

Initial Alternatives Identification and Evaluation Report

November 2011

APPENDIX D

Summary of Single Mode Evaluation Results

I-290 Phase I Study Round 1 - Single Mode Alternatives Purpose and Need Evaluation Alternatives Measures Initial Ranking Summary September 29, 2011 <i>DRAFT</i>		Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Lanes						HOT Lanes		Toll Lanes				
																								
		Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)			
This table summarizes the total number of top 4 ranked measures for each need point. <i>This is a draft document and may be updated as appropriate.</i>		Total # of Measures in each need point category *	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2		
Count of top 4 ranked measures		28	2	1	0	0	0	2	2	6	3	9	3	7	9	11	7	14	4	12	8	12		
	Improve Local And Regional Travel Measures	21	2	0	0	0	0	0	0	2	0	8	2	7	9	9	5	11	4	10	6	9		
	Improve Access to Employment Measures	3	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	1	0	2	2	2		
	Improve Safety Measures	3	0	1	0	0	0	0	0	1	1	1	1	0	0	2	2	2	0	0	0	1		
	Improve Modal Connections and Opportunities Measures	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0		
	Improve Facility Deficiencies Measures	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
			Color Legend: Top 4 Performers				* Total number of non-qualitative measures																	
			1st2nd3rd4th																					

I-290 Phase I Study Round 1 - Single Mode Alternatives Purpose and Need Evaluation Measures September 29, 2011 DRAFT <i>This is a draft document, and may be updated.</i>					Higher → or Lower ← value of measure desired	No Build (2040)	Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV Lanes						HOT Lanes		Toll Lanes	
				Blue Line Ext. Along Prairie Path to Oak Brook			Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I- 290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I- 88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I- 290 Lanes (I- 88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)	
P&N Point	Measure			Unit			HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOLL 1	TOLL 2
Top 4 Total ->							2	1	0	0	0	2	2	6	3	9	3	7	9	11	7	14	4	12	8	12
Regional Travel	All Vehicles	1.1	I-290 Volume to Capacity (v/c) (Peak Periods)	All Lanes ratio	↓	1.206	0.012	0.010	0.007	0.000	0.009	0.010	0.011	0.013	0.011	-0.012	-0.057	-0.063	-0.061	-0.065	-0.069	-0.072	-0.034	-0.022	-0.072	-0.095
				HOV/HOT *	ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.93	1.00	0.64	0.57	0.67	1.11	1.27	0.00	0.00
		1.2	I-290 Average Speeds (Peak Periods)	All Lanes mph	↑	25.3	-0.4	-0.4	-0.2	0.0	-0.3	-0.4	-0.4	-0.4	-0.4	1.1	3.5	3.8	3.9	3.1	3.3	3.6	3.0	2.0	7.1	9.0
				HOV/HOT *	mph	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.4	43.5	42.2	54.1	55.1	53.7	38.9	27.9	0.0	0.0
		1.3	I-290 Average Travel Time Changes (Peak Periods)	All Lanes %	↓	17.8 min	1.6%	1.4%	0.8%	0.0%	1.2%	1.4%	1.6%	-	1.4%	-4.2%	-12.3%	-13.0%	-13.3%	-10.9%	-11.6%	-12.4%	-10.7%	-7.3%	-21.9%	-26.2%
				HOV/HOT	%	-	-	-	-	-	-	-	-	-	-	-	-40.4%	-41.9%	-40.1%	-53.3%	-54.2%	-52.9%	-35.0%	-9.5%	-	-
		1.4	Daily Hours of Congestion (I-290 in Study Area)	All Lanes hrs	↓	18.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-1.00	-1.00	-1.00	-1.00	-0.75	-0.50	-0.75	-0.50	-0.75	-0.50	-4.00
				HOV/HOT *	hrs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	3.5	3.5	1.0	1.0	1.0	5.0	11.0	0.0	0.0
		1.5	Daily Person Throughput (Daily thru Study Area)	#	↑	419,085	13,969	13,812	9,552	10,738	10,324	12,865	15,262	19,584	13,599	15,010	24,772	22,190	24,883	28,795	25,412	30,641	29,779	28,578	2,853	15,912
	1.6	Vehicle Miles of Travel (Daily VMT)	miles	↓	233,258,223	-80,451	-37,362	-35,438	23,567	-40,025	-57,389	-62,819	-37,333	-79,380	39,450	-126	-6,031	19,053	-158,020	-128,466	-168,236	95,434	45,382	17,778	36,443	
	1.7	Vehicle Hours of Travel (Daily VHT)	hours	↓	10,292,508	-7,137	-3,055	-4,371	1,438	-3,004	-5,953	-6,864	-4,120	-8,572	-13,131	-14,653	-18,528	-12,494	-22,636	-24,871	-22,652	-15,728	-16,502	-5,301	-17,628	
	1.8	Congested VMT (Daily)	miles	↓	17,943,509	-16,494	-4,026	-10,907	1,024	-9,053	-13,731	-11,696	-9,711	-20,252	-45,828	-58,156	-65,490	-54,373	-75,955	-82,602	-81,219	-60,058	-59,324	-39,674	-84,025	
	1.9	Hours of Delay (Daily)	hours	↓	5,211,126	-4,969	-1,942	-3,152	953	-1,919	-4,438	-5,175	-2,919	-6,451	-11,646	-13,517	-16,758	-11,905	-19,074	-21,033	-19,026	-15,172	-15,160	-7,497	-18,379	
Trucks	1.10	Truck Miles of Travel (TMT)	miles	↓	44,473,138	-1,982	-1,792	-2,489	1,892	637	-2,299	-2,389	-3,249	-1,277	2,218	-2,110	-1,627	-2,171	-3,701	-2,888	-7,094	-650	-3,181	-3,211	-854	
	1.11	Truck Hours of Travel (THT)	hours	↓	1,739,079	-729	-362	-408	410	-234	-597	-728	-346	-833	-2,799	-965	-1,636	-391	-1,993	-911	-2,244	-2,410	-8,631	-11,472		
	1.12	Congested TMT	miles	↓	2,345,210	-1,501	-454	-1,268	2,390	-688	-1,637	-1,684	-538	-2,628	-7,992	-6,310	-8,238	-5,088	-6,091	-8,111	-4,956	-11,115	-13,466	-8,594	-16,463	
	1.13	Truck Hours of Delay	hours	↓	849,064	-781	-392	-391	370	-314	-614	-763	-394	-869	-2,457	-929	-1,491	-409	-1,378	-1,841	-879	-2,059	-2,181	-2,006	-4,310	
Local Travel	Arterials	1.14	Peak Period Volume to Capacity	East-West Arterials ratio	↓	0.961	0.007	0.007	0.004	-0.001	0.005	0.007	0.009	0.008	0.007	-0.044	-0.033	-0.036	-0.037	-0.026	-0.029	-0.031	-0.024	-0.033	0.043	0.003
		1.15	Peak Period Volume to Capacity	North-South Arterials ratio	↓	0.981	-0.011	-0.011	-0.012	-0.015	-0.011	-0.010	-0.009	-0.010	-0.010	-0.044	-0.036	-0.038	-0.039	-0.033	-0.035	-0.036	-0.030	-0.038	0.017	-0.011
		1.16	Peak Period Speed	East-West Arterials mph	↑	18.42	-0.07	-0.07	-0.03	0.02	-0.06	-0.08	-0.09	-0.07	-0.08	0.46	0.42	0.43	0.45	0.36	0.36	0.40	0.28	0.41	-0.41	0.02
		1.17	Peak Period Speed	North-South Arterials mph	↑	17.25	0.05	0.05	0.04	-0.01	0.02	0.04	0.04	0.06	0.04	0.01	0.00	-0.02	0.00	0.067	0.03	0.07	0.01	0.05	-0.07	0.00
		1.18	Vehicle Miles of Travel (VMT)	miles	↓	3,385,139	-5,095	-5,771	-5,905	-917	-705	-2,813	-3,220	-7,301	-3,253	-62,456	-34,444	-42,488	-40,166	-28,463	-35,153	-33,373	-41,889	-58,507	81,580	24,337
		1.19	Vehicle Hours of Travel (VHT)	hours	↓	211,821	-677	-640	-737	-311	-154	-340	-393	-970	-370	-5,840	-5,268	-5,151	-5,459	-5,438	-4,834	-5,743	-4,540	-6,701	5,543	-155
		1.20	Congested VMT	miles	↓	240,223	-1,456	-1,119	-2,026	-620	-434	-230	-423	-2,200	-372	-14,875	-16,872	-15,865	-17,126	-17,087	-14,602	-17,905	-12,989	-19,461	8,779	-5,853
		1.21	Hours of Delay	hours	↓	101,789	-517	-466	-555	-273	-123	-257	-305	-746	-273	-3,727	-4,082	-3,742	-4,094	-4,419	-3,648	-4,559	-3,158	-4,770	2,889	-843
Number of top 4 measures					2	0	0	0	0	0	0	2	0	8	2	7	9	9	5	11	4	10	6	9		
Access to Employment	# of Jobs Accessible within 60 min.:																									
	2.1	Auto	#	↑	2,907,051	-13,713	-12,408	-3,662	4,527	-12,408	-13,713	-15,872	-12,079	-13,713	75,999	136,087	142,891	136,199	129,660	144,455	157,344	79,739	269,783	201,998	312,636	
	2.2	Transit	#	↑	2,048,516	104,697	140,440	94,990	133,264	89,612	160,036	145,606	275,222	173,003	0	0	0	0	0	0	0	0	0	0		
	2.3	Transit & Auto	#	↑	4,955,567	90,984	128,032	91,328	137,791	77,204	146,323	129,734	263,143	159,290	75,999	136,087	142,891	136,199	129,660	144,455	157,344	79,739	269,783	201,998	312,636	
Number of top 4 measures					0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	1	0	2	2	2	
Safety	Injuries and Fatality Rates % Change:																									
	3.1	Arterial	million vehicle miles/year	↓	0.519	-0.07%	-0.10%	-0.02%	0.00%	-0.07%	-0.09%	-0.09%	-0.13%	-0.09%	-0.10%	0.03%	0.05%	0.05%	-0.05%	-0.03%	-0.07%	0.09%	0.04%	0.08%	-0.05%	
	3.2	Expressway	million vehicle miles/year	↓	0.220	0.58%	0.54%	0.39%	0.07%	0.44%	0.52%	0.62%	0.68%	0.56%	-10.52%	-12.02%	-11.75%	-12.05%	-14.21%	-13.58%	-14.19%	-9.80%	-9.62%	-3.21%	-14.36%	
	3.3	Overall (Arterial, Highway, Transit)	million person miles/year	↓	0.313	-3.32%	-3.37%	-2.25%	-2.75%	-2.55%	-3.19%	-3.63%	-5.10%	-3.54%	-5.17%	-8.66%	-7.39%	-8.51%	-11.06%	-9.58%	-11.51%	-6.61%	-6.90%	-0.59%	-5.55%	
Number of top 4 measures					0	1	0	0	0	0	0	1	1	1	1	0	0	0	2	2	2	0	0	0	1	
Modal Connections & Opportunities	4.1	New Transit Trips (Regional)	#	↑	2,013,082	9,142	8,353	7,456	883	7,210	10,421	11,634	10,678	10,783	446	-3,192	-2,429	-6,819	-4,746	-1,860	-6,486	-3,179	-1,961	154	-318	
	4.2	Transit Access	(qualitative)	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	4.3	Non-motorized Connections	(qualitative)	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	4.4	Multimodal Opportunities	(qualitative)	↑	-	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Number of top 4 measures					0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
Facility Condition & Design	5.1	Address Pavement Age	(qualitative)	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	5.2	Address Structure Deficiencies	(qualitative)	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	5.3	Address ADA Deficiencies	(qualitative)	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	5.4	Address Drainage Deficiencies	(qualitative)	↑	-										✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	Number of top 4 measures														✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

I-290 Phase I Study Round 1 - Alternatives Footprint Evaluation (West of the DesPlaines River) September 29, 2011 <i>DRAFT</i> NOTE: Alternative impacts in this table are for the portions of the alignments that lie west of the DesPlaines River. Alternative footprints east of the River cannot be determined at this time due to locational variability of alignments associated with the availability of CSX or CTA ROW, and the use of context sensitive design. Impacts in this area will be evaluated when the availability of railroad ROW is determined.				Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP add Lane	HOV Lanes						HOT Lanes		Toll Lanes		Arterials		
														2+ Occupants			3+ Occupants									
				Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I-290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I-88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.	HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I-290 Lanes (I-88 to Cicero)	Toll I-290 with an Add Lane (I-88 to Cicero)	Roosevelt and Madison Improvements - Without Parking	Roosevelt and Madison Improvements - With Parking	
P&N	Point	Measure	Unit	HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 3W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2	ART 1	ART 2	
Footprint Screening (Corridor Level Evaluation)	Right of Way	Residential/Business	Acres	2.11	3.87	0.72	0.00	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.00	0.53	8.92	21.88
		Parks	Acres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.63
		Historical	Acres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Other	Acres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.85	2.98
		ROW Total	Acres	2.11	3.87	0.72	0.00	2.11	3.87	3.64	3.87	6.55	0.53	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.00	0.53	12.40	25.49
	Displacements	Residential/Business	Each	0	1	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	351	573
		School/Church/Etc.	Each	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10
		Historic Property Impacts	Each	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Displacements Total		Each	0	1	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	356	583	

NOTE: "Other" right-of-way includes church ROW, school ROW, etc.

Considered Fatally Flawed

I-290 Phase I Study Round 1 - Alternatives Safety Evaluation Summary (Study Area) September 29, 2011 <i>DRAFT</i>		No Build	Blue Line Extension			Express Bus	Bus Rapid Transit (BRT)					GP Add Lane	HOV						HOT		Toll Lanes	
			Blue Line Ext. Along Prairie Path to Oak Brook	Blue Line Ext. Along I-290 to Oak Brook	Blue Line Ext. Along I-290 to Mannheim (Short)	Express Buses to Forest Park	BRT Along Prairie Path, Oak Brook to Forest Park	BRT Along I- 290, Oak Brook to Forest Park	BRT - Oak Brook to Cicero Ave. (CTA Overlap)	BRT - Oak Brook to Ashland Ave. (Blue Line Conversion)	BRT - Forest Park CTA Terminal to Lombard	General Purpose Add Lane	2+ Occupants			3+ Occupants			HOT 3+ Oak Brook to Central Ave.	HOT 3+ Oak Brook to Racine	Toll Existing I- 290 Lanes (I- 88 to Cicero)	Toll I-290 with an Add Lane (I- 88 to Cicero)
													HOV 2+ I-88 to Racine Ave (Long)	HOV 2+ Oak Brook to Central Ave.	HOV 2+ Oak Brook to Racine Ave.	HOV 3+ from I- 88 to Racine (Long)	HOV 3+ Oak Brook to Central Ave.	HOV 3+ Oak Brook to Racine Ave.				
			HRT 1	HRT 2	HRT 3	EXP	BRT 1	BRT 2	BRT 3	BRT 4	BRT 5	GP LANE	HOV 2L	HOV 2W	HOV 2LL	HOV 3L	HOV 2W	HOV 3LL	HOT 1	HOT 2	TOL 1	TOL 2
Highway	Annual Crash ⁽¹⁾ Totals	118.10	120.92	120.72	120.00	118.41	120.21	120.63	121.10	121.41	120.79	122.23	115.71	116.80	115.58	106.63	109.07	106.70	125.67	126.56	103.49	105.85
	% Change From Base		2.3%	2.2%	1.6%	0.3%	1.8%	2.1%	2.5%	2.7%	2.2%	3.4%	-2.1%	-1.1%	-2.2%	-10.8%	-8.3%	-10.7%	6.0%	6.7%	-14.1%	-11.6%
	Crash Rate - Vehicle Miles																					
	MVMpY	445.09	453.42	453.03	450.78	446.23	450.88	452.25	453.93	455.27	452.74	514.55	486.01	490.53	485.46	455.92	466.25	456.37	518.10	520.21	403.48	461.20
	K+Inj /MVMpY ⁽²⁾	0.220	0.221	0.221	0.221	0.220	0.221	0.221	0.222	0.222	0.221	0.199	0.197	0.197	0.196	0.193	0.194	0.193	0.200	0.201	0.213	0.193
	% Change from Base		0.6%	0.5%	0.4%	0.1%	0.4%	0.5%	0.6%	0.7%	0.6%	-10.5%	-12.0%	-11.8%	-12.0%	-14.2%	-13.6%	-14.2%	-9.8%	-9.6%	-3.2%	-14.4%
	Crash Rate Person Miles																					
	MPMpY	420.85	436.89	434.38	430.28	421.94	431.56	433.32	436.28	438.88	434.12	485.73	516.52	506.86	516.13	515.01	507.76	520.81	512.18	511.49	403.47	459.89
	K+Inj /MVMpY ⁽²⁾	0.233	0.230	0.231	0.232	0.233	0.231	0.231	0.231	0.230	0.231	0.211	0.185	0.191	0.185	0.171	0.178	0.169	0.203	0.205	0.214	0.194
	% Change from Base		-1.3%	-0.8%	-0.6%	0.1%	-0.8%	-0.8%	-1.0%	-1.2%	-0.9%	-10.3%	-25.8%	-22.4%	-26.0%	-36.2%	-31.0%	-37.7%	-15.0%	-14.1%	-9.1%	-20.4%
Arterials	Annual Crash ⁽¹⁾ Totals	263.91	264.29	264.13	263.77	263.94	264.58	264.79	264.74	263.92	264.74	255.24	258.12	258.27	257.56	259.10	259.73	258.50	258.55	255.71	274.52	266.55
	% Change From Base		0.1%	0.1%	-0.1%	0.0%	0.3%	0.3%	0.3%	0.0%	0.3%	-3.4%	-2.2%	-2.2%	-2.5%	-1.9%	-1.6%	-2.1%	-2.1%	-3.2%	3.9%	1.0%
	Crash Rate - Vehicle Miles																					
	MVMpY	508.43	509.52	509.34	508.25	508.50	510.08	510.59	510.47	509.11	510.52	492.24	497.11	497.33	495.98	499.42	500.53	498.35	497.69	492.44	528.46	513.75
	K+Inj /MVMpY ⁽²⁾	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52
	% Change from Base		-0.1%	-0.1%	0.0%	0.0%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.1%	0.0%	0.1%	0.0%
	Crash Rate Person Miles ⁽³⁾																					
	MPMpY	515.76	515.58	515.44	513.83	515.52	516.95	517.37	516.11	514.53	516.81	496.73	495.80	494.01	493.75	502.53	501.61	499.98	501.65	496.60	534.43	518.85
	K+Inj /MVMpY ⁽²⁾	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.51	0.51	0.51
	% Change from Base		0.2%	0.1%	0.3%	0.1%	0.0%	0.0%	0.2%	0.2%	0.1%	0.4%	1.7%	2.1%	1.9%	0.8%	1.2%	1.0%	0.7%	0.6%	0.4%	0.4%
Transit	Crash Rate Person Miles																					
	MPMpY	218.39	250.21	252.44	241.74	250.58	243.65	250.87	255.83	270.58	255.08	218.31	214.51	214.83	212.28	212.80	214.59	212.62	218.81	220.60	219.68	218.76
	K+Inj /MPMpY (length based av	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	% Change from Base		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	Annual Crashes ⁽¹⁾	382.00	385.22	384.85	383.77	382.35	384.79	385.42	385.84	385.34	385.54	377.47	373.83	375.07	373.14	365.73	368.80	365.20	384.23	382.27	378.01	372.40
	% Change From Base		0.8%	0.7%	0.5%	0.1%	0.7%	0.9%	1.0%	0.9%	0.9%	-1.2%	-2.2%	-1.8%	-2.4%	-4.4%	-3.6%	-4.6%	0.6%	0.1%	-1.1%	-2.6%
	Crash Rate - Vehicle Miles																					
	MVMpY	953.52	962.95	962.37	959.03	954.72	960.96	962.84	964.41	964.38	963.26	1006.79	983.12	987.86	981.44	955.34	966.78	954.73	1015.78	1012.65	931.93	974.95
	K+Inj /MVMpY ⁽²⁾	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.39	0.36
	% Change from Base		-0.2%	-0.2%	-0.2%	0.0%	-0.1%	-0.2%	-0.2%	-0.3%	-0.2%	-6.8%	-5.5%	-5.6%	-5.5%	-4.5%	-4.8%	-4.6%	-6.4%	-6.7%	1.9%	-4.1%
	Crash Rate Person Miles ⁽³⁾																					
	MPMpY	1155.00	1202.68	1202.25	1185.85	1188.04	1192.16	1201.55	1208.23	1223.99	1206.02	1200.77	1226.82	1215.69	1222.17	1230.35	1223.97	1233.40	1232.65	1228.69	1157.59	1197.49
	K+Inj /MVMpY ⁽²⁾	0.31	0.30	0.30	0.31	0.31	0.31	0.30	0.30	0.30	0.30	0.30	0.29	0.29	0.29	0.28	0.29	0.28	0.29	0.29	0.31	0.30
	% Change from Base		-3.3%	-3.4%	-2.3%	-2.8%	-2.6%	-3.2%	-3.6%	-5.1%	-3.5%	-5.2%	-8.7%	-7.4%	-8.5%	-11.1%	-9.6%	-11.5%	-6.6%	-6.9%	-0.6%	-5.6%

(1) - Crash totals are for injury and fatal crashes only
(2) - Length based average
(3) - Person miles are calcuated using the CMAP regional travel model for each alternative