

The slide features the Illinois Department of Transportation logo in the top left. The main title is "Eisenhower expressway Corridor Advisory Group and Task Force Meeting #16" with the date "July 17, 2013". A large graphic of Interstate 290 is on the left. At the bottom, a row of icons represents different transportation modes: carpooling (2+), HOV, toll, HOT, bus, and light rail. The background is a map of the Cook County area.

Illinois Department of Transportation

Eisenhower expressway

# Corridor Advisory Group and Task Force Meeting #16

July 17, 2013

INTERSTATE 290

2+ HOV TOLL HOT BUS LIGHT RAIL



The slide has a dark blue header with the word "Agenda" in white. The Illinois Department of Transportation logo is in the top right. The agenda items are listed in a table with alternating background colors for each row. The slide number "2" is in the bottom left, and the Eisenhower Expressway logo is in the bottom right.

## Agenda

Illinois Department of Transportation

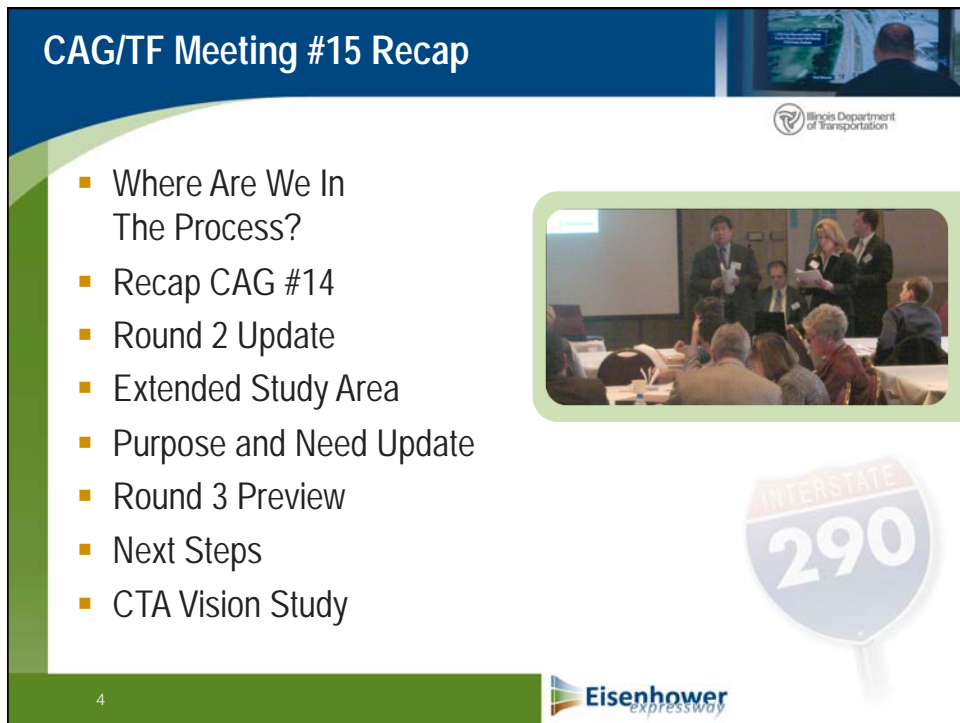
■ Recap of CAG/TF #15 Meeting	
■ Round 2 Comment Summary	9:00 – 10:00
■ CTA Blue Line Vision Study Presentation	
■ Next Steps	10:00 - 10:40
■ Bicycle/Pedestrian Workshop	
■ Renderings & Exhibit display	10:40 - 11:30

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Eisenhower expressway




The slide features the Illinois Department of Transportation logo in the top left corner. The background is a map of the Chicago area with the Eisenhower Expressway highlighted. The title "Recap CAG/TF Meeting #15" is centered in white text. Below the title is the "Eisenhower expressway" logo. At the bottom, there is a row of six circular icons representing different transportation modes: a car (orange), a carpool (purple), a toll (orange), a HOT lane (red), a bus (green), and a transit (blue).





The slide has a blue header with the title "CAG/TF Meeting #15 Recap". The Illinois Department of Transportation logo is in the top right. A bulleted list of topics is on the left, and a photo of a meeting is on the right. The Eisenhower Expressway logo is at the bottom left, and a large Interstate 290 shield is at the bottom right.

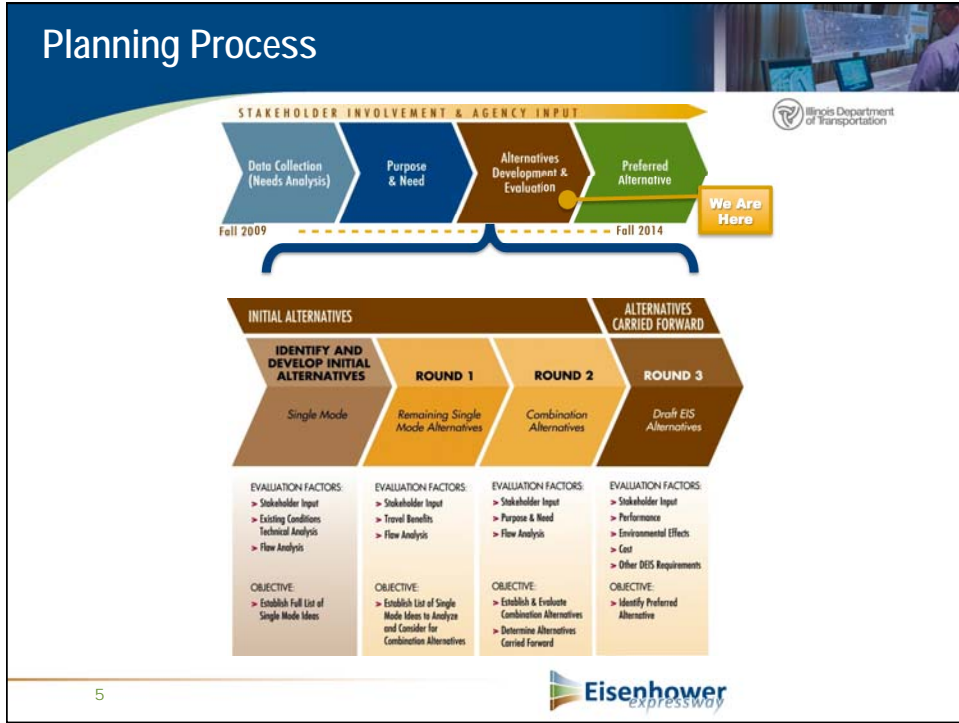
### CAG/TF Meeting #15 Recap

- Where Are We In The Process?
- Recap CAG #14
- Round 2 Update
- Extended Study Area
- Purpose and Need Update
- Round 3 Preview
- Next Steps
- CTA Vision Study



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## Round 2 – Comments

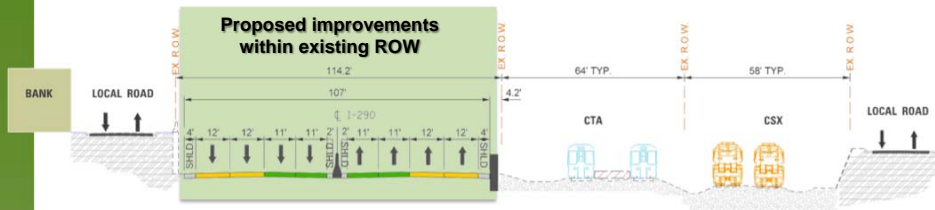
APPROXIMATELY **80**  
NEW ROUND 2 COMMENTS WERE RECEIVED



## Concerns about Right-of-Way Impacts



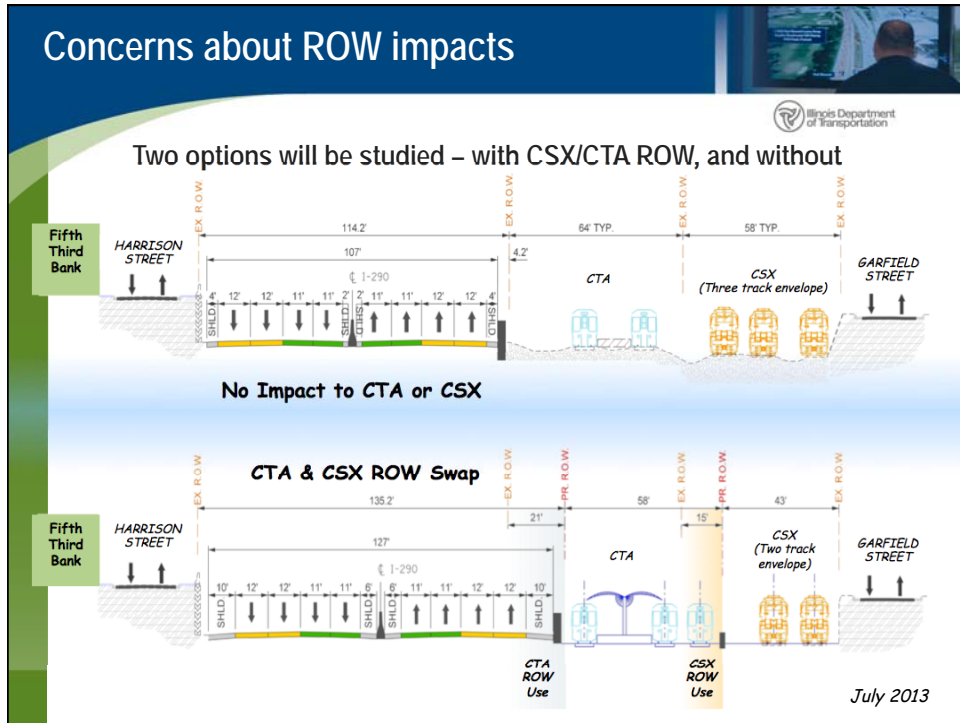
All alternatives stay within the “trench”  
Existing location east of Oak Park Avenue



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## Concerns about ROW impacts



## Left Side Ramps

### Harlem Ave and Austin Blvd

- Highest crash rate - westbound
- Police reports – inside lanes
- Driver expectations – inside lane higher speed
- National studies – left side ramps 49% worse

### Interchange concepts studied

- Right side ramps
- Single point, modified single point
- Hybrid – intersection in middle
- Mainline traffic typically drives air quality/noise.



### Harlem Avenue – Existing

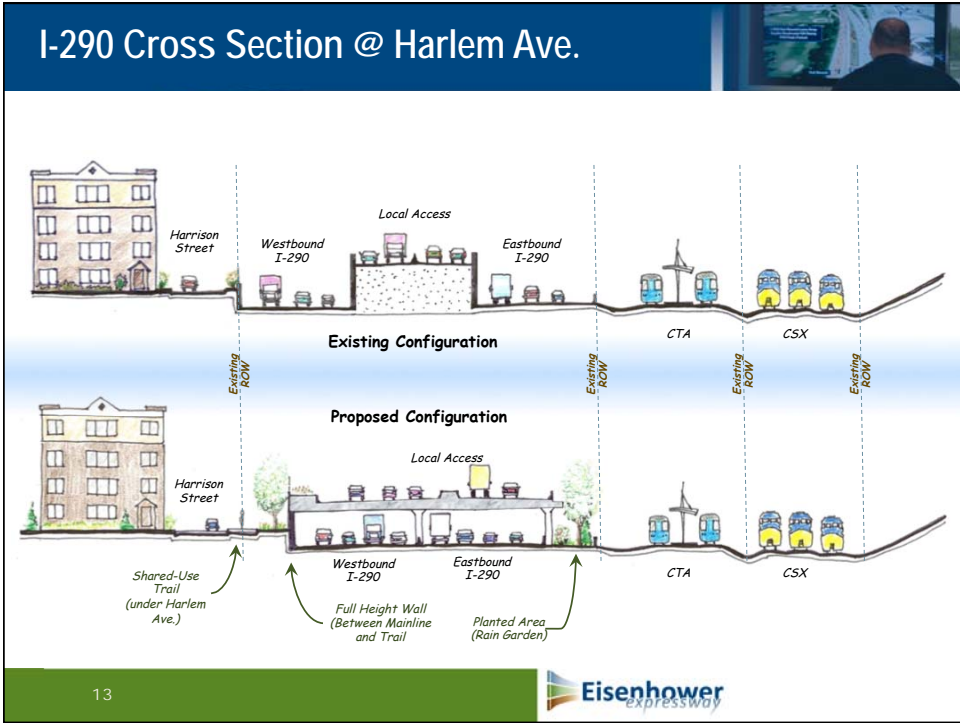
Design offers opportunity to **SHIFT MAINLINE EXPRESSWAY SOUTH**

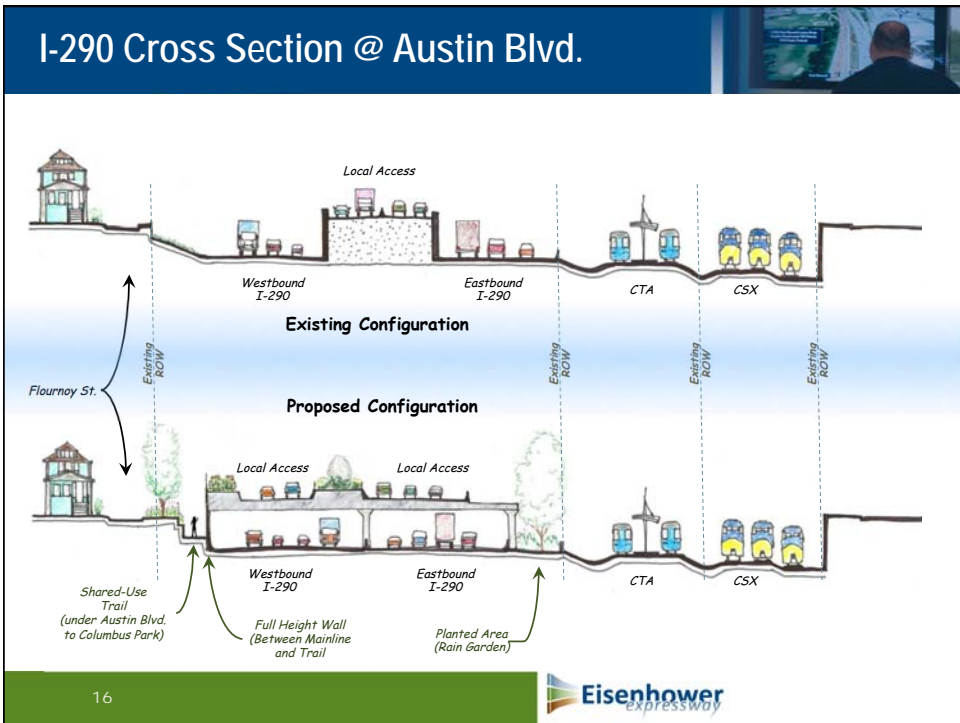
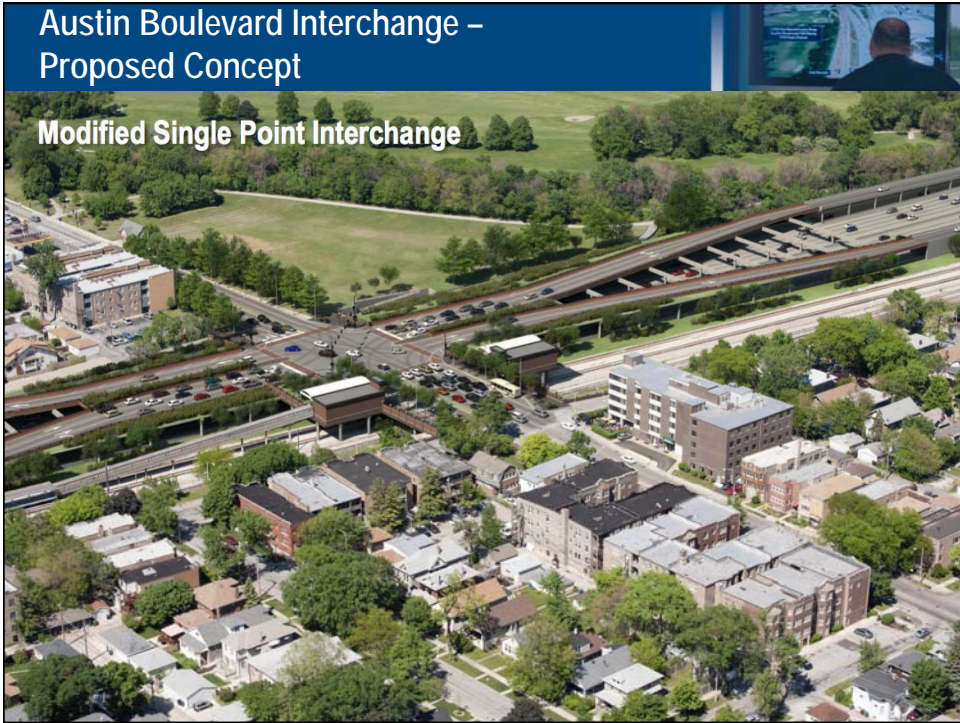


### Harlem Avenue Interchange – Proposed Concept

Modified Single Point Interchange










## Purpose and Need



**What is it?**


- A concise summary of the transportation problems to be addressed
- The first chapter in the EIS

**Why only transportation problems?**

- This is a transportation project
- Protecting the environment is required regardless


**What is it used for?**

- Alternatives development
- Alternatives evaluation – first step
- If alternatives don't meet the Purpose and Need, *they are dropped*



**ENVIRONMENTAL FACTORS, SUCH AS NOISE AND AIR,  
REQUIRE DETAILED ENGINEERING AND DESIGN TRAFFIC**

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## Livability in the Purpose and Need




- Environmental protection required regardless
- Existing conditions affect livability
  - Crashes
  - Congestion
  - Bike and pedestrian accommodations
  - Access to transit



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## Congestion Relief



### Adding a lane


- Draws traffic from arterials
- Improves travel times by up to 40% (managed lane)
- Managed lane — LOS E and F eliminated from 18 hour congestion measure


### Not adding a lane

- Pushes traffic onto arterials
- Does not improve transit ridership


### Extending the CTA Blue Line

- 50% of the ridership is from other lines
- Extension to Mannheim – most benefits
- Part of a multimodal solution

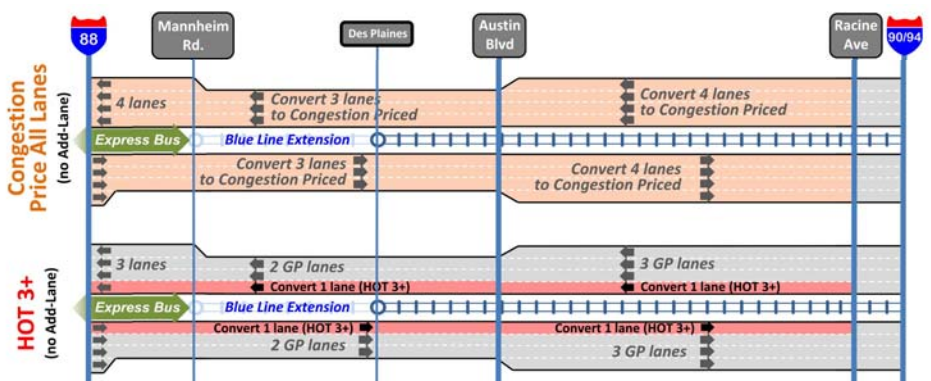


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## Non-Widening Alternatives



- Congestion pricing - improves I-290 travel times by forcing traffic onto arterials – **up to 13%**
- Managed lane conversion – smaller improvement in I-290 travel times, also forces traffic onto arterials
- Both alternatives do not meet the Purpose and Need



The diagram illustrates two alternative scenarios for I-290 between Mannheim Rd and Racine Ave. The top scenario, 'Congestion Price All Lanes (no Add-Lane)', shows converting 3 lanes to congestion priced between Mannheim Rd and Des Plaines, and 4 lanes between Des Plaines and Racine Ave. The bottom scenario, 'HOT 3+ (no Add-Lane)', shows converting 1 lane to HOT 3+ between Mannheim Rd and Des Plaines, and 1 lane between Des Plaines and Racine Ave. Both scenarios include an 'Express Bus' lane and a 'Blue Line Extension' station. Lane counts are indicated by arrows: 4 lanes total at Mannheim Rd, 3 lanes total at Racine Ave. GP lanes are shown in red, and HOT 3+ lanes are shown in orange.

## Congestion Pricing

### Without I-290 add lane

- High toll rate at rush hours
- Dramatically improves I-290 travel times, but forces traffic onto arterials
- Washington DC experience – didn't analyze arterial impacts



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expressway

## Cost Estimates

- Meaningful cost estimates require further engineering detail
- The alternatives evaluation doesn't start with designing alternatives
- Detail is added as process advances
- Alternatives that do not meet the purpose and need are dropped from further consideration
- Largest cost will be reconstruction of existing facility



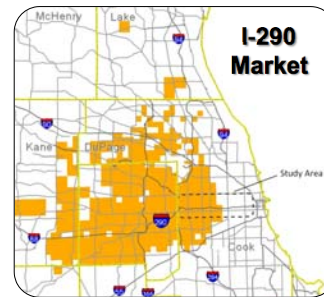
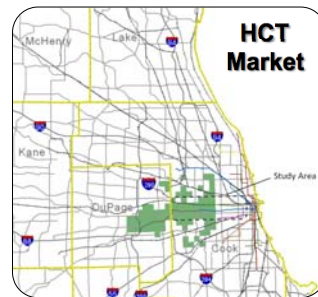
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## Blue Line Extension and I-290 Improvements

### Evaluated in rounds 1 and 2 (and by others)

- Transit serves a smaller market – won't address I-290 needs alone
- Existing study area is transit rich (Metra, CTA, Pace)
- A Blue Line extension draws riders from other existing transit services
- Not choosing one mode over another – solution is multimodal
- Transit safety (100%) factored into crash analysis



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## Transit Cooperative Research Program Report 145

### Research Report – Strategies for multimodal corridors

- Transit friendly land use
- Transit access vs. highway access – “market segmentation”

### I-290 study

- Mature transportation network
- Fully developed land uses
- Established travel markets
- CTA Vision study – express service, overall corridor access to be examined
- Alternatives evaluation shows highway/transit interaction; refinements in next round

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## Stakeholder Outreach

### Round 2 comment response timing

- Round 2 revisited, study area extended, Vision Study Coordination
- Analysis used for round 2 responses

### Website

- Site frequently visited
- Project Information tab always up to date

### Public Meeting # 3

- Study progress – still at round 2 wrap up, no touch points skipped

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## Urban Design

- Community representatives defining context
- Existing facility, mature land uses
- Staying within "trench"/existing ROW
- Purpose and evaluation first – wouldn't pursue ideas that do not meet the P&N
- Wouldn't start the process with design
- Process has reached the point where aesthetics and urban design can be considered

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## Environmental Justice

### Purpose and Need

- Identified needs affect all income groups

### Alternatives Considered

- Multimodal alternatives
- Reverse Commute
- CTA Vision study

### Funding

- Expanded bridge openings, enhanced station access (IDOT)
- Potential joint funding opportunities



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## Adjustments to Forecasts

### Project level forecasts required to:

- Satisfy NEPA (direct and indirect impacts related to the project)
- Appropriate level of engineering and environmental detail
- Develop toll revenue projections
- Address legal requirements (build and no build forecasts)

CMAP approves methodology, not forecasts


I-290 managed lanes included in Go To 2040 Plan



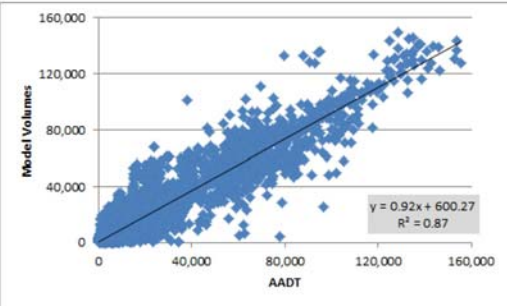
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## Alternatives Evaluation




- Travel model validation compares travel model results to observed data
  - For highway vehicle miles of travel: 1.3% overall difference
  - For transit trips: 1.1% overall difference







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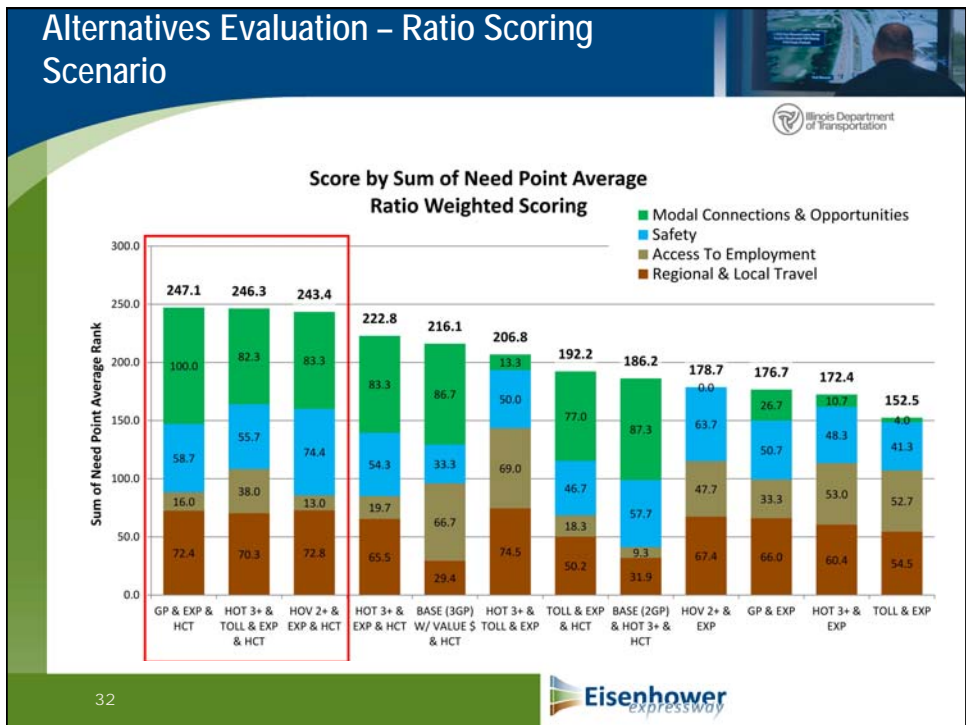
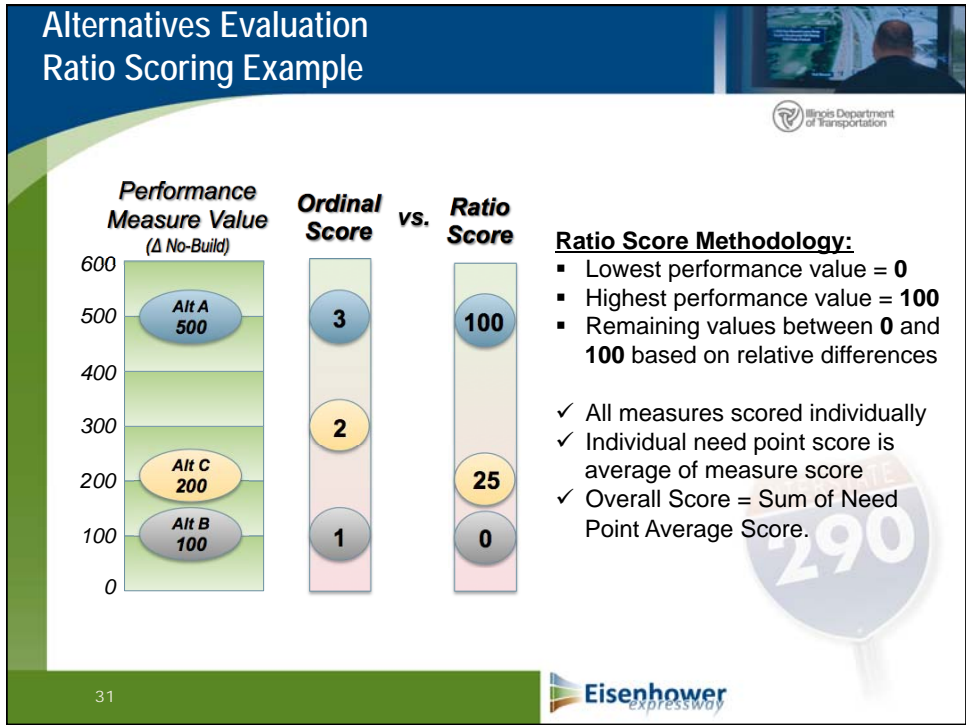
## Alternatives Evaluation – Scoring



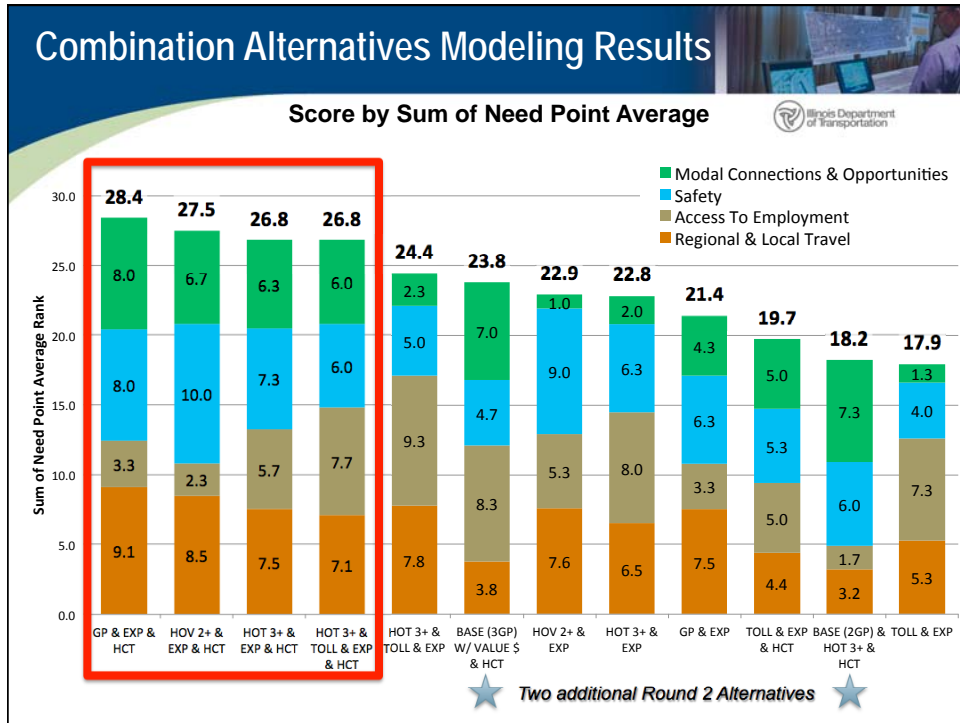
- NEPA doesn't prescribe a threshold
- Regional measures can have small % difference
  - 8 mile section vs. 35,000 miles of roads in region
  - Individual results meaningful – up to 28,000 hours saved daily (\$685,000)
  - Transit typically has small % differences
- Ratio scoring results in fewer alternatives carried forward (3 Alternatives)



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**QUESTIONS?**

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Cook

INTERSTATE  
290

GP HOV TOLL HOT EXP HCT

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## Round 3: Alternatives Carried Forward

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Icons: Car, HOV, TOLL, HOT, EXL, HCT

## Round 3 Activities

*Remaining 4 alternatives and No-Build will be carried into the Draft EIS*

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**Engineering**

- Plan, profile and cross section views
- Existing and proposed drainage

**Build Forecasts**

- Design traffic volumes
- Updated travel performance

**Environmental**

- Noise, air, social, economic, direct/indirect impacts

**Cost**

- Highway, transit elements
- Incremental cost of widening

INITIAL ALTERNATIVES	ROUND 1	ROUND 2	ALTERNATIVES CARRIED FORWARD
IDENTIFY AND DEVELOP INITIAL ALTERNATIVES	ROUND 1	ROUND 2	ROUND 3
Single Mode	Remaining Single Mode Alternatives	Combination Alternatives	Draft EIS Alternatives
<b>EVALUATION FACTORS:</b> - Stakeholder Input - Existing Conditions - Technical Analysis - Flow Analysis	<b>EVALUATION FACTORS:</b> - Stakeholder Input - Travel Benefits - Flow Analysis	<b>EVALUATION FACTORS:</b> - Stakeholder Input - Purpose & Need - Flow Analysis	<b>EVALUATION FACTORS:</b> - Stakeholder Input - Performance - Environmental Effects - Cost - Other DES Requirements
<b>OBJECTIVE:</b> - Establish Full List of Single Mode Modes	<b>OBJECTIVE:</b> - Establish List of Single Mode Modes to Analyze and Consider for Combination Alternatives	<b>OBJECTIVE:</b> - Establish & Evaluate Combination Alternatives - Determine Alternatives Carried Forward	<b>OBJECTIVE:</b> - Identify Preferred Alternative

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Eisenhower Expressway




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CTA BLUE LINE VISION STUDY

## Overview of the Blue Line Feasibility / Vision Study

- **PURPOSE**
  - Determine long-term vision
  - Coordinate transit & highway improvements
- **PROCESS**
  - Evaluate existing infrastructure & market conditions
  - Conduct early outreach to project stakeholders
  - Identify short & long term service strategies for the CTA Blue Line
  - Analyze funding options


## Project Background & Study Area



CTA BLUE LINE VISION STUDY

- HISTORY OF THE CTA BLUE LINE / I-290 SYSTEM
  - Blue Line / I-290 infrastructure is 55 years old
  - First integrated transit / highway facility in the U.S.
- PROJECT STUDY AREA
  - EXISTING CTA BLUE LINE: From Clinton Station to Forest Park Station
  - IDOT EXPANSION ALTERNATIVE: Forest Park Station to Mannheim Road


**CTA Blue Line Vision Study Area**



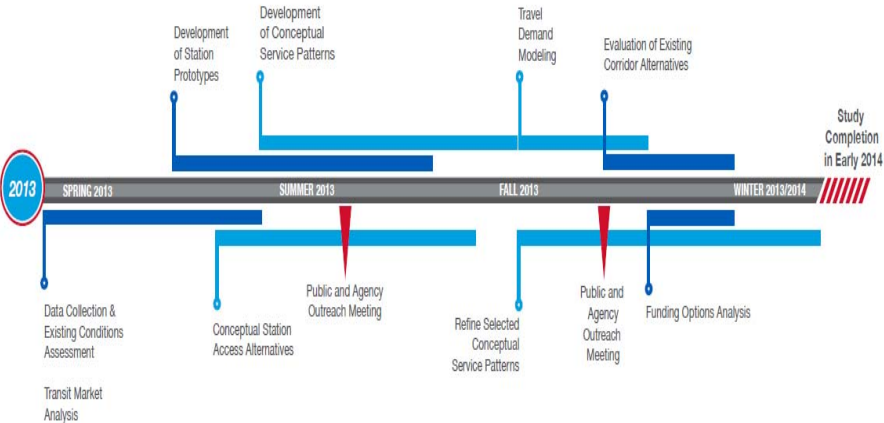
**Legend**

- Blue Line/Station Access
- Green Line/Station Access
- Pink Line/Station Access
- Metra Line/Station
- IL Prairie Path Multi-Use Trail
- River
- Study Area Boundary

## Project Schedule



CTA BLUE LINE VISION STUDY



2013

SPRING 2013

SUMMER 2013

FALL 2013

WINTER 2013/2014

Development of Station Prototypes

Development of Conceptual Service Patterns

Travel Demand Modeling

Evaluation of Existing Corridor Alternatives

Study Completion in Early 2014

Data Collection & Existing Conditions Assessment

Transit Market Analysis

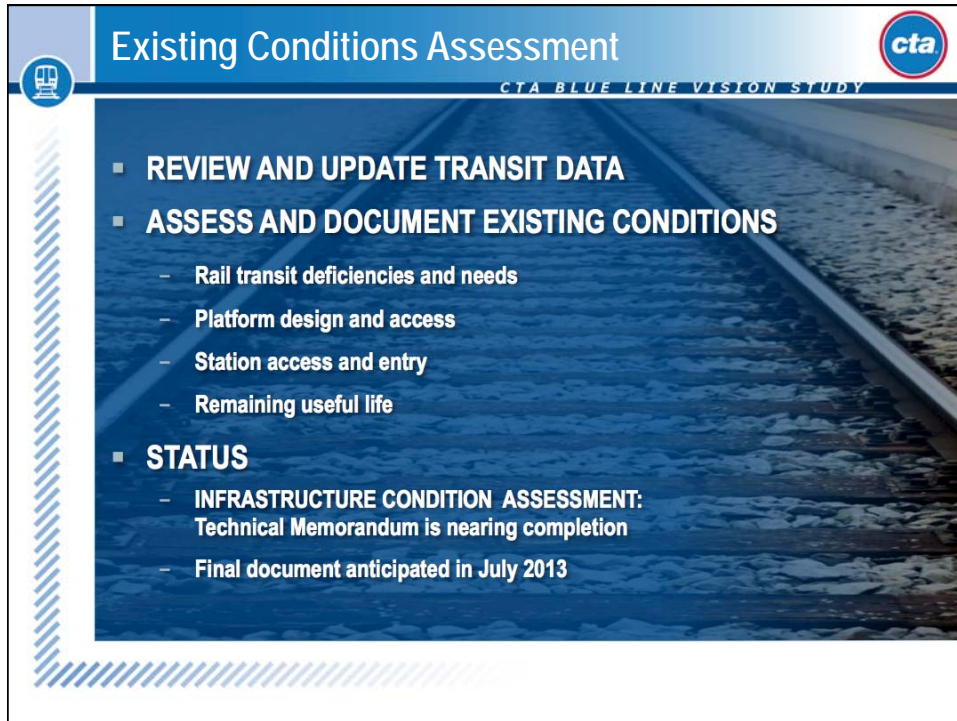
Conceptual Station Access Alternatives

Public and Agency Outreach Meeting

Refine Selected Conceptual Service Patterns

Public and Agency Outreach Meeting

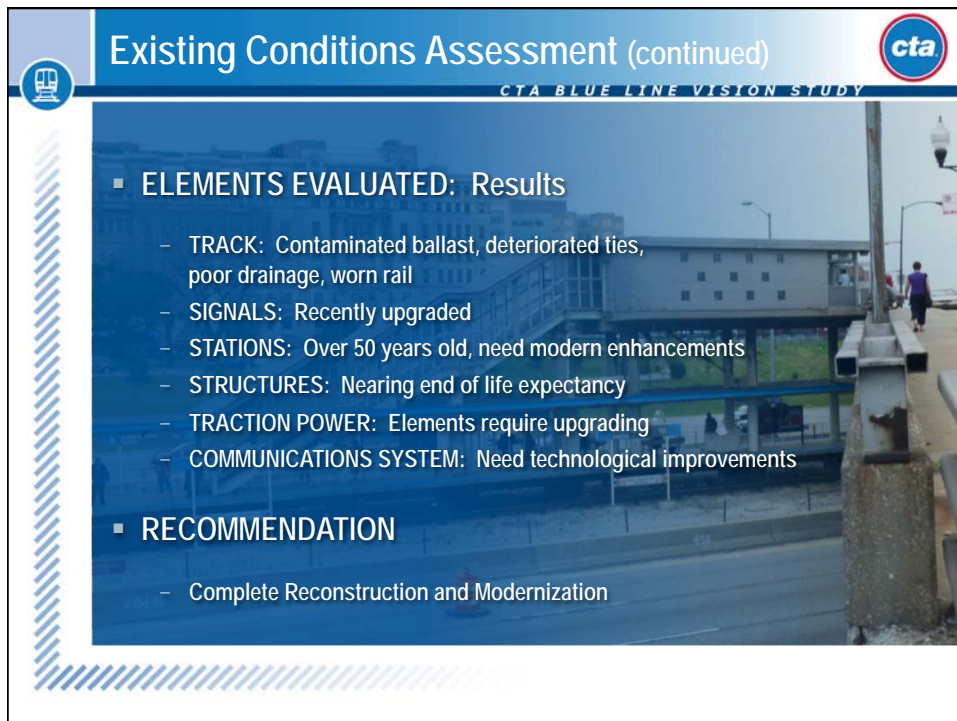
Funding Options Analysis



## Existing Conditions Assessment

CTA BLUE LINE VISION STUDY

- **REVIEW AND UPDATE TRANSIT DATA**
- **ASSESS AND DOCUMENT EXISTING CONDITIONS**
  - Rail transit deficiencies and needs
  - Platform design and access
  - Station access and entry
  - Remaining useful life
- **STATUS**
  - **INFRASTRUCTURE CONDITION ASSESSMENT:**  
Technical Memorandum is nearing completion
  - Final document anticipated in July 2013



## Existing Conditions Assessment (continued)

CTA BLUE LINE VISION STUDY


- **ELEMENTS EVALUATED: Results**
  - TRACK: Contaminated ballast, deteriorated ties, poor drainage, worn rail
  - SIGNALS: Recently upgraded
  - STATIONS: Over 50 years old, need modern enhancements
  - STRUCTURES: Nearing end of life expectancy
  - TRACTION POWER: Elements require upgrading
  - COMMUNICATIONS SYSTEM: Need technological improvements
- **RECOMMENDATION**
  - Complete Reconstruction and Modernization

# Transit Market Analysis

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CTA BLUE LINE VISION STUDY


- **ASSEMBLE & ANALYZE EXISTING DATA**
  - Transit market and ridership statistics
  - Commuter surveys
  - Local land use and transportation plans
  - Transit and highway studies
  - Access and mobility assessments
- **STATUS**
  - **TRANSIT MARKET ANALYSIS:** Technical Memorandum is nearing completion
  - Final document anticipated in July 2013



# Station Area Walksheds

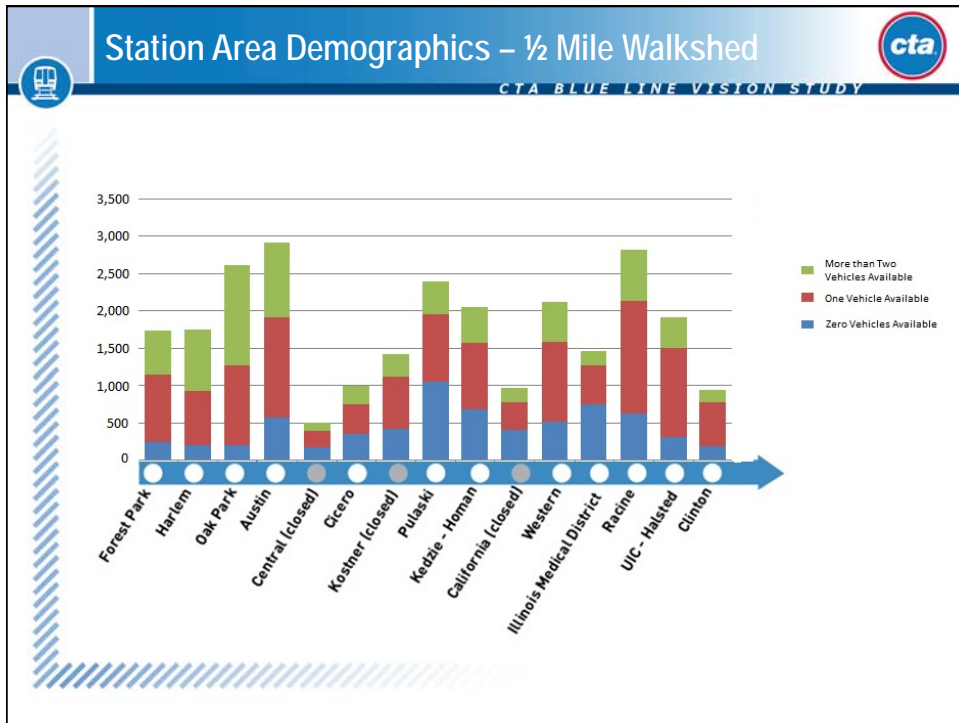
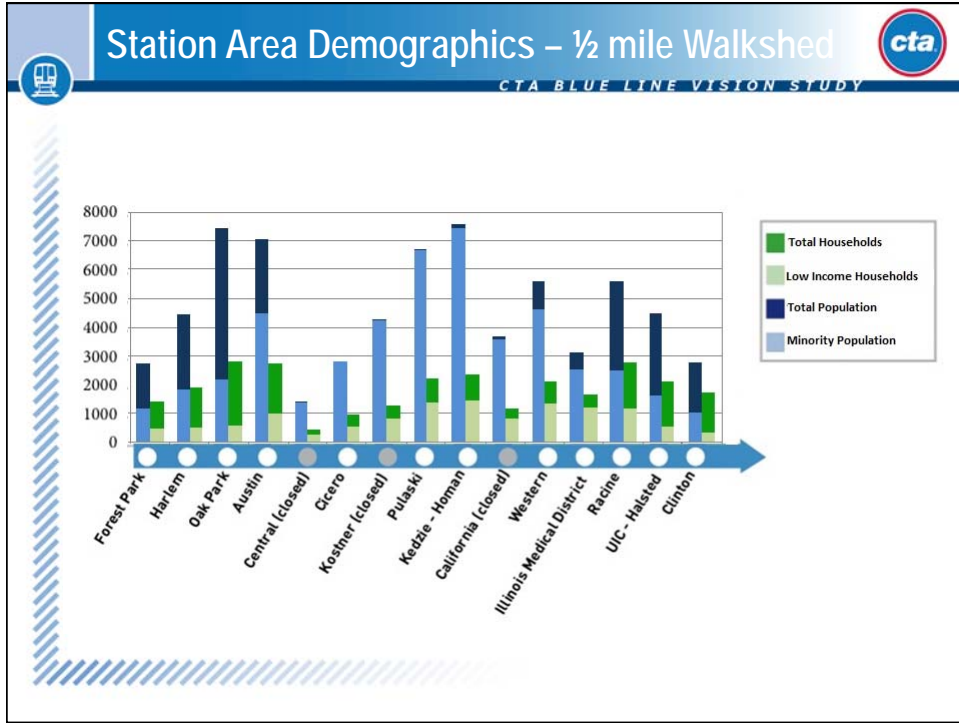
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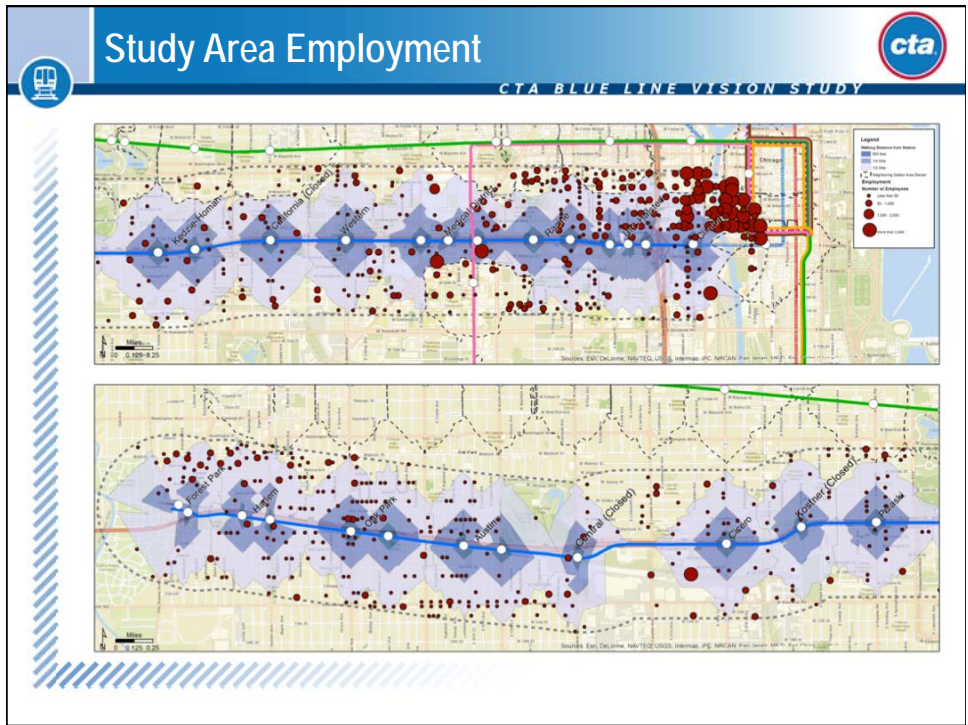
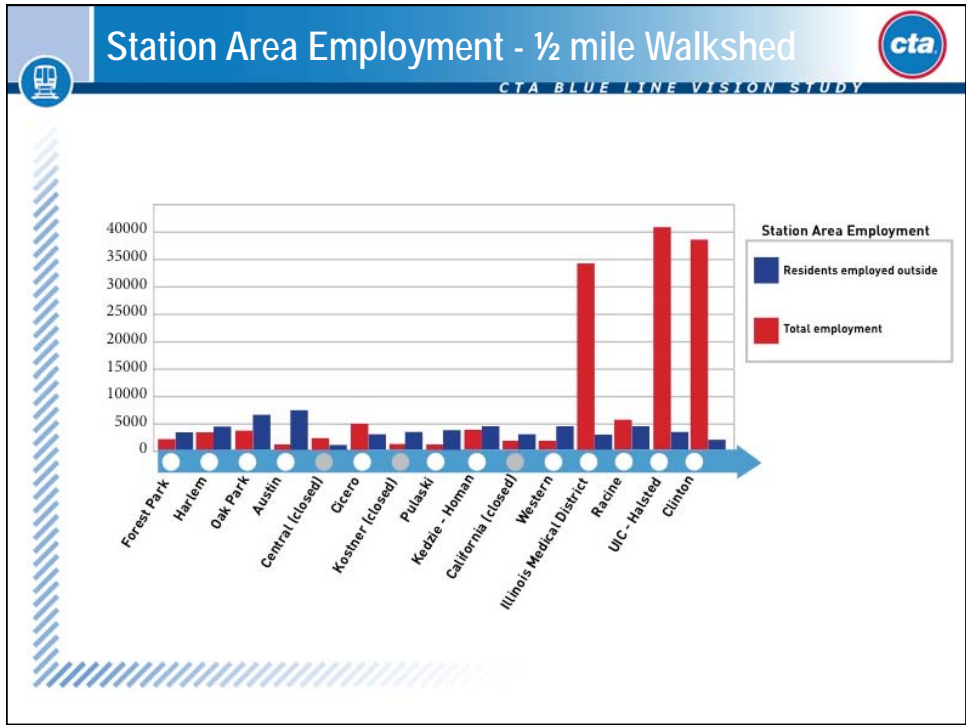
CTA BLUE LINE VISION STUDY




Legend

- Existing Station Area
- Proposed Station Area
- Blue Line
- Orange Line
- Green Line
- Red Line
- Yellow Line
- Black Line
- Grey Line
- Blue Line Extension
- Orange Line Extension
- Green Line Extension
- Red Line Extension
- Yellow Line Extension
- Black Line Extension










## Transit Access is Essential to Study Area

CTA BLUE LINE VISION STUDY

- **STUDY AREA 2012 ESTIMATED POPULATION – 113,000**
  - 11% of households have no access to a car
  - 70% Minority population
  - 19% Low income population
- **STUDY AREA 2011 ESTIMATED EMPLOYMENT – 174,000**
  - 97% of jobs in study area filled by outside workers
  - 33% of residents leave study area for employment
  - 5% live and work in the study area



## Station Area - within ½ mile walkshed area

CTA BLUE LINE VISION STUDY

- **STATION AREA POPULATION**
  - NO ACCESS TO CAR: IMD 51% and Pulaski 44%
  - HIGH MINORITY POPULATION: IMD 81%, Western 82%, Kedzie-Homan 98%, Cicero 99% and Austin 64%
  - LOW INCOME: IMD 74%, Western 62%, Kedzie-Homan 61% and Cicero 56%
- **STATION AREA EMPLOYMENT**
  - FILLED BY OUTSIDE WORKERS: Clinton 10%, UIC-Halsted 11% and IMD 10%
  - LEAVE FOR EMPLOYMENT: Austin 9% and Oak Park 9%
  - LIVE AND WORK: UIC-Halsted 1.3% and IMD 1.4%

## Station Areas by 3 Segments

CTA BLUE LINE VISION STUDY

- **CLINTON TO IMD**
  - More jobs than population – 3 to 1
  - Most commuters come into area for work – 55,000
  - Lowest residents who work outside of area – 6,000
- **WESTERN TO AUSTIN**
  - Kedzie-Homan highest population – 7,600
  - Highest no access to car population – 4,000
  - Most employment outside study area – 14,000
  - Low amount of local jobs - 7,000
- **OAK PARK TO FOREST PARK**
  - Oak Park 2nd highest population – 7,400
  - Lowest no access to car population & some jobs – 600 and 3,800
  - Forest Park is a major transfer station for 9 Pace bus routes

## Station Access & Design Concepts

CTA BLUE LINE VISION STUDY

- **DEVELOP CONCEPTUAL DESIGNS FOR STATION MODERNIZATION**
  - Station redesign options
  - Station access alternatives
  - Roadway network improvements
  - Deficiency resolution
  - Local plan and study integration
- **STATUS**
  - STATION ACCESS & DESIGN: Technical Memorandum is 25% complete
  - Vetting concepts with stakeholders




## Conceptual Planning for Station Access

CTA BLUE LINE VISION STUDY




- ELEMENTS CONSIDERED
  - ADA Compliance
  - Pedestrian
  - Bicycle
  - Bus Connectivity
  - Park and Ride
  - Kiss and Ride
  - Adjacent Roadway
  - Current CTA Design Standards



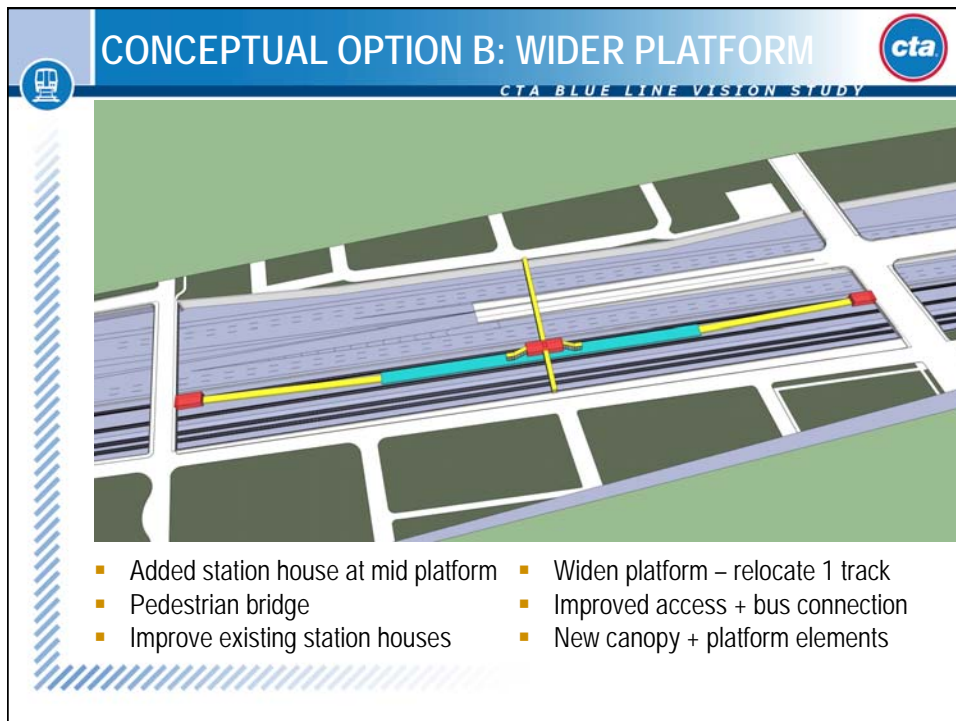
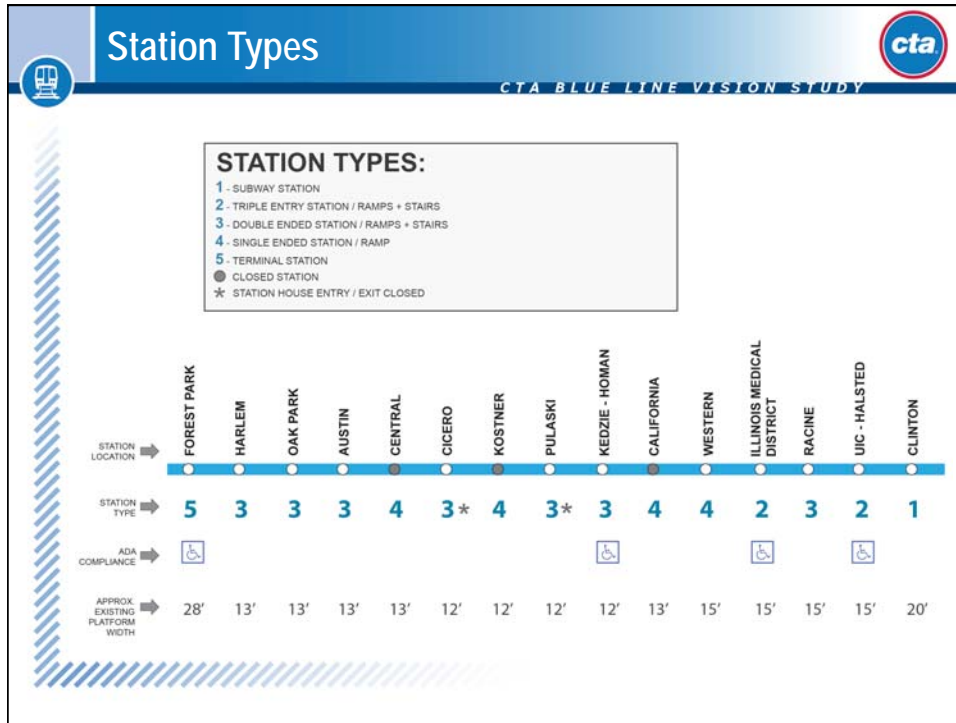



## Station Prototype Goal and Assumptions


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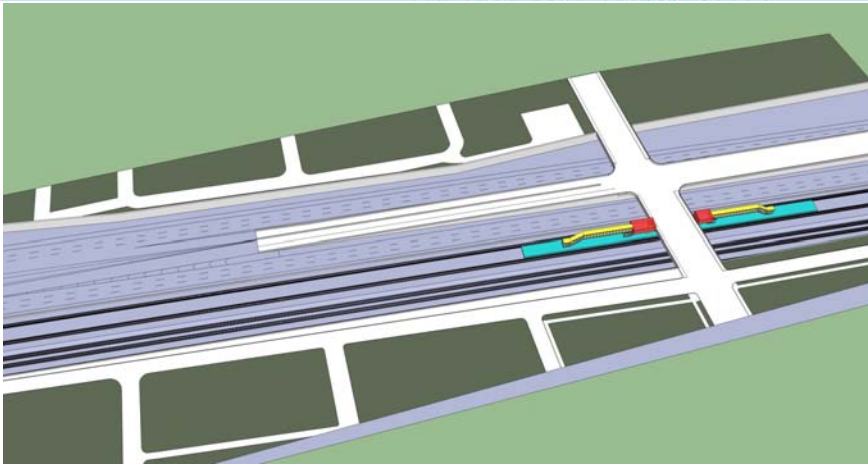


	GOAL	➤	ASSUMPTIONS
<b>STATION</b>	ACCESSIBLE / ADA COMPLIANT CODE COMPLIANT EGRESS	➤	ELEVATORS, RAMPS AND STAIRS
	COMFORTABLE, SAFE, AND CONVENIENT FOR PASSENGERS	➤	PLATFORMS TO MEET CTA GUIDELINES 24" CENTER / 14" SIDE WIND, RAIN, AND SOUND PROTECTION
	EASY TO SECURE AND OPERATE	➤	CLEAR LINES OF SIGHT
	EASY TO MAINTAIN	➤	DURABLE MATERIALS
<b>NEIGHBORHOOD</b>	EASY TO FIND	➤	HIGHLY VISIBLE, CLEARLY IDENTIFIABLE
	SEAMLESSLY AND SAFELY CONNECTED TO STREETS AND TRANSIT	➤	SHORT DISTANCE BETWEEN TRAINS AND STREETS





**CONCEPTUAL OPTION C: COMPACT LAYOUT AT BRIDGE** 

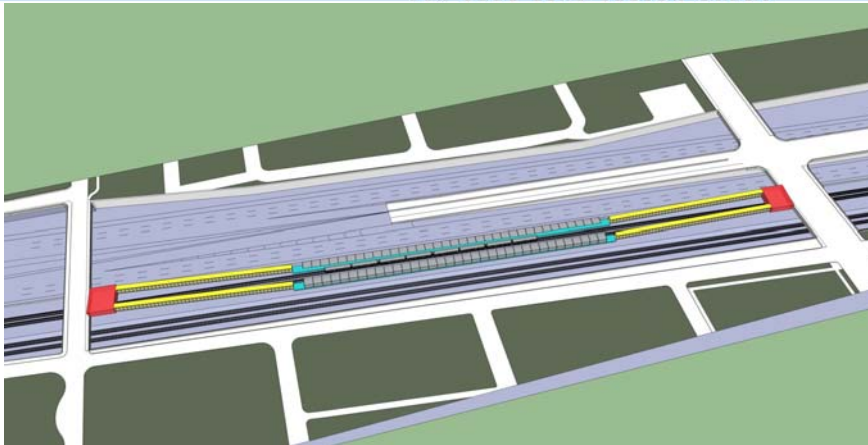
 *CTA BLUE LINE VISION STUDY*



- New station houses at bridge
- Improved access + bus connection
- Wider center platform
- New canopy + platform elements

**CONCEPTUAL OPTION D: SIDE PLATFORMS** 

 *CTA BLUE LINE VISION STUDY*

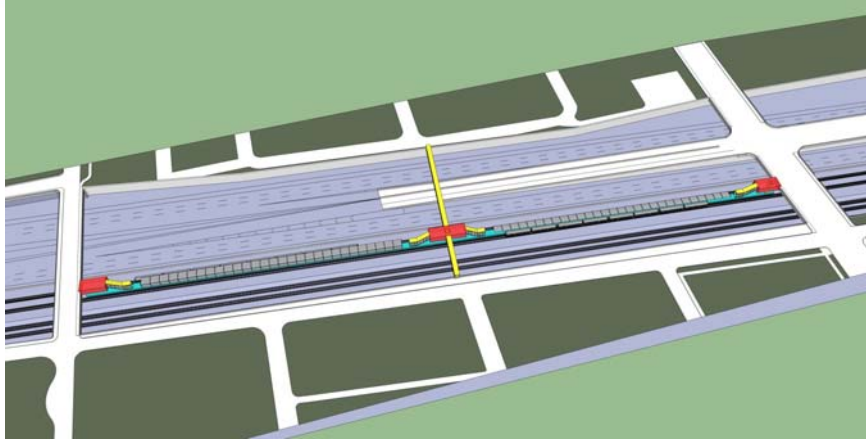


- New station houses and ramps
- Improved access + bus connection
- New platforms – relocate 1 track
- Wind and weather protection
- Potential noise mitigation

## CONCEPTUAL OPTION E: STAGGERED BERTHING

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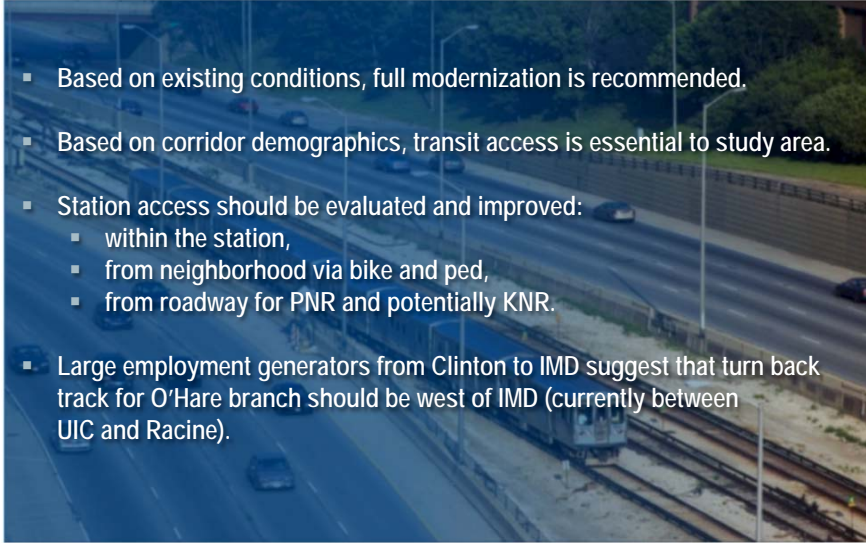


- New station houses and vertical circulation
- Improved access + bus connection
- Extend platform – same width
- Wind and weather protection
- No track relocation
- Added station house at mid platform
- Potential noise mitigation
- Pedestrian bridge

## Conclusions

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CTA BLUE LINE VISION STUDY



- Based on existing conditions, full modernization is recommended.
- Based on corridor demographics, transit access is essential to study area.
- Station access should be evaluated and improved:
  - within the station,
  - from neighborhood via bike and ped,
  - from roadway for PNR and potentially KNR.
- Large employment generators from Clinton to IMD suggest that turn back track for O'Hare branch should be west of IMD (currently between UIC and Racine).

## Next Steps



CTA BLUE LINE VISION STUDY



- **COMPLETE STUDY AREA CONDITIONS ASSESSMENT REPORT**
- **COMPLETE STUDY AREA MARKET ANALYSIS REPORT**
- **DEVELOP CONCEPTUAL SERVICE PATTERNS**
  - Service variations (near-term and long-term)
  - Support facilities
- **EVALUATE ALTERNATIVES**
  - Physical features
  - Travel time, ridership, & capacity estimates
  - Capital, operating & maintenance costs
  - Operational impacts & compatibility

## I-290 Next Steps



**2013**      STAKEHOLDER INVOLVEMENT & AGENCY INPUT      **2014**



2013	2013	2014	2014
<b>Corridor Advisory Group Meeting #17</b> Public Meeting Preview Design Charrette CTA Vision Study Update • <b>Public Meeting #3</b>	<b>Corridor Advisory Group Meeting #18</b>	<b>Draft EIS Release</b> • <b>Corridor Advisory Group Meeting #19</b> • <b>Public Hearing</b>	<b>Phase I Study Completion</b>
September 2013	December 2013	Spring 2014	Fall 2014

**ONE-ON-ONE COMMUNITIES / AGENCY MEETINGS**

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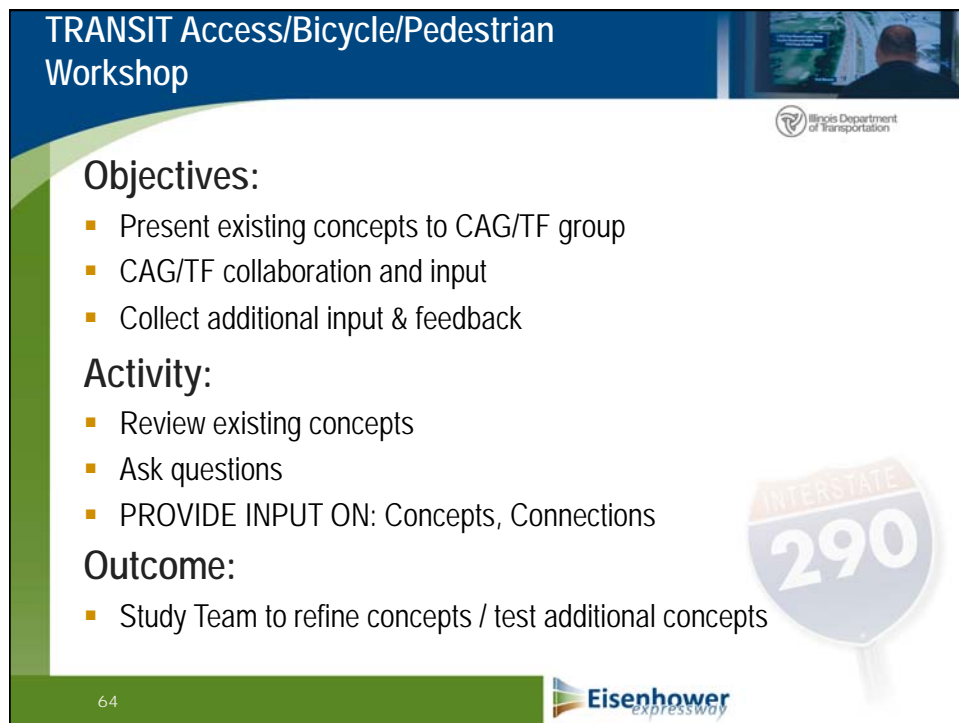

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## Transit Access/ Bicycle/Pedestrian Workshop

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HOV TOLL HOT EXR HCT

### TRANSIT Access/Bicycle/Pedestrian Workshop



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**Objectives:**

- Present existing concepts to CAG/TF group
- CAG/TF collaboration and input
- Collect additional input & feedback

**Activity:**

- Review existing concepts
- Ask questions
- PROVIDE INPUT ON: Concepts, Connections

**Outcome:**

- Study Team to refine concepts / test additional concepts

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