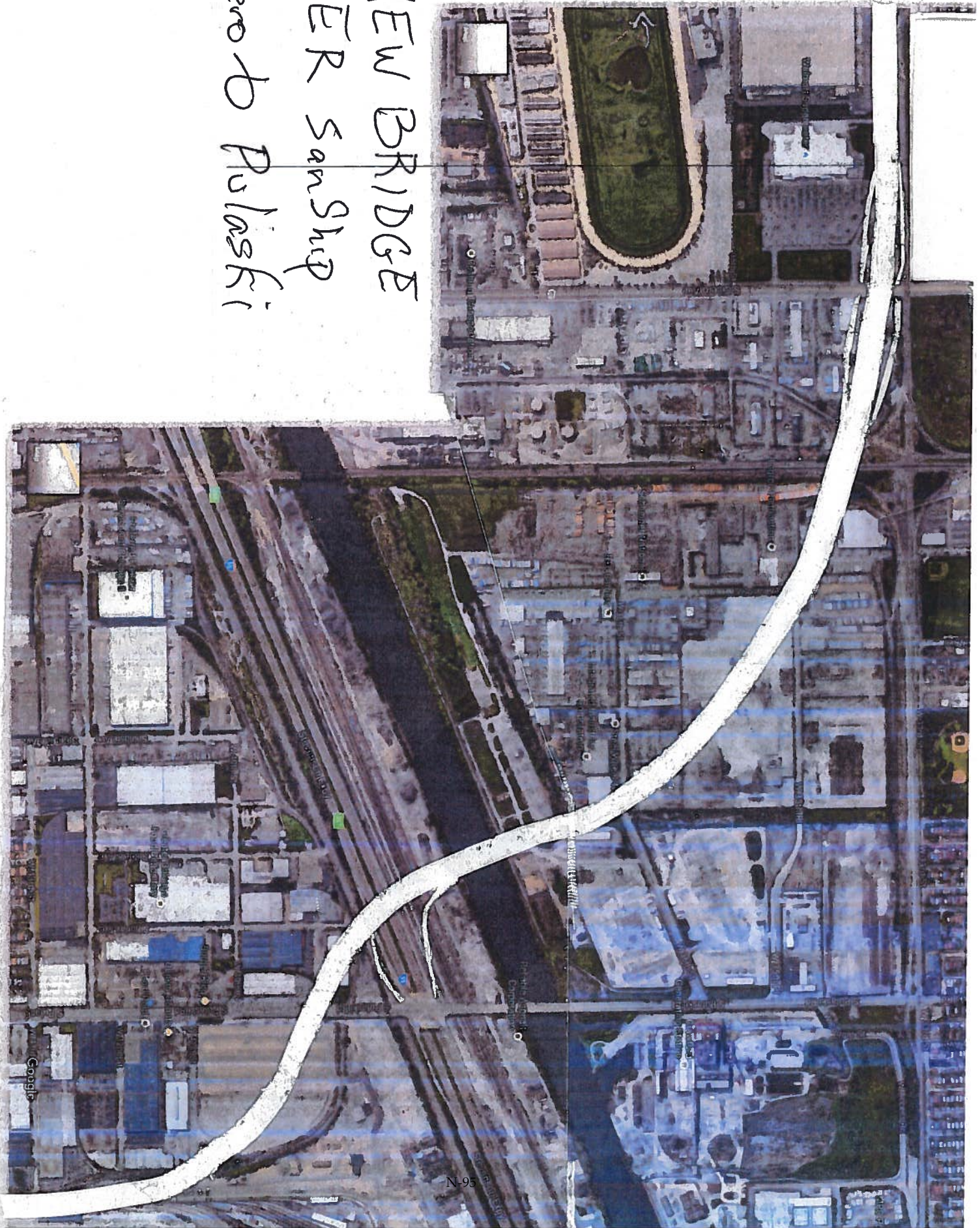


Both freight and manufacturing employment while areas of single spe...

STRANGLER CONNECTIONS / ALYONER



NEW BRIDGE
OVER SanShip
Cicero to Pulaski



Heres the MAP <http://imgur.com/u9L0fFx> OR this even? <http://imgur.com/E6RD2Co> 

The major traffic problems weve faced in Chicago and Cook County for the past FIFTY+ years dont seem to be getting resolved anytime soon. I believe a HUGE part of that is the lack of "Hypotenuse", a sixteen mile, what surely will have to be a Tollway now, between the #1 clusterF in the country, the Hillside Strangler and the Skyway split in Englewood. The only route at present, is going down the Ike, through ByrmeCircle, then down the north part of the Ryan. A 22-mile trek that, while "free", is hardly that when the sun is up anyway. So building the Hypo would cut six miles off that trip. But, theres a FOUR mile FREE bonus!! It would shorten a drive from Schaumburg to Gary, presently 60+ miles, to FIFTY because it eliminates the "curvature" of the Kennedy or the Tri-state. amazingly making Indianapolis and Madison ten miles closer, even Seattle and Boston. Interstate traffic would appreciate an option to Chicagos forever crowded "freeways". ☺THE Hypo is more like five or six. The Ike and N Ryan is one. US 12 & 20 is another. I-55 & Cicero to the Skyway split, too. Any surface street within a mile or two really. And an improved rail corridor?

The "problem" actually started in the 1850s, with the explosion of Chicagos population from a dot on the map to one of the fastest growing cities on the planet for decades and the numerous RRs terminating/originating here, mostly on the southside. Then the Civil War, that FIRE, two world wars, Chicagos illustrious history. How could planning ever be properly done? South Chicago Ave and present day Skyway and old IC (now CN) and NS RRs started to get the SE-NW thing going, but there was never really any plan to continue on that vector. Maybe the ill-fated Crosstown (I-494)? The south part made some sense, NO way the north. Ideally, US 12 & 20 should have taken a diagonal through town instead of the long, present-day EW-NS path.

Of course, youve read the Kennedy (Is 90/94) is the #1 Interstate mess in the country. Its time for I-90 to move out. Its been eating the groceries and not paying the rent for 38? years now. And before that, it was on the Ike. You can see it from space, its as plain as the nose on your face. No more 90/94.

Heres some distance calculations and shots of what it might look like.

<https://imgur.com/CwPU7Ox>


<https://imgur.com/IAt9KVf>

<https://imgur.com/gallery/ulBjx/new>

Texas A&M Transport Institute estimates congestion costs us over \$7B per year around here in lost productivity and "diminished quality of life". Yeah? Add increased pollution, lack of business creation and retention, smaller tax base, underfunded schools, no jobs, crime and gun violence, then becoming the media "poster-child" for all of that...\$7B sounds low. 🤔

Whats missing??

<https://www.google.com/maps/@41.8337329,-87.7319639,11z>

Have some fun. Click above, go to satellite, zoom in and follow the route. From the Strangler, follow CN rail SE to Berwyn, over Cicero Av. crossing the SanShip Canal, I-55, and Pulaski, along BNSFs Corwith railyard, then east along 49th. Over Western, turning south along CSXs railyard. Then a turn east at the ROW north of 59th. Follow from Damen to Halsted, then turn SE follow till ya cross the Ryan, adjacent to the NS tracks and merge into the Skyway. Thats it! 

Connecting ramps/work zone

At Strangler: WB to 290 (or the "new" I-90), N294, 88. Really liking the flyover I-294 idea, that would include a ramp from E88 & N294 and get rid of the slow oval ramp. EB from 290 & 88 (294 already merged).

Work Zone 1

Mannheim: WB exit, EB enter. Zone 2

Harlem: WB exit, EB enter. Zone 2

Cicero: WB enter & exit EB exit. Zone 2

I-55: from N55 to EB, from S55 to WB maybe. Zone 3

Archer, Western & 49th: Probably WB exit to Archer, EB enter. Maybe a free frontage to/from Western with WB enter, EB exit. Zone 4

59th & Western: WB exit, EB enter. Zone 5

At Ryan: WB enter from State St. EB exit at Yale cross 63rd to SB Ryan. Zone 6

Cross Ryan, merge with Skyway. Zone 6

Sixteen miles, MINIMAL neighborhood disruption. Only two areas that have any residential.

59th around Englewood? The high school is yards away from four NS tracks, so some of that would need to be rebuilt, maybe in the parking lot, and the parking lot could move under the new highway. Theres twenty homes that would probably have to go, and twenty more that would be close, but then its just two junkyards, two strip malls, a few commercials that could probably all stay.

Berwyn to Westchester has minimal residential destruction. Mostly its "AIMBY" already a major railroad yards away from my garage or backyard. Probably twenty of those. So the property wouldnt need to be destroyed, but theres a monstrosity there now. If ya' couldnt handle it, find a new home. It would be bought for you and somebody would like the old one. After that just a bunch of parking lots and truck yards.

New grade-separations along CN rails in this area would include Riverside Dr, Harlem (IL43), 26th St., Veterans Dr, Hainesworth, DesPlaines Av, Cermak, First Av.(IL171), 17th Av., Oak Ridge Av., Harrison St., and Wolf Rd.

Heres a recent Tribune article describing an \$8B rail bypass plan?? www.greatlakesbasin.net

<http://www.chicagotribune.com/business/ct-illinois-rail-line-0322-biz-20160318-story.html>

Why not just build the few miles of rails needed between CN & BNSF in Cicero and CSX and NSX in Englewood?

As six of seven Class 1 RRs, numerous short lines, METRA and AMTRAK collide here everyday, grade-separated rail lines along the same Hypo route would enable the RRs to get thru town in an hour, instead of days. The old IC (now CN) RR line can be seen briefly at the Strangler. Thats the vector.

Whats an alternative?? Widen the IKE?

<http://eisenhowerexpressway.com/pdfs/i290%20alternatives%20evaluation%20summary2013apr02.pdf>

It could take TEN years and cost \$4B? Not insurmountable for a region that has a \$550B a YEAR GDP. In NYC thats pocket change. A public-private partner-ship (PPP) would be needed to fund a project like this which would have to include IDOT, ISTHA, CMAP, Federal & CMAQ funds, CREATE (www.createprogram.org/proj_map2.htm), state, county, city, the RRs, construction contractors, tollway funders...even the bastards that stole (then sold for 50% profit?) the Skyway rights. 😊 Yes it would be like nailing jello to a wall. This is like a chess game, jigsaw puzzle, and crossword rolled into one.

As always, I maintain that federal fuel taxes need a modest increase, as they havent been raised since 1993, havent even kept up with inflation. Maybe a small tax (pennies per gallon) on railroad or off-road diesel to help finance more CREATE type projects. Everyone agrees that more infrastructure spending is a great idea...why are our legislators unable to get this done? It looks like very cheap fuel for the next TEN YEARS? 🙄👉👈

We also need to take a look at the give/get in the FEDERAL HIGHWAY TRUST FUND. Illinois is one of many industrial states that dont get what they put in. In IL its like 97%. And then Springfield only gives IDOT D1 (six county metro area, 65% population & 75% GDP) 45% of those funds, the rest of the state gets 55%?? So does that mean for every dollar D1 gives, we get 43 cents? 🤔🤔 I still dont know how the numbers pan out and CMAP isnt sure either.

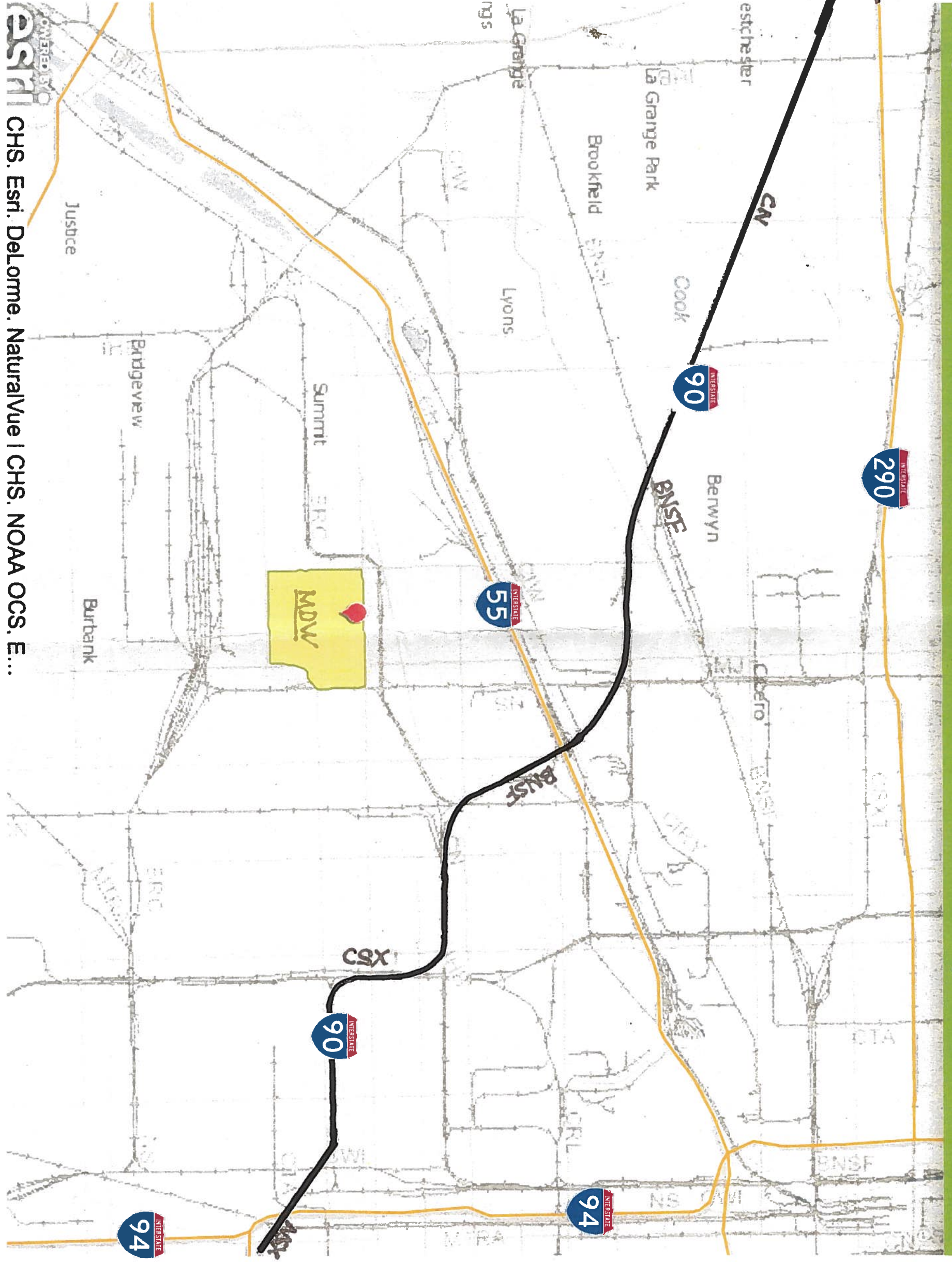
The GDP of the SEVEN Chicagoland counties is equal to Ohios OR almost New Jersey. By comparison, the rest of IL is about Kentucky on a good year.

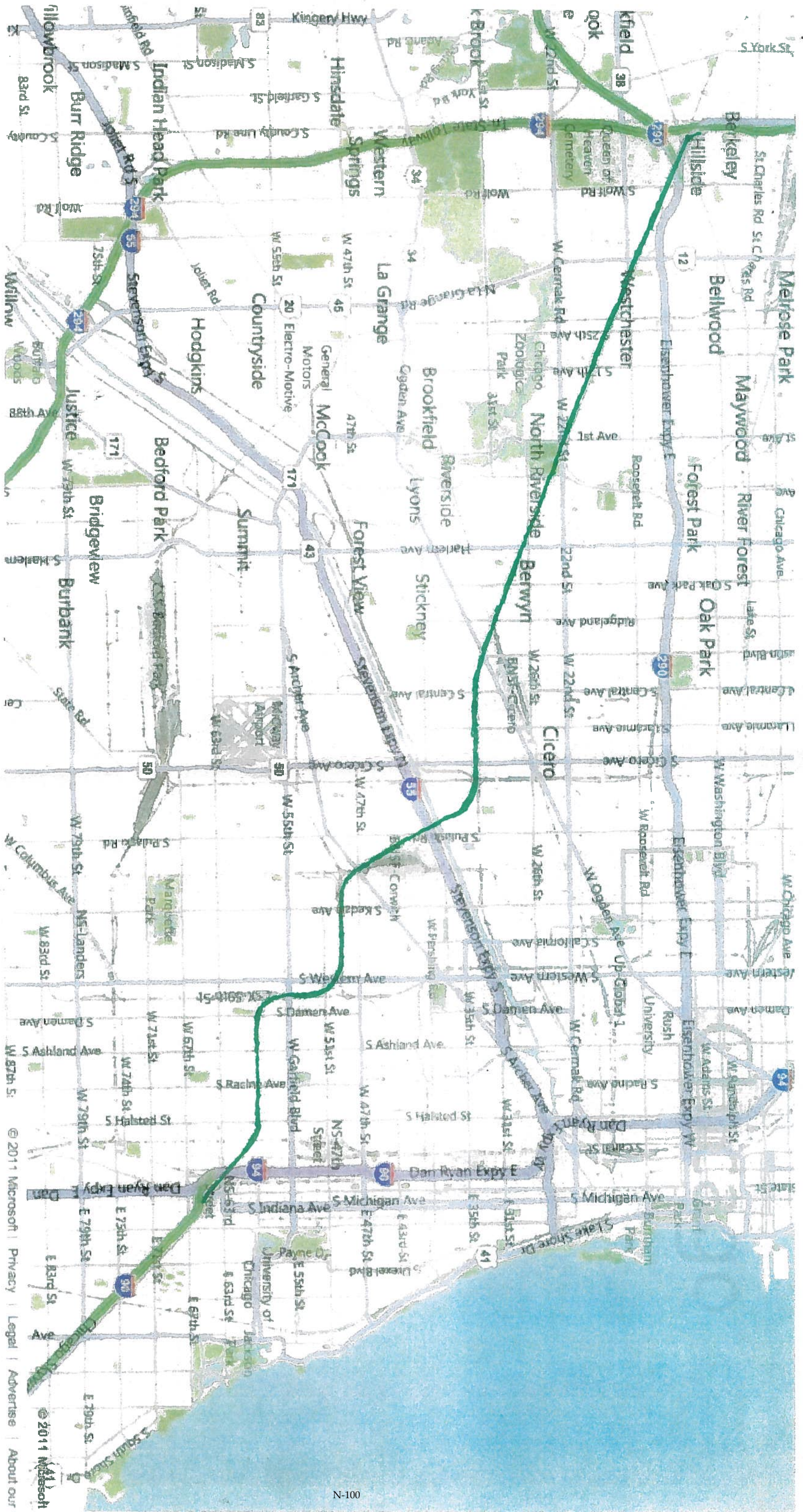
Heres this years version of "Chicago traffic woes" story...Note the maps on page two.

<http://www.cmap.illinois.gov/documents/10180/359519/2015-08-26-Chicago-traffic-among-worst-Chicago-Tribune.pdf/5338ec11-819c-4dda-a25e-a24593238775>

Maybe if it gets worse, well get some kind of "draft pick"? Hypotenuse would relieve, maybe eliminate those FIVE, and maybe help a few others. Think about it. At the Strangler, FOUR major Interstates (Is 290, N&S 294 & 88 with six lanes) merge into ONE four-lane. With IL 38, 56, 64, US 12, 20, 45 all giving a boost. The Ryan has ultimately FOUR into ONE as well(Is 57, 94, then 90 & 55), all finally meeting up at Byrncircle. If we could connect or give options to these EIGHT routes with one sixteen mile \$4B Tollway, that would be a major triumph in ten years. Kill five zombie pteradactyls with one gigantic, 16-mile hunk of concrete and steel FOREVER.

Construction techniques for the "last link" in I-70 finished 25 years ago that may be useful for building Hypotenuse, the "last link" in I-90. But NO mountain canyon, just boring railyards and ROWs, a half-mile of some pretty sparse Chicago neighborhood. Still would be beautiful. I watched Glenwood Canyon construction in the eighties. 🤖





Hypotenuse - The Cure for ~~Illiana~~ fever

KFE

dzlsabe@yahoo.com

Distance from Hillside to Englewood

15.22 mi

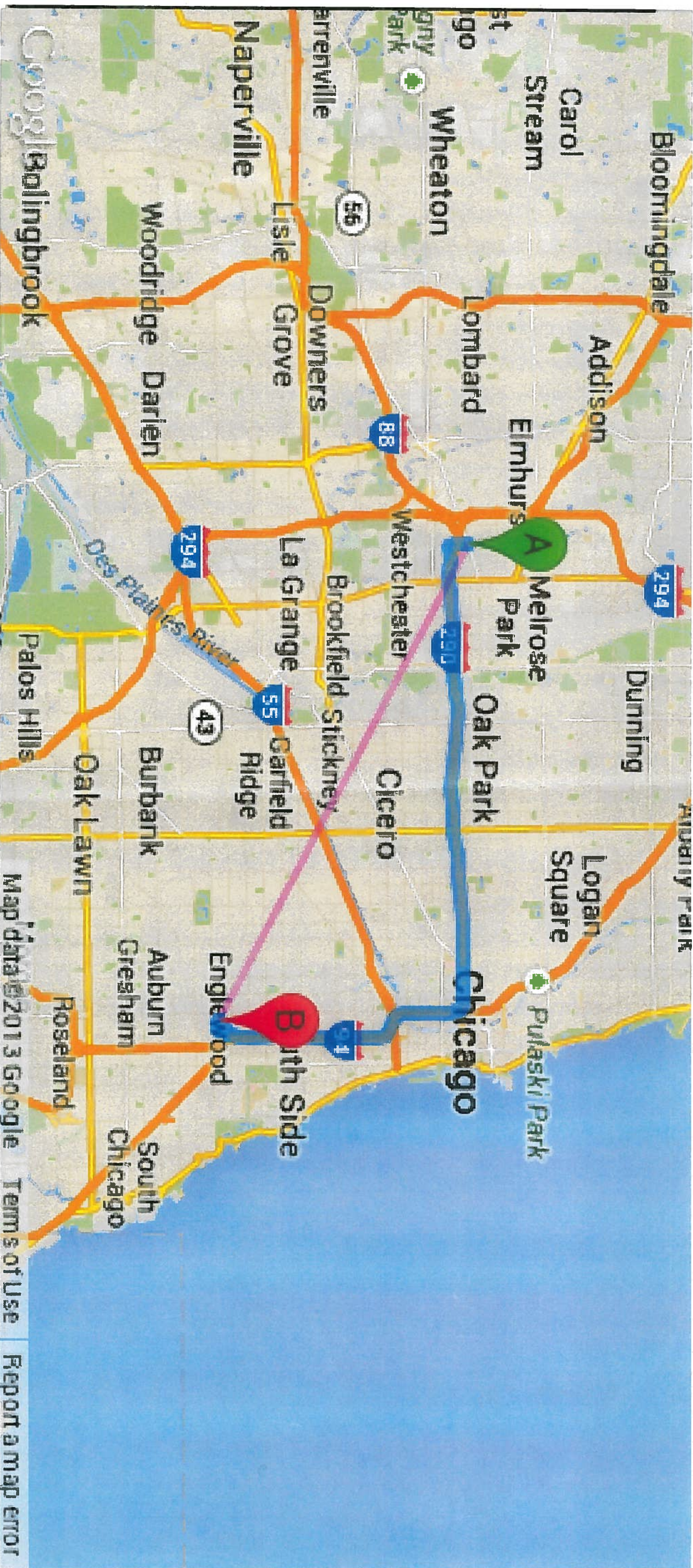
Straight Distance

22 mi

Driving Distance

31 mins

Estimated Driving Time





JOSE M. OSORIO/CHICAGO TRIBUNE

Traffic clogs the Kennedy Expressway during the morning commute Tuesday. Such congestion puts Chicago high in a new transportation study.

Chicago traffic among worst

5 of 20 most-congested stretches of road in region

BY JON HILKEVITCH
Chicago Tribune

Five of the 20 most congested stretches of road in the U.S. are in the Chicago area, according to a new study that concludes that traffic has rebounded completely from the Great Recession — and that motorists are paying the price.

Drivers in the north-eastern Illinois-northwest Indiana region suffered

the misery of 61 extra hours behind the wheel on average in 2014 — equivalent to a week and a half of work — because of delays caused by gridlock, construction zones and collisions that tied up traffic, according to the Urban Mobility Scorecard released late Tuesday by the Texas A&M Transportation Institute.

The time wasted last year because traffic flow

lagged well below speed limits during much of the day was six hours more per driver than the 55 hours lost in 2009, a year after the recession began. From 2013 to 2014 alone, the annual delay grew two hours, the report noted.

Increased traffic congestion is directly related to the post-recession rebound, said Bill Eisele, a

Turn to **Traffic, Page 6**



CHICAGO TRIBUNE

Area gas prices should start coming down

BP on Tuesday said a crude distillation unit at its Whiting refinery is back online. It had shut down unexpectedly more than two weeks ago, causing area gasoline prices to skyrocket. Analysts say prices should fall shortly, but it might take some time for them to reach the low levels seen before the shutdown. **Business**



PHIL VELASQUEZ/CHICAGO TRIBUNE

Interstate 90/94 westbound at Jackson Boulevard is part of the fourth-worst stretch of congested roadway in the U.S. Experts say traffic grew worse as the economy improved.

Study computes time lost in traffic

Traffic, from Page 1

senior research engineer at the transportation institute and the report's co-author. The recovery is a double-edged sword.

"You can cheer for economic activity or for lower congestion, but it is difficult to have both unless improvements are made to the transportation system," Eisele said.

The Los Angeles area took the top three spots on the congestion scorecard for last year. Locally, different stretches of the Kennedy and Dan Ryan expressways (Interstate 90/94) gave motorists the biggest headaches, accounting for three spots in the top 20. Two areas on the Eisenhower Expressway (I-290) also were among the 20 most congested.

Coming in at No. 4 nationally was I-90/94 westbound from 35th Street to the Edens junction. The report noted that 4 p.m. on Fridays tended to be the worst time to be driving on the 13-mile section of road where average speeds were as slow as 16 mph. The eastbound stretch from Montrose Avenue to Ruble Street, just south of Roosevelt Road, ranked seventh nationally.

Coming in at No. 14 nationally was the Jane Addams Memorial Tollway (I-90) eastbound starting at the Tri-State Tollway (I-294) and extending to the Kennedy at the Edens (I-94) merge, the report said. Drivers who regularly travel the route can expect to spend 57 extra hours a year compared with driving in smoothly flowing traffic, the report said.

And although the price of gasoline last year in the Chicago region, \$3.37 a gallon on average, was cheaper overall than it was during the previous three years, the commuter who drove predominantly during peak hours in 2014 paid what amounts to a congestion tax of an extra \$1,445, or almost \$30 a week, the scorecard said. The report pegged the additional costs, which totaled \$7.2 billion region-wide, to such factors as lower miles per gallon caused by stop-and-go conditions, lost productivity at work, commuting stress and diminished quality of life.

Congestion resulted in 29 extra gallons of fuel burned

Ranking Chicago-area traffic

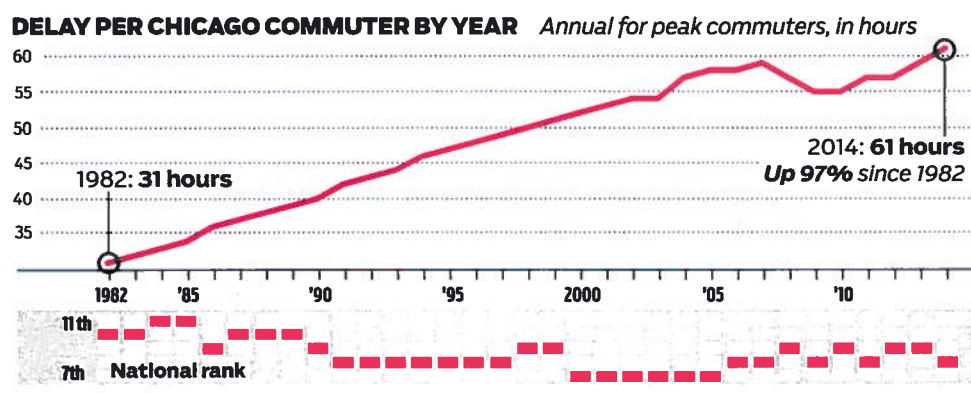
A study that tracks time and cost of traffic congestion shows Chicago, like most other major urban areas, saw a big jump in traffic since the end of the recession. Chicago's ranking relative to other major cities didn't change much, putting it among the worst cities for commuting.

CHICAGO'S CONGESTED INTERSTATES

According to the study, five stretches of local interstate fall within the 20 worst roads in the U.S. out of 356 for traffic congestion, during Friday evening rush hour.

Map	Interstate	Rank	Peak travel time Evening rush	Worst avg. speed	Delay at peak (minutes)
	Interstate 90-94 Westbound 35th St. to the Kennedy/Edens exchange (13 miles)	Rank: 4th-worst out of 356	16 mph (4 p.m.)	34	
	Interstate 90-94 Eastbound Montrose Ave. to Ruble St. (9 miles)	Rank: 7th-worst	14 mph (4 p.m.)	25	
	Interstate 90 Eastbound from Interstate 294 to Interstate 94 (8 miles)	Rank: 14th-worst	13 mph (5 p.m.)	22	
	Interstate 290 Westbound from Damen Ave. to 9th Ave. in Maywood (9 miles)	Rank: 15th-worst	13 mph (4 p.m.)	27	
	Interstate 290 Eastbound Illinois 53 to Austin Blvd. (22 miles)	Rank: 20th-worst	22 mph (5 p.m.)	39	

Rank	Urban area	Travel delay (hours)	Fuel Cost (\$)	Fuel (Gallons)
1.	Washington, D.C.	82	\$1,834	35
2.	Los Angeles	80	\$1,711	25
3.	San Francisco	78	\$1,675	33
4.	New York	74	\$1,739	35
5.	San Jose	67	\$1,422	28
6.	Boston	64	\$1,388	30
7.	Seattle	63	\$1,491	28
8.	Chicago	61	\$1,445	29
9.	Houston	61	\$1,490	29
10.	Dallas	53	\$1,185	22



SOURCE: The Texas A&M Transportation Institute, INRIX

TRIBUNE

per commuter last year, which for some vehicles represents about two tanks of gas.

As bad as it may have seemed to drivers constantly tapping their brake

pedals on Chicago-area interstates, the region ranked a perhaps surprising No. 8 in the U.S. in terms of delay hours for each commuter due to traffic congestion.

While bus and train riders like to complain about slow and unreliable service, roadway congestion here would have been staggeringly worse without the 1.6 million CTA rides and the

300,000 Metra rides each weekday, plus service provided by Pace in the suburbs and the city and the South Shore Line commuter rail running between South Bend, Ind., and downtown Chicago.

The Washington, D.C., area, at a numbing 82 hours of delay per commuter, ranked No. 1 on the Texas A&M list of the most gridlocked metropolitan areas last year. Rounding out the top 10 were Los Angeles; San Francisco; New York; San Jose, Calif.; Boston; Seattle; Chicago; Houston; and Dallas.

Nationally, delays due to traffic congestion last year kept drivers and their passengers cooped up in cars for almost 7 billion extra hours and more than 3 billion gallons of fuel were wasted, according to the Texas A&M report, which was jointly produced with INRIX, a data technology company.

Officials at INRIX and Texas A&M said they pulled travel data from almost every mile of major streets and highways in urban America for almost every 15-minute period of the average day. A total of 900 million "speed data points" helped determine that the total nationwide price tag of congestion in the U.S. was \$160 billion in 2014, officials said.

"The national congestion recession is over," the report concluded. "The total congestion problem is larger than the pre-recession levels."

The greater urban area that includes the city of Chicago ranked No. 3 in two categories:

- Total travel delay, at 302.6 million hours when adding up the waits of the 3.4 million commuters in the region in 2014.
- The cost of truck congestion, at \$1.5 billion in 2014. It accounted for about 5 percent of the \$28 billion nationally last year in the value of operating time and wasted fuel for commercial trucks stuck in traffic and adding to congestion, the report said.

Another way to look at the stranglehold is that a driver in the Chicago region who needs to arrive on time at a destination that is 20 minutes away in light traffic should instead budget a full hour to get there during peak travel times, Eisele said.

But a better solution is

needed, as the Texas A&M report and other congestion studies indicate that urban congestion will only get worse if not aggressively addressed.

Experts say possible enhancements include expanding roadway capacity, providing incentives for people to alter their travel times away from the 6 to 10 a.m. and 3 to 7 p.m. peak hours, and expanding public transit and attracting new riders with new services that include new rail lines and bus rapid transit, airport express trains and options directed at luring reverse commuters from their cars to trains and buses.

"The first thing we need is leadership in Congress to step forward and properly

"You can cheer for economic activity or for lower congestion, but it is difficult to have both."

— Bill Eisele, senior research engineer, Texas A&M Transportation Institute

fund a federal transportation bill. It is way past time to take a look at increasing the federal gas tax, and the fact that it is not indexed to inflation is just a crime," said Joseph Szabo, executive director of the Chicago Metropolitan Agency for Planning, which is the official planning organization for the region.

Temporary extensions for federal transportation funding have been passed because Democrats and Republicans in Congress are at an impasse on long-term legislation.

"There is no question, not just in Chicago but as you look across the country at our infrastructure deficit, that what's going on with transportation, (insufficient investment) is choking our economic growth and impacting quality of life," said Szabo, who was administrator of the Federal Railroad Administration for the Obama administration.

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2/1/2017

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PS2# 1629
CS# 3491

Spending \$2-3B and years widening the Ike will not solve the priority, which should be getting a lot of truck and other traffic off the Ike and headed toward rail/truck terminals around Cicero or IN and points east.

1

1/19/2017

Chris Carmichael

3726 N Hermitage

Chicago, IL 60613

CS#3450

PS2#1546

The IKE's inconsistent exit and entrance ramps cause delays from merging traffic. Some are on the left side others are on the right. Traffic slows when the ramps are on the left, which is supposed to be the lane for faster moving traffic. All ramps should be moved to right-hand side of the road. IDOT should also consider tunneling so the CTA trains could be moved underground and then using that area for additional lanes. Those lanes could be tolled to cover the costs.

1

2

Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

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- For the alternatives for the geometry @ the Harlem & Austin I-290 exits, it's difficult for pedestrians to get to the CTA train stations w/ continuous turning ~~moving~~ movements from the on/off ramps. In addition, drivers are making weaving movement right as they're getting off of I-290 (on Austin & Harlem) if they need to turn immediately onto the frontage roads (Harrison or Garfield). 1
- Can the noise walls be taller to accommodate balconies & apartments w/ multiple floors? 2
- Not really in favor of any tolling 3

(Optional, Please Print)

Name /Affiliation Jennifer Chan

Address _____

City/State OAK PARK Zip Code 60304

Phone No. _____ E-Mail Address _____

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PS2#1604

MR. CLISSOLD: Kelly Clissold, 1032 Wisconsin, Oak Park.

Comment I had is when renderings of the noise walls are presented ongoing, they should also include a view looking directly across the Eisenhower both with and without the noise wall, and not just looking at an angle so that viewers can visualize what exactly coming up against one of those noise walls would look like aesthetically.

1

driving, which is not clearly addressed by the plan. No one should be comfortable with the plan as it is. It's outrageously expensive, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. Thank you.

PS2#1595

MR. DAVIDOFF: Noam Davidoff.

There needs to be an increase in the frequency of buses that run north-south to provide greater access to east-westbound trains, Green, Blue, and Metra lines. Reconfiguring Austin and Harlem exits from the left to the right would be a prolonged and costly construction project that it appears does not appear to be worth the benefits. According to a 2014 report from the Chicago Metropolitan Agency for Planning, the daily traffic on four ramps of Harlem and Austin account for approximately 94,000 vehicles in total per day. Over a two-year construction project, that would impact approximately 7 million planned trips.

1

I do, however, agree that a fourth lane to the right westward of Austin be constructed. Separately, parking along Augusta from LaSalle to Austin should be prohibited to make way for a four-lane road. While shared lanes would theoretically improve time on the Ike, individual commuter door-to-door time would have to significantly increase in order to pick up additional riders.

2

There will be also a dangerous aspect for commuters looking for shared riders in forums like Craigslist that cannot guarantee safety.

3

The majority of significant delays on the Ike are caused by accidents. Much of this is due to distracted driving and aggressive driving, which is not clearly addressed by the plan.

4

No one should be comfortable with the plan as it is. It's outrageously expensive, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago.

5

Thank you.

PS2#1607

MR. DAVIDOFF: My name is Noam Davidoff and I live in Oak Park.

I am, sadly, a rush hour Ike driver. I know the pain of having to use the Ike to get downtown and back to Oak Park. Public transit is not feasible for me because bus schedules in Oak Park are too infrequent, and the hassle and cost of park-and-ride options outweigh the frustration of dealing with the Ike. Better public transit access in the western suburbs is needed to encourage drivers to leverage existing rail transit infrastructures. There needs to be an increase in frequency of buses that run north-south to provide better access to east-west trains such as the Blue Line, the Green Line, and the Metra. While increasing parking near rail lines benefits some, for most the hassle outweighs the benefits.

1

Reconfiguring the Austin-Harlem exits from the left to the right would be a prolonged and costly construction project that does not, in appearance, seem to be worth the benefits. According to a 2014 report from the Chicago Metropolitan Agency for Planning, the daily traffic on four ramps of both Harlem and Austin account for 94,000 vehicles in total per day. Over a, let's say, two-year construction project, that would inconvenience roughly 70 million planned trips. The magnitude of the impact to through traffic would be even more exponentially worse.

2

I do, however, agree that a fourth lane between Austin and Harlem and beyond be constructed to the right, as that project would be less costly and less disruptive than moving the ramps to the right while also minimizing bottlenecks.

3

In that, the westbound entrance from Harlem should be extended similarly to the eastbound entrance on Austin to provide drivers with additional merging time. While shared lanes would theoretically improve time on the Ike, individual commuter door-to-door time would have to increase significantly in order to pick up additional riders. There would also be a dangerous aspect of commuters looking for shared rides in forums that cannot guarantee their safety such as identifying people on Craigslist.

4

The majority of significant delays on the Ike are usually caused by accidents. Drivers are distracted and are driving aggressively. We need our police force to have better laws and better enforcement of those laws in order to make the Ike a safer place to drive and reduce the speeds so that merging and changing lanes can be done safely.

5

No one should be comfortable with the proposed plan. It's outrageously expensive, prolonged, and will not solve the long-term problem of ever-increasing traffic on the Ike as people continue to move to the western suburbs. It's my concern that there needs to be additional emphasis on rail transit access and that that should be the long-term solution.

6

Thank you.

1) The Blue Line MUST be extended. The single biggest problem with the IDOT plan and their attitude is their refusal to seriously consider any attempt to extend the CTA Blue Line. I read one document they produced a year or two ago claiming to have explored this possibility. It concluded that extending the Blue Line would not produce one additional rider! This is so obviously absurd it I could not believe I was reading it!

1

With the proposed new construction it is clearly a perfect time to extend the Blue Line. The effect on Eisenhower traffic would be phenomenal.

2) Widening the section of the Eisenhower that is now three lanes, without widening the section east of this would INCREASE traffic from Oak Park into Chicago. This is absolutely certain. Every additional car from the wider section will increase inbound traffic. Already every morning the Ike is stopped during rush hour (frequently 30-50 minutes from Oak Park to the Loop, which should be 8 minutes). This winter, inbound traffic every morning is routinely at least 1 standard deviation above the mean travel time for the past 3 years. Selective widening of the 3 lanes to 4 would make this infinitely worse.

2

3) Noise walls help for those right next to the expressway, but create ugliness and claustrophobia for everyone else. Covering the expressway with a park would be a great solution.

3

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“You are entitled to your own opinion, but you are not entitled to your own facts.” – Daniel Patrick Moynihan

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1/31/2017

Daniel Diener

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6308247370

CS#3489

PS2#1576

Dear Expressway Committee, after reading the latest news bulletin about the HOT 3+ lanes, I would like to submit an idea that I've had for several years about the Eisenhower Expressway. My idea would be to make the expressway a Variable Speed Expressway System (VSES). Average speed would be monitored and posted on electronic signs. During heavy use average speed would be less, making merging onto expressway easier with fewer back ups and accidents. If during heavy use every motorist went 40-45 MPH I believe there would be fewer back ups and fewer areas of major congestion. Best Regards, Dan Diener

1

PS2#1610

MS. ESTER: My first name is Readith, last name Ester. Address 1931 South 25th Avenue, Maywood, 60153.

I had two concerns. One, the walls. I know that's going to be discussed later but it just doesn't seem to be an understanding as to whose responsibility it's going to be to maintain them.

There are walls in Hillside along the expressway that are not that old, they look ugly, there's cracks and greenery is growing through them. In the city the retention wall are cracking, they look horrible along the Eisenhower expressway.

My concern is that eventually it's going to just be an extension of that ugly, poorly maintained. They are talking about now enhancing the landscaping and some additional walls. Who's going to maintain it? Because if you put greenery out there, we need to know. Some communities can't afford it so that's going to go ignored. Why even spend the money on that when the money could be used for something else.

My other concern is the Pulaski, Keeler, Cicero, Lavergne ramps seems that they are too long. The safety of the riders is being jeopardized for those areas with that long space and there's not 24-hour security in place. The money seems it could be better utilized if you just have the smaller ramps and allow people to have access to those stations via some level of transportation, a different mode of transportation from one point to another. Say for instance from one end to another on bus routes, along bus routes. The entrances to the El stations if they were along areas where there are bus routes it would be better for the residents.

1

2

1/29/2017

Edward Fishburne

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7734547223

CS#3481

PS2#1568

Currently, the Sight Lines at Lombard Bridge at Garfield and Lombard are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicyclists cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. It is not currently safe and the design needs to be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.

1

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This project is desperately needed! Adding a HOT tolling lane is a creative idea and should be pursued, especially since transportation funding has become very challenged. With public infrastructure falling apart, governments and agencies need more options to repair our ~~infrastructure~~ infrastructure. The concepts shown are very creative and well thought out. Let's keep this project moving ~~to~~ forward!

(Optional, Please Print)

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Please DO NOT add me to the mailing list

1/31/2017

Ray Gaynor

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CS#3488

PS2#1575

I live two houses south of the expressway in Oak Park. I soundly reject the proposal for sound walls. Not only are they unsightly, I expect that they will negatively impact my property value, their effectiveness minimal and will create even more of a divide between north and south Oak Park. I also suggest that the designers consider capping the Eisenhower. Doing so can create additional green space for the village and is visually more pleasant than looking at the expressway and possibly sound walls.

1

2

1/29/2017

Sarah Geinosky

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CS#3478

PS2#1566

I think this project would benefit the region as a whole. However, if the exits on Harlem and Austin Ave are moved to right lane exits, then the overpasses should also be fixed. They are unsafe for pedestrians and drivers alike, and make it harder for people in the community to access the Blue Line.

1

2/2/2017

Joe Gentile
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Jgentile61@yahoo.com

PS2# 1630
CS# 3492

Now would be the time add more than one lane since capacity issues have not been addressed since the highway was first put into service. The addition of two more lanes in each direction will be a positive to the region for several generations. Thank you.

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THE SOUND WALL "VOTE" EXERCISE ~~WAS~~ SUFFERED FROM POOR PUBLIC EDUCATION PRIOR TO ITS TAKING.

• EXAMPLE: THE EDUCATION EFFORT OUGHT TO HAVE BEEN DONE IN 2-3 CYCLES & PRIOR TO CONDUCTING THE VOTE.

• EXAMPLE: NO ONE KNEW DURING OR PRIOR TO THE VOTE WHO WAS ~~WAS~~ WASN'T ENTITLED TO VOTE. THIS PREVENTED ANY NEIGHBOR TO NEIGHBOR DISCUSSION / SELF-EDUCATION.

• CALIBRATING A MODEL W/ NOISE SAMPLING DATA MAY HAVE MISSED THE MOST ANNOYING HIGHWAY NOISE EVENTS: NOISE DURING TRUCK HOURS + FREE FLOW TIME PERIODS ARE NOT THE WORST → WORST IS AT NIGHT WHEN HIWAY IS OPEN + TRUCKS

(Optional, Please Print) + HOT RODS USE THE LONELY OPEN ROAD TO SPEED OR USE AIR BRAKES, ETC. — SILENCE INTERRUPTED BY NOISE EVENTS

Name /Affiliation _____
 Address _____
 City/State _____ Zip Code _____
 Phone No. _____ E-Mail Address _____

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OAK PARK

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SELECTING PARCELS IN CLOSE
PROXIMITY TO THE HIGHWAY FOR
EXCLUSION FROM VOTING BECAUSE
OF SPECIOUS REASONING THAT
THE HOME IS CLOSE TO THE JUNCTION
OF TWO SECTIONS OF
PROPOSED WALL, BUT INCLUDING
PARCELS/HOMES NO LESS THAN 12
DOORS AND 200⁺ FEET FROM
THE QUIETER SIDE/SOUTH SIDE OF
THE DITCH IN THE "VOTING" IS
MY BEST EXAMPLE OF VERY
POOR REASONING PERFORMED ON
THE SOUND WALL EXERCISE.

YOU GUYS SHOULD DO BETTER,
MUCH BETTER NEXT TIME.

PS2#1598

Michael Grandy

82 S. Clarence, Oak Park, IL

MR. GRANDY: Michael Grandy, 825 South Clarence, Oak Park.

I think I got involved in this thing about 8 or 10 years ago when it first started. As near as I can figure, it should have been just probably ready to start already. I think we are still waiting. Jim, I think you are safe.

A couple things that perplexed me is when we initially got this going we had talked about or it seemed to be coming at us that the Blue Line extension was going to happen sometime. And now I'm hearing that it's being pointed at the CTA instead of the RTA. And as I said, that perplexes me.

Second point would just be an overall comment on the flyovers. Don't like them, don't like them at all. I think they are going to be, going to be big. They are going to be ugly. They are going to be noisy. And I think that they are going to reduce what passes for the quality of life in a very congested urban environment.

MR. HARMET: With respect to the Blue Line extension, that has been and continues to be something with a very high stakeholder interest. And we partnered with the CTA, you can see the initial evaluation. And what we found was the Blue Line extension, average ridership would be coming from existing other existing transit services. So that was telling us we really didn't have the density of land use there to support it as a standalone project.

But what we have done is provide a corridor and space for a future extension. And as the initial service, looking at having express bus service in that managed lane corridor. So preserving it for the future, we did test it, did rigorous analysis about what to do overall.

MS. FARZIN: Yes. For CTA we had limited scope with it, with the Vision Study. We followed the modeling results that IDOT did looking at extension possibilities. But for us the focus was on the existing infrastructure and shoring that up to at least from current design speeds providing accessibility for the branch.

Some basic things that for us it's not practicable to look at an extension before we take care of the existing infrastructure that we already have. So that's our first focus. And when that's taken care of, then we start to explore the possibility of an extension.

MR. HARMET: With respect to Harlem and Austin, we did do some detailed analysis in terms of noise and air. And there certainly is some advantages in terms of noise with the design kind of walling off the Eisenhower. So there was some advantages certainly there, and we didn't find an air quality impact where a more microscaled analysis would be a visual change. But we wanted to continue to work with the village and all the communities on aesthetics and other things to really blend as much as we can with the surrounding communities.

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COMMENT TO COURT REPORTER AT THE PUBLIC HEARING & RESPONSE

So then we will go back to some of the other issues. We did take a real extensive look at transit as part of the study; and there is a lot of existing north-south bus service that's configured to do those things, connect those CTA rail lines. We are proposing some slight refinement to that as part of our preferred alternative.

But the Eisenhower is beyond, the bridges, in particular, beyond their useful design life. So we won't have a transit solution to addressing those types of problems on the Eisenhower, it needs to be reconstructed regardless. The benefits, we even looked at improving the drainage system. Heavy rains we have had in the last 5 plus years, the Eisenhower completely closed. Where does all that traffic go, in to your communities. So we needed to make some major investments in the size to keep traffic where it needs to be and have it serve its function. It's a vital corridor.

In terms of Harlem and Austin, concentration of, we see the crash rates being higher at those intersections, interchanges. National studies have shown that those left-side ramps are anywhere from 60 to 180 percent less safe than right-side ramps.

So we have come up with a unique design that, even though it is an interstate interchange, it's a much more pedestrian- friendly type component so far as transit access and crossing through there. Today the sidewalk just disappears. And so we want to have defined areas, pedestrian plazas connect up to these, plus a proposed bike path. Construction on a major project is always a challenge. But again, that's something that the Department of Transportation is going to be working closely with the communities during final design to come up with a plan for construction. Here today we are in the planning phase.

We are talking about concepts. Ride sharing. You know, it's something, car pooling is happening today on the Eisenhower. It's one of the things that makes a HOT lane work as well as the modeling shows. So I really can't say how that would be administered. But certainly that's something that encourages sustainable practices and gets more efficiency out of an existing corridor. Certainly crashes do cause congestion but vehicles are just causing congestion as well. The west end of the Eisenhower is about 40 percent overcapacity today, the number of cars that should fit in that number of lanes.

So what we are proposing is improving the efficiency of that existing corridor without dramatically expanding its footprint. So that HOT lane is going to increase that efficiency, the tolling is structured to provide a 45-mile-an-hour trip, which you can't count on day in and day out today on the Eisenhower.

We will also see travel improvements in those general purpose lanes.

So a lot of reasons to undertake it. And I can say that we don't start off with planning, planning is to develop a plan and consensus. And we are going to work on a financial plan as well, but we have got to get step I solved first.

2/6/2017

AJ Grigg
620 N Milwaukee, B
Libertyville, IL 60048

PS2# 1638
CS# 3501

Please go forth with this project and make sure that those who travel in groups are able to use the HOV lane for free. | 1
Also, please consider removing the entrances and exits within Oak Park. They are least of | 2
all an eyesore and most of all a highly inefficient and unsafe design. | 3
As close to the city as Oak Park is, |
their residents should use side streets and frontage roads in their commute, and no one from the outer |
suburbs is traveling to there anyway. Thank you.

2/11/2017

Charles Grotzke
18136 Rita Rd, 2A
Tinley Park, IL 60477
garagekey1947@yahoo.com
7084290552

PS2# 1641
CS# 3507

The "environmental impact" of road building is always the same: additional pollution caused by automobile emissions, additional deaths and injuries caused by automobile traffic and the squandering of public funds on subsidies to automobile drivers. | 1

Federal and state funds dedicated to this project would be better spent on improving bus and rail service. | 2

PS2#1617

Michele Gurgas

1047 Highland Ave. Oak Park, IL

MS. GURGAS: Michele Gurgas, 1047 Highland Avenue in Oak Park, Illinois.

I have got a little bit of a laundry list. First, I was late because the CTA line stop on the flyer was incorrect. So it's a quarter mile away, so it took me a little while to get here so I don't have all the information because I just pulled on in. So some of this might be redundant. You list out the public paths for expansions. Have those been identified and who would fund those?

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For the HOV lane, how do you plan on doing enforcement? Because they are fine. But if they are not properly enforced, they are not very effective. Also, with safety, given those HOV lanes, if you end up having the lane size reduced a little bit below standard roadways for Oak Park specifically, what are the current design heights for the off ramps?

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And I can't remember what the status of digging down the Ike was. When are you planning on resurveying the noise wall, survey? And those are the end of my questions.

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MR. HARMET: What was the second to last one?

MS. GURGAS: The off ramps, was it the off ramps.

MR. HARMET: Digging down.

MS. GURGAS: I wasn't sure what the status of when you were digging down to be able to do the ramps.

Oh, and then my last one was some of the bridges between the off ramps, what is the current design pitch on those? Because when I was trying to read the EIS, I was having a hard time finding that.

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Thank you.

MR. HARMET: In terms of the paths and sidewalks, the department has a standard policy. And it's 80 percent state and 20 percent local. So we have actually identified that in the Village of Oak Park. All those costs are in the letter of intent. And certainly it's 100 percent IDOT cost for anything that's replaced that's disturbed by construction.

The wider sidewalks on the bridges -- Did you have another question?

MS. GURGAS: I was going to say it is 80 percent IDOT payment? | 1

MR. HARMET: And then the sidewalks on the bridges are IDOT cost.

MS. GURGAS: Yes.

MR. HARMET: In terms of enforcement for the HOT lane, what we will start with is looking at the best ideas across the country, what are the best practices because there is HOT lanes in operation all over the country so we will look at that.

And I think by the time this gets to construction, because that would be the last thing that's built is bolting on all that infrastructure to whatever the Eisenhower reconstructed looks like. And so as the technology evolves, you will be looking at that as well. I think for an urban corridor like this, you would be looking at electronic means primarily.

In terms of safety with the lane widths, we did analyses of lane widths versus shoulder widths. And we found that shoulder widths had a much bigger safety benefit than lane widths. And with regard to the shoulder widths, there wouldn't be, like there is today, full shoulders everywhere. But one of the things we are going to do as well is something called dynamic lane management where you see those red X's or green X's over a lane, similar to what's out there on I-90 being built today, the Jane Adams Tollway.

The ramps at Harlem and Austin are consistent with those 3D models that we had prepared over the summer I think it was, might have been the summer of '15.

And then we explored lowering the Expressway. We actually are lowering the Expressway in several locations, particularly at Harlem Avenue. But we can't go any lower than we have identified because then we get into drainage problems as well as if we are sinking down the Eisenhower and the railroads, eventually the railroads have to climb back up out of there, and they can only go so steep. So the CSX climbs back over the Eisenhower to the west.

The crossroad bridges would be either at the same height or lower. We were able to work with the CSX railroad to identify and improve clearance without raising those crossroad bridges.

MS. MORSE: The noise wall, revisiting the noise wall was one of the other ones. | 4

MR. HARMET: Thank you because I could not read my own notes.

And noise walls would be another, in a project like this. The design plans would not be pursued all at the same time. It probably would be in layers and stages; and the noise walls might be one of those end items, again, is what gets constructed. And so, therefore, later in the design phase. But when the design phase comes up for the noise walls, the department will go back to the communities and ask the question has public sentiment changed. And if so, then reopen the issue for discussion.

If there is no -- public sentiment hasn't changed, has not changed, we just focus on aesthetics, what would the wall look like.

1/29/2017

Michele Gurgas

1047 Highland Avenue

Oak Park, IL 60304

gurgas@sbcglobal.net

CS#3480

PS2#1567

To Whom It May Concern, These are my comments regarding the EIS currently under public comment for the I290 expansion. I attended the January 26, 2017 IDOT Public Meeting. Below is some specific information which was conveyed to me by IDOT staff which I would like to confirmed during this public comment period. Austin Bridge: Current Garfield/Harrison streets are at around 615-620 ft. Austin bridge overpass will be 625 ft. The fly over off ramps will be 2-4 feet higher than Garfield Road at the highest point. There will be an approximate 4 foot high concrete wall along Garfield to help block the view of the fly over ramp (not the sound wall). The highway by Austin will be dug down 5 feet. If this information is accurate, I have no comments regarding the Austin bridge and associated fly over off ramps. Harlem Bridge: By Wenonah, the fly over off ramp will be 6 feet below surface street. By Maple, the fly over off ramp will be 3 feet higher than surface street. There will be an approximately 4-5 foot high concrete wall in that area to block view (not the sound wall). The highway by Harlem will be dug down 7 feet. If this information is accurate, I have no comments regarding the Harlem bridge and associated fly over off ramps. Lombard Bridge: The bridge will be 1 foot lower. Currently, the Sight Lines in this area are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility w/r/t building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicycles cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed. Lanes: HOT Lanes - will only be divided by paint lines and there are no current plans for enforcement. A more concrete plan should be developed for enforcement of these lanes. Lanes will be decreased from 12 feet wide to 11 feet wide, all areas will have a minimum of 4 foot shoulder (even under bridges). Please confirm. These reductions in lane and shoulder widths are a safety concern to me. Ancillary Items: Noise wall - will be revisited and citizens re-surveyed again during construction. Oak Park was divided by the highway and we do not need sound walls to add to the separation in our community. Public Paths - 80% funded by IDOT, 20% by local municipalities. IDOT will be paying for 80% of the walk ways and bike paths as shown in the design drawings including plantings and art work. IDOT will be upgrading a number of artillery roads (North,

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Cermak, I55, Madison, and Roosevelt). Please consult with the City of Oak Park as they are planning to decrease lanes along Madison. Traffic will be very bad in our community during construction. Added safety measures need to be implemented to keep pedestrians and cyclists safe. Pedestrian Safety

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The pedestrian crossings still appear to be unsafe at Harlem and Austin. Speed tables or rumble strips should be inserted prior to pedestrian walk ways to decrease driver speed. CTA: CTA selling 10 feet of their right of way to IDOT for highway expansion; there will be no future ability to add express trains to the Blue Line. No reduction in access to any CTA locations. Additionally note, the IDOT flyer gave the wrong directions to this Public Comment / Informational event with the directions leaving CTA riders about 1/4 mile from the hotel. I took public transit and was late to the event due to this inaccurate information. I think this mix up makes IDOT look bad and reinforces the public perceptions that IDOT is only about building and expanding roads and is not an advocate for holistic transportation solutions. Michele Gurgas 1047 Highland Avenue Oak Park IL

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1/30/2017

Mary Haley

1026 Highland Ave.

Oak Park, IL 60304

mhaley1026@mac.com

CS#3486

PS2#1573

Please do a thorough evaluation of the site lines and design of the bridge at Lombard Ave. in Oak Park. There is a great deal of foot traffic on the south side of the bridge, and the height of the sidewalk and the narrowness of Garfield Ave. make turns difficult and dangerous.

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2/11/2017

Teresa Henning
Moneymasternow
Po Box a3276
Chicago, IL 60690
socialprincessnow@gmail.com
7736695047

PS2# 1642
CS# 3508

No more lanes | 1

2/12/2017

Anonymous

IL 60304

hillschicago3@gmail.com

PS2# 1645

CS# 3512

Please make the decision for a Noise Wall anywhere along 290 a WHOLE VILLAGE VOTE. Put this decision on an official ballot for the entire Oak Park Village (All Taxpayers) to cast a yes/no vote. It is only FAIR. Thank You Jennie Hills

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1/18/2017

Jose Isaac

3637 W. Oakdale Ave.

Chicago, IL 60618

ISAACJOSE@SBCGLOBAL.NET

CS#3443

PS2#1540

YOU SHOULD BUILD NOT ONE EXTRA LANE BUT 3 IN EACH DIRRECTION DO NOT THINK ABOUT TOMORROW TRAFFIC BUT AT FUTURE TRAFFIC YOU BUILD ONE LANE TODAY AND WHEN YOU ARE FINISH YOU WILL HAVE TOO START THINKING ABOUT BUILDING ANOTHER LANE, AND THIS SHOULD BE DONE IN EVERY EXPRESS WAY IN THE STATE SPECIAL IN CHICAGO ???? THE WORST PLACE TO DRIVE FROM POINT A TO POINT B

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JAN 11 2017

DISTRICT #1

~~#~~ 2nd Request

Agenda for Eisenhower
Expressway

1-290 Draft Environment

Sir

Forwarded the Agenda on
the above, I saw it in the
sun-time paper - I am interested
(in JAN. 26 - Thursday event)
and the agenda to

Chicago, Ill. 60690
B. JACKSON
Box 2918

P.S. Advise who will
be the contractors??

1/27/2017

Krista Johnsen

1139 S. Lombard Ave.

Oak Park, IL

60304

CS#3473

PS2#1561

I live just down the block at 1139 S. Lombard and can attest to how dangerous an intersection this is esp. with the litte ones playing in the tot lot and the height of the curb that curves around so quickly. It is very hard to see whether pedestrians or bikers or skateboarders are coming up to the intersection. Please make this intersection more safe as many people with children walk to and from the park as well as walk from the south of OP to the EI or businesses on Harrison like the Buzz Cafe.

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PS2#1611

MS. JOHNSON: My name is Carolyn Johnson. My address is 2029 South 9th Avenue, Maywood.

And I have some comments on the Blue Line Vision, Forest Park Branch Vision Study.

First thing I was looking at was the ramps at Cicero and at Pulaski and one of the things that I noticed is that they were going to make that dual entry and the ramps appear to be long and my questions and comment had to do with the disabled. Everything is supposed to be accessible for the disabled but when you look at say the entrance at Keeler and Lavergne, you have about 500 feet to go down to the platform. And I'm thinking about a person who is disabled walking with a cane or with a wheelchair, that's a long ramp. And I understand that these were ramps that were closed years ago and my question is: Why were these ramps closed years ago? And why all of a sudden are these ramps, the idea to reopen them, what has changed in the area now that it's being considered to reopen these ramps? What kind of improvements are going to be made?

I understand that the areas are going to be covered so that people won't be walking on the outside but then what kind of safety considerations are being considered? That's a long distance. Then there's no bus route on the Keeler and Lavergne Avenue exit. There's no bus running parallel to the El that can get you down to Pulaski and I just wondered if this is the most viable means of accessing those particular exits.

I understand that there have been some outreach to the people in the community. I don't live in the community. So if this is something that people who live near there are interested in but just observing it, being an outside observer, these are some of the things that I saw and wanted to bring them to your attention. Again, safety, mobility and all of those things.

Thank you.

PS2#1620

Anthony Johnson

3351 W. 21st St.

MR. JOHNSON: My name is Anthony Johnson. I live at 3351 21st Street.

I live by the Blue Line, the Blue Line train, I live about two blocks down. How long they going to do the project, about a year or a couple years? Guess? That's it, no other questions.

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MR. HARMET: At this point we don't have a schedule for construction. We just only have funding right now for this planning phase.

COMMENT TO COURT REPORTER AT THE PUBLIC HEARING & RESPONSE

PS2#1596

1043 S. Harvey, Oak Park, IL 60304

MR. KELLY: Hi. My name is Jim Kelly. I live at 1043 South Harvey in Oak Park.

1043 South Harvey is a block south of the Eisenhower. I'm going to be 70 in June. So I'm wondering how much of this project I have to be concerned about in my lifetime.

But I am interested in knowing if you have an idea in like the best-case scenario when this project will be ready to receive funding, how much time between now and then?

How much time between then and funding, and how much time for all of the construction to be completed?

MR. HARMET: We have looked at construction at a conceptual level, and our estimate here in the planning phase is that construction would take four years in advance work, looking at overhead bridges, assessing those parallel arterial routes, North Avenue and Cermak.

And then once that is in place, we would begin the main lane construction, which would be another four years, about an eight-year process we have identified here.

The next phase of project development, final design. They will look at that in much more detail, perhaps they are able to tighten up that schedule. But the most important thing is that they will be working with the communities, the department will be, to develop a set of construction measures to manage and mitigate construction effects during that time.

But right now we don't have a schedule for starting. We do have a financial plan that we are going to put together to start to talk about the funding issue. So that occurs more in the summer timeframe and that will be part I.

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COMMENT TO COURT REPORTER AT THE PUBLIC HEARING & RESPONSE

driving, which is not clearly addressed by the plan. No one should be comfortable with the plan as it is. It's outrageously expensive, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. Thank you.

PS2#1602

Rick Kuner

728 S. Euclid Ave. Oak Park, IL

MR. KUNER: My name is Rick Kuner. I live at 728 South Euclid Avenue in Oak Park.

I have a comment and then a question.

The mode the chair is representing at this point is operating express lanes, operating overcapacity. And even with improvements that you are talking about, it will still be overcapacity, not as much as it is now but still be overcapacity.

The mode that Janine represents is operating, the Forest Park branch, is operating under capacity. And what's causing that -- as you already know, so I'm preaching to the choir here, but for the benefit of the audience -- the O'Hare branch carries a lot more traffic than Forest Park branch. So that dictates how frequently you run trains and what the headwinds are.

So if you have a mode operating under capacity alongside a mode operating overcapacity, it seems to me anything both, the two of your agencies can do, to get especially choice riders out of their cars and onto transit would be helpful. You are already, you are already serving the captive riders because they don't have a choice.

And there are a variety of things you can do. And you are both qualified and you have got some good staff people and consultants so that seems to me to be doable.

The question I would ask is how amenable you are to extending the February 13 deadline? And having read or skimmed all of the EIS, which is in excess of 2200 pages, within that there are 192 figures and 78 tables, I would suggest to you what you already know is that's a lot to absorb. At this point I think we can make the February 13 deadline. But that, that may not be possible.

So what does it do to your schedule if we ask for extra time for providing public comments?

MR. HARMET: Well, I would say send us a letter and ask us what your specific needs are; and we will go from there.

MR. KUNER: Thank you.

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1/27/2017

Lisa Labuz-Stowers

825 Lyman

Oak Park, IL

60304

baileyquarters915@gmail.com

7738357346

CS#3472

PS2#1560

When it comes to rebuilding the Lombard St. overpass, I urge you to increase the pedestrian and vehicle sight-lines at Garfield St. My daughter and I regularly walk from Barrie Park toward Harrison St. We have narrowly avoided being hit by cars as we crossed Garfield, heading north. Cars on Garfield routinely go much too fast for that street. This intersection sees regular and heavy pedestrian traffic with Barrie Park and the EL nearby. Please make this intersection safer for all pedestrians and vehicles!

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2/2/2017

Jeff Levrant
617 Circle Ave
Forest Park, IL 60130
jlevrant@gm.slc.edu

PS2# 1631
CS# 3493

Hi, A couple of quick questions. In the recently delivered handout, there's a mention of the project affecting the parks on Circle Ave and no mention of the circle ave blue-line entrance. What are the proposed changes to circle avenue, if any (in both instances).

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Also, how will the HOT lanes be monitored for occupancy?

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Thanks,
Jeff
617 Circle Ave

Comment Form

Draft Environmental Impact Statement

BUREAU OF PROGRAMMING
RECEIVED
JAN 30 2017

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented. The public hearings will be held on January 25, 2017 and January 26, 2017. Please visit the project website at www.EisenhowerExpressway.com for hearing locations.

Public comments will be accepted through **Monday, February 13, 2017**. To submit a comment form, fold it in thirds, tape closed, place a stamp and mail, or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- Project's purpose and need for the improvement
- Alternatives under consideration
- Preferred Alternative
- Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue
- Social, economic, and environmental effects and proposed mitigation strategies
- Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park

Date: JANUARY 11, 2017

IN HISTORICAL PERSPECTIVE, THE ORIGINAL INTENT AND PURPOSE OF THE INTER-STATE HIGHWAY SYSTEM WAS TO CONNECT AMERICAN CITIES, THIS WAS THE VISION OF GENERAL, LATER PRESIDENT, EISENHOWER, TO STOP AT THE OUTSKIRTS OF CITIES: (1957)

WHAT WAS DONE INSTEAD WAS THE CARVING UP OF CITIES AND RESIDENTIAL NEIGHBORHOODS, WE CANNOT PUT THE TOOTH-PASTE BACK INTO THE TUBE,

BUT WHAT WE CAN DO IS TO RESTORE, AS MUCH AS POSSIBLE, OF THE ORIGINAL INTENT. FRONTAGE ROADS MUST USE CANTILEVER WOODEN BICYCLE PATHS, ELEVATED TO FEET ABOVE THE SURFACE. CANTILEVER CONSTRUCTION WILL (1) SAVE PRECIOUS SPACE; (2) ENABLE TWO-WAY BICYCLE JOURNEYS. AT ONE/HALF MILE INTERVALS, A DESCENT TO THE SURFACE BY GRADUAL ANGLES OF DECLINE.

THIS WILL ENABLE BOTH LOCAL TRAVEL AND LONG DISTANCE JOURNEYS FOR THE FIT AND HARDY. THE BICYCLES COULD BE TANDEM AS WELL AS SOLO. THINK OUT-SIDE THE BOX

Name /Affiliation _____
Address 7628 MONROE STREET
City/State FOREST PARK, ILLINOIS Zip Code 60130
Phone No. (708) 771-5315 E-Mail Address _____ *

Please DO NOT add me to the mailing list

NICK LOCO CO-CITIZEN
N-143

CANTILEVER WOOD PATHWAYS ENDURE

2/3/2017

Elliot Luke
4434 N Damen Ave, Apt 2E
Chicago, IL 60625
elliottluke@gmail.com
7202572569

PS2# 1633
CS# 3495

I am writing regarding the proposal to add lanes to the Eisenhower Expressway.

This proposal is a waste of taxpayer money. I would suggest that those responsible for making the final decision re-familiarize themselves with their college 101 planning textbooks, and with the the law of induced demand:

An excerpt from Subrban Nation: The Rise of Sprawl and the Decline of the American Dream (Duany, Plater-Zyberk, Speck, 2000), " The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, in fact, it increases traffic. This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. [...] The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt."

This will not relieve traffic congestion. However, it will make the area more dangerous, less prosperous, and less healthy. It will only enrich those who build it. It is a bad idea and I'm strongly opposed to it.

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2/10/2017

David Manuele
731 S EUCLID AVE
Oak Park, IL 60304
708-902-0571
708-386-3726
davemanuele@aol.com

PS2# 1656
IDOT Control #104457

From: davemanuele@aol.com
Sent: Friday, February 10, 2017 2:34 PM
Subject: Web Mail from David Manuele

Web Page: IDOT Home Page
Name: David Manuele
Address: 731 S EUCLID AVE
Oak Park, IL 60304
Work #: 708-902-0571
Home #: 708-386-3726

Question:

I reside one and one half blocks north of the Eisenhower Expressway. I was a career commercial property insurance adjuster, and I can personally attest to the severe impact that such a proposed major expansion project will have on the surrounding residences and general community.

The sustained concussions from the proposed construction will fracture the underground infrastructure, especially the sewage system. Most of the residences were constructed with plaster, and there will be severe fissuring from such sustained concussion. As I stated above, as a property insurance adjuster I have had direct experience in evaluating such damages. IDOT should be placed on notice that they will be required to consider claims for such resultant property damage.

Also, the noise and dust will severely impact the surrounding community. More consideration needs to be given to these consequences of the proposed construction.

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1/23/2017

Jessica Matthews

1720 W. 99th St

Chicago, IL 60643

loveliestwoman@gmail.com

CS#3465

PS2#1558

The I-88 is congested most of the day because of a few bottlenecks, so adding an additional lane in both directions is nice. However, increasing lanes in the 3 to 4 bottlenecks (I-88 split, near Austin/Oak Park, before Kostner, and curvy lanes west of Route 171) could decrease traffic jams allowing the traffic to flow more smoothly throughout the day. The CTA rail system has unused space adjacent to tracks. You could possibly create flyover lanes to increase capacity where areas are too narrow to expand.

1

1/19/2017

Dale McCormack

The Institute 4 Traffic Safety

8322 Mildred

Machesney Park, IL 61115

d.mccormack@ti4ts.com

6304305701

CS#3454

PS2#1550

1. Thanks for calling them “crashes” and NOT “accidents”

2. The Hillside backup, where the two expressways meet, is caused by high traffic volume and distractions. The more done to reduce both, the better. Obviously more lanes over a prolonged period is preferable (and most expensive).

| 1

| 2

2/23/2017

Patricia McMillen
206 Le Moyne Pkwy
Oak Park, IL 60302
pattymac3@aol.com

PS2# 1659

From: PATRICIA R MCMILLEN [<mailto:pattymac3@aol.com>]
Sent: Thursday, February 23, 2017 2:05 PM
To: Peterson, Mark W; Harmet, Pete E
Cc: [Jfarzin@transitchicago.com](mailto:jfarzin@transitchicago.com)
Subject: [External] Copy of comments posted to IDOT website today, re: Eisenhower Expressway "Preferred Alternative Plan"

Dear IDOT,

I am a retired lawyer with a primary residence in Oak Park (closer to North Ave. than to the Eisenhower Expy.) and a second (condo) property in the city (South Loop). I am writing to ask you to reconsider the Preferred Alternative Plan in light of the criticisms made by Citizens for Appropriate Transportation, to which I add the following comments:

—The best way to facilitate commuter traffic from exurbia is to improve public transit, especially by extending the Blue Line west from Forest Park (and/or adding high-speed rail facilities to the mix now available for exurban dwellers). I say this as a former daily commuter who always chose public transit over automobile, and still usually choose it for my less frequent travel between Oak Park and Chicago (either using CTA bus #86 from my home to the Ridgeland Ave. green line station or parking my car in an Oak Park public lot; formerly, when I owned a home in SE Oak Park, i took the Blue Line from my home to the city, and to classes and events at UIC). My reasons for this habit have included: cost and inconvenience of maintaining a personal automobile; a long habit of reading and/or working on the train; cost of parking in the city (before I purchased a parking space near my condo); and my interest in not adding to air/soil/water pollution in our state.

—The many studies reported by CAT (and others) have shown that expanding/building more highways (and deprivileging other land uses—whether agricultural/open space/recreational, residential, commercial, etc.) does NOT solve the problems of highway congestion or even safety. Rather, it seems to lengthen commutes for workers, who move farther and farther away from the city in order to “breathe clean air,” exacerbating their own (and my/everyone else’s) problems.

--As I have aged, I also have grown to feel safer in a train or bus (when I’m not driving), and to enjoy the interaction with younger people who ride trains in and around the city. Perhaps I should add that I am a middle-class white woman; also, that the more IDOT and CTA can do to encourage people like me to ride the trains/busses, the safer I’ll feel—it’s nice to have a critical mass when traveling, especially at night.

Before I moved to Oak Park, I lived most of my life either on the North Side of Chicago or northern suburbs, with 3 years in Hyde Park (law school); thus, my feelings about public transportation vs. automobile travel were molded long before I had regular encounter with the Eisenhower Expy, whose design as it passes through Oak Park is, of course, different from that of the Edens or southbound urban expressways. However, so are our (west suburban) communities; as infill continues to increase our populations, we must be thinking of long-term solutions, not just patches to the existing highway system.

In short, I prefer to have my tax monies used to improve transportation options that will serve all of northern IL, not just wealthy exurban car owners.

Thank you,

Patricia McMillen
206 Le Moyne Pkwy
Oak Park, IL 60302

2/21/2017

Kimberley Miller
946 Gunderson Avenue
Oak Park, IL 60304
kakmiller@comcast.net

PS2# 1657

From: Kimberley Miller [<mailto:kakmiller@comcast.net>]
Sent: Tuesday, February 21, 2017 3:22 PM
To: Harmet, Pete E
Subject: [External] Eisenhower expansiomn

Dear Mr. Hartmet:

My name is Kimberley Miller. I live five houses from the Eisenhower. I am appealing to you to abandon the plans indicated in your latest report.

Your group has spent too much money and too many hours deciding on things that will negatively affect the people and properties that adjoin the Eisenhower. Remember the phrase “build it and they will come”? That is what will happen with toll lanes. People already pay extraordinary prices to park their cars downtown; the tolls will not make a difference . The toll lanes will be filled and the other lanes will be filled and the Eisenhower will be the same. It will be the same air polluting, congested mess it always has been. One more lane each direction will not make a difference.

1

Your information is misleading. I believe you will be encouraging even more drivers to take their cars downtown rather than riding public transportation. I also do not believe the number of crashes you report to occur yearly. I also do not believe the number of accidents you claim to occur at the Austin and Harlem exit/entrances.

2

I hope you do not get the funding. I hope you do not cause construction horrors for years for ALL drivers. I hope you do not jeopardize the Oak Park Conservatory, our homes and businesses. I hope you do not make the air any worse than it already is. I hope you don't risk the stability of Garfield and Harrison Streets. I hope you and your plan do not succeed.

3

Sincerely,

Kimberley Miller

946 Gunderson Avenue

Oak Park, IL 60304

PS2#1608

MS. MONTVILLE: Fina Montville. I live in Oak Park, 900 South Winona.

One of my first questions we have a son who's disabled, he's 42 years old now. So there have been many occasions when there was time when I had to take him in the wheelchair on the CTA and it came about -- I don't know exactly when it was closed off but anyway, at the medical center there is a ramp that goes up towards I think it's Pulaski, but there's a turnstile there, not exactly accessible. When you get off the train, however, there's a stairway that will take you up. If I wanted to use another stop that has a ramp on it, I would have had to have gotten off at -- I got off at Damen, but if I had need of the ramp, the stop before it, is that Ogden if you are going east of Damen? The largest issue is the medical center Blue Line stop ADA accessibility.

1

And the other thing was that I wanted to be able to get a little bit more information about the wall. We live at 900 South Winona. So we live three blocks east of Harlem. So we have Volvo and the post office and we live just catty-corner from the mail drop-off, postal mail drop.

My question is: Where is the wall going to go? Because I think 52 percent said yes, so I figure -- is it going to go right along the highway, the expressway, or is it going to be built higher because there's like a big hill. There's a hill. Here's the post office, and then it drops, okay? (Indicating.) Whoever is reading this will know what I'm talking about, okay? I do want to find out about that.

And if the trees are going to be cut, the existing trees that are up on that line, are they going to be cut? Okay. Those are the big ones. What kind of material are they using for the walls?

2

There's always accidents on the Eisenhower. When there are accidents, there's always -- we have lived there for 40 years, so I know a lot about this. There's usually somebody from the fire department who stays above like on Harrison side or the Garfield side to observe what's going on down there, what's going on down there with the fire trucks and with the accident. Is this wall going to impede the ability for that person because I'm assuming that this man is a crucial part of the whole crew if there's an accident -- when there's an accident. I would like a reply to these questions.

Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail; or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- Project's purpose and need for the improvement
- Alternatives under consideration
- Preferred Alternative
- Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue
- Social, economic, and environmental effects and proposed mitigation strategies
- Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park

I have lived on Garfield, East of Harlem for over 40 yrs. I really hope that I-290 is NOT converted into another toll way, single HOT or otherwise.

(Optional, Please Print)

Name /Affiliation Jake Montville
Address 900 S. Wenonah
City/State Oak Park Zip Code 60304
Phone No. _____ E-Mail Address _____

Please DO NOT add me to the mailing list

PS2#1619

MR. NORRINGTON: Paul Norrington.

With the retention, the noise wall, and I'm assuming there may be retention walls along the corridor, and landscaping, will there be opportunities for local artists to be involved in that and landscape engineers?

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MR. HARMET: There may be opportunities. I know for developing that plan we will be working very specifically with the communities on what their desires are and vision. So that could be a possibility, but that's all yet to be discussed.

I think your earlier question, I think I didn't answer was so far as you are saying, well, what would happen and how would all that fit so far as the Eisenhower. We would add a lane in each direction without expanding the right-of-way footprint, and we would accomplish that by using 11-foot lanes on the inside through that stretch as well as using 10 feet of right-of-way from the CTA Blue Line.

As part of the Vision Study and the overall analysis, we identified that an express track would not be needed because the Blue Line today with the station spacing kind of acts as an express.

Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

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- While this project would help alleviate current congestion, I feel there are more pressing transportation issues today. One of these issues, especially in the near western suburbs of Chicago, are the amount of grade crossings. Grade separations typically cost between \$10-\$30 million; this project is currently budgetted at ~\$2.3 billion. For that cost, 76-230 grade crossings could be eliminated, ~~or~~ and/or roads and bridges could be repaired. Grade crossing elimination along Harlem Ave, 1st Ave, Cermak Rd, and Grand Ave would be beneficial to all road users. Freight traffic would have freedom of movement, and private vehicles and PACE/CTA buses would be much more reliable. The CREATE program is a great start, and adding more grade separations would improve the network for all users.

Suggested separations: - Grand/76th, Elmwood Park - Grand/Fullerton/Harlem, Elmwood Park
 - Harlem/26th, N Riverside - Harlem/34th, Riverside - Harlem/63rd, Summit

(Optional, Please Print) - Cermak/1st, N Riverside - Lake/1st, Maywood - Grand/Thatcher, River Grove

Name/Affiliation - Cermak/Cicero, Cicero - Cermak/Laranie, Cicero - Lake/5th, Maywood

Address Jason Nudelman, 1130 Ontario St, Apt C7

City/State Oak Park, IL Zip Code 60302

Phone No. E-Mail Address Jason.Math@sbcglobal.net

Please DO NOT add me to the mailing list

PS2#1599

Jason Nudelman

1130 Ontario St. Apt. C7 Oak Park, IL 60302

MR. NUDELMAN: My name is Jason Nudelman.

So I heard the cost of the project is roughly \$2.3 billion. I am currently a commuter on the 307 bus route on Harlem Avenue and that bus route has four train crossings that are at grade.

Now, I realize this project is very valuable for expanding capacity. But in terms of importance, I think a more immediate importance right now is separating some of these heavy, congested train crossings. And I understand the CREATE Program is doing that but I think more funding should be applied to that.

MR. HARMET: Thank you. I would say that the Eisenhower is one of many projects that needs to be accomplished in the region. And I would say also that the Eisenhower is still a very important project because of the role it plays with connecting communities to the region and vice versa.

So I know that certainly the 25th Avenue project that's almost finished with the grade separation and CREATE has done a lot of work in the region so far as that and that will continue. But at this point we really are just identifying what the scope of work would be for the Eisenhower, and we will have also have a conversation about funding. I think funding above everything, that continues.

1

1/18/2017

Daniel Oliverio

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Glendale Heights, IL 60139

Oliverio.dan@gmail.com

CS#3444

PS2#1541

HYPERLOOP IN THE CENTER OF THE EISENHOWER GOING EAST AND WEST! BUY THE MANNHEIM STRANGLER LAND NEXT TO CARMAX AND EXPAND THE PARKING LOT INTO A HUMANS, CARS & CARGO HYPERLOOP ABOVE THE STREETLIGHTS. IN BETWEEN THE STREETLIGHTS ALONG THE EISENHOWER BUILD BEAMS IN BETWEEN TO HOLD THE STUCTURE. YOU WILL ENTER AT MANNHEIM AND THE TOP OF THE OLD MAIN POST OFFICE WILL BE REDESIGNED TO LET PASSENGERS EXIT TO CONGRESS! THE HYPERSONIC TRAIN SYSTEM WILL BE A 30 SECOND RIDE COMPARED TO A 30 MIN-2 HOUR BUMPER TO BUMPER IDLE WASTING GASOLINE SO THE OIL COMPANIES CAN JACK UP A GALLON TO \$5! HYPERLOOP! HYPERLOOP! HYPERLOOP! PRIMITIVE APES RUNNING CHICAGO! ARREST RAHM, RAUNER, MADIGAN & DURBIN & AND THE REST OF THE LOW LIVES MAKING ILLINOIS WORST STATE 3 YEARS IN A ROW AND #1 IN VIOLENCE MORE THAN LA & NY COMBINED!

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2

1/19/2017

Daniel Oliverio

Lol Fruits Inc

184 East Drummond Ave.

Glendale Heights, IL 60139

CS#3452

PS2#1547

UBER FLYING CAR TAXI'S AND GOOGLE MAPS WONKAVATOR'S WILL ALSO HELP CUT DOWN ON TRAFFIC BESIDES THE HYPERLOOP HYPERSONIC TRAIN GOING EAST AND WEST. UBER SHOULD BUY UP EVERY SINGLE FLYING CAR THATS 4 STARS FOR TAXI SERVICE. GOOGLE SHOULD CREATE PODS. ALMOST LIKE BUS STOP STATIONS. YOU ENTER THE WONKAVATOR AND TYPE IN YOUR GOOGLE MAPS DESTINATION AND IT WILL QUADROPTER YOU TO THE CLOSEST GOOGLE WONKAVATOR POD STATION TO THE DESTINATION YOU ENTERED. I THINK USA IS PRIMITIVE IN THEIR TRANSPORTATION. LAZY FAT FUCK POLITICIANS THAT TRULY DON'T CARE ABOUT OUR NATION. THE ATLANTIC AND PACIFIC IS FREE WATER TO TRANSPORT HUMANS! TAKE THE SALT WATER AND CREATE WATER COASTERS AND FLOAT HUMANS IN TUBES THROUGH CITIES?! WHY DOES CALIFORNIA NOT HAVE SPLASH MOUNTAIN WATER COASTERS NOT ONLY FOR TRANSPORTATION BUT TOURISM?! FLORIDA SHOULD BE #1 WITH THE ENGINEERS FROM DISNEY AND UNIVERSAL THEIR ENTIRE INFRASTRUCTURE SHOULD BE SHOOTING HUMANS IN WATER COASTERS AROUND THE CITY FUNNELING AS MUCH SALT WATER THROUGH THE TUBES. CHICAGO WATER COASTER WOULD NOT BE VIABLE BECAUSE OF THE MONTHS OF FROZEN TEMPERATURES BUT THE TEMPERATE CLIMATES IN CERTAIN EAST AND WEST COAST STATES SHOULD 100% USE THIS. COULD YOU IMAGINE HOPPING IN A JETSONIAN GLASS OR HARD PLASTIC ENCLOSED WATER POD AND FLOAT AROUND THE CITY. ERIC GARCETTI SHOULD BE MORE PROGRESSIVE ALONG WITH GOV RICK SCOTT. ANOTHER OPTION AS WELL ARE ANTHOLE UNDERGROUND HYPERLOOP IF CHICAGO DIDNT WANT TO BUILD ABOUT THE EISENHOWER. ELON MUSK WANTS TO DIG HIGHWAYS UNDERGROUND BUT EVEN THAT SEEMS PRIMITIVE. WHY NOT BUILD UNDERGROUND HYPERLOOP TUBES ALL OVER USA, MEXICO AND CANADA. AN ENTIRE HYPERSONIC TRAIN SYSTEM DEVELOPED ALL UNDER THE EARTH. ANYTHING BUT THE CTA AND 3 LANES AT MANNHEIM CONVERGING TO AN ETERNITY OF MISERABLE STRANGLING TRAFFIC UNTIL AUSTIN 4 LANES. HOW HUMILIATING RAHM HAS NOT BEEN MORE PROACTIVE REGARDING OUR TRANSPORTATION. CHINA IS CRUSHING US IN SPEED SO IS JAPAN AND EVEN RUSSIA. WE ARE LOSING USA! THIS IS A FACT! WE ARE BEHIND IN THE #1 CATEGORY FOR MORE FREE TIME AND AUTONOMY FOR HUMANITY! WHEN YOUR COMMUTE TIME IS CUT IN HALF TO WORK THAT LEAVES HALF THAT TIME DESIGNATED TO THE HUMAN'S DESIRES AND PASSIONS INSTEAD OF THE SLAVE, SERVANT, PEASANT & SERF LIFESTYLE THEY ARE FORCED INTO BECAUSE OF CAPITALISM! THANK YOU!

1

1/19/2017

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PS2#1552

I THINK AN EXTRA LANE IS COMMON SENSE. 4 LANES THROUGHOUT MANNHEIM TO AUSTIN
CONNECTING. MAYOR EMANUEL SHOULD HAVE FINISHED THAT IN HIS 1ST TERM! I THINK WE NEED TO
CLEAN UP ALL THE EXITS WHEN YOU FIRST GET OFF THE HIGHWAYS ON THE EXIT RAMPS! THEY ARE SO
BORING AND NOT KEPT UP WITH AT ALL! RAHM IS AN ART MAJOR! STEEL PIECES ON THE CORNERS TO
REPRESENT THE TERRITORY! FLOWERS? PLANTS? LANDSCAPING OF ANY KIND? I THINK RAHM
SHOULD LET KEIM BRICK STAINING MAKE THE MOST BEAUTIFUL MURALS ALONG THE EAST AND WEST
EISENHOWER! PHILIPS COLOR KINETICS LED LIGHT STRIPS ALONG THE HIGHWAYS AND MORE CREATIVE
UNIQUE DIGITAL BILLBOARDS! HOVER CARS ARE ANOTHER FORM OF TRASPORTATION TO AVOID EVER
HAVING TO FILL MISERABLE SINK HOLE POT HOLES AFTER A HARSH WINTER SNOW AND SALT PLOWS TO
THE STREETS. MAGNETIC STRIPS ON THE STREETS THAT HOVER AND GOOGLE MAPS CONTROLS THE
TRACK SELF DRIVING HOVER PODS. LIKE WHAT GEORGE JETSON FLIES IN BUT DON'T ALLOW THEM TO
HOVER MORE THAN A FEW FEET. LARRY AND SERGEY CAN ENGINEER AND FIGURE THAT ONE OUT
ALONE WITH THE QUADROPTER WONKAVATORS! THE WONKAVATORS WOULD BE SO AMAZING TO
WALK OUTSIDE YOUR HOME AND SEE HUMANS FLOATING IN A CLEAR POD TO THEIR DESTINATION OF
CHOICE. MAYBE A MCDONALDS OASIS ABOVE LIKE HINSDALE OASIS? A NEW OASIS OF FOOD \$ YELP
FOODIE QSR'S INSTEAD OF STOPPING IN THE HOOD AT A CHURCH'S CHICKEN! TAKE ONE OF THE
ABANDONED OVERPASSES AT AN EXIT WHERE A PARKING LOT AND GAS STATION CAN BE MADE
ACCESSIBLE. MANNHEIM OASIS IS PERFECT WITH THE PARKING LOT NEXT TO CARMAX AVAILABLE. USE
THAT LAND AND CREATE JOBS IN HILLSIDE WHICH IS SO LOW POVERTY AROUND THERE AND LAND JUST
WAITING TO BE PENETRATED! THE MANNHEIM OASIS WILL BE BUILT RIGHT THERE I CAN SEE IT NOW!
FOR ALL THE SEMI TRUCKS BEFORE THEY GET ON 294! CREATE JOBS FOR CHRIST'S SAKES!

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1/19/2017

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CS#3457

PS2#1553

LETS ADD A TOLL AT THE MANNHEIM OASIS! MORE TOLL \$! ADD ONE TO 83 NORTH AND SOUTH AND 53 NORTH AND SOUTH THE PASS ROADS TOLL FREE! MAKE AS MUCH \$\$\$ AS YOU CAN OFF THESE PEASANT, SERVANT, SERF AND SLAVES OF ILLINOIS. THE TOLLS WILL PAY TO BUILD OUT THE MANNHEIM OASIS ALONG WITH STARBUCKS, DUNKIN DONUTS/BASKIN ROBBINS. MCDONALDS, SUBWAY, CHICK FIL A, PANERA, CHIPOTLE, BLAZE FIRE PIZZA, PORTILLO'S, GLAZED, INFUSED! THE TRUCK DRIVERS SHOULD FILL UP GAS BEFORE THEIR HAUL TO INDIANA AND ENJOY THE BEST RATED QSR FOR ANTIBIOTICS IN THEIR MEAT A,B, C RATED. I THINK THAT WOULD BE REALLY NICE FOR CHICAGO AND TOURISTS. | I THINK THE OLD MAIN POST OFFICE UPDATE IS FANTASTIC FOR CHICAGO. WHAT AN EYESORE TO DRIVE INTO AN \$8 BILLION DOLLAR TIF FUNDED CITY OF 3 MILLION AND SEE THAT BLINDING SIGHT! UGHHHH A WAVE OF INTUITIVE REPULSION! | CHICAGO BEARS have the opportunity to become number 1 franchise in all of American sports surpassing Jerry Jones and the Dallas Cowboys franchise. The Green Bay Packers are the only community owned athletics franchise in American professional sports. Currently as it stands the Chicago Bears are No. 8 with a current value of \$2.45 billion dollars. In 2014 their revenue was \$352 million dollars with an operating income of \$86 million. Green Bay Packers are No. 10 NFL franchise with a current value at \$1.95 billion dollars. Their revenue was at \$347 million in 2014. Also in 2014 their operating income was \$63 million dollars. There are only 104,779 citizens currently living in Green Bay, Wisconsin versus Chicago, the third largest city in the nation at 2.719 million citizens to support our cities team franchise. Rather than being the property of an individual, partnership or corporate entity, they are held in 2014 by 360,584 stockholders. No one is allowed to hold more than 200,000 shares; approximately 4% of the 5,011,557 shares currently outstanding. It is the broad-based community support and non profit structure which has kept the team in Green Bay for nearly a century in spite of being the smallest market in all of North America. With Los Angeles stealing the St. Louis fans market the Ram's fans are looking for a new team to attach their loyalty and more importantly their cash and credit cards too! The Lucas Museum cost the city of Chicago \$743 million dollars and billions in tourist revenue for our city. I would like to turn this tragedy into opportunity and speak to FOTP about utilizing the landscape to build an additional viewing only stadium for Bears games in place of a "PARKING LOT." If Friends of the Park want a % to build their parks they will receive the demands George Lucas would not meet for the Star Wars museum. If the Chicago Bears organization decides to go public I suggest they offer initially \$1.6 billion dollars in shares with NO LIMIT to how many shares you can hold. First come first serve. The revenue we will receive

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along with the McCaskey's staying majority owners purchasing \$2.45 billion in shares can create thousands of real jobs for the Southside of Chicago and Near South region. With UIC Roosevelt and Near South having almost \$1.5 billion in TIF funding this stadium will only add to the booming Chicago areas and the multiple high rises still being built. With an ever growing city of Chicago we must feed our citizens. Imagine a stadium with every edible desire and craving you can ever have is all in one spot. Imagine visiting every NFL stadiums top concession on one concourse level. Imagine the Taste of Chicago gluttony and madness every home game. The city of Chicago will greatly benefit from this new venue with a sense of pride and tradition. This venue will be a 30,000 capacity \$20-\$30 viewing stadium and 24 hour fresh foods market similar to a Reading Terminal Market in Philadelphia, Pa. I suggest we take Bob Iger, the CEO of Disney, and his beautiful neo futuristic LA Stadium that was denied by Roger Goodell. Structurally we will build a skywalk with a walking escalator that will connect to the Southwest corner of the stadium. Your ticket will scan you into Soldier field, Barracks Stadium or both. All soldier field ticket holders will have access to both stadiums. We will take the upper deck level of the proposed LA stadium off and two levels will have a different array for a 24 hour food market. One level will showcase the 32 NFL team's top 3 best of the best concessions fan voted. The other level will have all 4 & 5 star Yelp restaurants and pop ups from all 195 countries. Once the \$1.6 billion shares sell out which they will the McCaskey's will receive an extra \$500 million to their personal net wealth and the \$1.1 billion will go towards Soldier Field updates. The Chicago Bears are one of only 6 teams that do not sponsor its stadium. To raise extra funds Barracks Stadium can also have a Corporate Sponsorship attached perhaps a non profit organization like United Way or Salvation Army. CHICAGO BEARS will not only collect revenue off of Bears Games and concessions but will also have constant streaming venue in their 24 hour fresh foods market. Barracks Stadium will host sporting events, live nation concerts, musicians, plays and more. The 24 hour fresh food markets will have the Soldier field suppliers fund this food source along with Sysco, Marano foods, Greco foods and more purveyors. These food suppliers will give us products from all 195 countries for all citizens of the Republic to enjoy their cultural traditions from the lands they once occupied and called home. America is now home for all of us but traditions and customs specifically when it comes to food and drink can unite a city in brotherly love. The entertainment of football along with the desire for alcohol and food is what brings in the crowds year after year to support the Bears. With the Bears being the smallest stadium in the NFL at 65,000 capacity it will not turn into the number 1 at 95,000 beating AT&T stadium in Dallas by over 10,000 fans. When a touchdown is scored and points are on the board you will hear the roar from the Barracks outside where our Chicago soldiers will be stationed enjoying the victory. We will build a new parking structure to make up for the lost parking lot for fans and tailgating. We will set up a user friendly in and out common sense no traffic flow out of the Near South area. This will allow an amazing tailgate experience for our loyal fans that enjoy setting up a tent, grill and cooler and partying hours before the show. CHICAGO BEARS is looking to raise \$1.6 billion dollars through public shareholders. Listed below are line items that the investor's investment will be dedicated towards. • \$500 million for the McCaskey's • \$500 million into Barracks Stadium • \$500 million to pay out shareholders • \$100 million Soldier Field Updates and add ons We plan on reinvesting 60-70% of all profits back into the company in order to ensure growth of the company on a yearly basis. The remaining 30-40% will be dedicated towards investor payouts.

1/19/2017

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CS#3458

PS2#1554

THE #1 CHANGE I WOULD LIKE TO SEE FOR THE EISENHOWER IS 0 SHOOTINGS EVER AGAIN IN THIS SICKENING REALITY! I HAVE DRIVEN MY BIG TARGET BODY ON THE HIGHWAY THOUSANDS OF TIMES ESPECIALLY WITH UBER. MY FAMILY AND FRIENDS AND ALL OF US HERE DRIVE THAT HIGHWAY TO ENTER CHICAGO FROM WESTERN SUBURBS DUPAGE COUNTY! THERE SHOULD NOT BE MENTALLY ILL BRAIN DAMAGED HUMANS SNIPING RANDOM CARS AND MURDERING PEOPLE RAHM EMANUEL?! THIS IS NOT GRAND THEFT AUTO! THIS IS NOT A VIDEO GAME FOOLS PLAY LIFE IS A GAME THIS IS SUPPOSED TO BE A BEAUTIFUL COLORFUL ILLUMINATED FANTASY DREAM NOT YOUR NIGHTMARE! ANYONE CAUGHT SHOOTING SOMEONE OFF THE HIGHWAY WE KILL IMMEDIATELY EYE FOR AN EYE! DRIVING YOUR CAR TO YOUR DESTINATION IS A HUMAN RIGHT ALL HUMANS DESERVE TO SAFELY ENTER AND EXIT THEIR VEHICLES ON OUR MOST HEAVILY POPULATED HIGHWAY IN THE CENTER OF AMERICA!

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January 31, 2017

Daniel Oliverio
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184 East Drummond Ave
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PS2# 1628
CS# 3490

I THINK IT IS COMMON SENSE THAT IF LA IS GOING TO IMPROVE THEIR HIGHWAYS WITH ELON MUSK THAN CHICAGO 290 SHOULD DIG BATMAN TUNNELS AS WELL MANNHEIM TO CONGRESS INTO LOWER WACKER DRIVE! ELON MUSK WE WILL PUT A TOLL TO SUPPORT THE PROJECT AT MANNHEIM AND WE WILL TAKE THE OHARE OASIS IDENTICAL MODEL FOR TRUCKERS BEFORE 294 AND ANYONE NOT FROM CHICAGO TO HAVE AN ILLUMINATED LIT UP OASIS SAFE ZONE WEATHER EMERGENCIES AS WELL. WE WILL BEGIN DIGGING UNDERGROUND BEFORE LA BECAUSE CHICAGO IS MORE ORIGINAL GANGSTER THAN LA. WHEN I BECOME MAYOR IN 2019 I WILL MAKE IT A PRIORITY FOR ALL 3 MILLION + CHICAGOANS TO HAVE A TESLA AND SPACE X ENGINEERED UNDERGROUND PASS ROAD TO OUR MAGNIFICENT ARCHIECTURAL GRANDMASTER PIECE! ELON MUSK IS IN NEGOTIATION WITH RAHM EMANUEL AS OF TODAY RIGHT NOW! WE CAN EVEN CARPENTER ANT DIG A PASS ROAD TO LAKE STREET UNDERGROUND! POWER CONSTRUCTION AND WALSH LEADING THE WAY ALONG WITH EVERY OTHER TOP CONSTRUCTION TEAM IN ILLINOIS AND WE CAN REVOLUTIONIZE TRANSPORTATION OF HUMANS FOR CENTURIES TO COME. LESS GASOLINE WASTED. LESS ENGINES SITTING IN IDLE. LESS OIL AND EMISSIONS! NO SPEED LIMIT! GO AS FAST AS YOU WANT NO TRAFFIC!

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2/13/2017

Robert O'Neill
1246 W. Lexington
Chicago, IL 60607
chicagotrees@gmail.com
3129276795

PS2# 1648
CS# 3515

I think this project is a great opportunity to continue a collaboration with the renovation of the CTA Blue Line so that the two projects are well-integrated. Transportation is now more than just driving but it is also: biking, walking and taking public transit and as much as these can all be enhanced, the better. There is also an opportunity to make the Eisenhower Expressway project as green as possible. We worked with IDOT to have green offsets for all of the concrete and asphalt and pollution from driving that will be involved with the Jane Byrne Interchange project. That IDOT public process and green offsets have gone very well. As many trees as can be planted on IDOT property as well as nearby City of Chicago and other State property, will go a long way to not only making the Eisenhower Expressway project more calming and aesthetically-pleasing but help capture a lot of the carbon and pollutants put into the air. Thank you.

1

2

PS2#1612

MR. ORZEL: My name is Ron Orzel. I'm at 834 South Clinton in Oak Park.

First of all, I think that changing the four free lanes to three free lanes and a HOV lane east of Austin is going to have a very negative public relations impact on the whole project. I think people are going to see it as another way that the government is trying to take money from them and create a toll situation on a free expressway and it will actually reduce the number of free lanes you can drive in.

1

Second of all, as someone who lives at 834 South Clinton, I am very concerned about whether or not I'm going to be able to sleep for two or three years while construction is going on, and I'm worried about damage to my property from the vibrations of the construction and I don't think that that has been addressed properly.

2

Finally, I sincerely hope that we don't have walls, at least in Oak Park. But the situation now where there are walls some places and walls not looks ridiculous. So I hope there's a decision one way or the other, although I would prefer not to have walls at least in Oak Park because you are splitting Oak Park into two sections.

3

Thank you.

Comments on Environmental Justice and Equity Relating to the Draft Environmental Impact Statement,
of the I-290 Planning Process

William Peterman¹
Professor of Geography Emeritus

I have reviewed the Draft Environmental Impact Statement released for public comment on December 30, 2016. My comments will focus on two sections of the Statement, S.5 – Environmental Resources, Impacts, and Mitigation and Appendix D – Environmental Justice Methodology Technical Memorandum. Based on my analysis, I conclude that **while the Draft EIS has complied with Executive Order 12898 it fails to consider the broader issue of environmental equity by not offering an option for more extensive public transportation in the I-290 corridor.**

1

The two sections of the Draft EIS, S.5 and Appendix D relate to Executive Order 12898 of February 11, 1984 and address the issue of environmental justice in minority populations and low-income populations. The data, the analysis, and the discussion are thorough and complete with respect to the Executive Order. I find no problems with the analysis and agree with the conclusion of no disproportionately high and adverse human health or environmental effects of the proposed reconstruction of I-290 on minority and low-income populations. That is, both minority and low-income populations will not suffer from the impacts of construction and from the reconfigured expressway any more than the general population. However, this finding is quite narrow, addressing only the issues covered in Executive Order 12898.

2

Since this order was issued in 1984 much work has been done exploring how minority and low-income populations are disproportionately impacted by transportation policies and actions resulting from them. Specifically, what is meant by environmental justice has been expanded to include the notion of environmental equity. According to researchers at the Civil Rights Project at Harvard University², an equitable transportation system should, among other things:

- Distribute the benefits and burdens from transportation projects equally across all income levels and communities;
- Provide high quality services – emphasizing access to economic opportunity and basic mobility – to all communities, but with an emphasis on transit dependent populations; and
- Equally prioritize efforts both to revitalize poor and minority communities and to expand transportation infrastructure.³

3

Neither the Draft EIS nor any of the proposed alternatives for I-290 address these points. There has been a failure on the part of the planners to address all aspects of environmental justice, especially to relating to equity. In the end should I-290 be reconstructed the existing transportation inequities will continue to exist.

¹ Mailing address: 747 South Cuyler Avenue, Oak Park, IL 60304.

² Sanchez, Thomas W., Rich Stolz and Jacinta S. Ma (2003). Moving to Equity: Addressing Inequitable Effects of Transportation Policies on Minorities. Cambridge, MA: The Civil Rights Project at Harvard University.

³ Sanchez, Thomas W. and Marc Brenman (2008). The Right to Transportation. Planning (January). Chicago, IL: American Planning Association.

My conclusion that the proposed I-290 project does nothing to address the issue of an inequitable transportation system is based on my determination of how many households in the minority and low-income populations located just to the north and south of I-290 would not receive any benefits from the proposed alternatives. I do this by using the most recently available data from the American Community Survey (U.S. Census) both in its raw form and as summarized by several different organizations in the Chicago area. Specifically I identified the percentage of households lacking direct access to an automobile.

The data show the percentage of households lacking access to an auto in the eighteen Chicago census tracts extending eastward from Austin Boulevard and adjacent to I-290 ranges from 21% (tract 2605) to 55% (tract 8430). The average percentage of households without an auto for the 18 census tracts is 36.7%⁴. By contrast, the percentage of households lacking access to an auto in the communities along I-290 and west of the city of Chicago is 13% in Oak Park, 10% in Cicero, and 11% in Berwyn.

4

Households in areas of the west side of Chicago adjacent to I-290 disproportionately lack access to autos for traveling to work, shopping, or pleasure. The proposed changes to I-290 will do little to address this inequity, since public transportation is only tangentially addressed. It does little good for a household without a car for automobile transportation times and levels of congestion to be slightly reduced. As jobs, retail opportunities and sources for recreation are increasingly found in the suburbs, a more equitable transportation policy would be one that while maintaining auto accessibility would also improve public transportation. Suggested improvements of the CTA Blue Line associated with this project are quite modest and do little to address the inequities.

I am aware of the limits of the Draft EIS and of the present priorities of the CTA that do not favor the extension of the Blue Line, but would like to suggest that the immense expenditures to be spent and the significant disruptions associated with the I-290 project that will result in only modest improvements in travel time and congestion, is a poor policy choice. A much more appropriate transportation strategy and one that would address existing environmental inequities for minorities and low-income populations of Chicago's west side would be to shift from road building to improving and extending rail rapid transit (CTA)⁵.

5

⁴ The percentage of households lacking auto access in these west side census tracts is significantly higher than the percentage of households in all of Chicago, which is 27%.

⁵ Other benefits of such a policy shift would be a reduction of greenhouse gases and movement towards a more sustainable environment.

PS2#1614

Randolph Rankin

816 Lyman Ave. Oak Park, IL

MR. RANKIN: My name is Randolph Rankin.

I'm a homeowner in Oak Park near Austin Boulevard. I don't have a driver's license. To get around, I use my senior citizen \$50 pass and use the Blue Line all the time.

I just have several comments that I would like to just put on the record, and I will fill out the forms as well. But I did have a couple ideas that I liked a lot of what I saw.

I'm delighted with the redesign of the Austin station, which I use personally every day more than once.

My first kind of question/comment is the one thing that disappoints me the most is there is no rail extension of the Blue Line past the Forest station stop. And my kind of comment is that I see the CTA is doing some wonderful things downtown with the new bus stops. In fact, they are designing bus stops that almost look like stations. So rather than just reserve a corridor or some grass for a future, future Blue Line extension, why not build a real bus route where people would get off the Blue Line at the Forest, Forest station stop, and transfer to an express bus that would simulate what a train could be in the future. And this shouldn't just stop where the current right-of-way is indicated, but there is no reason why it couldn't curve up to O'Hare or curve down to the south side as well so it could create kind of a beltway or a loop around Chicago.

The thing that fascinated me most, I heard the comment that the original Eisenhower was multimodal and was the first of a kind, a real innovation. So we should try to innovate, too. So this idea of a rail, of a bus, an express bus extension, simulating, would be a real innovation. And I will put the rest of my comments on paper.

MR. HARMET: One of the things we are proposing is that there would be an express bus coming from the Forest Park station going west and the bus would ride in that managed lane. So the managed lane is structured so that there would be a 45-mile-an-hour operating speed minimum. So it would act like an express, and go certainly beyond the study area. So we have been working with that concept for the preferred alternative.

MS. FARZIN: I will comment as well, the question of a CTA rail line extension has come up several times during this project. For us we had limited funds in the Vision Study. And the most important aspect of the CTA is to maintain the existing infrastructure. It's both irresponsible, and we couldn't seek federal funds for an extension without maintaining the existing -- You know, if you have a house and your roof is leaking, it's not a good time to put on an extension. So really the focus of this study first was to look at the existing infrastructure. And once we get that under control, we will continue to look at opportunities systemwide where there may be opportunities for extension.

2/12/2017

Randolph Rankin
816 Lyman Ave
Oak Park, IL 60304
randy1651@gmail.com
6462465761

PS2# 1646
CS# 3513

COMMENTS by Ranolph (Randy) Rankin (homeowner and long time OP resident) 816 S Lyman Ave Oak Park
(I am posting this on line via eisenhowerexpressway.com on 2/12/17. I will also mail a hardcopy on 2/13/17)

1) New INFILL station in Oak Park - The CTA should research the value of creating an an additional Blue Line station for Ridgeland Ave (6400 west) More and more young residents of Oak Park are traveling to UIC, med center, downtown Chi etc for work and study. This new station could "hug" Ridgeland - otherwise it could also run from Ridgeland to East - and the existing Oak Park station might run WEST from OP ave instead of east?

2) UNNECESSARY DELAYS- Blue Line trains are often delayed because they must wait for signal clearance or an available track inForest Park station. The Green line has the same problem as an end point on that line - trains sit and can't discharge passengers at Harlem. The delays can be VERY lengthy - just they are at OHare sometimes. Because of these delays blue line rider miss bus connections at Forest Park

3) "RAPID BUS" / INNOVATIVE MULTIMODAL DESIGN / METRO CHICAGO PUBLIC TRANSIT BELTWAY + CORRIDOR - Cities like Atlanta are realizing the high value of new bus "corridors" CTA should build a series of "stations" for its express bus service running west from Forest Park complex and this service should fan out in myultiple directions (like Green line in Boston), including all the way to Ohare. The new "stations" could resemble downtown LINK raised platform design. IMPORTANT - people disembarking the Blue line train at FP must be able to effortlessly and quickly walk across the platform and board an express bus. (they should not even have to go upstairs) Express bus schedules would dovetail with blue line train schedules. An incoming "bus" is greeted by a waiting train " The bus stops should resemble train platforms. This encourages future businesses to begin to grow up around and "hug" the new bus corridtor emerge hugging the improved express bus service fo a strange of important suburbs west of Forest Park - This tranist corridor will simulate what a rail line might someday look like

4) MAKE EISENHOWER AN ECONOMIC CORRIDOR The biggest single problem with this design IMHO is its failure to enourage commercial/business development near many of the station entrances. The dead areas around the Austin Blvd entrance are a good example - an exellent solution would be to build a mid sized multistory hotel and parking structure to replace the Village parking lot now just north of expy across from Columbus park Proposals should be solicited from developers. Space should be reserved on ground floor of the new hotel for various types of businesses such as small grocery stores/supermarket. Make room for a neighborhood Walmart for example Another idea - build a small movie theater complex at Harlem near the expressway - again that whole area is DEAD and unwelcoming and urgently needs to be transformed in a catalyst for economic growth and jobs

- 5) REVOLUTIONary IMPACT OF MOBILE PHONES ON PUBLIC TRANSIT Uber cars and Uber competitors are already picking up and discharging passengers at Austin Blvd station entrance. Design should be friendly to such services There should be areas near many of the stations for ad hoc staging of car pools by drivers - and for Uber and other services - and some of these new services will doubtless in several years include driverless for hire vehilds by individuals or small groups 5
- 6) BUSES OF THE FUTURE CTA city and Pace bus will likely be driverless by the time new expway is finished - and likely downsized for more frequent flexible service. We need lots of places all along the length of the redesigned expressway for this new fleet of buses to pick up and discharge riders 6
- 7) TRAINS OF THE FUTURE Have shorter Blue line trains (fewer cars) but more FrEQUENT Trains. METRA is a good example of problem - trains running with many empty seats - short the trains but add MANY addl trains to the schedule 7
- 8) Instead of having just 4 lanes on expressway (one lane with toll) - would there be room for 5 lanes in both directions?? 8
- 9) LEVERAGE VALUE OF TODAY"S BLUE LINE Effective immediatly the Austin 91 bus should be extended to Cermak - it makes no sense to terminate service at Roosevelt - a slightly longer route will act as a feeder from the south for increased ridership to Blue Line . We need to maximize the existing blue line infrastructure. 9
- 10) SPIFF UP WHAT WE HAVE NOW - Effectively immediatly a simple low cost ongoing program should be instituted to better maintain greenway on sides of expressway - garbage has been accumulating for many years - grass is all weeds - never cut. 10
- 11) DONT MAKE STATIONS ON WESTERN END OF BLUE LINE INFERIOR TO STATIONS CLOSER TO DOWNTOWN The design of the Austin station should resemble the new Halsted station - riders should leave the station entrance and be able to walk across austin to catch a northbound station. Consider having canopy over this area to protect riders 11
- 12) EFFECTIVELY IMMEDIATELY Seamlessly integrate PACE and CTA bus networks - avoid dead ends and overalp of services. Having two networks is EXTREMELY wassteful - and bus service can be revolutionized for very little capital expenditure 12

2/12/2017

Susan Raphael
1014 S Scoville Ave
Oak Park, IL 60304
s.raphael@comcast.net
7087638431

PS2# 1644
CS# 3511

I am concerned about the impact of construction on my home that is close to the Eisenhower. I am requesting that homeowner concerns are taken into consideration on the potential impact to my foundation. I am also concerned about the noise from the project, the noise from helicopters and I am wondering if there are ways to limit the news helicopters. I am also concerned about the increased air pollution due to the increased number of cars. I also would like IDOT to increase the size of the East ave bridge. I am wondering where the staging of materials will be and hope it is on the expressway itself instead of in the neighborhoods.

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Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented.

Public comments will be accepted through Monday, February 13, 2017. Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail; or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

The public is encouraged to review and comment on the:

- Project's purpose and need for the improvement
- Alternatives under consideration
- Preferred Alternative
- Preliminary road closure plan for Harrison Street and Bataan Drive at 1st Avenue
- Social, economic, and environmental effects and proposed mitigation strategies
- Proposed Section 4(f) *de minimis* impacts for improvements at public parks (Veterans Park, the Dog Park, and the proposed Recreation Center site along Circle Avenue) in the Village of Forest Park

The +3 lanes will NEVER work what is needed is a dedicated express lanes with limited access and definite barriers separating local and express lanes - Who will enforce?

The Harlem overpass will not solve the problem of semi trucks entering and exiting the Eisenhower. They consistently snarl traffic on Harlem.

Access lanes from Harlem to Eisenhower too short, causing congestion on Harlem, both N bound and S bound.

(Optional, Please Print)

Name /Affiliation Byron Reed

Address 224 S. Maple Ave

City/State Oak Park, IL Zip Code 60302

Phone No. _____ E-Mail Address _____

Please DO NOT add me to the mailing list

Comment Form

Draft Environmental Impact Statement

The Illinois Department of Transportation (IDOT) is holding public hearings on the Eisenhower Expressway Draft Environmental Impact Statement (DEIS), which is evaluating transportation improvements on Interstate 290 in Cook County, Illinois. The DEIS evaluates the section of Interstate 290 from west of Mannheim Road to Racine Avenue. The DEIS is a compilation of stakeholder outreach and comprehensive information about the project's purpose and need, alternatives under consideration, the preferred alternative, social, economic, and environmental effects and proposed mitigation strategies, and potential effects on future traffic operations. The findings of the CTA's Blue Line Vision Study will also be presented. **The public hearings will be held on January 25, 2017 and January 26, 2017.** Please visit the project website at www.EisenhowerExpressway.com for hearing locations.

Public comments will be accepted through Monday, February 13, 2017. To submit a comment form, fold it in thirds, tape closed, place a stamp and mail, or fax to (847) 705-4159. Comments can also be submitted on the project website at www.EisenhowerExpressway.com.

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Date: 1-20-2017

This project is wasting money. The Hillside strangler project helped very little for what it cost. Maywood needs funding for after school programs. We just lost Aldis, we're losing businesses in Maywood. Half the houses are in or about to be in foreclosure. So many other things need to be funded. I don't know how this project got this far. I have voted so far this project and so have many people I have talked to.

This is simply a pork belly bill, wasting tax dollars!

BUREAU OF PROGRAMMING
RECEIVED

JAN 24 2017

DISTRICT #1

Carvin Rhodes

(Optional, Please Print)

Name /Affiliation Carvin Rhodes

Address 615 S. 3rd

City/State Maywood, IL Zip Code 60153

Phone No. 708-328-1022 E-Mail Address carvinrhodes@comcast.com

Please DO NOT add me to the mailing list

1/30/2017

Theadora Rooks

1018 Highland Ave.

Oak Park, IL 60304

thearooks@gmail.com

708-386-1285

CS#3485

PS2#1572

Currently, the Sight Lines at Lombard Bridge at Garfield and Lombard are obstructed by concrete walls combined with the sharp angle of the bridge merging into Garfield. Drivers make wide turns because of the lack of good Site Lines. The bridge acts as a walk way for Irving Elementary School children from their homes to school; the area is located by a park and community center with children drop off areas; and the Lombard CTA access point is located here. Since the bridge is IDOTs responsibility wrt building and design, the site lines and pedestrian traffic (specifically for small children) needs to be improved. Additionally, a Divvy bike station is located here. Many bicycles cross at this bridge (since Ridgeland is a very busy street). Children ride their bikes over this bridge to their school friends located on the other side of the highway and to baseball and soccer games that occur at Barrie Park. A bike lane should be added to this bridge to assist with cyclist safety. Please note I know individuals who have been hit by cars multiple times at this intersection. It is not currently safe and the design needs to greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.

1

1/23/2017

David Sokol

222 N. Marion Street 3A

Oak Park, IL 60302

dmsokol@uic.edu

7088481731

CS#3467

PS2#1559

I am a long-time resident of Oak Park, a former Village Trustee, and a member of the Historic Preservation Commission. I am profoundly concerned about the plan for the Eisenhower Expressway, for the way construction would impact and have an effect on at least two local landmark buildings and perhaps many other structures. Both the Oak Park Conservatory and the Maze Library, the two landmarks, can suffer damage from the vibrations of the construction, in a way similar to the damage to the building at UIC that is next to the north side of the Expressway near the Byrne interchange. I am asking that you consider alternatives of mass transit instead of this massive, disruptive, costly, and potentially damaging construction project. Sincerely, David M. Sokol Professor Emeritus, Art History University of Illinois at Chicago 222 N. Marion St. Oak Park, Illinois 60302

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Comment Form

Public Hearing

Please select date: January 25, 2017 January 26, 2017 I was unable to attend

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I would like to propose allowing motorcycles into the HOT lane and consider them carpooling 3+ vehicles. Motorcycles get much higher mpg than vehicles and help minimize congestion.

If more cars switched to motorcycles the congestion would decrease

(Optional, Please Print)

Name /Affiliation Sullivan Stewart
Address 1187 S. Grace Ave
City/State Oak Park IL Zip Code 60304
Phone No. 708-261-2906 E-Mail Address SSSCubsFan@gmail.com

Please DO NOT add me to the mailing list

PS2#1615

Joan Suchomel

736 S. Taylor, Oak Park, IL 60304

MS. SUCHOMEL: Joan Suchomel. I live at 736 South Taylor in Oak Park.

I have two questions. And the first question is with adding a lane in both directions, what have you done around the concept of induced demand and how long do you think this is going to be before the latest starts to slip down again in the future?

1

And why is the HOT toll lane better than a free lane in your estimation?

2

MR. HARMET: We did look at the idea of induced demand by coming in with a build, developing a build and no-build forecast.

Really the key issue on an urban project like this is there isn't any urban sprawl. It's already urban. So what you would see is redevelopment of existing land uses. And there is then not a lot of generators of new trips and so forth. We think that, well, based on the analysis, about 10 percent increase in traffic between, on average, build and no build. So we have accounted for that. Because that's what also drives the environmental analysis is that build forecast.

The HOT lane, what that does overall is provides the best balance of arterial relief and improve mobility on the Eisenhower.

We also went through safety analyses and so forth. But the difference between the HOT lane and the general purpose, just plain-old unrestricted lane, is that there is enough travel on the Eisenhower already that with just a plain, old regular lane, we would not be able to provide that predictable, reliable trip.

With a managed lane and structuring the toll rates, we would have a 45-mile-an-hour trip on that inside lane. So that's the major difference, we are providing something predictable that we wouldn't necessarily be able to do with a general purpose lane.

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~~Infrastructure~~ Infrastructure improvements are greatly needed on this corridor. The interchanges are greatly outdated and unsafe. Additionally, the whole area is an eye sore and needs more greenspace, landscaping, etc.

Obviously the State of IL needs to examine alternative funding measures for transportation. Tolling and gas taxes are the perfect mechanism as they are essentially applying a "user fee". IDOT & the State Legislature need to examine and pass legislation that would allow use of Public/Private Partnerships, use of Design/Build construction and allow for tolling of the interstate system. These mechanisms are already working well in other states and with Illinois' fiscal issues, that state needs to be proactive and not reactive to these alternative funding solutions.

(Optional, Please Print)

Name /Affiliation Jennifer Tammen

Address 1032 N. Euclid Ave.

City/State Oak Park, IL

Zip Code 60302

Phone No. _____

E-Mail Address jennifertammen@hotmail.com

Please DO NOT add me to the mailing list

PS2#1601

Monica Thomas

1644 S. 16th Ave. Maywood, IL

MS. THOMAS: Monica Thomas. I live here in Maywood.

I may have missed this, I apologize for coming in late. Last time you were here, you stated there was a question regarding the wall that would go along Harrison Street. Do you have a results on that? Are you still working on that?

And then also, too, I understand in your brochure you state that phase 2 and beyond is not funded.

And we do have a new administration in Washington. What are the chances of it getting funded?

MR. HARMET: Well, I can't speculate on exactly what would happen. But we are going to develop a financial plan and look at various funding mechanisms. And if there is a new transportation program in Washington, we are certainly going to look and see how the Eisenhower project would fit.

MS. THOMAS: So that would be after the summer, after this phase, this is what, 2017, then you would go to Washington to make the, try to get the appropriations?

MR. HARMET: Well, we would start off with a final analysis here. And we would also be observing what transpires in Washington because there is an outline of a plan and a lot of conversation about transportation funding. But until it's put together in a specific program, we won't know exactly how the Eisenhower fits with that potential future funding.

2/13/2017

Barbara A Vanek
838 Wenonah Ave
Oak Park, IL 60304
barbvanek@gmail.com
7088484983

PS2# 1650
CS#3517

Encouraging the expansion of automobile traffic in the 21st century without expanding, enhancing and promoting public transportation is to be on the completely wrong side of history. Younger people are eschewing automobile ownership more and more as well they should be. In many years of observation while riding the Blue Line from Oak Park to downtown, there are very few cars with two commuters let alone three. | Not only that but no one at the last meeting had ANY idea how enforcing the three-person rule was going to be done. Barbara Vanek Oak Park

1
2

2/12/2017

Betsy Voyles
IL 60304
Bvoyles@sprynet.com

PS2# 1647
CS#3514

Please, please, please, please, please do NOT put up sound walls through Oak Park! We already have sound barriers because the expressway is several feet below the surface! Transient apartment dwellers who do not own residential property, but are closest to the expressway, should NOT have been the people given the vote. Thank you!!

1

COMMENT TO COURT REPORTER AT THE PUBLIC HEARING & RESPONSE

PS2#1597

Sonja Williams

1018 31st Ave. Bellwood, IL

MS. WILLIAMS: Sonja Williams, 1447th Avenue in Bellwood.

My question is how will some of the local communities be impacted financially with some of these changes that improve everything else. Some of this money I suppose is from federal dollars, but what about some of the other money that you will need?

MR. HARMET: Typically, traditionally an interstate project like this would be 80, 90 percent federal funding. There are local costs depending on the scope of work in each community, for example, traffic signal. 80 percent of that cost is state or federal. And then the other 20 percent is split up depending on whether a village or the state has jurisdiction over one of them, so you could be involved in 5 or 10 percent of the traffic signal costs.

Those are things we are going to be working on with the communities. We are going to put together what's called a Letter of Intent that spells out the scope of work items, as well as the local cost for participation on there, and that is something each community will need to discuss further.

But one of the things we do need to do is work on a financial plan and kind of outline the big picture. So we wouldn't, by the end of this planning period, we will know some things about specific local cost participation. But so far as financing the overall project, we have more work to do on that.

COMMENT TO COURT REPORTER AT THE PUBLIC HEARING & RESPONSE

driving, which is not clearly addressed by the plan. No one should be comfortable with the plan as it is. It's outrageously expensive, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago. Thank you.

1/18/2017

Diane Witt

1315 Medinah Dr.

Itasca, IL 60143

Pebbles468@yahoo.com

CS#3447

PS2#1544

No more tolls! Not working with the Elgin/O'Hare! Too expensive and traffic isn't cooperative. The state so corrupt, tolls just take more \$ and no wonder there are so many fleeing the state! Stop the tolls!

1