

Appendix O

Response to DEIS Comments

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:
Illinois Department of Transportation

Prepared By:
WSP USA

June 2017

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Appendix O Table of Contents

The Notice of Availability for the DEIS was published in the Federal Register on December 30, 2016, effectively opening the public comment period on the DEIS. The public comment period closed on February 28, 2017. However, five comments were received after that date, were included in the project record, and are addressed in this FEIS. Approximately 332 unique comments were received from federal agencies, local governments, individuals, and organizations. Unique comments were identified by annotating all comments received into those that could be considered standalone comments. Thus, a single communication could contain many unique comments.

Each communication received during the DEIS Comment Period is listed here in this Table of Contents by commenter name according to Federal Agencies, Local Governments, Public Organizations, and Individuals.

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RESPONSE TO COMMENTS - FEDERAL AGENCY COMMENTS

#	Agency	Comment / Response (<i>in italics</i>)
1	LaRonge – Forest County Potawatomi Natural Resources	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.
		<i>The 106 Illinois State Archaeological Survey (ISAS) personnel completed Phase I Survey Reports in 2010 and 2015 to identify historical and archaeological resources potentially affected by the I-290 project. Both surveys resulted in the identification of no archaeological sites, and therefore, no archaeological properties would be affected by the project. The archaeological clearance letters with Illinois SHPO concurrence are included in the DEIS Appendix E-5 – Agency Correspondence and Concurrence on Archaeological Investigations. A copy of the Phase I Survey short report as well as SHPO consultation and concurrence with the “no adverse effect” finding was provided to the Forest County Potawatomi Community on June 8, 2017.</i>
2	Rimbault – USACE, Chicago District	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.
		<i>Permanent impacts of the Preferred Alternative to Waters of the U.S. (WOUS) remain unchanged from that reported in the FEIS (0.4 acre). IDOT will, accordingly, obtain a US Army Corps of Engineers Section 404 permit prior to commencement of any construction in WOUS.</i>
3	Rimbault – USACE, Chicago District	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.
		<i>The clarification that the project may be processed in the Section 404 permit application as a Regional Permit 3 is noted, and the project will be designed consistent with the conditions of this permit.</i>
4	Rimbault – USACE, Chicago District	The wetland delineation will need to be updated prior to submitting an application.
		<i>An updated wetland delineation will be prepared and submitted to the Army Corps of Engineers prior to submitting a Section 404 permit application.</i>
5	Nelson – US Department of Interior	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.
		<i>It is correct that Columbus Park, the five NRHP-listed properties and the one property pending NRHP-designation were evaluated in the Section 106 Effects Assessment Report. These findings were released in April 2017 to the consulting parties and the Illinois SHPO, along with a second meeting with these parties to receive comments, in advance of the FEIS/ROD. Written comments were received from the Park District of Oak Park regarding potential vibration-related impacts to the Oak Park Conservatory during construction. The</i>

#	Agency	Comment / Response (<i>in italics</i>)
		<i>SHPO concurred in FHWA's determination of "no adverse effect" for the project, including the five NRHP-listed and one pending NRHP-designated properties, in writing on May 25, 2017.</i>
6	Nelson – US Department of Interior	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. 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."
		<i>The following addresses the conclusion that three parks reported in the DEIS will be encumbered under Land and Water Management Conservation (LWCF) funds or by the Urban Park and Recreation Recovery Act (UPARR): 1) Forest Park - LWCF funds were used by the Park District of Forest Park to develop facilities along DesPlaines Avenue including a softball museum and an inline skate park. These facilities, and the park would not be impacted or converted in any way by the project. Adjacent to the Park District property, the Roos property was purchased and is being developed by the Park District using Parks and Recreation Construction (PARC) and Open Space and Land Acquisition Development (OSLAD) grant money. IDOT is proposing a 10-foot wide temporary easement along the eastern edge of this property to accommodate reconstruction of the Circle Avenue bridge, which would not require any conversion of this property; 2) Garfield Park - I-290 work in the vicinity of Garfield Park includes bridge rehabilitation and noise wall construction. The expressway would not be reconstructed in this section, and the bridge work would only include the rehabilitation of the South Independence Boulevard bridges on existing IDOT right-of-way. Noise walls would be constructed entirely within the existing I-290 right-of-way. Therefore, no impact would occur to the park or result in a conversion of park property; and 3) Columbus Park - I-290 related enhancements are limited to the existing south perimeter of Columbus Park, and would occur within an existing landscaped and turf area. No conversion of park property is proposed. It is our understanding that the referenced UPARR Funds were used for the Fieldhouse which is removed from the area of proposed improvements; consequently, no conversion of this facility would occur.</i>
7	Nelson – US Department of Interior	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.
		<i>An Effects Assessment Report was completed consistent with the requirements of Section 106 of the National Historic Preservation Act. This document was distributed to the consulting parties and the Illinois SHPO for review and comment for a 30-day review period in April 2017. Written comments were received from the Park District of Oak Park regarding potential vibration-related impacts to the Oak Park Conservatory during construction. SHPO concurred with FHWA's determination of "no adverse effects" for the project on May 25, 2017. FHWA and IDOT reported out the results of this consultation to the Department of the Interior, National Park Service.</i>

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8	Westlake – US Environmental Protection Agency	<p>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 methodology 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.</p>
		<p><i>In analyzing social/economic conditions in the Study Area, reference to smaller geographic areas in the City of Chicago was clarified where the data cited is available. In those instances, "Chicago (within the I-290 Study Area)" was the population referenced. For certain types of demographics, e.g. major employers, data is not available for smaller geographic units other than the City and, in those instances, reference remains to the City of Chicago. An explanation of variability in the data sets will be provided in the introduction to this subsection of the FEIS.</i></p>
9	Westlake – US Environmental Protection Agency	<p>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.</p>
		<p><i>The City of Berwyn does not fall within a 0.5-mile buffer of I-290 (i.e. the Project Corridor), like the City of Cicero. For this reason, population statistics were not reported in the EIS for Berwyn. The application of the buffer was clarified relative to the communities within or proximate to the Project Corridor.</i></p>
10	Westlake – US Environmental Protection Agency	<p>Environmental Justice The Draft EIS provided case studies and other data to demonstrate that the tolling aspect of the preferred alternative 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, 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).</p>
		<p><i>Subsequent Phase II engineering and financial studies will define tolling policies and toll rate structure. Any mitigation measures will be defined when the specifics regarding the application of tolls are decided.</i></p>

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11	Westlake – US Environmental Protection Agency	<p>Children's Health</p> <p>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):</p> <ul style="list-style-type: none"> • EPA recommends considering the use of the Air Quality Flag Program' 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 child care operating hours, where construction is planned adjacent to schools and childcare centers.
		<p><i>IDOT routinely develops communication plans for major projects such as the I-290 reconstruction. As noted above, committing to specific communication strategies would be premature, given the additional analysis and stakeholder coordination required (i.e., Phase II) to fully understand the construction aspects of the project. However, the development of a Communication Plan during Phase II, which considers techniques such as the Flag Program, will be listed as a Special Design and Construction Consideration in the Combined Design Report.</i></p> <p><i>Limiting construction activities near schools and child care facilities, without a Phase II level of analysis and coordination would be premature. In addition, the Department has in place Article 107.35 Construction Noise Restrictions in the Standard Specifications that states: "construction within 1000' of a residence, motel, hospital, or similar receptor shall be confined to the period beginning at 7:00 a.m. and ending at 10:00 p.m. Machines regulated by Federal or State standards shall conform to these standards." While some work will likely be conducted during overnight hours (i.e., erecting beams), the Department often encounters community opposition to full scale night time work. In addition, multiple restrictions on work hours could also prolong the construction activities in the vicinity of a sensitive receptor. A Special Design and Construction Consideration will be listed in the CDR that captures this request, and will be further evaluated during Phase II.</i></p> <p><i>With respect to limiting other construction activities near sensitive areas, the Department also has in place Article 107.41 Construction Air Quality (a) Idling Restrictions in the Standard Specifications that states: "Contractor shall establish truck staging areas away from sensitive receptors including schools, day care locations and residences."</i></p>
12	Westlake – US Environmental Protection Agency	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> • 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

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		<p>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.</p> <ul style="list-style-type: none"> • 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.
		<p><i>As noted above, the Phase I/NEPA process is conceptual, and therefore does not yield detailed information about the extent of lead in the project area. During the Phase I/NEPA process, hundreds of parcels were researched and a Preliminary Environmental Site Assessment (PESA) was developed, which identifies areas of likely contamination. During Phase II, a Preliminary Site Investigation (PSI) will be conducted for the appropriate areas, and will include sampling and analysis. Therefore, at this time, lead presence/concentration in the soil, as well as the bridge beams are unknown. However, this issue will be addressed by IDOT's standard specifications:</i></p> <p><u><i>Section 669 Removal and Disposal of Regulated Substances</i></u> <u><i>Article 669.05 Site Contamination Operation Plan</i></u> <u><i>Article 669.06 Site Health and Safety Plan</i></u></p> <p><i>The following is IDOT's Special Provision that applies to the bridge beams:</i></p> <p><u><i>General Bridge Special Provision (GBSP) 26 – Containment and Disposal of Lead Paint Cleaning Residues.</i></u></p> <p><i>The work consists of containment, collection, temporary storage, transportation and disposal from lead paint removal projects. The contractor is to take appropriate precautions to protect the public from inhalation or ingestion of dust or debris from operations. The specification states:</i></p> <p><i>“The Contractor shall comply with the requirements of this Specification and all applicable Federal, State, and Local laws, codes, and regulations, including, but not limited to the regulations of the United States Environmental Protection Agency (USEPA), Occupational Safety and Health Administration (OSHA), and Illinois Environmental Protection Agency (IEPA). The Contractor shall comply with all applicable regulations even if the regulation is not specifically referenced herein. If a Federal, State, or Local regulation is more restrictive than the requirements of this Specification, the more restrictive requirements shall prevail.”</i></p> <p><i>The contractor to include the following plans and provisions: Containment plans, environmental controls and monitoring plan, waste management plan, contingency plan, quality control inspections, wind provisions, filtration requirements, ambient air monitoring, regulated areas, hygiene facilities/protective clothing/blood tests, site emergencies and contingency plans, collection/storage/transportation.</i></p> <p><i>The GBSP cites the references below:</i></p> <p><i>IL EPA – information statement on the removal of lead-based paint from exterior surfaces</i> <i>IL Environmental Protection Act</i> <i>29 CFR 1926.62, lead in construction</i> <i>40 CFR Part 50 – appendix B & G – determination of lead in suspended particulate matter collected from ambient air</i> <i>SSPC Guide 16, Guide to specifying and selecting dust collectors</i></p>

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		<p><i>SSPC TU-7 – conducting ambient air, soil, and water sampling activities during surface preparation, and paint disturbance activities</i></p> <p><i>Regarding concerns about lead contamination in soil and dust, IDOT has a Specification Section dedicated to regulated substances. During Phase II, IDOT will conduct soil sampling and testing throughout the corridor to identify special waste locations (standard procedure). Where soil is identified as non-special waste and special waste, safeguards are employed per the below discussion to prevent releases.</i></p> <p><i><u>Section 669 Removal and Disposal of Regulated Substances.</u> Selected articles are provided below:</i> <i>Article 669.01 This work shall consist of transportation and proper disposal of contaminated soil and water.</i> <i>Article 669.04 The Contractor shall file a written Site Contamination Operation Plan. Site Health and Safety Plan and Erosion Control Plan applicable for all personnel working on the project. The Contractor shall control and minimize the release of dust during non-special waste, special waste and Hazardous waste removal areas. The contractor shall submit in writing or include in the Site Contamination Operation Plan and description of intended dust control measures to the Department for approval. Three distinct zones (Exclusion, Decontamination and Support) will be created in order to manage the waste materials, if any, from the project site.</i></p> <p><i>The Communication Plan Special Provision will include guidelines for communicating to stakeholders and agencies relevant information about everyday occurrences and potential exposures to routine construction dust. This will include information with respect to minimizing and/or preventing construction dust exposure adjacent to the corridor.</i></p> <p><i>In the unlikely event that there is an inadvertent release of contaminated material from lead paint removal and/or special waste removal processes, a statement is included in GBSP 26 – Containment and Disposal of Lead Paint Cleaning residues that could be used to alert the community that extra precautions are necessary. The statement reads as follows:</i></p> <p><i>Emergency procedures statement: “if human health or the environment is threatened, contact the appropriate police and fire department. In addition, the Emergency Services and Disaster Agency needs to be called using their 24-hour toll free number (800-782-7860) and the National Response Center using their 24-hour toll free number (800-824-882).”</i></p> <p><i>The development of a Communication Plan during Phase II, including procedures for notifying stakeholders in case of an emergency, will be listed as a Special Design and Construction Consideration in the Combined Design Report.</i></p>
<p>13</p>	<p>Westlake – US Environmental Protection Agency</p>	<p>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. I 4.4) 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 tests and academic achievement has a well-documented effect on health. Recommendations: EPA recommends that Section 3.I 4.4 (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)</p>
		<p><i>IDOT has in place measures to address construction noise as stated in the Standard Specification Article 107.35 – Construction Noise Restrictions. Provisions included in the standard specification include:</i></p> <p><i>Adequate mufflers and maintenance to prevent excessive noise.</i></p>

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		<i>Construction within 1,000 ft. of residence, motel, hospital, or similar receptor confined between 7 am and 10 pm.</i>
14	Westlake – US Environmental Protection Agency	<p>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 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.</p> <ul style="list-style-type: none"> • 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.).
		<p><i>IDOT has in place measures to address construction air quality as stated in the Standard Specification Article 107.41 “All equipment on the jobsite, with engine ratings of 50 hp and above, shall exclusively use Ultra Low Sulfur Diesel (ULSD) fuel (15 ppm sulfur content or less).”</i></p> <p><i>In addition, there are a series of special provisions developed to address construction air quality including:</i></p> <p><i><u>BDE Special Provision Check sheet 17:</u> addresses reduction of particulate matter for off-road equipment via retrofit emission control devices</i></p> <p><i><u>Special Provision Construction Air Quality: Diesel Retrofit (BDE)</u> specifies requirements for all off-road diesel powered equipment. The requirement is:</i></p> <p><i>“The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:</i></p> <p><i>a) Included on the U.S. Environmental Protection Agency (USEPA) Verified Retrofit Technology List (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or</i></p> <p><i>b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.”</i></p> <p><i>The only exemptions in the Special Provision are as follows:</i></p> <p><i>“Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.</i></p> <p><i>Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices, or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.”</i></p>

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15	Westlake – US Environmental Protection Agency	<ul style="list-style-type: none"> • 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.). • 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. <p>Consider requiring the following best practices through the construction contracting or oversight process:</p> <ul style="list-style-type: none"> • 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 rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards.
		<ul style="list-style-type: none"> • <i>There are no requirements for use of on-site renewable energy.</i> • <i>Catalytic converters will be required based on the use of ultra-low sulfur fuel.</i> • <i>There are no specific requirements in the IDOT Specifications regarding starting aids, engine retrofit, repowering older vehicles or retiring older vehicles. These are considered the Contractor's means and methods. However, there are limitations imposed on the emissions of all vehicles on the job site.</i> • <i>The development of a project specific Construction Air Quality Special Provision will be listed as a Special Design and Construction Consideration in the Combined Design Report.</i>
16	Westlake – US Environmental Protection Agency	<p>Fugitive Dust Source Controls</p> <ul style="list-style-type: none"> • 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. <p>• 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.</p>
		<p><i>IDOT's Standard Specifications address the containment and prevention of dust releases from the construction area. Specifically:</i></p> <p><u><i>Standard Provision 107.36 Dust Control includes:</i></u></p>

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		<p><i>Engineer may require the implementation of dust control procedures if wind and dry soil conditions reduce visibility on adjacent roads and property. Concerns for health and safety to public using adjacent facilities will be grounds for engineer to request implementation of dust control plan. Control measures include:</i></p> <p><i>Minimize track out of soil</i> <i>Reduce vehicle speed on un-paved surfaces</i> <i>Cover haul vehicles</i> <i>Apply dust suppressants</i></p> <p><i>IDOT can include more stringent requirements in a project special provision to further strengthen the contractor’s Dust Control Plan as was employed on the special provision for Air Quality Compliance on the Monroe Street project meeting or exceeding air quality requirements. This special provision included an air quality plan, dust control plan, addressed diesel emissions, and response to incidents affecting integrity of work zone air quality. Specifically:</i></p> <p><i>Requirements for storage piles and disturbed areas: “The Contractor shall use the following methods to control dust and wind erosion of stockpiles and inactive areas of disturbed soil:</i></p> <p><i>Water shall be used during active stockpile load-in, load-out, and maintenance activities.</i></p> <p><i>Soil stabilizers (hydraulic or chemical mulch) may be applied to the surface of inactive stockpiles and other inactive areas of disturbed soil. Final grading and seeding of inactive areas shall occur immediately after construction activity is completed in an area and as directed by the Engineer.</i></p> <p><i>Plastic tarps may be used on small stockpiles, secured with sandbags or an equivalent method approved by the Engineer, to prevent the cover from being dislodged by the wind. The Contractor shall repair or replace the covers whenever damaged or dislodged at no additional cost.”</i></p> <p><i>Note: The specifications do not require wind fencing but both the Standard Specification and Special Provisions require the use of water to control dust. In any case, the Contractor must provide a Dust Control Plan and have it approved prior to commencing any work.</i></p> <p><i>Hauling material. The Special Provision Construction Air Quality – Dust Control requires the following:</i></p> <p><i>“Control of Earthwork Dust. During batch drop operations the free drop height of excavated or aggregate material shall be reduced to minimum heights as necessary to perform the specified task, and to minimize the generation of dust. To prevent spills during transport, a minimum of 2 inches of freeboard space shall be maintained between the material load and the top of the truck cargo bed rail. A maximum drop height of two feet (or minimum height allowed by equipment) will be allowed, or to heights as directed by the Engineer.”</i></p>
<p>17</p>	<p>Westlake – US Environmental Protection Agency</p>	<p>Occupational Health</p> <ul style="list-style-type: none"> • 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

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		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.
		<p><i>A Contractor's Site Health and Safety Plan is required by IDOT's article 669.06. The specification states:</i></p> <p><i>"The Plan shall outline the procedures used to mobilize all required subcontractors in a timely fashion, and provisions to continue work in areas determined to be contaminated. "The plan shall also meet all requirements for the removal and disposal of non-special waste, special waste, or hazardous waste."</i></p> <p><i>The protection of construction workers and staff is the primary responsibility of the contractor. The responsibility is assigned in <u>Article 107.28 Contractor Safety Responsibility in the Standard Specifications</u>:</i></p> <p><i>"Contractor guarantees to the Department a safe work place shall be provided for all employees of the Contractor and each of its subcontractors. There shall be no violation by the Contractor or anyone working on the job of the applicable standards of the Occupational Safety and Health Act, or any other work place safety act of the State or the FHWA."</i></p> <p><i>Occupational health with respect to exposure to lead residues from bridge paint removal is regulated under OSHA – see <u>GBSP 26</u></i></p> <p><i>Additional Department Standard Specifications applicable under this comment includes Article Std. 107.41 Construction Air Quality: Idling restrictions that indicates that trucks cannot idle for more than 10 minutes during a 60 minute period (subject to certain circumstances).</i></p>
18	Westlake – US Environmental Protection Agency	<p>Community Outreach</p> <p>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.</p> <p>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.</p>
		<i>The Department will work with all communities along the Project to explore funding options for a local construction liaison(s) through the Council of Mayors or other sources.</i>
19	Westlake – US Environmental Protection Agency	<p>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.</p> <p>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 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.</p>

#	Agency	Comment / Response (<i>in italics</i>)
		<i>A project website will be maintained during design and construction to communicate design and construction activities and allow for public comment and input. The website will contain links to the FEIS that lists the environmental commitments.</i>
20	Westlake – US Environmental Protection Agency	<p>Final Design Elements</p> <p>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.</p> <p>Recommendations: We recommend the continued coordination and ultimate incorporation of the following features into the ROD and final design, where appropriate.</p> <ul style="list-style-type: none"> • 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 Lavergne 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.
		<i>Thank you for the recommendations.</i>

RESPONSE TO COMMENTS – LOCAL GOVERNMENT COMMENTS

#	Agency	Comment / Response (<i>in italics</i>)
21	Orbon – Cook County Board of Commissioners	The existing sidewalk on Western Avenue bridge needs to be reconstructed to meet design standard and to provide ADA compliant ramps.
		<i>Thank you for your input. Improvements to Western Avenue bridge over I-290, along with improvements to bridges over I-290 between Kostner Avenue and Racine Avenue are being evaluated as part of a separate, but parallel IDOT study. Your comment has been provided to that study team.</i>
22	Orbon – Cook County Board of Commissioners	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.
		<i>Thank you for your input. Improvements to Western Avenue in the vicinity of I-290, along with improvements to bridges over I-290 between Kostner Avenue and Racine Avenue are being evaluated as part of a separate IDOT study. Your comment has been provided to that study team.</i>
23	Orbon – Cook County Board of Commissioners	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.
		<i>Thank you for your comment. Along with the I-290 drainage system improvements, frontage road drainage improvements are also planned along Harrison Street and Bataan Drive between 25th Avenue and 1st Avenue. These frontage road drainage improvements include a new oversized stormwater relief sewer that the Villages of Maywood and Broadview will be able connect to as part of future sewer separation projects.</i>
24	Orbon – Cook County Board of Commissioners	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.
		<i>IDOT is responsible for 100% of the noise wall construction cost, and will maintain the structural integrity and expressway face of the walls. The Department requests that local entities assume maintenance responsibility (appearance) for the community face of the wall. As per IDOT's noise wall policy, a final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.</i>
25	Cronin – DuPage County	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.
		<i>That is correct, variable priced tolling is proposed to manage travel flow; we look forward to working with the county as this project moves forward.</i>
26	Cronin – DuPage County	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

#	Agency	Comment / Response (<i>in italics</i>)
		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.
		<i>Thank you for your comments; funding options will be developed and discussed in detail during Phase II (final design).</i>
27	Cantore – Forest Preserve District of DuPage County	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 and the project is entirely within Cook County and has no direct impacts to our preserves.
		<i>Thank you for your comment.</i>
28	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	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.
		<i>Thank you for your comment.</i>
29	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	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 Indigenous Aquatic Life stream use has been replaced with "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.
		<i>This modified text will be included in the FEIS.</i>
30	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	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.
		<i>This modified text will be included in the FEIS.</i>
31	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	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 complete in three years (estimated completion in 2020)."
		<i>This modified text will be included in the FEIS.</i>
32	O'Connor – Metropolitan Water	Section 3.9.1.1.b. Add a sentence at the end of the third paragraph stating: "The channel improvements are in their final design phase and are expected to be completed in four years (estimated completion 2021)."

#	Agency	Comment / Response (<i>in italics</i>)
	Reclamation District of Greater Chicago	
		<i>This modified text will be included in the FEIS.</i>
33	O'Connor – Metropolitan Water Reclamation District of Greater Chicago	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." Questions may be referred to Joe Schuessler, Principal Civil Engineer, at (312) 751-3236.
		<i>This modified text will be included in the FEIS.</i>
34	Kaare – Village of Oak Park	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).
		<i>We have reviewed the Hulbert Historic District boundaries and have revised them to include both sides of Clinton Avenue and South Kenilworth Avenue. The revised boundaries are shown in the Section 3.0 FEIS/ROD map set and the APE map set in the Section 106 Effects Assessment Report in Appendix E.</i>
35	McKenna – Village of Oak Park	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.
		<i>Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.</i>
36	McKenna – Village of Oak Park	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.
		<i>Thank you for your review and comments.</i>

RESPONSE TO COMMENTS - PUBLIC ORGANIZATION COMMENTS

#	Public Organization	Comment / Response (<i>in italics</i>)
37	Burke – Active Transportation Alliance	<p>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. 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.</p>
		<p><i>Thank you for your comments.</i></p>
38	Burke – Active Transportation Alliance	<p>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. 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.</p>
		<p><i>Thank you for your comment.</i></p>
39	Burke – Active Transportation Alliance	<p>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</p>

#	Public Organization	Comment / Response (<i>in italics</i>)
		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.
		<i>The I-290 Eisenhower Expressway was constructed during the 1950s and is now beyond its useful service life and in need of reconstruction. Approximately 80% of the estimated construction cost for the Preferred Alternative is for the reconstruction of the existing facility. As documented in Section 5 Comparison of Alternatives Summary of the I-290 DEIS, the Preferred Alternative is also improving safety, reducing pollutant emissions, and reducing congestion as compared to the No Build Alternative. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative). The expressway and arterial travel time improvements represent sizable productivity savings. In addition, the Preferred Alternative includes wider bridge sidewalks that improve transit access to the Blue Line and improve community cohesion, and a new east-west bicycle path connecting the Prairie Path to Columbus Park.</i>
40	Burke – Active Transportation Alliance	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.
		<i>A regional travel demand forecasting model was used to forecast future traffic for the I-290 Study. Regional transportation performance measures for the six-county northeast Illinois region, including regional vehicle miles of travel (VMT) and regional vehicle hours of travel (VHT) are included in the evaluation of the DEIS build alternatives, as presented in Table 5-2 Transportation Performance Comparison on page 5-13 of the I-290 DEIS. With regards to environmental impacts, an analysis area much larger than the I-290 study area was used for the Pollutant Burden and mobile source air toxics (MSAT) analysis, as shown in Figure 3-53 MSAT Analysis Area on page 3-133 of the I-290 DEIS. This air quality analysis area includes the “upstream and downstream” effects from improvements in the I-290 study area. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volume which show a relatively minor increase in traffic volumes. Also, the Preferred Alternative will generate over 4,000 more daily transit trips than the No Build Alternative by 2040. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. The Preferred Alternative will also create \$2.7B in productivity savings.</i>
41	Burke – Active Transportation Alliance	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.
		<i>The I-290 Preferred Alternative results in improved person throughput as compared to the No Build Alternative. The HOT 3+ lane encourages carpools with three or more occupants because these carpools would use the HOT lane for free. Transit buses will also benefit from free use of the HOT 3+ lane, which would be configured to operate at speeds of 45 mph or better.</i>

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42	Burke – Active Transportation Alliance	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.
		<i>The Preferred Alternative is expected to result in a decrease of 8,853 vehicle miles of travel for study area arterials as compared to the No Build Alternative. However, regional VMT is expected to increase by 52,211, while regional VHT is expected to decrease by 16,161. This results in less regional traffic congestion, because less time is spent traveling in the region. As a result, the Preferred Alternative had lower air pollutant and mobile source air toxic emissions than the No Build Alternative. The Preferred Alternative also includes substantive multimodal improvements that will encourage alternatives to driving, such as a new east-west shared path connecting the Prairie Path to Columbus Park, new bus pull-outs, bus stops relocated to better align with the existing stations, new bus shelters, wider sidewalks, improved intersection cross-walks, pedestrian refuge islands, pedestrian phase signals, and pedestrian plazas.</i>
43	Burke – Active Transportation Alliance	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.
		<i>This is a very constrained urban corridor with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths in the corridor address the needs to improve safety, operations, and mobility within the available right of way; the proposed design requires minimal ROW and results in no displacements. In some sections of the corridor, only the two inside lanes in each direction are proposed to be 11-feet wide, with the other 2 lanes in each direction at 12-feet wide, and all lanes 12-feet wide elsewhere. Where the two inside lanes are 11-feet wide, they will be separated by a 2' painted buffer, so the overall width of the two lanes is 24-feet. Overall, in the 9 mile reconstruction section, the Preferred Alternative will include 6 more miles of shoulders that are 10-feet wide or more, compared to existing conditions. Our analysis indicates that the configuration of the Preferred Alternative offers a 6.21% safety improvement compared to the existing design.</i>
44	Burke – Active Transportation Alliance	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.
		<i>The Preferred Alternative includes improved pedestrian and bicycle access to the CTA Blue Line stations. IDOT will also reimburse CTA for direct impacts to their Blue Line station facilities because of the need to rebuild the bridges and widen the sidewalks. Also regional transit service would be improved through express bus services utilizing the proposed managed lanes to connect western origins/destination with the Blue Line CTA Terminal in Oak Park. Additionally, the proposed mainline improvements are configured to accommodate a future extension of the CTA Blue line to Mannheim Road in the median of I-290</i>
45	Burke – Active Transportation Alliance	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.
		<i>The timeframe for market penetration and transportation impact of this technology is not known nationally. 2040 forecasts address reasonably foreseeable trends.</i>

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46	Burke – Active Transportation Alliance	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.
		<i>The Preferred Alternative is expected to result in a decrease of 8,853 vehicle miles of travel (VMT) for study area arterials as compared to the No Build Alternative. However, regional VMT is expected to increase by 52,211, while regional VHT is expected to decrease by 16,161. This results in less regional traffic congestion, because less time is spent traveling in the region. As a result, the Preferred Alternative had lower air pollutant and mobile source air toxic emissions than the No Build Alternative. The Preferred Alternative also includes substantive multimodal improvements that will encourage alternatives to driving, such as a new east-west shared path connecting the Prairie Path to Columbus Park, new bus pull-outs, bus stops relocated to better align with the existing stations, new bus shelters, wider sidewalks, improved intersection cross-walks, pedestrian refuge islands, pedestrian phase signals, and pedestrian plazas.</i>
47	Burke – Active Transportation Alliance	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.
		<i>The Round 1 evaluation found that the transit alternatives, such as a Blue Line extension, bus rapid transit extensions, and express bus did not result in any travel performance improvement to I-290, primarily due to insufficient diversion from auto to transit due to their smaller, more compact travel market, as described in Section 2.3.3.1 of the I-290 DEIS. Existing regional TDM programs are assumed to be in place as part of this analysis.</i>
48	Burke – Active Transportation Alliance	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.
		<i>The I-290 DEIS included the use of regional vehicle miles of travel and regional vehicle hours of travel as transportation performance measures (see Table 5-1. Comparison Matrix of Alternatives on page 5-6 of the I-290 DEIS) to ensure capture of travel impacts outside of the study area.</i>
49	Burke – Active Transportation Alliance	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.
		<i>An environmental justice analysis was conducted that found no disproportionate impacts to low income/minority communities (see Section 3.1.9 in the I-290 DEIS). Subsequent Phase II engineering and financial studies will determine the tolling policies and toll rate structure for the HOT lane. Page 3-102 of the I-290 DEIS discusses effects of tolling on low-income populations.</i>
50	Burke – Active Transportation Alliance	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

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		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.
		<i>The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. Approximately 80% of the estimated construction cost for the Preferred Alternative is for the reconstruction of the existing facility. As documented in Section 5 Comparison of Alternatives Summary of the FEIS, the Preferred Alternative is also improving safety, reducing pollutant emissions, and reducing congestion as compared to the No Build Alternative. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative). The expressway and arterial travel time improvements represent sizable productivity savings estimated at \$2.7B. In addition, the Preferred Alternative includes wider bridge sidewalks that improve transit access to the Blue Line and improve community cohesion, and a new east-west bicycle path connecting the Illinois Prairie Path to Columbus Park.</i>
51	Burke – Active Transportation Alliance	<p>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.</p> <p>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.”</p>
		<i>Transportation demand management (TDM) strategies are assumed in the modeling, and have been in existence in the region for many decades and have not demonstrated an ability to affect the need for major improvements. Pace operates both a regional RideShare and VanPool service. The transit agencies also do employer outreach that includes TDM strategies.</i>
52	Burke – Active Transportation Alliance	<p>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.</p>
		<i>Transit in this corridor has been extensively studied and evaluated as part of the I-290 study and by others. Fundamentally, the I-290 expressway and transit services serve two different travel markets, and as such stand-alone transit improvements would not result in any meaningful congestion relief along I-290. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. A heavy rail transit corridor will be preserved in the median of I-290 for a future extension of the Blue Line, and initially, an express bus service will operate in the managed lanes with connecting routes included (See Figure 5-2 in the FEIS). TDM strategies are assumed in the modeling. Although beneficial to managing traffic, TDM would not significantly contribute to congestion relief. The Preferred Alternative includes a HOT 3+ lane that would allow carpools with three or more occupants and transit buses to travel for free in the lane. The municipalities, rather than IDOT, control land use in the I-290 study area.</i>

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53	Burke – Active Transportation Alliance	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 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.
		<i>The Preferred Alternative actually does both -- it adds a new HOT 3+ lane between Mannheim Road and Austin Boulevard, and converts the existing fourth lane to a HOT3+ lane from Austin Boulevard to approximately Ashland Boulevard. This results in a continuous four lane section in each direction (rather than having a lane drop in each direction), resulting in safer operations and traffic congestion reduction. Regarding congestion, the Preferred Alternative will provide a 56% improvement in travel speed in the managed lane, and a 25% improvement in the general purpose lanes. Local arterials will also benefit from some congestion relief due to longer distance trips shifting from the arterial network onto I-290. The proposed improvement will improve safety, mobility for all users in the corridor and result in a \$2.7B productivity savings.</i>
54	Burke – Active Transportation Alliance	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
		<i>The Preferred Alternative is projected to provide travel time savings of up to 56% and the general purpose lanes would provide up to 25% time savings based on 2040 projections. This indicates a reduction in congestion compared to the No Build Alternative. In addition, the HOT 3+ lanes will promote greater vehicle occupancy, as transit vehicles and automobiles with 3 or more occupants will not pay tolls and be assured of a reliable, toll-free trip at a minimum 45 mph travel speed in the HOT 3+ Lanes.</i>
55	Burke – Active Transportation Alliance	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.
		<i>On balance, the Preferred Alternative is projected to reduce arterial vehicle miles traveled (VMT) within the Study Area by 8,853 miles a day and arterial Vehicle Hours Traveled (VHT) within the Study Area by 1,643 hours a day. The reduction of traffic on surface streets is due to improved efficiency along I-290 that will draw longer distance trips off of the local roadway network. As with any transportation improvement, there are sections of supporting arterial roadways that experience projected gains and sections that experience projected losses as a result; however, the projected net reduction in both arterial VHT and VMT is a net benefit to Study Area travel. The Preferred Alternative also enhances bicycle and pedestrian modes by providing more user-friendly access across I-290 at all crossing locations and providing a new multi-use trail from Des Plaines Avenue to Austin Boulevard, providing connectivity between the Illinois Prairie Path and the trail at Columbus Park.</i>
56	Burke – Active Transportation Alliance	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.
		<i>This is a very constrained urban corridor with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths of the Preferred Alternative address the needs to improve safety, operations and mobility within the</i>

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		<i>available right-of-way; the proposed design requires minimal right-of-way and results in no displacements. Our analysis that utilizes the Highway Safety Manual's statistically based methodology indicates that the Preferred Alternative offers a 6.21% reduction in crashes as compared to the No Build Alternative. Overall, in the nine mile reconstruction section, the Preferred Alternative will include six more miles of shoulders that are 10 feet wide or more, compared to existing conditions.</i>
57	Burke – Active Transportation Alliance	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.
		<i>The Preferred Alternative includes improved pedestrian and bicycle access to the CTA Blue Line stations. IDOT will also address impacts to their Blue Line station facilities because of the need to rebuild the bridges and widen the sidewalks.</i>
58	Burke – Active Transportation Alliance	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.
		<i>The I-290 DEIS included the use of person throughput, which captured both highway and transit person trips, as a transportation performance measure (see FEIS Table 5-1, Comparison Matrix of Alternatives).</i>
59	Burke – Active Transportation Alliance	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.
		<i>It is uncertain what the effect of autonomous vehicles will be in the future. In any case, improvements to the I-290 corridor, especially those that anticipate the use of smart vehicle technology such as Intelligent Transportation Systems (ITS) which will evolve over time, will make the corridor more efficient for autonomous vehicles as they become more widespread in use.</i>
60	Burke – Active Transportation Alliance	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.
		<i>Environmental and traffic impacts were addressed in the DEIS on a regional level, and safety on a Study Area level including arterial roads as well as I-290. The increase in regional VMT of the Preferred Alternative over the No Build Alternative is insignificant at 0.03%. Most of the environmental impacts of the Preferred Alternative, such as traffic noise, floodplains, and Section 4(f) impacts, are limited to the area adjacent to I-290, and are not distinguishing differences as compared to the No Build Alternative. For regional air quality, there is also little difference in impact of the Preferred Alternative as compared to the No Build Alternative, with the Preferred Alternative having a slight reduction in the various air pollutants (-0.07% to -0.30%) and Mobile Source Air Toxics (-0.08% to -0.20%) as compared to the No Build Alternative.</i>
61	Burke – Active Transportation Alliance	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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		<i>The Round 1 evaluation found that the transit alternatives, such as a Blue Line extension, bus rapid transit extensions, and express bus did not result in any travel performance improvement to I-290, primarily due to insufficient diversion from auto to transit due to their smaller, more compact travel market, as described in Section 2.3.3.1 of the FEIS. Existing regional TDM programs are assumed to be in place as part of this analysis.</i>
62	Burke – Active Transportation Alliance	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.
		<i>The I-290 DEIS included the use of regional vehicle miles of travel and regional vehicle hours of travel as transportation performance measures (see FEIS Table 5-1, Comparison Matrix of Alternatives) to ensure capture of travel impacts outside of the study area.</i>
63	Burke – Active Transportation Alliance	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 tolled lanes.
		<i>An environmental justice analysis was conducted that found no disproportionate impacts to low income/minority communities (see Section 3.1.9 of the FEIS). Subsequent Phase II engineering and financial studies will determine the tolling policies and toll rate structure for the HOT lane. Page 3-102 of the FEIS discusses effects of tolling on low-income populations.</i>
64	Kuner – Citizens for Appropriate Transportation	<p>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.</p> <p>1. PURPOSE AND NEED</p> <p>a. IDOT's Goal</p> <p>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.” Having IDOT do economic development is not appropriate, but having IDOT modify the design of the expressway to facilitate development is.</p>
		<i>The purpose and need was developed and refined over the course of multiple Corridor Advisory Group meetings and general public meetings. FHWA guidance indicates that the Purpose and Need statement should primarily focus on transportation problems to be solved. In addition, the stakeholder goals and objectives that were identified at the beginning of the NEPA process included community oriented goals, such as improving community cohesion. Please refer to section 5.5.1 of the FEIS for a description of how the Preferred Alternative addressed each of these goals and objectives. In terms of your suggested goal of “creating an asset for the communities”, we believe this was achieved through the alternatives development process, which included extensive community interaction. For example, within the Village of Oak Park, an additional intensive 18 month process was undertaken toward the end of the NEPA process to discuss every issue of concern to the community, which the project team has relied upon to gauge whether a community asset has been created. With respect to modifying the project design to facilitate development, the alternatives development and stakeholder involvement process was the forum for any specific design changes related to development, and any specific suggestions that were offered were considered and incorporated as appropriate.</i>

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65	Kuner – Citizens for Appropriate Transportation	<p>b. Livability IDOT should include livability features in the Purpose and Need Statement. Pennsylvania DOT and New Jersey DOT include livability features in their projects.</p>
		<p><i>The purpose and need was developed and refined over the course of multiple Corridor Advisory Group meetings and general public meetings. FHWA guidance indicates that the Purpose and Need statement should primarily focus on transportation problems to be solved. The livability issues caused by current conditions along the I-290 corridor are documented in the Purpose and Need as well as the Existing Conditions Technical Report. The concept of livability was defined during the development of alternatives and the stakeholder feedback received. Within the context of a FHWA NEPA study, livability elements that are consistent with the Preferred Alternative include: providing more travel choices (carpooling, transit, non-motorized improvements), enhancing economic competitiveness (productivity savings), supporting and value existing communities (avoid direct impacts, design improvements, aesthetic features), and coordinating policies and leveraging investment (I-290 project leverages CTA improvements).</i></p>
66	Kuner – Citizens for Appropriate Transportation	<p>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.</p> <p>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). 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 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?</p> <p>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.</p>
		<p><i>The CTA Forest Park Branch of the Blue Line and the I-290 corridor have differing travel markets, and therefore, the expectation of a significant mode shift would not be reasonable. In addition, the extensive testing of alternatives and operational strategies revealed that a significant mode shift could not be achieved. With respect to the hours of congestion, this information is included in the Round #2 evaluation (see "Summary of Round 2 Combination Mode Evaluation Results" in Appendix C of the FEIS). For the Round #3 evaluation, the transportation related criteria was consolidated and new criteria related to the environment and cost was introduced. Regardless of whether the hours of congestion were included in Round #3, the relative comparison would have been the same. In addition, other measures, such as travel time improvements, were more readily understood by stakeholders, and better describe the benefits of the Preferred Alternative, which includes a 56% travel time savings in the HOT 3+ lane.</i></p>
67	Kuner – Citizens for Appropriate Transportation	<p>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.</p>

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		<i>In the assessment of alternatives in Rounds 1, 2 and 3, public transit was assumed to account for zero crashes (see Sections 2.3.3, 2.4.2 and 2.5.3 of the FEIS).</i>
68	Kuner – Citizens for Appropriate Transportation	<p>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.</p> <p>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. 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</p>
		<i>The Blue Line extension was studied in depth, with assumptions regarding stations, service frequency and park and ride locations (FEIS Section 2.4.5.3). The analysis found that 54% of the ridership would be from other existing transit services, which indicates that there is currently a lack of supportive land use to justify a heavy rail extension. A heavy rail transit corridor will be preserved in the median of I-290 for a future extension of the Blue Line, and initially, an express bus service will operate in the managed lanes. Comments regarding pricing structure was passed along to CTA staff</i>
69	Kuner – Citizens for Appropriate Transportation	<p>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.</p>
		<i>The proposed profiles of all the bridges in Oak Park, including Austin Boulevard and Harlem Avenue, will remain at or below their existing elevations, and none will be higher. The Oak Park LOI does includes language that states that IDOT will re-evaluate the vertical clearance requirements of the overhead bridges across I-290 in Oak Park by IDOT if the CSX ceases operations or if other changes occur that would allow a less than 21'-9" vertical clearance over the railroad. The LOI's for all Villages and agencies are available in Appendix Q of the Combined Design Report. The FEIS is revised to include language indicating that re-evaluation in case of changed conditions at CSX.</i>
70	Kuner – Citizens for Appropriate Transportation	<p>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,</p>

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		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 polices 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?
		<i>The high occupancy toll (HOT) lane in the Preferred Alternative is proposed to have a toll rates that vary with the level of traffic congestion (dynamic pricing). Subsequent Phase II engineering and financial studies will determine the tolling policies and toll rate structure for the HOT lane. These studies will address the first three equity issues raised. The fourth equity issue cited regarding diversion to arterial streets is addressed in the transportation performance measures in Table 5-1 of the FEIS (Comparison Matrix of Alternatives) depicts study area arterial vehicle miles and hours of travel for build alternatives as well as the No Build Alternative. The Preferred Alternative is projected to reduce arterial vehicle miles traveled within the Study Area and to reduce regional vehicle hours traveled. FEIS Section 5.0 Comparison of Alternatives Summary addresses the fifth equity issue raised regarding alternative selection.</i>
71	Kuner – Citizens for Appropriate Transportation	<p>f. Development Opportunities</p> <p>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.</p>
		<i>Thank you for your comment.</i>
72	Kuner – Citizens for Appropriate Transportation	<p>g. Design</p> <p>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 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.</p> <p>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.</p>
		<i>IDOT has sought the input, and will continue to seek the input, of the various municipalities when considering the edges or interfaces along the I-290 frontage, including the proposed multi-use path, location and appearance of proposed noise walls, and other project appurtenances. With the numerous municipal planners' input, as well as stakeholders and study team members who are urban</i>

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		<i>designers or architects contributing to the project, it is not apparent that the study suffered specifically from lack of a presentation by an urban designer or architect.</i>
73	Kuner – Citizens for Appropriate Transportation	<p>h. Demand Management and Congestion Pricing</p> <p>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.</p>
		<i>Transportation demand management (TDM) strategies are assumed in the modeling, and have been in existence in the region for decades, but have not demonstrated an ability to affect the need for major improvements.</i>
74	Kuner – Citizens for Appropriate Transportation	<p>i. Interchanges</p> <p>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.</p>
		<p><i>IDOT performed extensive air and noise evaluations with respect to the proposed design of the right hand ramps and coordinated these studies with the Village of Oak Park, Forest Park, and the Corridor Advisory Group. With respect to noise, IDOT performed noise sensitivity evaluations at both Harlem Avenue and Austin Boulevard that compared existing to proposed noise conditions. In both locations, the proposed design indicated there would either be no increase in noise levels or some reduction in noise levels near the expressway (without noise walls). The predominant noise source is the expressway, which operates approximately 200,000 vehicles per day, compared to ramp traffic which is approximately 11,000 vehicles per day. By moving the ramps to the right, the ramps themselves shield the community from the expressway traffic noise. To evaluate air quality effects, a carbon monoxide evaluation (CO) was performed at Harem Avenue and Austin Boulevard for the build condition. The analysis indicated that the CO concentrations for the build conditions fell far below the National Ambient Air Quality Standards (NAAQS) for both the 1-hour and 8-hour standards.</i></p> <p><i>With respect to accident rates, the crash analysis in this corridor has found that documented crash rates are sustainably higher at the left hand ramps as compared to right hand ramps (refer to the I-290 Combined Design Report, Section 3.4.2.4 – Existing Lane Drops and Left Hand Ramp Safety), and national studies have found that left hand ramps are 60% to 180% less safe than right side ramps. Left hand ramp exits and entrances are contrary to driver expectations, and the inside highway lane (left-most lane) is typically for longer distance, higher speed travel. Configuring all ramps in the corridor to right hand ramps will provide consistency along the corridor while improving safety and operations. Furthermore, the HOT 3+ lane will be continuously accessible through the majority of the corridor, therefore users will not be limited in the distance or time needed to safely access the managed lane.</i></p>
75	Kuner – Citizens for Appropriate Transportation	<p>j. Diversion of Traffic to Local Streets</p> <p>Alternatives with tolls divert traffic to neighborhood arterial streets as drivers seek to avoid paying to use the expressway.</p>
		<i>According to the performance comparison (Table 5-2 of the FEIS), both the GP Lane Alternative (which doesn't have tolling) and the HOT 3+ and TOLL Alternative (which applies tolls to non-HOVs in the HOT lanes) would reduce vehicle miles traveled (VMT) on Study Area arterials. The Preferred Alternative (HOT 3+) is projected to reduce arterial vehicle miles traveled within the Study Area and to reduce regional vehicle hours traveled.</i>
76	Kuner – Citizens for Appropriate Transportation	<p>3. IMPACTS</p> <p>a. Air Quality</p>

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		<p>The air quality analysis is incomplete. IDOT should update it in Phase 2: Working Drawings and Specifications. IDOT says,</p> <ul style="list-style-type: none"> • “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. "Comments of the Draft Environmental Impact Statement - February 10, 2017 Citizens for Appropriate Transportation – Rick Kuner - Page 6 of 12 • “... 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 PM2.5 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. ”The “Air Pollution Action Day History” prepared by Partners for Clean Air – Illinois (c/o Illinois EPA, www.cleartheair.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 (PM2.5) 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 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. 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.
		<p><i>Any potential change that the USEPA would make to the fine particulate standard is unknown at this time. However, it should be noted that the I-290 Eisenhower Expressway is not a heavy truck freight corridor in the study area. Existing and estimated year 2040 traffic projections on I-290 show existing truck traffic increasing from approximately 10,000 per to 12,000 per day, or 6 percent of total traffic. This relatively small change in diesel truck usage would not result in a new violation of air quality standards. Coordination with USEPA was also conducted as part of the region’s consultation group, where discussions indicated that the I-290 project would not be a project air quality concern because there is little change in diesel truck traffic with the project, comparing it to the no-build scenario. With regard to the MSAT analysis, the current USEPA state-of-the-practice air quality model, MOVES 2014, was used to estimate MSAT emissions for the alternatives, with the Preferred Alternative showing reductions in MSAT emissions as compared to the No Build</i></p>

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		<i>Alternative. Given the projected reduction in MSAT emissions of the Preferred Alternative, and that there will be substantial overall reductions in MSAT emissions over time to vehicle and fleet regulations and fleet turnover, any further MSAT analyses are not warranted.</i>
77	Kuner – Citizens for Appropriate Transportation	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.
		<i>A final decision with respect to the installation of noise abatement will be made during the Project’s final design phase (“Phase II”) and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.</i>
78	Kuner – Citizens for Appropriate Transportation	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.
		<i>With the Preferred Alternative, the mainline roadway will be as much as 8 feet lower than it is today, and the CSX railroad will be lowered up to 2 feet. The proposed profiles of all the bridges in Oak Park, including Austin Boulevard and Harlem Avenue, will remain at or below their existing elevations. The design of the interchange ramps, in conjunction with mainline lowering, is predicted to result in some noise reductions as compared to the noise in the interchanges’ current configuration.</i>
79	Kuner – Citizens for Appropriate Transportation	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.
		<i>Property values are subject to many factors, including the local and national economy, location, condition of the property, local schools, perception of safety, and other factors. It is uncertain what effect the I-290 expansion will have on property values during and after construction; however, there are many proposed improvements that would suggest a favorable environment for property values including wider bridges, new CTA head houses and improved access to transit, a new shared use trail, and brand new bridges with aesthetic treatments that are being coordinated with the Village.</i>
80	Kuner – Citizens for Appropriate Transportation	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.
		<i>The INVEST opportunities noted in Appendix M will be further pursued in the project’s final design phase (“Phase II”).</i>
81	Kuner – Citizens for Appropriate Transportation	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 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

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		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.
		<i>In Phase II and Phase III, IDOT is committing to work with the local communities and stakeholders to develop and implement strategies to reduce construction effects. This will include development of specifications to address noise, dust, time of work, and materials storage within the context of the community. Also, IDOT will coordinate with the communities to develop a scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.</i>
82	Kuner – Citizens for Appropriate Transportation	<p>4. EVALUATION</p> <p>a. Impact Scores are projections to the Year 2040</p> <p>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. 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.</p>
		<i>With respect to your comment about the differences in impact scores, NEPA does not prescribe performance thresholds; instead, a series of relative comparisons are made between a no build and build scenarios. The year 2040 forecasts were developed using state of the practice methodologies, and the long range forecasts are revised every 4 years, and account for reasonably foreseeable technologies and trends. It is also important to note that a reconstruction of I-290 is warranted based upon facility condition alone, and 80% of the reconstruction cost is simply to replace the existing facility.</i>
83	Kuner – Citizens for Appropriate Transportation	<p>b. The Travel Demand Models have limitations even with IDOT's enhancements.</p> <p>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 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. 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.</p>
		<i>The I-290 forecasts are within 1% of the CMAP forecast in the study area. With respect to undermining the CMAP recommendations in the transportation component of the 2040 plan, it is important to note that adding a managed lane to I-290 is part of the 2040 plan.</i>

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84	Kuner – Citizens for Appropriate Transportation	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.
		<i>Both Ordinal and Ratio scoring provide a valid basis for comparing alternatives against each other. The results of both scoring methods remain in the FEIS, in particular to demonstrate that the results are similar when scored both ways.</i>
85	Kuner – Citizens for Appropriate Transportation	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.
		<i>It is important to note that the reconstruction of I-290 is warranted based upon facility condition alone; in large measure, the project need is being driven by existing conditions. At this time, there is no evidence that future trends are emerging that would significantly change the level of travel in the corridor. Nationally, VMT is at an all-time high.</i>
86	Kuner – Citizens for Appropriate Transportation	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 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.
		<i>The four DEIS build alternatives are practically identical in terms of the expressway physical footprint and characteristics, and transit improvements. The major difference in the alternatives is how the expressway lanes are managed (general purpose, HOV, HOT) and the resulting traffic differences and the potential for toll revenue. Given the current demand already exceeds the expressway capacity, changing the level of 2040 demand through a sensitivity analysis is (for example, assuming gas prices are relatively higher or lower in the future) is not likely to affect the ranking of alternatives or the selection of the Preferred Alternative.</i>
87	Kuner – Citizens for Appropriate Transportation	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.
		<i>Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.</i>
88	Kuner – Citizens for Appropriate Transportation	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

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		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. 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.
		<i>The I-290 planning process has been complex and characterized by extensive stakeholder feedback that has been considered throughout. In some instances, significant additional analysis was required (additional alternatives, expansion of the study area) prior to responding to stakeholder comments. A greater emphasis was placed upon a thorough response.</i>
89	Kuner – Citizens for Appropriate Transportation	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.
		<i>Coordination with individual communities continued in between major events. For example, an intensive 18 month process within the Village of Oak Park that included 12 public meetings and over 21 staff level meetings was conducted at a time when only 3 CAG meetings were hosted.</i>
90	Kuner – Citizens for Appropriate Transportation	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.
		<i>IDOT made a concerted effort to incorporate the viewpoints of stakeholders who best know their communities into the design of the Preferred Alternative. There were 22 Corridor Advisory Group/Task Force meetings, 21 meetings of the Oak Park Working Group, 7 Maywood Advisory Working Group/Town Hall meetings, and numerous one-on-one meetings with municipalities, transit service providers, emergency service providers, and others who lent their expertise to create a project that enhanced community values. There are many examples of stakeholder involvement that directly affected the elements of the Preferred Alternative including improving expressway access in Maywood, improving bicycle, bus and pedestrian access to CTA Blue Line stations, and creating a new multi-use trail from Des Plaines Avenue to Austin Boulevard.</i>
91	Kuner – Citizens for Appropriate Transportation	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. 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.
		<i>Funding and financing options will be studied in detail during Phase II (final design), and IDOT and CTA will continue to discuss funding and scheduling.</i>
92	Kuner – Citizens for Appropriate Transportation	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
		<i>There are certain elements of the CTA Blue Line Vision Study recommendations that would need to be performed simultaneously with the I-290 reconstruction; namely, head station and access adjustments that are required to accommodate the reconstruction of cross</i>

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		<i>road bridges. I-290 improvements are flexibly designed to incorporate the I-290 related Blue Line adjustments, or a complete Blue Line renovation simultaneously or in sequence. There is a concurrent IDOT Phase I study to address the bridges between Kostner Avenue and Racine Avenue. As part of the Preferred Alternative, IDOT intends to reconstruct all structures over I-290 from Cicero Avenue to the IHB Railroad bridge east of 25th Avenue.</i>
93	Kuner – Citizens for Appropriate Transportation	<p>b. IDOT’s Study and the CTA’s Study are at different stages, so coordination between the two will be difficult.</p> <p>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.</p>
		<i>I-290 improvements are flexibly designed to incorporate the I-290 related Blue Line adjustments, or a complete Blue Line renovation simultaneously or in sequence.</i>
94	Kuner – Citizens for Appropriate Transportation	<p>c. Proofreading Errors I did not make any effort to proofread the documents, but did notice the following errors.</p> <ul style="list-style-type: none"> • 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.
		<i>Corrections have been made to the FEIS as needed.</i>
95	Kuner – Citizens for Appropriate Transportation	<p>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 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.</p>
		<i>Thank you for your comment.</i>
96	Kuner – CAT Citizen’s for Appropriate Transportation	<p>I have a comment and then a question. The highway mode, represented by the I-290 expressway, is operating over capacity. And even with improvements that you are talking about with express lanes, it will still be overcapacity, although not as much as it is now. The rail transit mode, represented by the CTA Forest Park branch, is operating under capacity. And what’s causing that is that the O’Hare branch of the Blue Line carries a lot more traffic than the Forest Park branch. So that dictates how frequently you run trains and what the headways are. So if you have a mode operating under capacity alongside a mode operating over capacity, it seems to me anything that both IDOT and CTA can do to get riders out of their cars and onto transit would be helpful. 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? Having read or skimmed all of the EIS, which is in excess of 2200 pages with 192 figures and 78</p>

#	Public Organization	Comment / Response (<i>in italics</i>)
		tables included, there is a lot to absorb. At this point, I think we can make the February 13 deadline. But that may not be possible. What does it do to your schedule if we ask for extra time for providing public comments?
		<i>Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.</i>
97	O'Neill – Grant Park Conservancy	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?
		<i>There may be opportunities. In developing that plan, we will be working very specifically with the communities on what their desires and visions are. So that could be a possibility, but that's all yet to be discussed. To answer your earlier question on what would happen and how would all that fit so far as the Eisenhower, IDOT 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. As part of the Vision Study and the overall analysis, CTA identified that an express track would not be needed because the Blue Line today with the station spacing acts as an express operation.</i>
98	O'Neill – Grant Park Conservancy	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.
		<i>IDOT will continue to coordinate with CTA during final design ("Phase II") and construction. The I-290 project includes modal enhancements to non-motorized modes of transportation as well as improved access to transit, and there are also opportunities to include additional sustainability features per the recommendations in Appendix M (INVEST Evaluation).</i>
99	O'Neill – Grant Park Conservancy	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.
		<i>There will be opportunities to promote green initiatives with the I-290 project. Additional green space adjacent to residential spaces is being created by the Preferred Alternative through use of retaining walls. Trees removed will be replaced according to IDOT's tree replacement policy, and through coordination with local stakeholders. IDOT is working with the communities regarding sustainability and aesthetic opportunities along the I-290 Corridor. The INVEST analysis of the project (Appendix M) indicates many opportunities to include additional sustainable features of the project, from re-using recycled materials to improvements in stormwater design and energy efficiency.</i>
100	Norrington – North Lawndale Community Coordinating Council	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?
		<i>We engage in that through the work force development staff at IDOT, and there is a representative at this Public Hearing from IDOT's work force development program. IDOT can get you connected with that person to go over the particulars with that.</i>

RESPONSE TO COMMENTS - INDIVIDUAL COMMENTS

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
101	Alcazar	<p>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 to 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.</p>
		<p><i>In considering double-decking the Eisenhower, its current configuration must be taken into account. Because existing I-290 is below grade with cross-streets approximately 20' above the expressway, a double-deck facility throughout the length of the Study Area would create a third roadway level approximately 50-55 feet above the existing I-290. A decked roadway would be a bridge structure, which are dramatically more expensive than pavement. HOT lanes and managed lanes in general, are a relatively new innovation across the country.</i></p> <p><i>In terms of self-driving cars, it is uncertain at this point of their future impact on transportation. IDOT will continue to monitor those developments, such as when that impact would occur, and how soon the entire vehicle fleet would turn over. Those are questions that are still being debated nationally. But certainly we will take a look at that.</i></p>
102	Alcazar	<p>I would suggest we 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 might have a lessening. But there is going to be so many people wanting to ride it that 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, is when I see the articulated bus by CTA (the double length ones that are the most expensive to maintain and fuel) 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. 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 CTA is designed to let the empty bus go ahead instead of staying behind. That would be a nice thing for the customers.</p>
		<p><i>CTA: The CTA needs to maintain the existing infrastructure before considering expansion. There are over 20 percent of the branches out there today that have slow zones on them. The CTA needs to bring that current infrastructure up to current design speeds before considering what might be done for an extension in the future.</i></p>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<i>As far as the CTA service planning comments with buses, we appreciate you giving those comments in a public forum because it will be heard by the planning staff, and we will have an opportunity to take those back.</i>
103	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?
		<i>CTA: 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 1980s, at Keeler and Lavergne, and the Cicero and Pulaski stations. The CTA's 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 is only one block from Keeler to Kostner, so it would serve that market. 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. After those successes, the CTA has instituted an initiative 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 system-wide on all CTA branches, to find the best opportunities for infill stations going forward. The CTA will continue to do infill stations. As money becomes available, CTA will have a program to continue to advance with those infill stations; "infill" meaning a station that is in between two existing stations, where there is no station now. The CTA has had some recent success with opening new stations on existing lines, and will continue to look at opportunities system-wide to do that going forward.</i>
104	Alcazar	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.
		<i>Because existing I-290 is below grade with cross-streets approximately 20' above the expressway, a double-deck facility throughout the length of the Study Area would create a third roadway level approximately 50-55 feet above the existing I-290. Due to the impacts of an elevated facility, as well as increased construction and maintenance costs, this concept was not carried forward for further consideration in Round 1 evaluation (Appendix C Alternatives Identification and Evaluation, Appendix A).</i>
105	Alcazar	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.

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers and addresses both a local and regional vision. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i></p> <p><i>The managed lane concept represents state of the practice technology and includes Intelligent Transportation Systems (ITS) features. Also, in the future, the managed lane can integrate the emerging technologies if connected and automated vehicles. The CTA Blue Line Vision Study found that the Forest Park Branch of the Blue Line has long station spacing and serves as an express branch on the west side of Chicago, and that no additional 3rd track or express service is needed in the long term.</i></p>
106	Alcazar	<p>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.</p>
		<p><i>High-volume expressways in the Chicago area have been reconstructed with concrete in recent history. The use of Hot Mix Asphalt on high-volume expressways is usually limited to resurfacing and occasionally new shoulder construction or reconstruction.</i></p>
107	Alcazar	<p>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.</p>
		<p><i>One of the project goals is to minimize impacts to the surrounding environment, including building displacements. The Preferred Alternative includes only 5.44 acres of right-of-way needed along a 13-mile corridor and does not displace any residential or commercial buildings. This property would be acquired in accordance with state and federal regulations, laws, and polices.</i></p>
108	Alcazar	<p>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.</p>
		<p><i>Thank you for your comment. Your comment has been forwarded to the CTA.</i></p>
109	Alcazar	<p>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,</p>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		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.
		<i>Thank you for your comment. Your comment has been forwarded to the CTA.</i>
110	Alcazar	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.
		<i>The operating cost for operating a fixed-route bus vehicle is predominantly the labor cost of the bus driver. The length of the bus does not have a significant impact on the operating cost.</i>
111	Al-Shawaf	I have a multi-point blueprint for the Eisenhower from the 88-294 junction through to Congress: (1) Create a bidirectional express lane 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 express lane. Assume the expressway handles 200,000 cars per day and only 10% of those cars opt for the express lane. Assume also that the toll charge for the lane amounts to \$5. The toll will generate \$36.5 million annually in revenue.
		<i>Sections 3.1.9.4 and 5.4 of the FEIS include consideration of variable toll rates where users would pay a higher toll for usage during peak travel times. The tolling strategy and operating characteristics will be developed in future phases of project development.</i>
112	Al-Shawaf	(2) Depending on need, convert the Blue Line that runs along the Eisenhower into a below grade subway. This will provide space for extra lanes depending on long-term need.
		<i>The costs of constructing a below grade subway would outweigh the benefits. Many alternatives were considered early in the study, including tunneling, which was not carried forward, as a Preferred Alternative was developed that accommodates the CTA's Blue Line improvements and address overall transportation needs without tunneling.</i>
113	Al-Shawaf	(3) If the Blue Line 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.
		<i>The I-290 Preferred Alternative includes provision for additional space in the median that is compatible with an at-grade Blue Line extension to Mannheim Road.</i>
114	Anonymous 1	Also 2 full shoulders is massively important as well, even considering the confines of the right of way.
		<i>This is a very constrained urban corridor with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths in the corridor address the needs to improve safety, operations and mobility with the available right of way; the proposed design requires minimal ROW and results in no displacements. Our analysis indicates that preferred alternative offers a 6.21% safety improvement. Overall, in the 9 mile reconstruction section, the preferred alternative will include 6 additional miles of shoulders that are 10 feet wide or more, compared to existing conditions.</i>
115	Anonymous 1	In the film presentation, it is mentioned that there are planned improvements to North Avenue (thank you!) 22nd Street and Madison Avenue. How do the improvements to Madison Ave. coordinate with Oak Park's plan to reduce the lanes from 4 to 2? Does the right hand know what the left hand is doing?
		<i>Off-system arterial improvements (which would extend generally between I-294 and Chicago) are being evaluated as part of separate Phase I studies, which would be implemented prior to mainline I-290 construction. The purpose of these off-system improvements will be to assist in the management of traffic flows and provide traveler information during the reconstruction of mainline I-290, and provide</i>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<i>community benefits beyond the construction of the Project. Within the Village of Oak Park, IL 64 (North Avenue) will be the primary route studied, and the general scope of work will involve improving pavement condition and operational improvements. Roosevelt Road (IL 38) and Madison Street are secondary off-system improvement routes for which more limited improvements could be considered. The Department will evaluate potential improvements requested by the Village to determine its suitability for addressing construction related traffic impacts, overall scope, and any cost responsibilities.</i>
116	Anonymous 2	Have you planned for "kiss and ride" lots further west? Perhaps at Mannheim and Oak Brook?
		<i>The proposed high capacity transit extension to Mannheim Road (CTA Blue Line extension) assumed park and ride and kiss and ride facilities at Mannheim Road. Similar facilities were also considered in the Round 1 Alternatives evaluation as part of high capacity transit extensions (Bus Rapid Transit and Blue Line Extensions) to Oak Brook.</i>
117	Anonymous 2	Until you improve and extend the Blue Line and wean people from their cars, the road will fill up again.
		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per day and that connects people, communities and employment centers. I-290 experiences thousands of crashes. The proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i></p> <p><i>There is currently a robust existing transit network in place today with 21% of the work trips using transit in the study area, as compared to 12% for the region. Transit in this corridor has been extensively studied and evaluated as part of the I-290 study and by others. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. However, a corridor is being preserved for a future extension which could be implemented when land use densities are more supportive. The concept of a HOT lane is that through variable congestion toll pricing, the use of this lane can be managed to maintain a minimum speed of 45 mph and would provide a reliable trip during all periods of the day.</i></p>
118	Anonymous 3	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.
		<i>As documented in the DEIS, the I-290 corridor is congested, with limited space available for capacity improvements. Through an extensive evaluation of alternatives, the HOT 3+ alternative was selected as the Preferred Alternative, and would create a continuous 4 lane in each direction cross section along I-290 from Mannheim Road to Racine Avenue. The HOT 3+ would accommodate a variety of users, including carpools, transit and general traffic. The traffic flow would be managed through variable toll rates that would rise and fall depending upon the level of congestion, and in doing so, provide a minimum 45 mph speed in the HOT lane. With respect to trucks, the I-290 corridor has a relatively low truck percentage at 5%, as compared to I-55 which experiences truck volumes up to 12%.</i>
119	Anonymous 4	IL should just double decker I-290, eight lanes in both directions. Future proof.
		<i>With the numerous overhead cross road bridges and rail freight and rapid transit also accommodated in the I-290 corridor, construction of additional elevated highway lanes on I-290 would be cost-prohibitive and would have substantial right of way impacts, especially at the touchdown points, which would require additional space for ramp connections. As a result, this was not considered for further study</i>

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		<i>after evaluation in Round One alternatives analysis (the initial round of analysis of alternatives, featuring a single mode such as highway or rail transit).</i>
120	Anonymous 5	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.
		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. Also, the Preferred Alternative will generate over 4,000 more daily transit trips than the No Build Alternative by 2040.</i></p> <p><i>The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.</i></p>
121	Anonymous 6	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.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volume which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.</i>
122	Anonymous 6	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.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The Preferred Alternative are projected to result in minor improvements in air quality, as well as 700 tons less of CO² as compared to the No Build Alternative (see Table 5-1 of the FEIS). The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more</i>

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		<i>occupants and transit vehicles to use the lane for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.</i>
123	Anonymous 6	This project seems it will be economically inefficient.
		<i>I-290 is an important local and regional facility that connects people, communities, and employment centers, and needs to be reconstructed because much of the expressway is over 60 years old and is nearing the end of its useful service life. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements. The Preferred Alternative will also create \$2.7B in productivity savings.</i>
124	Anonymous 7	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).
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lane for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. While the Preferred Alternative is projected to increase daily vehicle miles traveled, it is also projected to reduce arterial vehicle miles traveled within the Study Area and to reduce regional vehicle hours traveled.</i>
125	Anonymous 8	Not a good idea. More lanes creates more traffic.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lane for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput.</i>
126	Anonymous 9	This project is not a good use of taxpayers' money.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is an important local and regional facility that needs to be reconstructed because much of the expressway is over 60 years old and is nearing the end of its useful service life. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. The preferred alternative will also create \$2.7B in productivity savings.</i>
127	Anonymous 10	Please add a lane to 290, and get rid of the awful left side ramps in Oak Park!

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<i>An additional HOT 3+ lane in each direction, and redesign of the Harlem Avenue and Austin Boulevard interchanges to a right-hand ramp design, are included in the Preferred Alternative.</i>
128	Anonymous 10	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.
		<i>Funding and financing options will be studied in detail during Phase II (final design).</i>
129	Anonymous 11	Tolls are a bad idea. How about widening the Expressway. Tolls give the rich privileged access to this road.
		<i>The I-290 Preferred Alternative recommends reconstruction of I-290 and providing an additional lane in each direction between Austin Boulevard and Mannheim Road. This additional fourth lane in each direction west of Austin Boulevard and the existing fourth lane east of Austin Boulevard would be a High Occupancy Toll Lane with carpools of 3+ persons and buses allowed in this lane for free. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice. National research has also shown that the choice to use a HOT lane is not based on income level (Washington State SR 167 HOT Lanes), support for HOT lanes across all income levels (San Diego I-15 FasTrak HOT Lanes), and in that all income groups value time saving and reliability for certain trips based on surveys in Minneapolis (see Section 3.9.4 in the FEIS).</i>
130	Anonymous 12	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.
		<i>The levels of congestion on I-290 and the limited space for expansion supports the need to add capacity, but in a managed way to ensure that travel flows are reliable. The I-290 Preferred Alternative recommends reconstruction of I-290 and the construction of an additional lane in each direction between Austin Boulevard and Mannheim Road. This additional fourth lane in each direction west of Austin Boulevard and the existing fourth lane east of Austin Boulevard would be a High Occupancy Toll Lane with carpools of 3+ persons and buses allowed in this lane for free. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so all users of I-290 would benefit. The I-290 Preferred Alternative would have four continuous lanes in each direction, rather than the current three lanes in each direction between Austin Boulevard and Mannheim Road.</i>
131	Anonymous 12	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.
		<i>Funding will be further discussed in the next phase of project development of I-290.</i>
132	Anonymous 13	Building more lanes is a poor choice, vs. providing incentives for fewer users to rely on the Ike. Blue Line has lots of excess capacity, but parking on the far end is a problem for users.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements. The Preferred Alternative's inclusion of a HOT 3+ lane encourages use of transit vehicles and 3+ carpools in the HOT lane, increasing person throughput while limiting the amount of vehicles in the lane by variable price tolling of vehicles with less than 3 occupants. The improvements to CTA station accesses for bicyclists and pedestrians at all stations from Forest Park to Cicero Avenue should make I-290 more transit-friendly. In</i>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<i>addition, the Forest Park interim and ultimate terminal improvements recommended by the CTA Blue Line Vision Study, including rearrangement of parking and station access, will be accommodated by the design of Des Plaines Avenue and the reconstructed I-290 interchange.</i>
133	Anonymous 14	Do not allow tolls on the Eisenhower expressway 290. It's bad enough that I90 has tolls, now you want to punish motorists with a toll on 290. Bad decision. I may move.
		<i>The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice.</i>
134	Anonymous 15	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!!
		<i>The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. The Preferred Alternative includes reconstruction with three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a new HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 users would have a choice. In addition, the primary purpose of the tolling is to manage travel flow rather than generate revenue. Subsequent Phase II engineering and financial studies will determine potential tolling policies for the HOT lane. Currently, there is no funding committed for construction of this project.</i>
135	Anonymous 16	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.
		<i>Extension of the Blue Line to Oak Brook was considered and evaluated in Round 1 of the single mode alternatives evaluation. This alternative did not result in any travel performance improvement to the I-290 Expressway in Round 1 analysis (See Section 2.3.3.1 of the FEIS). Our studies have shown that 54% of any new ridership generated by a Blue Line extension would be drawn from other existing transit services in the area. The expressway and the CTA Blue Line serve two different travel markets and as such a Blue Line extension would not result in any meaningful congestion relief. However, a corridor is being preserved for a future extension which could be implemented when land use densities are more supportive.</i>
136	Anonymous 16	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.
		<i>I-290 is a regional expressway facility and the western gateway to the city of Chicago. The I-290 Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice. IDOT has also proposed adding a new lane in each direction on I-55 in the form of an express toll lane (ETL). The purpose of these managed lanes is to improve capacity, reduce congestion, and improve safety for commuters and travelers on these regional facilities.</i>
137	Anonymous 17	Please improve pedestrian access to CTA stations. The ramps at Austin and Harlem are dangerous, to cross even with a crossing signal.

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		<i>The pedestrian crossings at Harlem Avenue and Austin Boulevard will be equipped with modern countdown-type pedestrian signals, pedestrian refuge islands across the ramp junctions, and high visibility crosswalk markings. In addition, wider pedestrian sidewalks and plaza areas will provide additional room for pedestrians and bus transit passengers who are accessing the Harlem Avenue and Austin Boulevard CTA stations. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements at these locations.</i>
138	Anonymous 18	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.
		<i>FHWA and IDOT recognize that many people find traffic noise to be objectionable, which is why traffic noise abatement is a required part of the analysis and is studied where noise impacts are found. Traffic noise abatement has been proven to reduce traffic noise, but does not eliminate noise. IDOT asks those who would have a perceptible benefit from abatement if they want abatement, because various characteristics of a wall may be supported or opposed by those behind the wall, and those who may be benefited should weigh those factors before voting for or against a proposed wall.</i>
139	Anonymous 18	*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 be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.**
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
140	Anonymous 19	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.
		<i>The I-290 Preferred Alternative includes travel time improvements for both general purpose lane users (25% improvement versus the No Build Alternative), and to HOT 3+ lane users (56% improvement versus the No Build Alternative). Users of the HOT 3+ lane may pay the toll whose price will vary by the level of traffic congestion if they are driving alone or a vehicle with one passenger, or would travel for free if they are in a vehicle with 3 or more occupants or a transit bus. In addition, under the HOT 3+ lane alternative, buses will be able to travel in the managed lane The HOT 3+ lane also improves overall mainline operations, that will result in congestion relief on arterials by drawing longer distance trips off the arterial network and onto the expressway were they are better served. National studies cited in Section 3.1.9.4 of the I-290 FEIS found that choice to use HOT lanes was not based on income levels, and that there was support across all income groups for HOT lanes.</i>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
141	Anonymous 20	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 altering 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.
		<i>During the alternatives development process, a four General Purpose lanes alternative was evaluated, but it did not perform as well as the HOT 3+ alternative. The inclusion of a HOT 3+ lane in addition to three General Purpose lanes is intended to provide a reliable trip (minimum 45 mph travel speed) in both directions for bus transit, carpoolers and toll-paying motorists with one or two occupants in their vehicles. In addition to being a source of revenue to help pay for the I-290 reconstruction, the primary purpose of the HOT 3+ lanes is to manage vehicle flow. The HOT 3+ lanes would provide travel time savings of up to 56% and the general purpose lanes would experience up to 25% time savings based on 2040 projections.</i>
142	Avila	I can't believe we're even talking about adding lanes. We know it doesn't do anything to alleviate traffic. We need to invest in transit.
		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per day and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i></p> <p><i>It is also important to note that transit was also extensively evaluated as part of this study and many transit improvements are included as part of the Preferred Alternative. A study of an extension of the Blue Line did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. There is a robust existing transit network that accommodates 21 percent of work trips in this corridor versus 12 percent regionally.</i></p> <p><i>The Preferred Alternative includes travel time improvements to both general purpose lane users (25% improvement compared to the No Build Alternative), and to HOT 3+ lane users (56% improvement compared to the No Build Alternative). In addition, under the HOT 3+ lane alternative, express bus service will utilize the managed lane. Tolls would variable priced to maintain a minimum speed of 45mph in the managed lane.</i></p>
143	Bahnsen	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?
		<i>IDOT doesn't view this as competing with other projects in the region. There is currently not sufficient funding to pursue building this project. Planning is done in anticipation of funding; funding will be further discussed in later stages of project development.</i>
144	Bahnsen	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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		<i>For the High Occupancy Toll Lane, IDOT has come up with some toll rates at a conceptual level. More work needs to be done in the next phase of project development. At the low end was a conceptual cost of 12 cents a mile, and then at more congested times of the day it would be 24 cents a mile. Questions such as whether tolling will be discontinued at night are all things that haven't been decided, and more analysis needs to be done. The way it would work is: if you are a car pooler you would ride in the HOT lane for free; if you were a transit vehicle, you would ride for free; other users with less than 3 occupants per vehicle could ride in it, but would pay a toll. The HOT lane would have a mix of users in it.</i>
145	Bahnsen	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.
		<i>In terms of enforcement, IDOT will look at the best practices across the country. Some states have drivers preregister as a car pooler. Other states have transponders that have a switch where the driver indicates if they are a car pooler or not, and the toll collection is reading that. There are also potential electronic detection technologies. But those are all things that are yet to be analyzed in the next phase of project development. And we will look at everyone else's best practices for that.</i>
146	Banks	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. 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.
		<i>The \$2.7B includes reconstruction of I-290 and all bridges between Mannheim Road and Cicero Avenue. The bridges to the east of the Cicero Avenue are being addressed as part of a separate IDOT study. Those costs are not yet identified and are not included in the \$2.7B estimated cost.</i>
147	Banks	That seems short. But given the bridgework that needs to be done, you are going to be rebuilding completely practically every bridge along the way.
		<i>The \$2.7B includes reconstruction of I-290 and all bridges between Mannheim Road and Cicero Avenue. The bridges to the east of the Cicero Avenue are being addressed as part of a separate IDOT study. Those costs are not yet identified.</i>
148	Barnes	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.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. The Preferred Alternative will also create \$2.7B in productivity savings.</i>

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149	Barnes	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.
		<i>The existing noise levels are already over the Noise Abatement Criteria (NAC) levels and the build alternatives do not increase the noise level in any meaningful way. Through technical analysis and stakeholder involvement, 46 walls are proposed out of 63 that were analyzed. A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process (see Section 5.5.4 of the FEIS).</i>
150	Barnes	And the third thing is climate change. Again, we are really without any doubt doing damage. I have been saying this for 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.
		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i></p> <p><i>The Preferred Alternative includes sustainability concepts such as carpooling, transit improvements, congestion pricing, and improved bike and pedestrian facilities including 2 miles of new east-west shared use path next to I-290 that effectively connects the Illinois Prairie Path to the City of Chicago.</i></p> <p><i>Regarding air quality and its potential impact on climate, the improvements of the Preferred Alternative are projected result in slight reductions of the various air pollutants as compared to the No Build Alternative (see Table 5-1 of the FEIS). Carbon Dioxide emissions, which are greenhouse gasses are projected to be 700 tons lower for the Preferred Alternative compared to the no-build condition.</i></p>
151	Barnes	Do I have to mention that Springfield doesn't have any money, or so they are always saying? Crazy.
		<i>Thank you for your comment</i>
152	Barnes	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.
		<i>Thank you for your comments.</i>
153	Barnes	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.
		<i>The existing noise levels are already over the Noise Abatement Criteria (NAC) levels and the build alternatives do not increase noise levels in any meaningful way. Through technical analysis and stakeholder involvement, 46 walls are proposed out of 63 that were analyzed. A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the municipalities will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held (see Section 5.5.4 of the FEIS). Safety will be improved for all users, including pedestrian safety features such as pedestrian refuge islands, countdown cross-walk timers, high visibility crosswalks, improved lighting, improved signal timing, wider sidewalks and ADA accessibility. The</i>

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		<i>improvements of the Preferred Alternative are projected to result in a 6.21% reduction in crashes as compared to the No Build Alternative (see Table 5-1 of the FEIS). Regarding air quality and its potential impact on climate, the improvements of the Preferred Alternative are projected to result in minor improvements in air quality, as well as 700 tons less of CO₂ as compared to the No Build Alternative (see Table 5-1 of the FEIS).</i>
154	Barnes	Then there's the astonishing amount of money. Illinois needs to spend that on public and higher education.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per day and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i>
155	Barnes	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 Ike and went with other drivers twice and felt quite frightened that they felt forced to drive as fast as they did.
		<i>Thank you for your comment.</i>
156	Barnes	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 slum. Please emphasize the need to solve these (several) problems instead of accentuating them. I've been looking for common sense for about 10 years, still looking.
		<i>IDOT has worked collaboratively with the Village of Oak Park to incorporate project elements that would enhance the appearance and functionality of the I-290 expressway and the CTA Blue Line. The traffic patterns of I-290 are well-established and are not anticipated to change substantially. There are operational and safety benefits projected with the Preferred Alternative. The additional HOT 3+ lanes will encourage more carpooling and bus transit use by providing a reliable trip with a minimum 45 mph travel speed. No tolls would be collected for transit vehicles and autos with 3 or more occupants, but would require users with one or two occupants to pay a toll.</i>
157	Bassett-Dilley	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.
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>

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158	Batie-Banks	<p>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.</p>
		<p><i>FHWA and IDOT recognize that many people find traffic noise to be objectionable, which is why traffic noise abatement is studied where noise impacts are found. IDOT asks those who would have a noise reduction benefit from a wall to vote on the wall, because some characteristics of a wall (such as changes to views, aesthetics, community cohesion) may be more important to some people than traffic noise reduction.</i></p>
159	Berger	<p>In the recent mailing (received 1/27/2016) it is stated on the 3rd page of the brochure and 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 the new east-west multi-use path.</p>
		<p><i>The new multi-use path will extend from Des Plaines Avenue to Austin Boulevard. The path will generally be 10 feet in width, and will be able to be accessed at, and at points between, Des Plaines Avenue, Circle Avenue, Harlem Avenue, Oak Park Avenue, East Avenue, Ridgeland Avenue, Lombard Avenue, and Austin Boulevard. The new path will also provide connectivity between the Illinois Prairie Path that currently ends at 1st Avenue and the southerly path through Columbus Park on the east. Pedestrian improvements are also planned at the Maybrook Drive intersection with 1st Avenue to connect the Illinois Prairie Path across 1st Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed trail.</i></p>
160	Bloyd-Peshkin	<p>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.</p>
		<p><i>The Preferred Alternative includes expansion of High Capacity Transit (HCT) from Forest Park to Mannheim Road. There is currently a lack of supporting land uses to support the extension of the Blue Line, and our studies have shown that 54% of any new ridership generated by a Blue Line extension would be drawn from other existing transit services in the area. The expressway and the CTA Blue Line serve two different travel markets and as such a Blue Line extension would not result in any meaningful congestion relief.</i></p> <p><i>The I-290 DEIS and the CTA's Blue Line Vision Study, include provisions for Express Bus service in the HOT lanes of the Preferred Alternative upon completion of the I-290 improvements. The median of I-290 is also designed to be convertible to accommodate a HCT extension from Forest Park to Mannheim Road in the future, which could be a Blue Line rapid transit service extension.</i></p>
161	Bloyd-Peshkin	<p>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.</p>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<i>The Preferred Alternative includes a new 2-mile separated bicycle/pedestrian multi-use path from Des Plaines Avenue to Austin Boulevard, as well as improvements and connections to the existing path in Columbus Park. While this multi-use path will not provide a complete route from the Illinois Prairie Path into downtown Chicago, it will help close the gap in the route and will allow continuous access between the Illinois Prairie Path and Columbus Park. The nearest bike lanes are located along Madison Street (buffer separated), about 2 ½ blocks north of Columbus Park.</i>
162	Brandstrader	A quick budget question. Is the prep work, the advance work for the ancillary roads, included in the \$2.7 billion number?
		<i>For the advance work on the arterials, IDOT is just starting the planning for those corridors.</i>
163	Brandstrader	And if not, what is that estimated dollar amount for the prep work, and is it funded?
		<i>IDOT will develop a cost at the end of that planning; is the arterial advance work not included in the \$2.7 billion.</i>
164	Brandstrader	And then the last question was what is the budget for the CTA work.
		<i>CTA: 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. The first element is the construction of the core infrastructure, which includes all the ballast and tracking.</i>
165	Brandstrader	That's current dollars, the 2.7 is current as well?
		<i>The \$2.7 B cost estimate on the roadway side is future dollars, the midpoint of an assumed 8-year construction schedule.</i>
166	Brandstrader	Per the Public Forum on 1/26 at the Marriott Hotel, IDOT and CTA confirmed: IDOT's construction cost estimate of \$2.7B is in "future dollars" based on mid-term of an 8 year construction duration, though they didn't confirm at which year to start that "construction duration". So does that mean that the \$2.7B amount is pro-rated for 2021 dollars????
		<i>The mid-point of construction is where the "future dollars" were projected, and was estimated at year 2024. However, this is a hypothetical, best case scenario.</i>
167	Brandstrader	IDOT stated that the \$2.7B cost estimate does NOT include all of the ancillary roadway "prep" work (North Ave, Cermak, Madison, etc.).....IDOT does not know the scope of the prep work hence does not know how much to estimate that amount. There is no current funding for either the design or construction of this prep work. Will there be public meetings regarding the planning / design / implementation of this road work through the neighborhoods/communities?
		<i>There will be public involvement regarding the arterial corridors, which are being studied separately.</i>
168	Brandstrader	CTA confirmed that their \$1.7B cost estimate is in current dollars, 2017.
		<i>This is what was stated by CTA at the January 26, 2017 Public Hearing.</i>
169	Brauer	I love this idea.
		<i>Thank you for your comment.</i>
170	Bridge	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.

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<i>Comments received past the advertised deadline of February 13, 2017 were considered and have been addressed in this response to DEIS comments.</i>
171	Bridge	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.
		<i>The highway improvements associated with the Preferred Alternative would provide travel time savings of up to 56% in the HOT 3+ lanes and would provide up to 25% time savings in the general purpose lanes based on 2040 projections. To reduce congestion further on I-290 would require either expanding capacity (more lanes) or tolling all lanes. There is not enough space to add additional lanes beyond the HOT 3+ lanes (such as 5 lanes in each direction) without major impacts to existing homes and businesses; one of the project goals is to minimize impacts to the surrounding environment, including building displacements.</i>
172	Bridge	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. 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.
		<i>An extension of the Blue Line to Oak Brook was evaluated in the Round 1 Single Mode Alternatives analysis and was found to have insufficient diversion of traffic from I-290 to transit, and did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). Additionally, this extension drew a considerable amount of riders from other existing transit services, which indicates a lack of supportive land use for a heavy rail transit extension. For these reasons, an extension to Oak Brook was not carried forward. However, of the new regional transit trips generated by extension to Oak Brook, 89% of the new transit trips were generated between Forest Park and Mannheim Road. Therefore, the Preferred Alternative is configured to accommodate a High Capacity Transit extension (such as the Blue Line) and initial service would include express bus that would operate in the managed lane. The CTA Blue Line Vision Study has prioritized modernizing the existing Forest Park Branch to a state of good repair, along with modernizing stations and the Forest Park terminal.</i>
173	Bridge	Air quality is greatly influenced by congestion. You want to reduce emissions? Do something to reduce the amount of time we sit in traffic.
		<i>Regarding air quality, the improvements associated with the Preferred Alternative are projected to result in slight improvements in air quality, and reduce CO² by 700 tons annually as compared to the No Build Alternative (see Table 5-1 of the FEIS). The HOT 3+ lanes proposed by the Preferred Alternative would use variable price tolling to regulate speeds in those lanes to a minimum of 45 mph travel speed... The remaining three General Purpose lanes in each direction are projected to have a 25% travel time savings.</i>
174	Bridge	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.
		<i>The CTA Blue Line Vision Study recommends improving the existing stations and their access points along the Forest Park Branch, bringing current facilities to a state of good repair, modernizing the Forest Park terminal, and removing unused stations. These</i>

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		<i>improvements would make the Blue Line more attractive to use and reduce the current number of "slow zones" which may attract riders.</i>
175	Bridge	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.
	Bridge	<i>In collaboration with regional transit agencies, transit was extensively evaluated and quantified as part of this study, and many transit improvements are included as part of the Preferred Alternative. The existing transit system plays an important role, and congestion would be higher without this system. However I-290 improvements are still needed.</i>
176	Bridge	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 slowdowns as a result of the infamous "gapers gap."
		<i>The I-290 corridor is urban and constrained with very limited space available for expressway widening and capacity improvements. The proposed shoulders and lane widths in the corridor addresses the need to improve safety and operations and mobility within the available right-of-way; the proposed design requires minimal right-of-way and results in no displacements. In some sections of the corridor, only the two inside lanes in each direction are proposed to be 11 feet wide, with the other 2 lanes in each direction at 12 feet wide, and all lanes 12 feet wide elsewhere. Where the two inside lanes are 11 feet wide, they will be separated by a 2' wide painted buffer, so the overall width of the two lanes is 24 feet. Overall, in the 9 mile reconstruction section, the Preferred Alternative will include 6 more miles of shoulders that are 10 feet wide or more, compared to existing conditions. Our analysis indicates that the configuration of the Preferred Alternative offers a 6.21% safety improvement compared to the existing design.</i>
177	Bridge	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."
		<i>Thank you for your comments. IDOT will continue to work with communities regarding proposed development in the corridor as the project development process continues.</i>
178	Burger	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 proposed, additional traffic taking advantage is 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.

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		<i>Since that article was written in 1995, much has been learned about managed lanes. The Preferred Alternative is a HOT lane rather than an HOV lane. The HOT 3+ lanes (inside lane) will be used by transit vehicles and vehicles with 3 or more occupants, or vehicles with less than 3 occupants who pay a toll. Variable congestion-based pricing will be used to maintain a minimum average travel speed of 45 mph; therefore providing a reliable trip for users of the HOT 3+ lane which will include busses and carpoolers.</i>
179	Burger	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.
		<i>An extension of the Blue Line to Oak Brook was evaluated in the Round 1 Single Mode Alternatives analysis and did was found to have insufficient diversion of traffic from I-290 to transit, and did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). Additionally, this extension drew a considerable amount of riders from other existing transit services which indicates a lack of supportive land use for a heavy rail transit extension. For these reasons, an extension to Oak Brook was not carried forward. However, of the new regional transit trips generated on extension to Oak Brook, 89% of the new transit trips were generated between Forest Park and Mannheim Road. Therefore, the Preferred Alternative is configured to accommodate a future High Capacity Transit extension (such as the Blue Line) to Mannheim Road in the median of the expressway, and initial service would include express bus that would operate in the managed lane</i>
180	Burger	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. 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.
		<i>Sustainability concepts will be further analyzed and discussed during Phase II/final design.</i>
181	Busch	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.
		<i>Thank you for your comment. Your comment has been forwarded to the CTA.</i>
182	Busch	What is the status of the wall?
		<i>Traffic noise abatement that is likely to be implemented based on the results of the viewpoints solicitations (noise wall voting) for the project were presented at the public hearing and are shown in the FEIS Section 3.0 Map Set.</i>
183	Busch	Hoping improvements being considered for Roosevelt and Madison will come to fruition. Cermak 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.

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		<i>Off-system arterial improvements are being evaluated as part of separate Phase I studies, which would be implemented prior to mainline I-290 construction. The purpose of these off-system improvements will be to help manage traffic flows during the reconstruction of mainline I-290, and provide community benefits beyond the construction of the Project. Within the Village of Oak Park, IL 64 (North Avenue) will be the primary route studied, and the general scope of work will involve improving pavement condition and operational improvements. Roosevelt Road (IL 38) and Madison Street are secondary off-system improvement routes for which more limited improvements could be considered. The Department will evaluate potential improvements requested by the Village to determine its suitability for addressing construction related traffic impacts, overall scope, and any cost responsibilities.</i>
184	Busch	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>As part of this project, Garfield intersection improvements at Lombard Avenue and Ridgeland Avenue are proposed, however improvements along Garfield Street between these two intersections are outside the limits of the improvements as proposed, and not included as part of the overall Preferred Alternative.</i>
185	Busch	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 be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-feet wide along the west side and 16-feet wide along east side where the Blue Line CTA station entrance is located and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
186	Capozzoli	*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 be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.**

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		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
187	Cappeller	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.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i> <i>I-290 carries a relatively lower percentage of truck traffic (5 percent) as compared to other expressways in the region, such as I-55 that consists as much as 12% truck traffic.</i>
188	Cappeller	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 it's going railyards and truck terminals around Cicero to I-55. It would be built over existing rail ROW mostly. Estimate 100 to 200 homes/business properties affected. This Hypotenuse project is the only thing that will solve many Chicago traffic problems. Complete Cook County's Second Tollway. Have a feeling after ALL is said and done with this I-290 project, NOTHING WILL CHANGE.
		<i>A new expressway within Chicago's urban area would have an unacceptable level of impacts and would not address the transportation needs in the I-290 corridor.</i>
189	Carmichael	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.
		<i>The Preferred Alternative includes relocating the left hand ramps at Harlem Avenue and Austin Boulevard to right hand ramps to be consistent with driver expectations with respect to exit and entrance ramp locations. Also, all interchanges and ramps from 25th Avenue to Cicero Avenue are proposed to be reconstructed to improve safety and operations.</i>
190	Carmichael	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.
		<i>Many alternatives were considered early in the study, including tunneling. Tunneling would be very costly, and would complicate an already problematic drainage issue in this corridor, so it was not carried forward. The Preferred Alternative was developed to accommodate the CTA's Blue Line improvements and overall transportation needs without tunneling.</i>
191	Chan	For the alternatives for the geometry at Harlem and Austin I-290 exits, it's difficult for pedestrians to get to the CTA train stations w/continuous turning movements from the on/off ramps. In addition, drivers are making weaving movement right as they're getting off of I-290 (on Austin and Harlem) if they need to turn immediately onto the frontage roads (Harrison or Garfield).
		<i>As part of the Preferred Alternative, full reconstruction of Harlem Avenue and Austin Boulevard is proposed, including substantial improvements for both pedestrians and vehicles. The proposed roadway and pedestrian improvements are documented in Section</i>

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		<p><i>3.1.8.2 of the FEIS and include large pedestrian plaza areas in all four corners of the intersection, wider sidewalks (up to 35-feet wide) in front of the CTA Blue Line station, pedestrian refuge islands between the ramp connections to provide improve pedestrian safety, bus-stops relocated in line with the Blue Line Station, high visibility cross-walks in all directions, signals with pedestrian countdown timers, connections to the proposed east-west shared use path, and improved lighting. Traffic operations will also be improved by overall geometric and turning path improvements, better demarcation between pedestrian and vehicular traffic, and accommodating dual left turn lanes from the I-290 ramps which will result in increased signal green time for local north-south traffic movements along Harlem Avenue and Austin Boulevard. Additionally, pedestrian walk phases will be provided during every cycle and be of sufficient duration to allow pedestrians to completely cross the intersection while traffic is stopped.</i></p>
192	Chan	<p>Can the noise walls be taller to accommodate balconies and apartments with multiple floors?</p>
		<p><i>The I-290 recommended noise walls benefited as many receptors as practicable. A receptor is an outdoor area of frequent human use, which includes balconies. It is more difficult, but not impossible, for a receptor above the first floor to receive a benefit from a wall, even if the wall increases in height. All receptors (including balconies) were studied for a noise wall in locations where I-290 noise impacts were identified, and noise wall heights were recommended that provided a noise reduction benefit to as many receptors as practicable. Noise walls are not increased in height simply to provide a line-of-sight visual barrier for receptors on higher floors – there must be a noise reduction benefit associated, and the taller barrier must also be cost-effective.</i></p>
193	Chan	<p>Not really in favor of any tolling.</p>
		<p><i>Thank you for your comment.</i></p>
194	Clissold	<p>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</p>
		<p><i>Thank you for your comment. Renderings were provided to the Village of Maywood and posted on the project website. The renderings were intended to portray the scale and context of the noise walls throughout the corridor. A final decision with respect to the installation of noise abatement will be made during the project’s final design phase (“Phase II”) and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.</i></p>
195	Davidoff	<p>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.</p>
		<p><i>We have shared your comments with CTA and Pace and would also note that as documented in the Existing Public Transit Conditions Technical Memorandum (http://www.eisenhowerexpressway.com/pdfs/I290_ECTM_PublicTransit2010Apr14.pdf), service frequencies for north-south CTA bus routes in the study area range from 6 to 12 minutes during peak periods and 10 to 20 minutes for north-south Pace bus routes. Under the proposed design, delay on Harlem Avenue at I-290 would be reduced up to 46% in the peak hour, and up to 53% on Austin Boulevard at I-290. Regarding the left hand ramps, national studies have determine that left-hand ramps have a 60% to 180% higher crash rate than right-hand ramps. A detailed analysis of the I-290 crashes found that compared to similar right hand ramps along I-290, injury crash rates were 35% higher at Harlem Avenue and 58% higher at Austin Boulevard. In Phase II (final</i></p>

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		<i>design), IDOT will work with the local communities and stakeholders to develop and implement strategies to reduce minimize/mitigate construction effects.</i>
196	Davidoff	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.
		<i>Thank you for your comment. Regarding your comment about the parking along Augusta Street, IDOT does not have jurisdiction of that street and any changes would need to be initiated by the municipality.</i>
197	Davidoff	There will be also a dangerous aspect for commuters looking for shared riders in forums like Craigslist that cannot guarantee safety.
		<i>Commuters could be encouraged to from carpools through existing regional programs (Pace RideShare and VanPool Programs) or through employer-sponsored programs.</i>
198	Davidoff	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.
		<i>According to police report data, less than 6 percent of crashes in high crash locations on I-290 had a reported distracted driver; this compares to 17 percent of crashes having a distracted driver nationally according to NHTSA (p. 10 of I-290 Crash Report Addendum 1, April 2011). Distracted driving is primarily an issue of state and national scope rather than being project-specific, and is addressed by public education (such as the current IDOT public service advertisements and overhead message board announcements warning of the dangers of distracted driving) and police enforcement of traffic laws. Regardless of crashes, I-290 is currently 34% over its ideal capacity in the six-lane section between 25th Avenue and Austin Boulevard.</i>
199	Davidoff	No one should be comfortable with the plan as it is. It's outrageously expense, prolonged, and will not solve all the problems as we continue to move forward with westward expansion of Chicago.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone. The proposed improvements will enhance safety for all uses, and includes wider sidewalks, pedestrian refuge islands, countdown cross-walk timers, high visibility crosswalks, improved lighting, improved signal timing, and ADA accessibility. The Preferred Alternative will also create \$2.7B in productivity savings.</i>
200	Davidoff	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.
		<i>The CTA and Pace operate fixed route bus service on major north-south arterial streets in the study area. As documented in the Existing Public Transit Conditions Technical Memorandum (http://www.eisenhowerexpressway.com/pdfs/I290_ECTM_PublicTransit2010Apr14.pdf), service frequencies for north-south CTA bus routes in the study area range from 6 to 12 minutes during peak periods and 10 to 20 minutes for north-south Pace bus routes. The CTA and Pace continuously try to balance passenger demand and bus service levels system wide, subject to their available operating budget. With regards to park-and-ride, the Blue Line Forest Park station is the only existing park-and-facility in the I-290 corridor. The Forest Park park-and-ride facility has available unused capacity.</i>

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201	Davidoff	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.
		<i>The I-290 Expressway in this area is over 60 years old and is in need of reconstruction to address the age and condition of the facility, regardless of the proposal to reconfigure the interchanges from left-hand to right-hand ramps. The construction impacts of the project would be relatively short term in comparison to the design life of the corridor which is measured in decades; the actual work at the Harlem Avenue and Austin Boulevard ramps would be approximately 2 years. Crash analysis in this corridor has found that documented crash rates are higher at the left hand ramps as compared to right hand ramps (refer to the I-290 Combined Design Report, Section 3.4.2.4 – Existing Lane Drops and Left Hand Ramp Safety), and national studies have found that left hand ramps are 60% to 180% less safe than right side ramps. Left hand ramp exits and entrances are contrary to driver expectations, and the inside highway lane (left-most lane) is typically for longer distance, higher speed travel. The new ramp configuration will also reduce delay along Harlem Avenue and Austin Boulevard – the improved efficiency of the ramps will allow more “green” signal time for north-south traffic movements. Configuring all ramps in the corridor to right hand ramps will provide consistency along the corridor while improving safety and operations.</i>
202	Davidoff	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.
		<i>Thank you for your comment.</i>
203	Davidoff	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.
		<i>Between Harlem Avenue and Austin Boulevard, the Preferred Alternative adds a fourth lane in each direction and will relocate the left hand ramps to the right side which will move the merging traffic from the inside, higher speed lanes, to the outside lower speed lanes. There is not enough space available to add a fifth lane between these two interchanges without causing substantial impacts to the community. Commuters will select a mode of travel, which may be carpools, based upon a variety of factors including convenience, travel times, and costs. Existing programs for ride sharing are in place, such as the Pace RideShare and Vanpool programs.</i>
204	Davidoff	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.

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		<p><i>According to police report data, less than 6 percent of crashes in high crash locations on I-290 had a reported distracted driver; this compares to 17 percent of crashes having a distracted driver nationally according to NHTSA (p. 10 of I-290 Crash Report Addendum 1, April 2011). Distracted driving is primarily an issue of state and national scope, and is addressed by public education (such as the current IDOT public service advertisements and overhead message board announcements warning of the dangers of distracted driving) and police enforcement of traffic laws. Posted speed limits will be addressed during final design of the project, and additional speed limit signage and messaging may be included in the Intelligent Transportation Systems (ITS) components of the project.</i></p>
205	Davidoff	<p>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 I-290 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.</p>
		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i></p> <p><i>In general, the purpose of the I-290 planning process is to address the transportation needs within the study area, rather than a targeted initiative that is solely focused upon transit improvements. The I-290 planning process included the participation of the region's transit agencies, and specifically, a partnership with CTA regarding the development of a Vision Study for the Forest Park branch of the Blue Line. It is also important to note that an extensive transit network exists within the study area, and 21% of the work trips use transit in the study area, as compared to 12% in the rest of the region. In addition, as part of the I-290 planning process, transit alternatives were studied in depth and coordinated with stakeholders, including the region's transit agencies. While the CTA has indicated that a Blue Line extension is a relatively low priority for their agency, the other important issue is that approximately 50% of the ridership for a Blue Line extension would consist of diversions from other existing transit services, which indicates that there is currently a lack of supportive land use to justify a heavy rail extension. However, the I-290 Preferred Alternative preserves a corridor for a future extension once the adjoining land uses are more supportive (i.e., density) of a fixed transit service. The initial service would be an express bus that would use the managed lane.</i></p> <p><i>The Preferred Alternative is a multi-modal alternative that includes improved access to transit, bike and pedestrian improvements (wider sidewalks, pedestrian plazas, improved crossings, ADA accessibility, shared use trail), and a design that can accommodate a future High Capacity Transit extension (CTA Blue Line) in the expressway median from Forest Park to Mannheim Road.</i></p>
206	DeCoursey	<p>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! With the proposed new construction it is clearly a perfect time to extend the Blue Line. The effect on Eisenhower traffic would be phenomenal.</p>

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		<p><i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i></p> <p><i>Transit was also extensively evaluated as part of this study in collaboration with regional transit agencies, and many transit improvements are included as part of the Preferred Alternative.</i></p> <p><i>An analysis of potential CTA Blue Line extension to Oak Brook ridership was performed during the Round 1 evaluation. As shown in Figure 2-5. Trip Diversions within Transit Modes on page 2-14 of the I-290 DEIS, the CTA Blue Line extension to Oak Brook would attract 24,550 daily riders in 2040. However, 54% of these Blue Line extension riders would be attracted from other existing transit services. This indicates a lack of supportive land use for a heavy rail transit extension. However, a corridor is preserved for a future extension of the Blue Line to Mannheim Road in the median of I-290. Initially, express bus service will operate in the managed lanes. This Round 1 evaluation also found that the transit alternatives, such as a Blue Line extension, did not result in any travel performance improvement to I-290, primarily due to insufficient diversion from auto to transit due to its smaller, more compact travel market, as described in Section 2.3.3.1 of the FEIS.</i></p>
207	DeCoursey	<p>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 I-290 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.</p>
		<p><i>The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. I-290 also has a lane imbalance, with four lanes in each direction west of Mannheim Road and east of Austin Boulevard. This lane imbalance also resulted in higher crash rates on I-290 at the lane drops. The Preferred Alternative corrects this lane imbalance by adding a new fourth lane between Mannheim Road and Austin Boulevard in the form of a high occupancy toll (HOT) lane. This results in three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction with vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so there are four continuous lanes in each direction. This elimination of the lane drop in each direction improves safety and traffic operations.</i></p>
208	DeCoursey	<p>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.</p>
		<p><i>IDOT is coordinating with the Village of Oak Park in identifying locations where extended decking could be considered at cross road locations. The potential of adding decking to the project, and potential cost participation, is subject to further coordination between IDOT and the village.</i></p>
209	Diener	<p>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 backups and accidents. If during heavy use every motorist went 40-45 MPH I believe there would be fewer backups and fewer areas of major congestion. Best Regards, Dan Diener</p>
		<p><i>Variable speed limits will be considered as part of the Intelligent Transportation Systems (ITS) improvements. ITS features will be determined during the project's final design phase ("Phase II").</i></p>

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210	Ester	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.
		<i>Maintenance of a noise wall is typically split between IDOT and the local jurisdiction on the non-highway side of the wall. IDOT is responsible for maintaining the overall structure - if the wall itself is damaged structurally, IDOT will be responsible to fix the wall. General maintenance such as graffiti and trash removal is completed by IDOT on the highway side of the wall, and the local jurisdiction on the non-highway side of the wall. Landscaping options will be discussed in more detail in the next phase of the project, Phase II Design. Vines are sometimes planted to soften the wall's appearance, as is the case with the walls in Hillside.</i>
211	Ester	My other concern is the Pulaski, Keeler, Cicero, Laverne 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.
		<i>Thank you for your comment. Your comment has been forwarded to the CTA.</i>
212	Fishburne	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.
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
213	Fuhr	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 a public infrastructure falling apart, governments and agencies need more options to repair our infrastructure. The concepts shown are very creative and well thought out. Let's keep this project moving forward!
		<i>Thank you for your comment.</i>

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214	Gaynor	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>FHWA and IDOT recognize that many people find traffic noise to be objectionable, which is why traffic noise abatement is a required part of the analysis and is studied where noise impacts are found. Traffic noise abatement has been proven to reduce traffic noise, but does not eliminate noise. IDOT asks those who would have a perceptible benefit from abatement if they want abatement, because various characteristics of a wall may be supported or opposed by those behind the wall, and those who may be benefited should weigh those factors before voting for or against a proposed wall.</i>
215	Gaynor	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.
		<i>IDOT is coordinating the Village of Oak Park in identifying locations where extended decking could be considered at cross road locations. The potential of adding decking to the project, as well as the required local cost participation, is subject to further coordination between IDOT and the village. This is mentioned further in Section 5 of the FEIS.</i>
216	Geinosky	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.
		<i>As part of this project, Garfield intersection improvements at Lombard Avenue and Ridgeland Avenue are proposed, however improvements along Garfield Street between these two intersections are outside the limits of the improvements as proposed, and not included as part of the overall Preferred Alternative.</i>
217	Gentile	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.
		<i>The Preferred Alternative offers a balance of providing improved operations and mobility in the corridor while avoiding impacts to the neighboring communities. The HOT 3+ lane with variable toll pricing would allow traffic on the HOT lane to be effectively managed to provide a reliable 45 mph trip through the corridor at any time of day.</i>
218	Gill	The sound wall "vote" exercise suffered from poor public education prior to its taking. Example: the education effort ought to have been done in 2-3 cycles and prior to conducting the vote. Example: No one knew during or prior to the vote who was/wasn't entitled to vote. This prevented any neighbor to neighbor discussion/self-education.
		<i>Seven separate public forums were held specifically regarding the traffic noise analysis. Maps were provided at those meetings (and online) showing which properties were eligible for a vote on proposed noise abatement. All properties eligible for a vote were sent project information, a plan view of the proposed wall, and renderings of the proposed wall. Two rounds of voting occurred for the majority of the project area (if at least one-third of voters did not respond to the first voting round), and three rounds of voting occurred in the west end of the project, which had design changes after the original noise wall vote was conducted.</i>
219	Gill	Calibrating a model w/noise sampling, data may have missed the most annoying highway noise events: Noise during rush hours and free flow time periods are not the worst. Worst is at night when hiway is open and trucks and hotrods use the lonely open road to speed or use air brakes, etc. silence interrupted by noise events are more disturbing than any white noise during a typical day.
		<i>Traffic noise monitoring is undertaken in order to determine whether the site-specific noise model for the project can accurately predict traffic noise compared to the real-world condition. Traffic noise levels and traffic data are recorded simultaneously. The traffic data is entered into the model, and the model's noise levels are compared against the monitored noise levels to check the accuracy of the site-</i>

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		<i>specific model. The monitored levels are not used as existing condition noise levels, nor are they used to determine noise impacts. The IDOT traffic noise handbook states that "Measurements should generally be conducted during the worst traffic-noise conditions. The time of day this occurs depends on the roadway being evaluated, but is typically represented by peak traffic conditions traveling at or near posted speed limits." Also, the FHWA impact criterion are generally based on 1-hour average (Leq) noise levels that would interfere with outdoor conversation. Therefore, the analysis is based on the loudest projected continuous hour, not individual noise events.</i>
220	Gill	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.
		<i>FHWA regulations and IDOT traffic noise policy state that a receptor receives a benefit from noise abatement, and an opportunity to vote on a proposed noise barrier, when the receptor receives at least a 5 decibel reduction in noise from the abatement. A five decibel reduction is a readily perceptible noise reduction. The majority of I-290 project area neighborhoods are densely developed urban areas with frequent bridges/structures over I-290. These crossings required noise barriers to end at structures over I-290, leaving receptors at the ends of barriers partially or unshielded from highway noise while receptors in the middle of the barrier were shielded from noise and benefited by a barrier. Receptors that are located near barrier ends are less likely to receive a benefit from abatement compared to a receptor located at the midpoint of the barrier.</i>
221	Gill	You guys should do better, much better next time.
		<i>Thank you for your comment.</i>
222	Grandy	I became involved with this project about 8 or 10 years ago when it first started. As near as I can figure, it should have been ready to start already. I think we are still waiting. A couple things that perplexed me are 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 that perplexes me.
		<p><i>IDOT: With respect to the Blue Line extension, it continues to be something with very high stakeholder interest. IDOT partnered with the CTA for this study, which found that over 50% of new ridership on a Blue Line extension would be coming from other existing transit services. Accordingly, the density of land use within the service area of a Blue Line extension does not currently support it as a standalone project. However, as part of the Preferred Alternative, IDOT proposes to provide a corridor and space for a future extension. Initially, an express bus service could operate in the HOT 3+ managed lane.</i></p> <p><i>CTA: The CTA had a limited scope with the Vision Study, and followed the modeling results that IDOT did in looking at extension possibilities. With the Vision Study, the CTA focused on the existing infrastructure and shoring it up to achieve current design speeds, providing greater accessibility for the Forest Park branch.</i></p> <p><i>It is not practicable for the CTA to look at an extension before taking care of the existing infrastructure that is already there. So the first focus is on the existing facilities and service. And when that is taken care of, then the CTA would start to explore the possibility of an extension.</i></p>

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223	Grandy	<p>My second point would just be an overall comment on the flyovers. I don't like them at all. I think they are 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.</p>
		<p><i>IDOT performed detailed noise and air analyses for the proposed Harlem Avenue and Austin Boulevard interchanges. There are some advantages in terms of noise with the proposed interchange design, where the combination of raised ramps and lowered I-290 mainline provide a walling-off effect that reduces expressway noise as compared to the current design. IDOT didn't find a perceptible change at the interchanges based on a more local analysis of air quality. IDOT has continued to work with Oak Park and the other communities on aesthetics to blend as much as possible with the surrounding communities. IDOT also took an extensive look at transit as part of the study; there are existing north-south bus services that are configured to connect the east-west CTA rail lines. The Preferred Alternative includes some slight refinements to better accommodate the connecting bus services.</i></p> <p><i>The Eisenhower Expressway is beyond its useful design life. Therefore, a transit-only solution would not address those types of problems on the Eisenhower; it needs to be reconstructed regardless. IDOT also looked at improving the drainage system. Heavy rains in the last 5 plus years have resulted in complete closures of the Eisenhower. When the freeway closes, traffic is routed into the adjacent communities. Therefore, IDOT needs to make some major investments in the design of drainage to keep traffic where it needs to be and have it serve its function.</i></p> <p><i>IDOT found that the crash rates were higher at the Harlem Avenue and Austin Boulevard interchanges. National studies have shown that left-side ramps are anywhere from 60 to 180 percent less safe than right-side ramps, so that the right-side ramps will provide a safety benefit. A unique design is proposed so that, even though the two interchanges are with an interstate highway, it is a much more pedestrian-friendly design as compared to the existing condition in providing transit access and overall pedestrian accessibility across the streets. In the existing condition, the sidewalk just disappears. Defined pedestrian plazas connect with the improved sidewalks; in addition, connections are provided to a proposed east-west multi-use path.</i></p> <p><i>Construction on a major project is always a challenge. IDOT is going to be working closely with the communities during final design to come up with a plan for construction. As for ride sharing, carpooling is happening today on the Eisenhower. The administration of operation and enforcement of the HOT 3+ lanes is yet to be determined. However, the HOT 3+ lanes would encourage sustainable practices and get more efficiency out of the existing corridor. Crashes cause congestion, but the over-capacity traffic is causing congestion as well. The west end of the Eisenhower is 34 percent over capacity today. IDOT is proposing to improve the efficiency of the existing corridor without dramatically expanding its footprint. The HOT 3+ lanes are going to increase that efficiency; the tolling will be structured to provide a 45 mph trip, which cannot be relied on today on I-290. Travel improvements are also projected in the general purpose lanes. The purpose of planning is to develop a consensus plan, and it is started from the beginning with community input. IDOT will work on a financial plan as well, but will first complete the public process of defining the Preferred Alternative.</i></p>
224	Grigg	<p>Please go forth with this project and make sure that those who travel in groups are able to use the HOV lane for free.</p>
	Grigg	<p><i>The Preferred Alternative includes provisions for transit vehicles and carpoolers with 3 or more occupants per vehicle to use I-290 without paying a toll.</i></p>
225	Grigg	<p>Also, please consider removing the entrances and exits within Oak Park. They are least of all an eyesore and most of all a highly inefficient and unsafe design.</p>

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		<i>The Preferred Alternative, removes the existing left hand ramps are removed and replaces them with a modified Single Point Urban Interchange design that places the entrance and exit ramps on the right, while bringing all traffic to a single intersection point atop the interchanges at Harlem Avenue and Austin Boulevard.</i>
226	Grigg	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.
		<i>The Preferred Alternative improves travel times for users of both the HOT 3+ and General Purpose lanes, as well as interchange capacity and operations, and therefore benefits all communities within the Study Area.</i>
227	Grotzke	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.
		<i>The I-290 Eisenhower Expressway was constructed during the 1950s and is now at the end of its useful service life and in need of reconstruction. The Preferred Alternative includes reconstruction of I-290 and the construction of an additional lane in each direction between Austin Boulevard and Mannheim Road in the form of a high occupancy toll (HOT) lane. The Preferred Alternative is expected to have an overall 6.21% improvement in safety (see FEIS Table 2-9, Round 3 Travel Performance Comparison), and will result in a small improvements in pollutant emissions, greenhouse gas emissions, and mobile source air toxics, as compared to the No Build Alternative, as described in Section 3.3 of the FEIS.</i>
228	Grotzke	Federal and state funds dedicated to this project would be better spent on improving bus and rail service.
		<i>Transit in this corridor has been extensively studied and evaluated as part of the I-290 study and by others. There is currently a robust existing transit network in place today with 21% of the work trips using transit in the study area, as compared to 12% for the region. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services; this indicates a lack of supportive land use. The Preferred Alternative improves access to transit by all users and preserves a space for future High Capacity Transit extension west of Forest Park.</i>
229	Gurgas	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? I was going to say it is 80 percent IDOT payment?
		<i>In terms of the paths and sidewalks, IDOT has a standard policy. Funding is 80 percent state and 20 percent local. We have actually identified the costs in the Village of Oak Park in the Letter of Intent. It is 100 percent IDOT cost for replacing anything that is disturbed by construction. Sidewalks on the bridges are 100 percent IDOT cost.</i>
230	Gurgas	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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		<i>In terms of enforcement for the HOT lane, we will review the best ideas across the country; there are HOT lanes in operation all over the country. The HOT lane infrastructure would be the last feature that is constructed. As the technology evolves, that will also be considered. For an urban corridor, an electronic system is likely. In terms of safety with the lane widths, IDOT did analyses of lane widths versus shoulder widths. We found that shoulder widths had a much bigger safety benefit than lane widths. With regard to the shoulder widths, there wouldn't be full shoulders everywhere. However, incidents could be managed using dynamic lane management (red X's or green arrows over a lane), similar to the Jane Addams Tollway.</i>
231	Gurgas	I can't remember what the status of digging down the Ike was. The off ramps, was it the off ramps.
		<i>The ramps at Harlem Avenue and Austin Boulevard are consistent with the 3D models that IDOT had prepared. The expressway is being lowered in several locations, particularly at Harlem Avenue. Further lowering would cause drainage concerns and railroad grade concerns. The cross road bridges would be either at the same height or lower. We were able to work with the CSX railroad to identify and improve their clearance without raising those cross road bridges.</i>
232	Gurgas	When are you planning on resurveying the noise wall, survey? The noise wall, revisiting the noise wall was one of the other ones.
		<i>The design plans (Phase II) would not be pursued all at the same time. It will likely be in layers and stages; and the noise walls may be one of those end construction items. Therefore, the walls may be designed later in the design phase. When the design phase comes up for the noise walls, IDOT will go back to the communities and ask if the public sentiment has changed. And if so, then IDOT will reopen the issue for discussion. If public sentiment hasn't changed, we just focus on aesthetics - what the wall would look like.</i>
233	Gurgas	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.
		<i>The preliminary geometry can be located in the Combined Design Report, Appendix H. The proposed grades of the cross road bridges in Oak Park Range between 2% and 3.6%. The maximum height of the bridges will be at the same height of the existing bridges, or lower. The crest of the Lombard Avenue bridge will be 1 foot lower than the existing bridge.</i>
234	Gurgas	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.
		<i>The proposed height of the Austin Boulevard bridge, and the elevation of the ramp connections will not increase compared to existing conditions (Elevation 623.5 feet). The current Garfield/Harrison Streets are between elevations 615-620. The Austin Boulevard bridge will be approximate elevation 625 at its highest point. The off-ramps will be approximately 2-4 feet higher than Garfield Street at the highest point. A short wall is proposed to be added to the top of the existing retaining wall along Garfield as a safety element. Currently, there is a metal railing along the top of the wall. The I-290 highway below Austin Boulevard will be lowered by approximately 5 feet below existing.</i>
235	Gurgas	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.

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		<i>The proposed height of the Harlem Avenue bridge, and the elevation of the ramp connections, will not increase compared to existing conditions. By Wenonah Street, the off-ramp elevation will be approximately 6 feet below the surface street. Wenonah Street is at approximate Elevation 619. By Maple Avenue, the off-ramp will be 10 feet higher than the surface street rather than 3 feet as stated by your comment. Maple Ave is at approximate Elevation 620. The ramp is at approximate Elevation 630. A short wall is proposed to be added to the top of the existing retaining wall along Garfield Street and Harrison Street as a safety element. Currently, there is a metal railing along the top of the wall. The I-290 highway below Harlem Avenue will lowered up to 8 feet below existing.</i>
236	Gurgas	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 be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connection to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing ‘hump’ of the bridge over I-290 by 1 foot.</i>
237	Gurgas	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.
		<i>Operational and enforcement aspects of the I-290 managed lane will be developed and discussed with stakeholders during Phase II (final design). In some sections of the corridor, only the two inside lanes in each direction are proposed to be 11-foot wide, with the other 2 lanes in each direction at 12-foot wide, and all lanes 12-foot wide elsewhere Where the two inside lanes are 11-foot wide, they will be separated by a 2’ painted buffer, so the overall width of the two lanes is 24-feet Overall, in the 9 mile reconstruction section, the Preferred Alternative will include 6 more miles of shoulders that are 10-foot wide or more, compared to existing conditions. Our analysis indicates that the configuration of the Preferred Alternative offers a 6.21% safety improvement compared to the existing design.</i>
238	Gurgas	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.
		<i>A final decision with respect to the installation of noise abatement will be made during the project’s final design phase (“Phase II”) and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.</i>

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239	Gurgas	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, 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.
		<i>IDOT will pay 80% of the cost of new sidewalk or multi-use paths with the local agency paying the other 20% plus maintenance costs. Plantings and art work are subject to 100% local participation over and above "base" improvements. Final details of cost participation will be determined in formal agreements between local agencies and IDOT during the project's final design phase ("Phase II"). IDOT is aware of Oak Park's planning of Madison Street improvements, which will convert the street from a 4-lane to a 3-lane design with a center two-way left turn lane and two through lanes. As part of the arterial improvements, design features will be developed in coordination with local municipalities.</i>
240	Gurgas	Pedestrian Safety 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.
		<i>The pedestrian crossings at Harlem Avenue and Austin Boulevard will be equipped with modern countdown-type pedestrian signals, pedestrian refuge islands across the ramp junctions, and high visibility crosswalk markings. Speed bumps and tables are not recommended where traffic is over 5,000 vehicles per day, or on major emergency response routes; thus Harlem Avenue and Austin Boulevard are not recommended for these types of traffic calming methods. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements at these locations.</i>
241	Gurgas	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.
		<i>The CTA Blue Line Vision Study found that the Forest Park Branch of the Blue Line has long station spacing and already serves as an express branch on the west side of Chicago, and that no additional 3rd track or express service is needed in the long term. We apologize for the incorrect information on the public hearing invitation regarding the nearest transit station.</i>
242	Haley	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.
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
243	Henning	No more lanes
		<i>Thank you for your comment.</i>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
244	Hills	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.
		<i>FHWA Policy changed in 2011, which included voting by benefitted receptors. FHWA updated their noise regulations to ask those directly benefited by a noise wall (receiving at least a 5 decibel noise reduction) to vote for or against a wall's construction (23 Code of Federal Regulations, Part 772.13). FHWA made this decision in order to more fairly reflect the viewpoints of those would receive a direct benefit from the wall. The regulation states: (2) Reasonableness: — (i) Consideration of the viewpoints of the property owners and residents of the benefitted receptors. The highway agency shall solicit the viewpoints of all of the benefitted receptors and obtain enough responses to document a decision on either desiring or not desiring the noise abatement measure. The highway agency shall define, and receive FHWA approval for, the number of receptors that are needed to constitute a decision and explain the basis for this determination."</i>
245	Isaac	You should build not one extra lane but 3 in each direction do not think about tomorrow traffic but at future traffic you build one lane today and when you are finish you will have to 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
		<i>The Preferred Alternative offers a balance of providing improved operations and mobility in the corridor while avoiding impacts to the neighboring communities. The HOT 3+ lane with variable toll pricing would allow traffic on the HOT lane to be effectively managed to provide a reliable 45 mph trip through the corridor at any time of day.</i>
246	Jackson	Sir, Forward the agenda on above, I saw it in the Sun-Times paper - I am interested in Jan. 26 - event
		<u>The content for the public hearing can be found on the project website www.eisenhowerexpressway.com.</u>
247	Jackson	P.S. Advise who will be the contractors??
		<i>Currently, design (Phase II) and construction (Phase III) of this project are not funded. Contractors for this project, and the method of project delivery, are not known at this time.</i>
248	Johnsen	I live just down the block at 1139 S. Lombard and can attest to how dangerous an intersection this is esp. with the little 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.
		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12 feet wide along the west side and 16 feet wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
249	Johnson, K.	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

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		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 EI 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.
		<p><i>One of the CTA Blue Line Vision Study's recommendations was to provide ADA-compliant facilities at all stations along the Forest Park Branch. ADA accessibility between street level and platform level can be accomplished either by the use of sloped ramps or walkways, or by elevator. It is not always practical to place every ADA access immediately adjacent to a bus stop. The reason that station ramps are sometimes 400 feet in length is that they must adhere to a maximum grade to meet ADA requirements, and the greater the vertical drop between street and platform, the longer the ramp must be.</i></p> <p><i>This comment was forwarded to the CTA.</i></p>
250	Johnson, A.	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.
		<i>At this point IDOT does not have a schedule for construction. There is only funding for this planning phase, and construction of a new stormwater pump station at the DesPlaines River.</i>
251	Kelly	1043 South Harvey is a block south of the Eisenhower. I'm going to be 70 in June, and I'm wondering how much of this project I have to be concerned about in my lifetime. I am interested in knowing if you have an idea of the best-case scenario of how much time from today this project could receive funding?
		<i>Currently, Phase I is funded, which includes completion of this study. Construction of a new pump station just west of the Des Plaines River which is part of the overall proposed drainage plan for the Preferred Alternative is included in our multi-year program. Other than the pump station, there is no funding for subsequent phases of this project, including design and construction. However, reconstruction of this facility is a priority due to its age and condition. If funding were available, it would take approximately two to three years for design and right of way acquisition; followed by four years of advance construction for items such as railroad bridges, overhead road crossings, and improvements to parallel relief arterial roads; and then followed by four years of mainline I-290 construction.</i>
252	Kelly	How much time between then and funding, and how much time for all of the construction to be completed?
		<p><i>IDOT has reviewed how construction would occur at a conceptual level, and estimated that it would take four years of advance construction work for items such as railroad bridges, overhead road crossings, and improvements to parallel relief arterial roads; and then followed by four years of mainline I-290 construction.</i></p> <p><i>The next phase of project development is final design, where construction timelines will be studied in more detail and where methods may be found to reduce the construction schedule. During design, IDOT will work with the communities to develop a set of construction measures to manage and mitigate construction effects.</i></p>
253	Labuz-Stowers	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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		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. The proposed transportation and pedestrian improvements are documented in Section 3.1.8.2 of the FEIS and include large pedestrian plaza areas in all four corners of the intersection, wider sidewalks, high visibility cross-walks in all directions, signals with pedestrian countdown timers, connections to the proposed east-west shared use path, and improved lighting. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12 feet wide along the west side and 16 feet wide along east side where the Blue Line CTA station entrance is which can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Traffic operations will also be improved by overall geometric and turning path improvements, as well as better demarcation between pedestrian and vehicular traffic. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
254	Levrant	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)?
		<i>Some right of way will be required from the parcels along Circle Avenue in which Veterans Park the Dog Park resides. The existing sidewalks in this area are 5 feet wide and the roadway width is not adequate for a bicycle lane in each direction. Project improvements will require 770 square feet from the Veterans Park parcel and 575 square feet from the Dog Park parcel which will be used to help accommodate a dedicated bicycle lane in each direction, a 10 foot wide sidewalk east of Circle Avenue, a 12 foot wide sidewalk west of Circle Avenue and a new dedicated bus pull-off area. These improvements will provide safer conditions for pedestrians to access the CTA station from Circle Avenue. The design also proposes the use of retaining walls along Circle Avenue to minimize impacts to the parcels. In addition, both parks will have direct access to the proposed shared-use path that will extend from Des Plaines Avenue to Columbus Park. The path connections will require some temporary construction easements but no permanent impacts are proposed. At the Blue Line entrance, the proposed condition includes a modernized CTA station at Circle Avenue. The station design specifics will be completed by the CTA in future studies. Geometric improvements at Circle Avenue include a 16 foot wide sidewalk in front of the station compared to 5 feet in the existing condition. The wider sidewalks, dedicated bicycle lane and dedicated bus pull-off area will provide a safer design and improve pedestrian mobility at this location.</i>
255	Levrant	Also, how will the HOT lanes be monitored for occupancy?
		<i>Enforcement and other operational characteristics of the managed lane will be developed during Phase II (final design). Based upon current national experiences, the likely methods include a combination of police enforcement, video cameras, and other potential technologies, such as transponders with carpool indicators.</i>
256	Lococo	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 toothpaste back into the tube.
		<i>Thank you for your comment.</i>
257	Lococo	But what we can do is restore, as much as possible, of the original intent. Frontage roads must use cantilever wooden bicycle paths, elevated 10 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 outside the box, cantilever wood path-ways endure.

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		<i>The Preferred Alternative preserves all of the existing frontage roads, and provides a new multi-use trail from Des Plaines Avenue to Austin Boulevard that is at grade, and connects the Illinois Prairie Path to the west to the Columbus Park trail on the east. No cantilever designs were necessary in creating the multi-use trail, and a cantilever design would also be a greater maintenance challenge.</i>
258	Luke	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 law of induced demand: An excerpt from Suburban 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."
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety and mobility for all users. Eighty percent of the construction cost is to reconstruct the existing facility, and only 20 percent is for additional capacity. I-290 is in a mature urban area and induced demand is addressed through the No Build and Build forecasts which show a relatively minor increase in traffic volumes. The introduction of a managed lane such as the HOT 3+ lanes of the Preferred Alternative will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.</i>
259	Luke	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.
		<i>The introduction of a managed lane such as the HOT 3+ lanes of the Preferred will provide a reliable trip by managing use via variable priced tolling, while allowing vehicles with 3 or more occupants and transit vehicles to use the lanes for free. This encourages maximizing occupancy per vehicle and reducing the amount of vehicles on the road for a given person throughput. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections.</i>
260	Manuele	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.
		<i>In Phase II (final design) IDOT will work with the local communities and stakeholders to develop and implement strategies to minimize/mitigate construction effects. This will include development of specifications to address noise, dust, time of work, and materials storage within the context of the community. Also, IDOT will coordinate with the communities to develop a scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.</i>

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261	Matthews	The Ike 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.
		<i>The Preferred Alternative adds a lane in each direction from Mannheim Road to Austin Boulevard, effectively eliminating the existing 4 to 3 lane bottleneck in each direction. Our analysis indicates that travel times will improve by 25% in the general purpose lanes and by over 50% in the HOT 3+ lanes. The CTA is planning to modernize the Blue Line and provide wider platforms in this area, so much of the existing available space will be required for CTA improvements. However, the Preferred Alternative will utilize up to 10' of the vacant CTA Blue Line ROW between Circle Avenue in Forest Park and Austin Boulevard in Chicago to accommodate the additional lanes and wider shoulders.</i>
262	McCormack	Thanks for calling them “crashes” and NOT “accidents.”
		<i>Thank you for your comment.</i>
263	McCormack	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).
		<i>Thank you for your comment.</i>
264	McMillen	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.
		<i>An extension of the Blue Line to Oak Brook was evaluated in the Round 1 Single Mode Alternatives analysis and did was found to have insufficient diversion of traffic from I-290 to transit, and did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). Additionally, this extension drew a considerable amount of riders from other existing transit services. For these reasons, an extension to Oak Brook was not carried forward. However, of the new regional transit trips generated on extension to Oak Brook, 89% of the new transit trips were generated between Forest Park and Mannheim Road. Therefore, the Preferred Alternative is configured to accommodate a High Capacity Transit extension (such as the Blue Line to Mannheim Road). Since I-290 is an existing facility, the addition of one lane in each direction for a portion of the project's length, along with the minimal new right-of-way required, is not anticipated to cause substantial impacts to environmental resources. For example, the improvements of the Preferred Alternative are projected to have very little change in air quality, with a slight reduction in the various air pollutants (-0.07% to -0.30%) and Mobile Source Air Toxics (-0.08% to -0.20%) as compared to the No Build Alternative (see Table 5-1 of the FEIS).</i>
265	McMillen	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

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		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.
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. The HOT 3+ lanes would provide travel time savings of up to 56% and the remaining general purpose lanes would provide up to 25% time savings based on 2040 projections. The Preferred Alternative will also create \$2.7B in productivity savings.</i>
266	McMillen	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.
		<i>The proposed improvements as part of the Preferred Alternative and those outlined in the CTA Blue Line Vision Study are intended to make the service more accessible, reliable, and attractive, and should promote increased ridership.</i>
267	McMillen	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.
		<i>The I-290 Study Area, and much of the adjacent areas, are maturely developed areas with limited potential for infill development. Consequently, population and employment projections for the Study Area show a projected 0.4% increase in population and 0.5% increase in employment within the I-290 Study Area for a build alternative, as compared to the No Build Alternative, by the year 2040, per Section 3.1 of the FEIS. The Preferred Alternative provides not only more efficient management of traffic demand along I-290, but also improves non-motorized connections across I-290, a new east-west multi-use path connecting Des Plaines Avenue with Austin Boulevard and providing connectivity between the Illinois Prairie Path and the Columbus Park southerly path, improved access to CTA rapid transit stations, free access of the HOT 3+ lanes to transit vehicles and vehicles with 3 or more occupants, and space to install a future transit extension west of Forest Park.</i>
268	McMillen	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.
		<i>It should be noted that the reverse commute on I-290 toward the western suburbs is almost as heavy as the traditional commute into downtown Chicago, so that the travel improvements of the Preferred Alternative will be distributed to users in Chicago and the near western suburbs as well as those of more outlying areas.</i>
269	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.
		<i>The overarching need is to reconstruct I-290, as it was originally built in the 1950s and many elements are at the end of their useful service life. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements. The flow in the HOT 3+ lane would be managed</i>

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		<i>through variable toll rates that would rise and fall depending upon the level of congestion, and in doing so, provide a minimum 45 mph speed in the HOT lane. The Preferred Alternative will provide travel time savings of up to 56% in the HOT 3+ lanes and up to 25% time savings in the general purpose lanes based on 2040 projections. The Preferred Alternative will also create \$2.7B in productivity savings.</i>
270	Miller	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.
		<i>The addition of lanes between 25th Avenue and Austin Boulevard removes a bottleneck where traffic backs up at the upstream end of the lane reductions. There will be no added lane east of Austin Boulevard, and the conversion of the inside lanes to HOT 3+ lanes will encourage carpooling and promote bus transit in those lanes. The crash data was taken from actual local and state police reports of crashes where property damage, injuries or deaths occurred.</i>
271	Miller	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.
		<i>Thank you for your comment.</i>
272	Montville, F.	I have lived on Garfield, east of Harlem for over 40 years. I really hope that I-290 is not converted into another tollway, Single HOT or otherwise.
		<i>Thank you for your comment.</i>
273	Montville, J.	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.
		<i>Currently, the UIC-Halsted, Illinois Medical District, Kedzie-Homan, and Forest Park stations on the CTA Blue Line Forest Park Branch are ADA accessible. At the Illinois Medical District station, Damen has a long ADA-compliant ramp, but it is currently closed for construction. The Paulina end is open and is at least temporarily ADA-accessible. The Ogden station house will get an elevator as part of the renovation project currently under way.</i>
274	Montville, J.	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? 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.

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		<i>The wall by your home is wall B30. B30 would be located at the top of the slope of as you indicated. The vote results from this wall were 52% not in favor of the barrier. IDOT requires that more than half of potential votes received must be in favor in order for the wall to be recommended for construction. Since less than half of the potential votes received were in favor, the wall is not recommended for construction.</i>
275	Nudelman	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 budgeted at = \$2.3 billion. For that cost, 76-230 grade crossings could be eliminated, and/or roads and bridges could be repaired. Grade crossings elimination along Harlem Avenue, 1st Avenue, Cermak Road and Grand Avenue 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 - Cermak/1st, N. Riverside - Lake/1st. Maywood - Grand/Thatcher, River Grove - Cermak/Cicero, Cicero - Cermak/Laramie, Cicero - Lake/5th, Maywood
		<i>I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i>
276	Nudelman	I heard that the cost of the project is roughly \$2.3 billion. I am currently a commuter on the 307 bus route on Harlem Avenue. That bus route has four railroad crossings at grade. I realize this project is very valuable for expanding capacity. But in terms of importance, I think the immediate need right now is separating some of these heavy, congested train crossings. I understand that the CREATE Program is doing that, but I think more funding should be applied to railroad grade crossing separations.
		<i>The Eisenhower Expressway reconstruction is one of many projects that needs to be accomplished in the region. It is still a very important project because of the role it plays with connecting communities to the region as well as connecting the region with the communities along the I-290 corridor.</i> <i>The nearly-completed 25th Avenue grade separation project, as well as other CREATE projects, have improved travel in the region, and the process of providing grade crossing separations will continue. At this point in Phase I studies, IDOT is identifying what the scope of work would be for the Eisenhower Expressway; identifying funding will also be part of that process.</i>
277	Oliverio	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 and cargo Hyperloop above the streetlights. In between the streetlights along the Eisenhower build beams in between to hold the structure. 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!
		<i>The impacts and cost of building a structure over I-290 would outweigh any potential benefits.</i>
278	Oliverio	Arrest Rahm, Rauner, Madigan and Durbin and the rest of the low lives making Illinois worst state 3 years in a row and #1 in violence more than LA and NY combined!
		<i>Thank you for your comment.</i>
279	Oliverio	I think it is common sense that if Ia 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

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		<p>the O'Hare 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 Ia because Chicago is more original gangster than Ia. 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 architectural 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!</p>
		<p><i>Thank you for your review and comments.</i></p>
280	Oliverio	<p>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 that's 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 quadcopter you to the closest Google Wonkavator pod station to the destination you entered. I think USA is primitive in their transportation. Lazy fat ____ 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 ant hole underground Hyperloop if Chicago didn't 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!</p>
		<p><i>The impacts and cost of building a structure over I-290 would outweigh any potential benefit.</i></p>
281	Oliverio	<p>Think an extra lane is common sense. 4 lanes throughout Mannheim to Austin connecting. Mayor Emanuel should have finished that in his 1st term!</p>
		<p><i>Thank you for your comment.</i></p>
282	Oliverio	<p>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!</p>
		<p><i>IDOT will develop an aesthetic approach for the project in the next phase of project development. Depending on the local aesthetic features desired, local communities may need to participate in the additional costs of the requested aesthetic features.</i></p>
283	Oliverio	<p>Hover cars are another form of transportation 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</p>

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		with the Quadrocopter 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.
		<i>Although the transportation planning process strives to consider foreseeable conditions through the year 2040 planning horizon, major market penetration and adoption of future transportation modes such as hover cars and hover pods are likely beyond the planning horizon for this study.</i>
284	Oliverio	Maybe a McDonalds oasis above like Hinsdale oasis? A new oasis of food \$ yelp foodie GSR'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!
		<i>No oases are planned for the I-290 project.</i>
285	Oliverio	Let's 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>Thank you for your comment.</i>
286	Oliverio	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!
		<i>Thank you for your comment.</i>
287	Oliverio	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 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

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		<p>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 and 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 ATandT 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 one 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.</p>
		<p><i>Thank you for your comment.</i></p>
<p>288</p>	<p>Oliverio</p>	<p>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!</p>
		<p><i>Thank you for your comment.</i></p>
<p>289</p>	<p>Orzel</p>	<p>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.</p>

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		<p><i>I-290 is a very constrained urban corridor with very limited space for capacity improvements. The HOT lane, along with eliminating the 3-lane bottleneck, will improve efficiency of the entire corridor, including the existing four lane section east of Austin Boulevard. Within the context of the I-290 study, the basic purpose for the HOT lane is to manage travel flow and provide a reliable trip, rather than generate revenue. The HOT lane will be managed through variable toll prices that will rise and fall depending on the level of congestion, which will maintain a minimum 45 mph speed in the HOT lane. With the addition of the HOT lane, speeds in the three General Purpose lanes will improve by 25 percent.</i></p> <p><i>Subsequent Phase II (design) engineering and financial studies will determine potential tolling policies for the HOT lane. Currently, there is no funding committed for design or construction of this project.</i></p>
290	Orzel	<p>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.</p>
		<p><i>A final decision with respect to the installation of noise abatement will be made during the Project's final design phase ("Phase II") and the public involvement process. Before the initiation of noise wall related work in Phase II, the Department and the Village will assess whether public sentiment has changed, either due to a substantial time lapse since the noise wall vote in 2016, or changes in noise wall technology or policy that alter the composition of the walls. If it is jointly determined that there is a change in public sentiment, a new vote that obtains the viewpoints of the benefited receptors will be held.</i></p>
291	Orzel	<p>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.</p>
		<p><i>During the design phase (Phase II) IDOT will coordinate with stakeholders with respect to managing and mitigating construction effects, including a monitoring program to address vibration/settlement concerns. The start of the program, beginning with condition surveys of buildings, would be initiated prior to the time of construction.</i></p>
292	Peterman	<p>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.</p>
		<p><i>In general, the purpose of the I-290 planning process is to address the transportation needs within the study area, rather than a targeted initiative that is solely focused upon transit improvements. The I-290 planning process included the participation of the region's transit agencies, and specifically, a partnership with CTA regarding the development of a Vision Study for the Forest Park branch of the Blue Line. It is also important to note that an extensive transit network exists within the study area, and 21% of the work trips use transit in the study area, as compared to 12% in the rest of the region. In addition, as part of the I-290 planning process, transit alternatives were studied in depth and coordinated with stakeholders. The Preferred Alternative contains transit improvements, including a recommendation for a high capacity transit (CTA Blue Line) extension with the reservation of space for this future CTA Blue Line extension. In the interim, express bus service in the managed lane is accommodated. In addition, access to the existing CTA Blue Line stations would be improved through new bus pull-outs, bus stops relocated to better align with the existing stations, wider sidewalks, improved intersection cross-walks, a new east-west shared use path, bicycle lanes, and ADA improvements. While the CTA has indicated that a Blue Line extension is a relatively low priority for their agency, the other important issue is that approximately 50% of</i></p>

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		<i>the ridership for a Blue Line extension would consist of diversions from other existing transit services, which indicates that there is currently a lack of supportive land use to justify a heavy rail extension.</i>
293	Peterman	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.
		<p><i>The analysis was completed to meet the requirements set forth in E.O. 12898 and associated implementing guidance set forth by the USDOT.</i></p> <p><i>As noted in your comments, the DEIS documents that there are no disproportionate impacts to low income or minority communities. In addition, many aspects of the preferred alternative would be beneficial to individuals that do not own a car, including: congestion relief on nearby arterials and the I-290 corridor (which would improve the performance of buses), improved transit connections at CTA stations, improved bike and pedestrian accommodations (including a 2 mile extension of the Prairie Path), and the encouragement of carpooling (the HOT lane would allow carpoolers to ride toll free, and would benefit from a 56% reduction in travel time).</i></p>
294	Peterman	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 University, 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. 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.
		<i>Section 3.1.9 Environmental Justice of the I-290 DEIS includes an access and mobility analysis of the EJ populations in the I-290 corridor including access to regional employment centers, transit service, non-motorized facilities, and improvements to arterial traffic conditions.</i>
295	Peterman	<p>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.</p> <p>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%. 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.</p>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
		<p>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.</p>
		<p><i>It should be noted that the I-290 Study Area already has a very dense transit network, especially east of Austin Boulevard with CTA Bus, CTA Rail (Blue and Green Line), and Metra service. The I-290 Study Area also already has a transit utilization rate of 21% for work trips, which is nearly double the regional average of 12% for transit.</i></p> <p><i>The Preferred Alternative contains transit improvements, including a recommendation for a high capacity transit (CTA Blue Line) extension with the reservation of space for this future CTA Blue Line extension. In the interim, express bus service in the managed lane is accommodated, in addition, access to the existing CTA Blue Line stations would be improved through new bus pull-outs, bus stops relocated to better align with the existing stations, wider sidewalks, improved intersection cross-walks, a new east-west shared use path, bicycle lanes, and ADA improvements.</i></p>
<p>296</p>	<p>Peterman</p>	<p>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).</p>
	<p>Peterman</p>	<p><i>The purpose and need for the I-290 project includes improving safety and transportation facility deficiencies. The I-290 Eisenhower Expressway was designed and built well over 50 years ago and requires reconstruction. The crash rate on I-290 is also higher than other similar expressway sections in the region. The lane drop (change from four lanes to three lanes) and left hand ramps also contribute to worse crash rates than comparable sections. The Preferred Alternative includes the reconstruction of I-290 and improved safety by providing four continuous lanes in each direction and removal of the left hand ramps. The purpose and need also includes improving regional and local travel and access to jobs. In the Preferred Alternative, the HOT 3+ lanes would provide travel time savings of up to 56% and the general purpose lanes would experience up to 25% time savings based on 2040 projections and additional access to nearly 400,000 regional jobs. The DEIS documents that there are no disproportionate impacts to low income or minority communities. In addition, many aspects of the Preferred Alternative would be beneficial to individuals that do not own a car, including: congestion relief on nearby arterials and the I-290 corridor (which would improve the performance of buses), improved transit connections at CTA stations, improved bike and pedestrian accommodations (including a 2 mile extension of the Prairie Path), and the encouragement of carpooling (the HOT lane would allow carpoolers to ride toll free, and would benefit from a 56% reduction in travel time). The median of I-290 is also designed to be convertible to accommodate a High Capacity Transit (HCT) extension from Forest Park to Mannheim Road in the future, which could be a Blue Line rapid transit service extension.</i></p>
<p>297</p>	<p>Rankin</p>	<p>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 Park station stop. And my 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</p>

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		<p>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 Park 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.</p>
		<p><i>The preferred alternative includes accommodations for an express bus coming from the Forest Park station going west and the bus would ride in the managed lane. The managed lane is structured so that there would be a 45 mph minimum operating speed. It would act like an express, and extend beyond the Study Area.</i></p> <p><i>CTA: The question of a CTA rail line extension has come up several times during this project. The CTA had limited funds in the Vision Study. The most important aspect for the CTA is to maintain the existing infrastructure. It would be irresponsible to seek federal funds for an extension without maintaining the existing facilities; similar to having a house and your roof is leaking, it's not a good time to put on an extension. The focus of this study first was to look at the existing infrastructure. And once CTA can get that under control, we will continue to look at opportunities system-wide where there may be opportunities for extension.</i></p>
298	Rankin	<p>1) New INFILL station in Oak Park - The CTA should research the value of creating 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?</p>
		<p><i>In the CTA's Blue Line Vision Study, the need for a new station at Ridgeland Avenue was not identified. Spacing of stations is done to promote ridership and to maintain average travel speeds.</i></p>
299	Rankin	<p>2) UNNECESSARY DELAYS- Blue Line trains are often delayed because they must wait for signal clearance or an available track in Forest 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 O'Hare sometimes. Because of these delays Blue Line rider miss bus connections at Forest Park.</p>
		<p><i>This is a CTA operational matter that has been forwarded to CTA staff.</i></p>
300	Rankin	<p>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 multiple directions (like Green line in Boston), including all the way to O'Hare. 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 corridor emerge hugging the improved express bus service to a strange of important suburbs west of Forest Park - This transit corridor will simulate what a rail line might someday look like.</p>
		<p><i>Generally, Pace would operate express bus service heading west from the Forest Park station. Pace is beginning to implement a rapid transit bus network comprised of arterial bus rapid transit and suburban expressway service.</i></p>
301	Rankin	<p>4) MAKE EISENHOWER AN ECONOMIC CORRIDOR The biggest single problem with this design IMHO is its failure to encourage commercial/business development near many of the station entrances. The dead areas around the Austin Blvd entrance are a good</p>

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		example - an excellent 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.
		<i>IDOT does not control or regulate land development such as described in your comment. Such a development would come under the purview of the Village of Oak Park, and they would need to initiate any discussions of redesign of the I-290 features with IDOT to accommodate it, if any entrances, drainage structures or other items were within the project limits.</i>
302	Rankin	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 vehicles by individuals or small groups.
		<i>The increased use of for-hire transportation services such as Uber will likely change automobile usage patterns; however, these changes are difficult to forecast as this type of service is an emerging technology. One of the challenges of providing additional pick-up and drop-off space near CTA rapid transit stations is the limited amount of curb area available and the need to also maintain space for bus transit vehicle pick-up and drop-off.</i>
303	Rankin	6) BUSES OF THE FUTURE CTA city and Pace bus will likely be driverless by the time new expwy 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.
		<i>The implementation time frame for driverless buses nationally and locally is unclear. The I-290 Preferred Alternative includes a high occupancy toll (HOT) lane where carpools with three or more occupants and transit buses would travel for free. Transit buses would pick-up passengers on the arterial street portion of their route and then enter I-290 and enter the HOT lane. The HOT lane in the Preferred Alternative is projected to have a 56% travel time improvement over the No Build Alternative.</i>
304	Rankin	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 additional trains to the schedule.
		<i>CTA, Metra, and Pace continuously try to balance passenger demand and service levels system-wide, with an emphasis on higher utilized routes.</i>
305	Rankin	8) Instead of having just 4 lanes on expressway (one lane with toll) - would there be room for 5 lanes in both directions??
		<i>There is insufficient space to add additional lanes beyond the HOT 3+ lanes (such as 5 lanes in each direction) without major impacts to existing homes and businesses; one of the project goals is to minimize impacts to the surrounding environment, including building displacements.</i>
306	Rankin	9) LEVERAGE VALUE OF TODAY'S BLUE LINE Effective immediately 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.
		<i>Thank you for your comment. Your comment has been forwarded to the CTA.</i>
307	Rankin	10) SPIFF UP WHAT WE HAVE NOW - Effectively immediately 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.

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		<i>IDOT performs litter pickup and mowing activities on a periodic basis. Community-based initiatives can increase the frequency of these activities with IDOT permission.</i>
308	Rankin	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.
		<i>The Blue Line Vision study includes station improvements as one of its objectives. A conceptual rendering of the Austin station shown at the Blue Line Vision Study's January 25 and 26, 2017 Public Meetings (held in concurrence with the I-290 Public Hearings) included improvements such as ADA accessibility, landscaping, pedestrian crossings/refuges, station entrance design, bike racks, lighting, improved maintenance and constructability, wider platforms, and shelter/weather protection.</i>
309	Rankin	12) EFFECTIVELY IMMEDIATELY Seamlessly integrate PACE and CTA bus networks - avoid dead ends and overlap of services. Having two networks is EXTREMELY wasteful - and bus service can be revolutionized for very little capital expenditure
		<i>Thank you for your comment. Your comment has been forwarded to the transit agencies.</i>
310	Raphael	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>In Phase II (final design) IDOT will work with the local communities and other stakeholders to develop and implement strategies to minimize/mitigate construction effects. This will include development of specifications to address noise, dust, time of work, and materials storage within the context of the community. Also, IDOT will coordinate with the communities to develop a scope of work for an overall monitoring program to address vibration/settlement concerns. However, the execution of the program, beginning with condition surveys of buildings, would not be initiated until closer to the time of construction.</i>
311	Raphael	I am also concerned about the increased air pollution due to the increased number of cars.
		<i>The Preferred Alternative shows slight improvements in pollutant emissions, greenhouse gas emissions, and mobile source air toxics, as compared to the No Build Alternative, as described in Section 3.3 of the FEIS.</i>
312	Raphael	I also would like IDOT to increase the size of the East Ave. bridge.
		<i>Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to East Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12 feet wide along the east side and 16-foot wide along west side where the Blue Line CTA station entrance is located and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed.</i>
313	Raphael	I am wondering where the staging of materials will be and hope it is on the expressway itself instead of in the neighborhoods.
		<i>Currently, the I-290 project is in the planning stage. Materials storage is considered during subsequent final design and construction project development phases. Typically, contractors can store materials and equipment on the I-290 right-of-way as far as is practical. If they need additional space to store materials and equipment, they must obtain permission from private or public property owners, and abide by any local regulations pertaining to construction activity and storage.</i>
314	Reed	The 3+ lanes will NEVER work. What is needed is a dedicated express lane(s) with limited access and definite barriers separating local and express lanes - who will enforce?

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		<i>High occupancy toll (HOT) lanes are in operation across the country. Enforcement for the I-290 HOT 3+ lane and other operational features will be developed during Phase II (final design)</i>
315	Reed	Access lanes from Harlem to Eisenhower too short, causing congestion on Harlem, both N. bound and S. bound.
		<i>As part of the Preferred Alternative, full reconstruction of Harlem Avenue is proposed, including substantial improvements for both pedestrians and vehicles. Traffic operations at the interchange will be improved through geometric and turning path improvements, better demarcation between pedestrian and vehicular traffic, and accommodating dual left turn lanes from the I-290 ramps. The ramps will be lengthened and moved to the right. The proposed design will address congestion on northbound and southbound Harlem Avenue, and more efficiently accommodate all movements at this interchange. The design of the I-290 exit ramps results in the ability to store more vehicles exiting the expressway on the ramps and the ability to empty the waiting vehicles more quickly. This operational improvement on the ramps will result in the ability to provide longer green signal time for local north-south traffic movements along Harlem Avenue.</i>
316	Reed	The Harlem overpass will not solve the problem of semi trucks entering and exiting the Eisenhower. They consistently snarl traffic on Harlem.
		<i>Harlem Avenue (IL 43) is a state route and a designated Class II truck route; as such, truck traffic cannot be restricted from utilizing Harlem Avenue to enter to, or exit from I-290. However, the proposed improvements are designed to better accommodate large trucks that use this interchange. This includes improved turning radii and coordinated signal timing/phasing that will prevent conflicting opposing turning movements that cause operational problems today.</i>
317	Rhodes	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 Aldi's, 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 voting no to this project as so have many people I have talked to. This is simply a porkbelly bill, wasting tax dollars!!
		<i>The reconstruction of the Hillside interchange of I-88, I-290 and I-294 was a spot improvement project completed in 2001 that did not add mainline I-290 capacity. However the project addressed a dangerous weaving condition where the East-West Tollway (I-88), ramps from the Tri-State Tollway (I-294) and Roosevelt Road (Illinois 38) all converged into just one lane approaching the Eisenhower Expressway (I-290). Safety and travel times for eastbound traffic from I-88 to I-290 were improved in particular. In general, I-290 is a vital transportation corridor that serves over 200,000 vehicles per and that connects people, communities and employment centers. I-290 experiences thousands of crashes, and the proposed improvement will improve safety, mobility for all users. This facility was originally constructed during the 1950s and is now at the end of its useful service life and is in need of reconstruction based upon its condition alone.</i>
318	Rooks	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 be greatly improved. Please consider adding speed tables or rumble strips prior to pedestrian walk ways to decrease driver speed.

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		<i>In coordination with the Village of Oak Park, several pedestrian improvements are planned for Lombard Avenue. Section 3.1.8.2 of the FEIS provides more information on the proposed improvements to Lombard Avenue. Existing sidewalks that are between 5 and 6 feet wide will be improved to 12-foot wide along the west side and 16-foot wide along east side where the Blue Line CTA station entrance is located, and can be configured to accommodate a DIVVY bike rack near the CTA station entrance. Pedestrian plaza areas will be provided at each corner of the bridge to improve visibility and provide more space for pedestrian Activities. Connections to the east-west shared use trail, high visibility crosswalks and improved lighting are also proposed. Also, lowering of the Lombard Avenue profile will improve sight lines across the expressway by effectively lowering the existing 'hump' of the bridge over I-290 by 1 foot.</i>
319	Sokol – Oak Park Historic Preservation Commission	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>As discussed with the Oak Park Village Board, construction methods that minimize the potential for noise and vibration impacts as well as monitoring of sensitive structures during construction will be developed in subsequent project phases. IDOT will implement an existing structure monitoring program that will begin prior to construction. Existing conditions of buildings adjacent or near the expressway (identified in coordination with local communities) will be documented prior to any project-related construction activity. The monitoring would be continued for a period after construction to document post construction conditions. IDOT will work with the communities to develop a scope of work for the overall monitoring program during the design phase of this project.</i>
320	Sokol – Oak Park Historic Preservation Commission	I am asking that you consider alternatives of mass transit instead of this massive, disruptive, costly, and potentially damaging construction project.
		<i>Transit alternatives were studied extensively. An extension of the Blue Line to Oak Brook was considered and evaluated in Round 1 of the single mode alternatives evaluation. There is currently a lack of supporting land uses for an extension of the Blue Line (54% of any new ridership generated by a Blue Line extension would be drawn from other existing transit services in the area). The expressway and the CTA Blue Line serve two different travel markets and as such a Blue Line extension would not result in any meaningful congestion relief (See Section 2.3.3.1 of the FEIS). There is currently a robust transit network already in place, with 21% of the work trips using transit in the study area, as compared to 12% in the rest of the region. I-290 is a vital corridor for cars, trucks and buses. I-290 was constructed in the 1950s and many elements are at the end of their usable service life, and need to be reconstructed regardless of the HOT 3+ lane addition and other project elements. Approximately 80% of the cost of the I-290 reconstruction is to replace and modernize the existing pavement and bridges, and approximately 20% to construct the new HOT 3+ lanes and other improvements.</i>
321	Stewart	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 are switched to motorcycles the congestion would decrease.
		<i>The final tolling arrangements and access permissions will be determined in later phases of the project.</i>
322	Suchomel	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?
		<i>IDOT did analyze induced demand by developing build and no-build forecasts. The key issue on an urban project like I-290 is that there isn't urban sprawl. It's already urban. What we would expect to see is redevelopment of existing land uses. There are not a lot of generators of new trips. Based on the analysis, there would be about a 10 percent increase in traffic between, on average, the build and no build volumes due to regional trips shifting from arterials to I-290.</i>

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323	Suchomel	And why is the HOT toll lane better than a free lane in your estimation?
		<i>The HOT lane provided the best balance of arterial relief and improved mobility on the Eisenhower Expressway. The difference between the HOT lane alternative and the general purpose lane alternative is that with a general purpose lane alternative, we would not be able to provide enough additional lanes that predictable, reliable trip. With a managed lane and structuring the toll rates, we would have a 45 mph trip on that inside lane.</i>
324	Tammen	Infrastructure improvements are greatly needed on this corridor. The interchanges are greatly outdated and unsafe. Additionally, the whole area is an eyesore and needs more greenspace, landscaping, etc.
		<i>Thank you for your comment.</i>
325	Tammen	Obviously, the State of Illinois 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 and 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 the tolling of the interstate system. These mechanisms are already working well in other states and with Illinois' fiscal issues that state needs to be pro-active and not reactive to those alternative funding solutions.
		<i>Thank you for your comment. Funding and financing will be analyzed further in the next phase of project development.</i>
326	Thomas	Last time you were here, you stated there was a question regarding the wall that would go along Harrison Street. Do you have any results on that? And then also, too, I understand in your brochure you state that Phase II and beyond is not funded. We have a new administration in Washington. What are the chances of it getting funded?
		<i>The chances of getting additional funding are not known at this time. IDOT will develop a financial plan and look at various funding mechanisms. If there is a new transportation program in Washington, IDOT will investigate how the Eisenhower project would fit with that program.</i>
327	Thomas	So that would be after the summer, after the Phase I studies currently taking place in 2017, you would go to Washington to try to get the appropriations?
		<i>IDOT would start off with performing a financial analysis. IDOT will also be observing what transpires at the federal level because there is currently an outline of a plan and conversations about transportation funding. However, until the Eisenhower Expressway project is put together in a specific program, the details of how the Eisenhower fits with that potential future funding is not known.</i>
328	Vanek	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.
		<i>Annual vehicle miles traveled is at an all-time high, with younger generations increasing their share of new vehicle purchases. Transit was also extensively evaluated as part of this study and many transit improvements are included as part of the Preferred Alternative. There is a robust existing transit network that accommodates 21 percent of work trips in this corridor versus 12 percent regionally. Stand-alone transit improvements, such as the extension of the Blue Line, did not result in any travel performance improvement to the I-290 Expressway (see Section 2.3.3.1 of the FEIS). In addition, 54% of the new ridership on a Blue Line extension would come from existing transit services. This indicates a lack of supportive land use for a heavy rail transit extension, however a corridor is preserved for a future extension of the Blue Line to Mannheim Road in the median of I-290. Initially, express bus service will operate in the managed lanes. The managed lanes will also provide a reliable toll free trip option for high occupant vehicles, which will encourage carpooling.</i>

#	Commenter Last Name	Comment / Response (<i>in italics</i>)
329	Vanek	Not only that but no one at the last meeting had ANY idea how enforcing the three-person rule was going to be done.
		<i>Operation and enforcement aspects of the I-290 managed lane will be developed and discussed with stakeholders during Phase II (final design).</i>
330	Voyles	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!!
		<i>The FHWA traffic noise regulations (23 Part 772) and the IDOT traffic noise policy ask all receptors benefited by a proposed noise wall to vote for or against its construction, regardless of ownership status. Some renters are short-term occupants, but others reside at the rental property longer than some homeowners, and restricting voting to only property owners could be viewed as discriminatory, and could also be an environmental justice concern.</i>
331	Williams	<i>How will some of the local communities be impacted financially with some of these changes that improve everything else? Other than federal dollars, where will the other money that you need come from?</i>
		<p><i>Traditionally, interstate highway reconstruction is eligible for 80 to 90 percent federal funding. There are potential local costs depending on the scope of work in each community. For example, 80 percent of the cost of installing traffic signals is funded by the state or federal government, and the other 20 percent of cost is divided between the municipalities and/or the state, depending on which agency has jurisdiction over the roadway legs of the intersection.</i></p> <p><i>In the next phase of the project, IDOT will work with each municipality to develop a Letter of Intent that spells out the scope of work items, as well as the local cost for participation for each item. IDOT will also be developing a financial plan to capture the overall funding responsibility. By the end of this planning process, more will be known about specific local cost participation, but more work will be needed to identify the financing for the overall project.</i></p>
332	Witt	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!
		<i>Given the level of congestion and limited space for expansion, the addition of a managed lane emerged as the Preferred Alternative. The I-290 Preferred Alternative provides additional capacity, improved operations, and a reliable trip while avoiding community impacts. Specifically, the Preferred Alternative includes three general purpose (no tolls) lanes in each direction (25% travel time improvement versus the No Build Alternative), and a HOT 3+ lane (variable toll depending on traffic congestion) in each direction. Vehicles having 3+ occupants and transit buses traveling for free (56% travel time improvement versus the No Build Alternative), so users of I-290 would have a choice.</i>