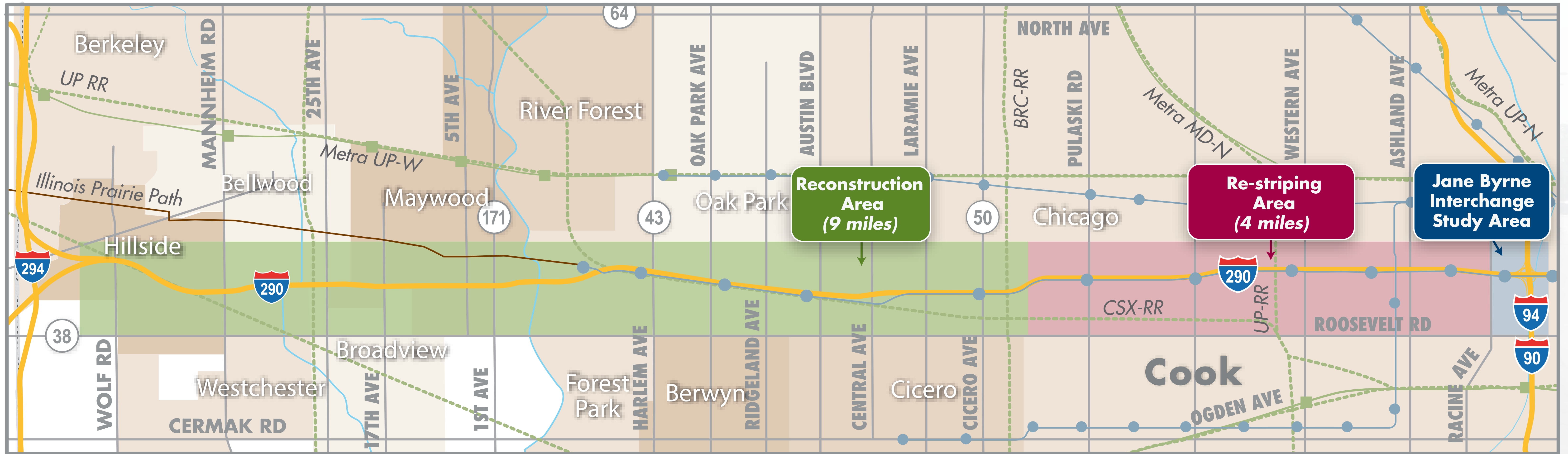


Study Area Map



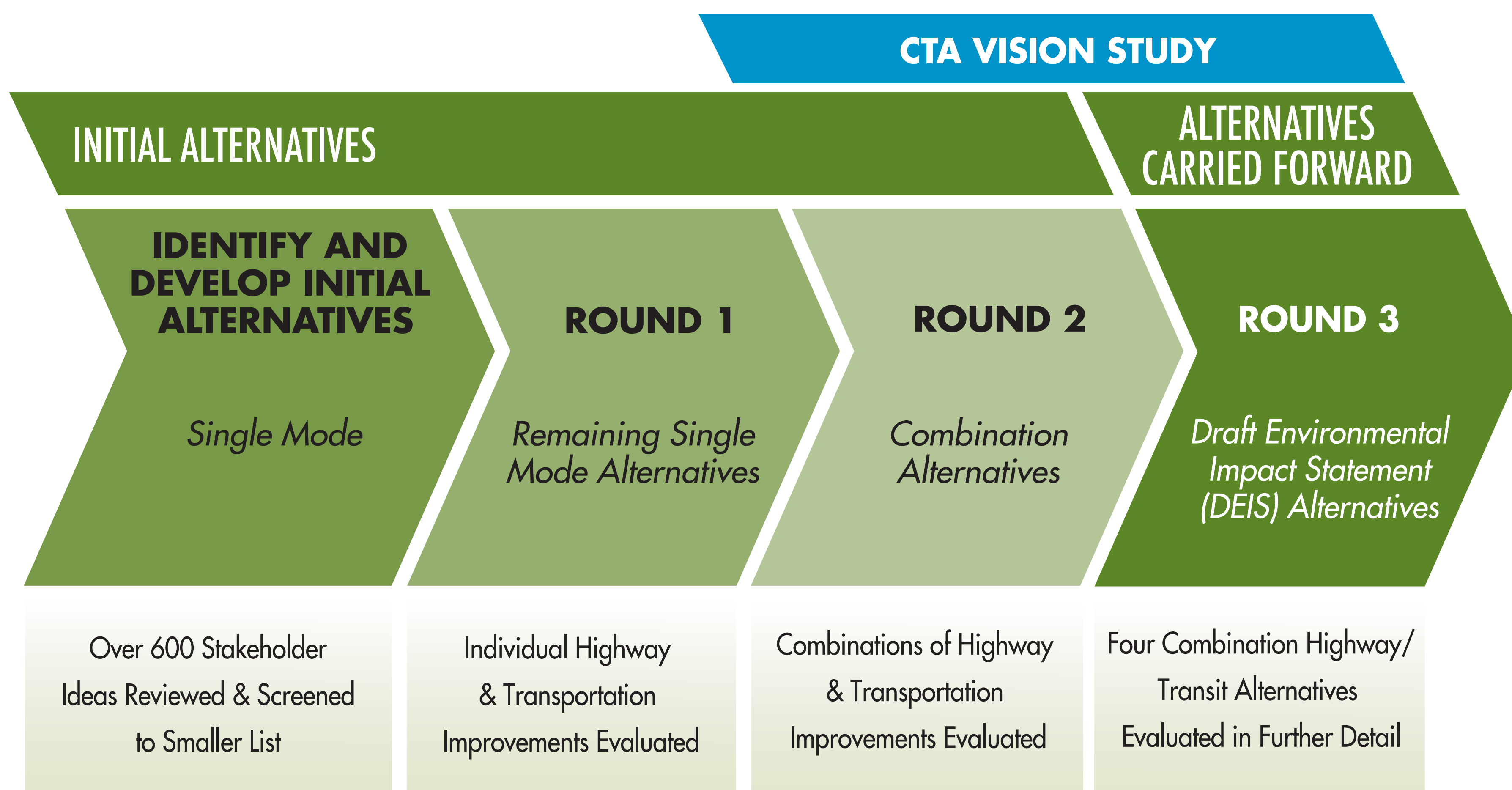
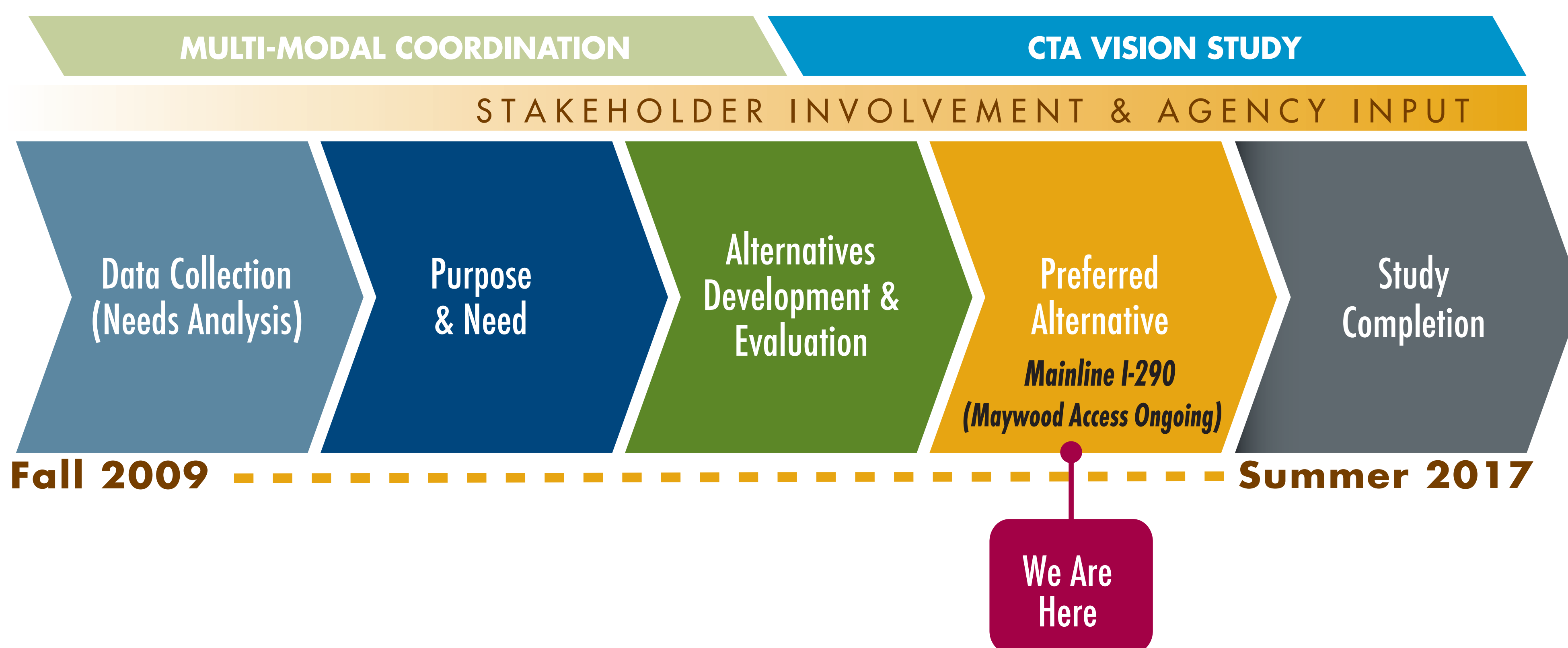
I-290 Phase I Study Area



Legend

- Interstate
- Metra Line/Station
- Existing CTA Rail/Station Access
- IL Prairie Path Multi-Use Trail
- - - Railroad
- River
- - - County Boundary

Study Process & Timeline



I-290 Purpose and Need



Purpose To provide an **IMPROVED** transportation facility along the **I-290 Eisenhower Expressway multi-modal corridor.**

FIVE SPECIFIC NEED POINTS TO BE ADDRESSED:

- > **IMPROVE** modal connections and opportunities
- > **IMPROVE** regional and local travel
- > **IMPROVE** access to employment
- > **IMPROVE** safety for all users
- > **IMPROVE** facility deficiencies



Benefits



Multi-Modal:

Improved design for motorists,
bicyclists, and pedestrians
Wider sidewalks, new east-west
and multi-use path

▶▶▶ **AESTHETICS**
opportunities

Transit Trips

Increase of 4,300 east-west
daily transit trips

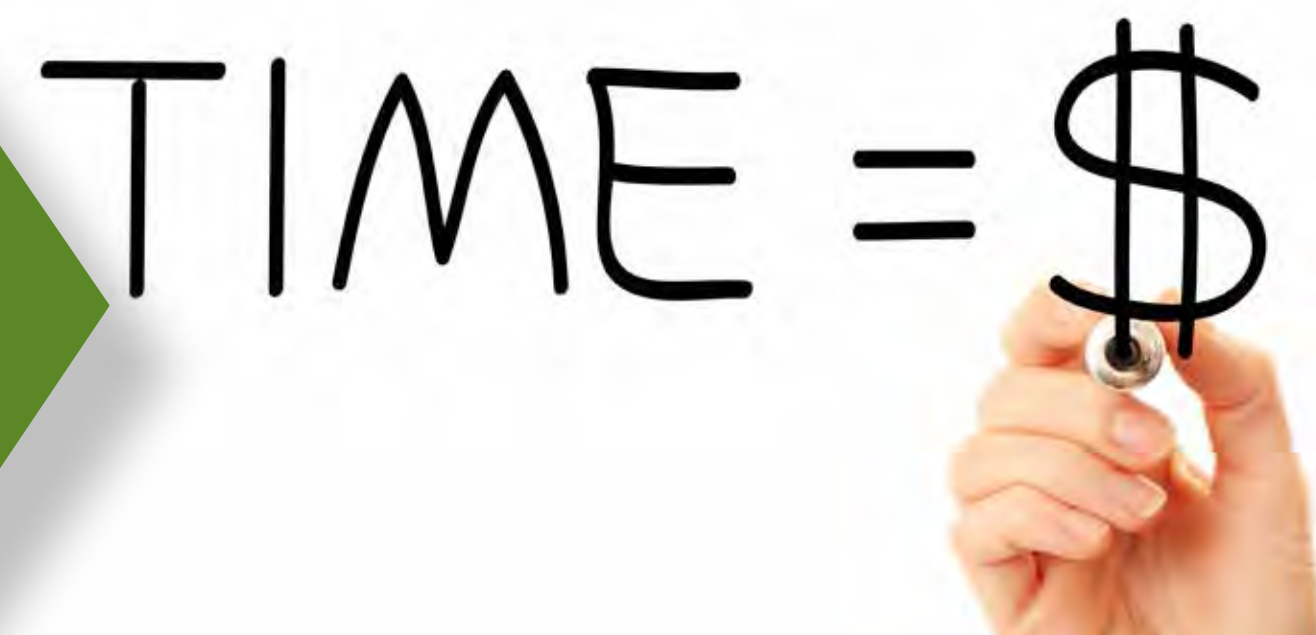
Travel time SAVINGS

56% in managed lanes
25% in general purpose



Productivity:

\$2.7 billion
travel time savings



**SAFETY
FIRST**

62% overall Safety Improvements

ACCESS to jobs increased
by **398,000** within 60 Minutes

How are noise impacts determined?



Traffic noise studied at exterior locations of frequent human use

“Receptors”

Traffic Noise Impacts

Future Build Condition Only

Noise Abatement Criteria

- > By land use type – noise sensitive uses
- > 67 dB(A) residential, park, school
- > 72 dB(A) restaurant, office

Substantial Noise Increase from Existing Condition

- > Does not occur for I-290 project

What is viewpoint solicitation?



This **summer**, noise wall locations will be re-evaluated between **1st Avenue and 25th Avenue**.

- > Vote **FOR** or **AGAINST** the proposed noise wall
- > Voting ballots and noise wall information mailed to anyone benefitted by a noise wall
- > Noise wall benefit is a **perceptible** noise reduction from a proposed wall
- > Each wall is voted for separately
- > Two rounds of Balloting:
 - Round 1 Goal:** 33% response rate for each wall
 - Round 2** ballots resent for walls that did not receive 33% response in Round 1

At the end of Round 2, if greater than 50% of the ballots received are in favor of a wall, that noise wall will be recommended for implementation

Preliminary Preferred Alternative

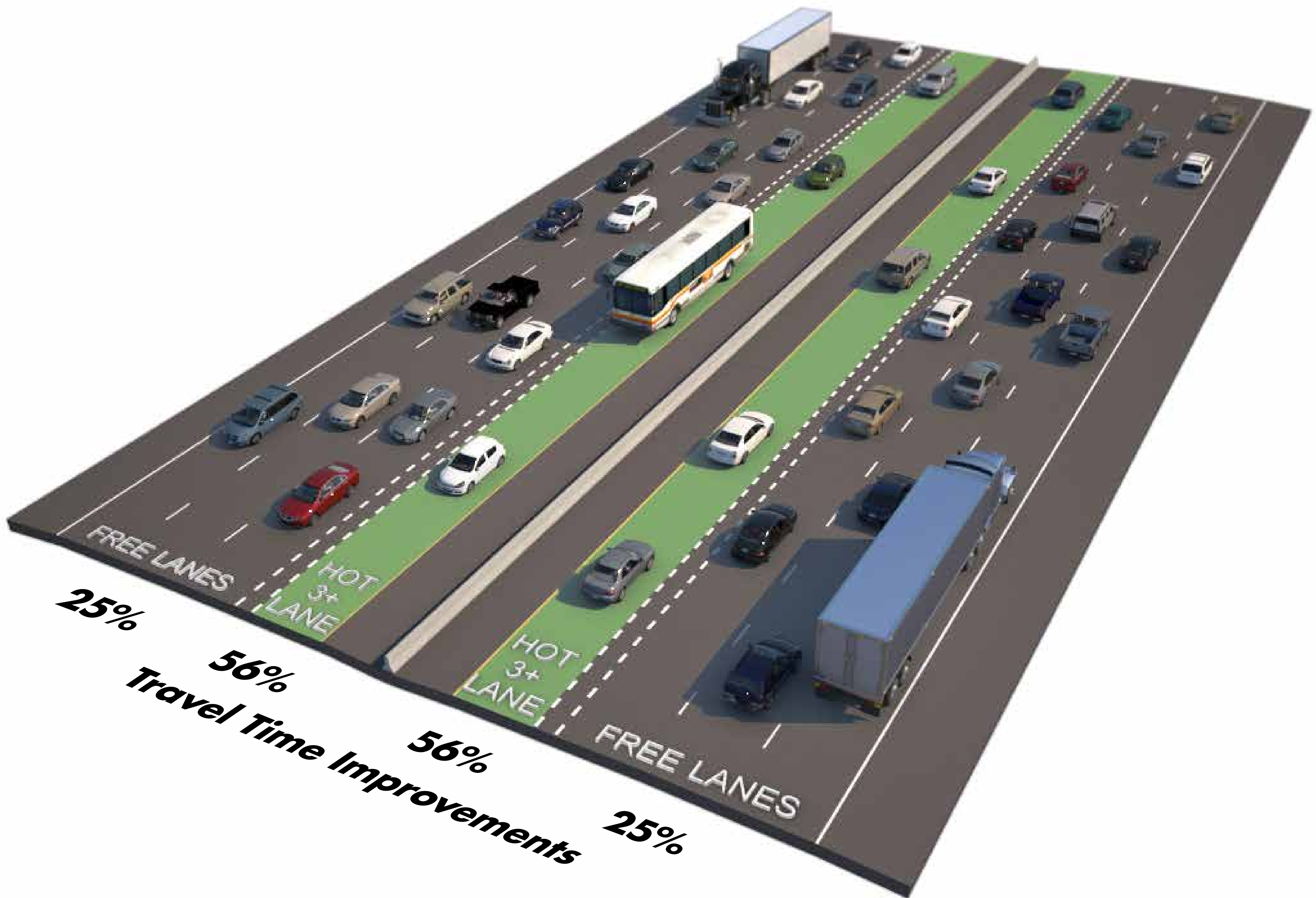
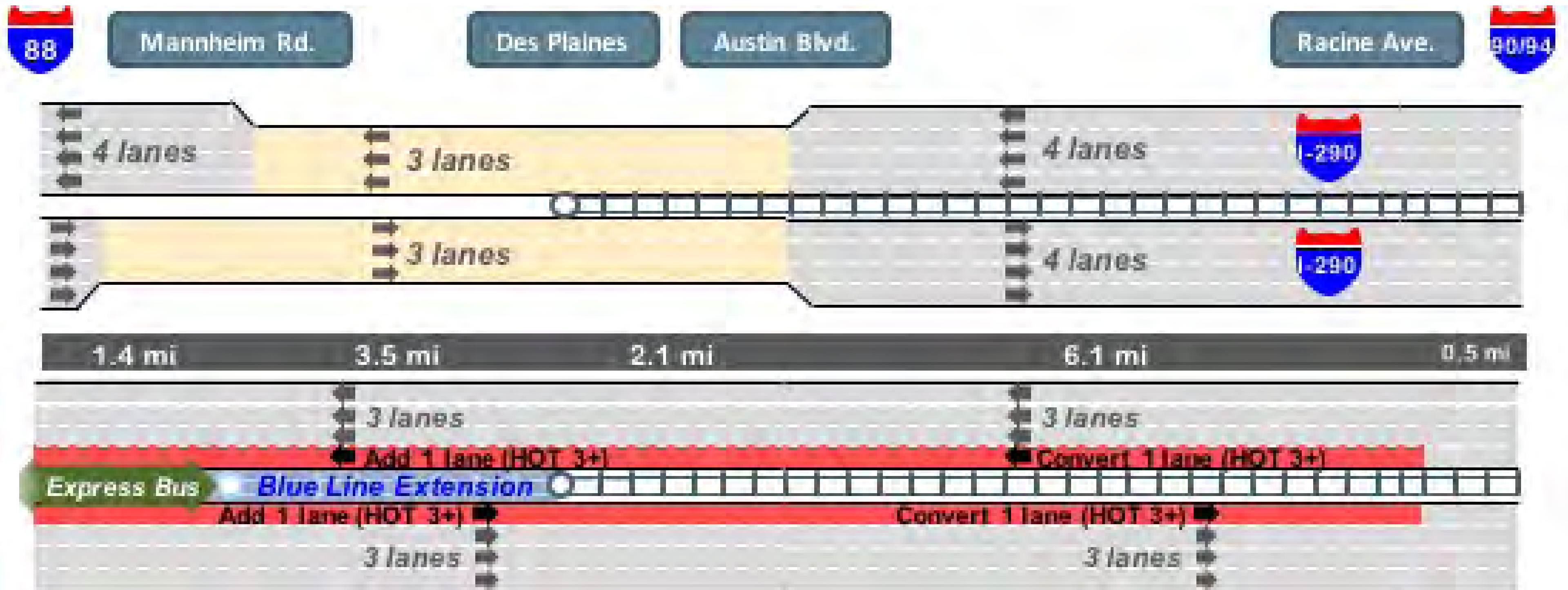
High Occupancy Toll 3+ & Supporting Transit



Existing
Conditions



HOT 3+



SUPPORTING TRANSIT:

> **Bus feeder service**

> **Blue Line extension to Mannheim**

> Initial service option - bus in managed lane

> I-290 corridor improvements will enable/leverage transit improvements



CTA focus on modernization of existing facility

Not planning for an extension at this time

Third Express Track Not Needed

- > **Potential express service** - limited time savings
- > **Insufficient ROW to** add third track and 24' wide platforms in trench

Forest Park Terminal Modernization

- > **Evaluating site for** new terminal/yard/shop
- > **Improved access to** terminal bus/auto/pedestrians

Recommendations to Improve Stations

- > **Wider platforms**
- > **ADA accessibility**
- > **Improved weather and noise protection**



I-290 Study Schedule



May June July August September October November December January 2017

Stakeholder Coordination

*Publish
DEIS*

*Public
Hearing*

Study Completion (FEIS/ROD) — SUMMER 2017

Phase II (Design and Land Acquisition) — NOT FUNDED

Phase III (Construction) — NOT FUNDED