



TENTATIVE A g e n d a
President and Board of Trustees
Monday, June 11 , 2012
Village Hall
123 Madison Street

Special Meeting at 7:00 p.m. in the Council Chambers

- I. Call to Order
 - II. Roll Call
 - III. Agenda Approval
-

Instructions for Agenda Public Comment
(3 minutes per person; 3 items per person maximum)

Comments are 3 minutes per person per agenda item, with a maximum of 3 agenda items to which you can speak. In addition, the Village Board permits a maximum of three persons to speak to each side of any one topic that is scheduled for or has been the subject of a public hearing by a designated hearing body. These items are noted with a (*).

- IV. Public Comment
- V. Regular Agenda
 - A. **Presentation by the Illinois Department of Transportation (IDOT) Concerning the Potential I-290 Harlem and Austin Interchange Configurations**

Overview: This item does not require Village Board action tonight. This is a discussion only agenda. The Illinois Department of Transportation (IDOT) has been leading the ongoing I-290 Environmental Impact Study (EIS), which is focused on developing and evaluating alternatives associated with major reconstruction of the Eisenhower Expressway. Potential alternatives under consideration include such things as a potential widening of the expressway for a new tolled carpool lane in each direction, a potential CTA Blue Line extension, and others. As part of that process, the IDOT has developed conceptual designs for the Harlem and Austin I-290 on and off ramps and will be presenting those concepts and inviting Village Board discussion; potential designs include shifting ramps from the center of the highway to either side. The presentation will focus primarily on the conceptual interchange configurations, though other aspects of the ongoing EIS may be covered, as well.

Adjourn

For more information regarding Village Board meetings and agendas, please contact the Village Manager's Office at 708.358.5770. If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or e-mail adacoordinator@oak-park.us at least 48 hours before the scheduled activity. Agendas and agenda materials are now available electronically on the village web site. Visit www.oak-park.us mouse-over News, then click on Board Agendas and Minutes.



I-290 Environmental Impact Statement

Mannheim to Cicero Avenue





National Environmental Policy Act (NEPA)

- **Planning Framework**
- **Process considers:**
 - Transportation
 - Social
 - Environmental
 - Economic
 - Stakeholder Input

- **Outcome**

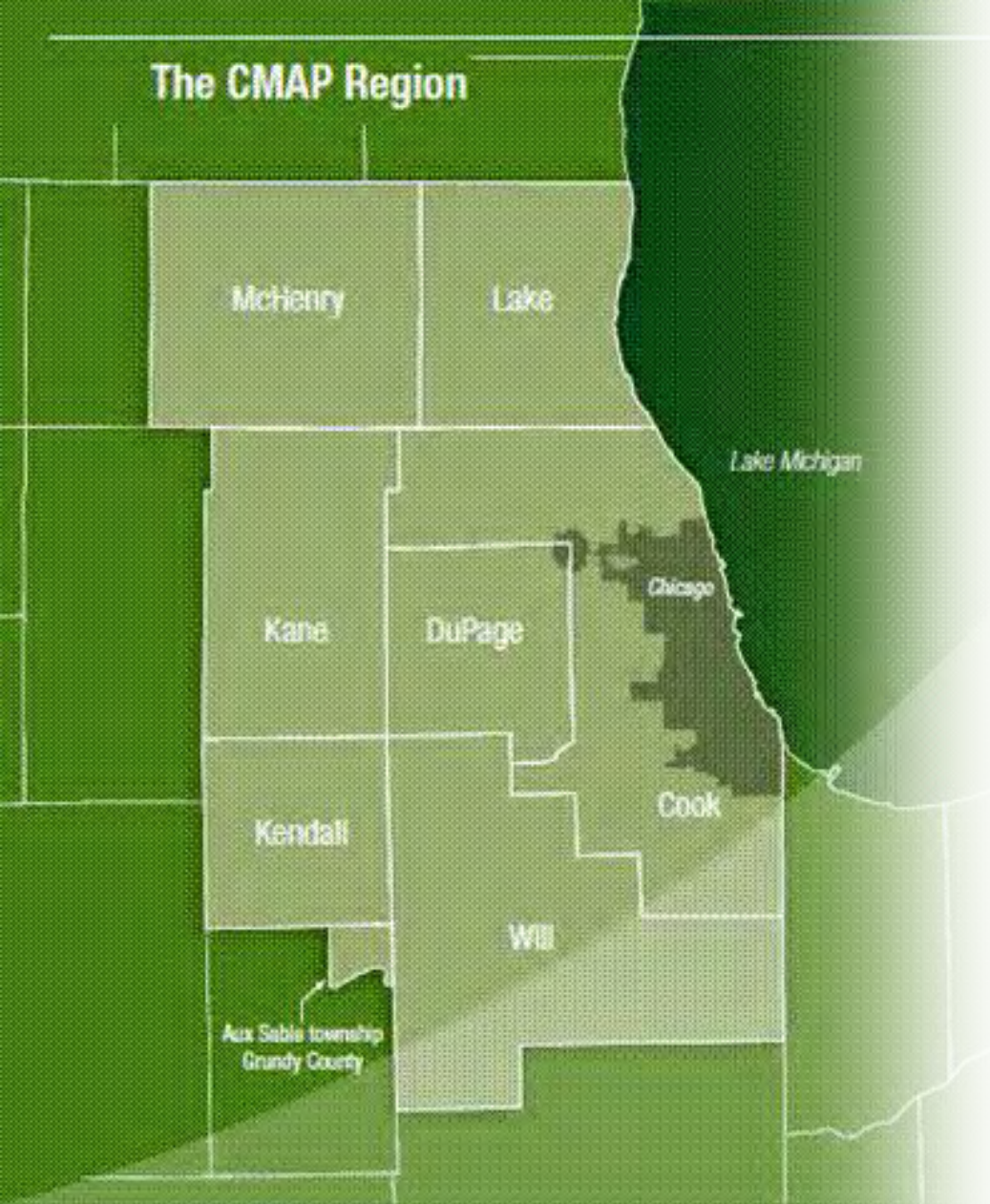
- Avoid
- Minimize
- Mitigate



Study Area



7 County Modeling Area



The area used for modeling included 7 counties:

- Cook
- DuPage
- McHenry
- Lake
- Kane
- Kendall
- Will

NEPA Process



STAKEHOLDER INVOLVEMENT & AGENCY INPUT



Stakeholder Involvement/CSS

Context Sensitive Solutions (CSS)

- Safety
- Mobility
- Community
- Environment



www.eisenhowerexpressway.com



14 CAG/TF Meetings

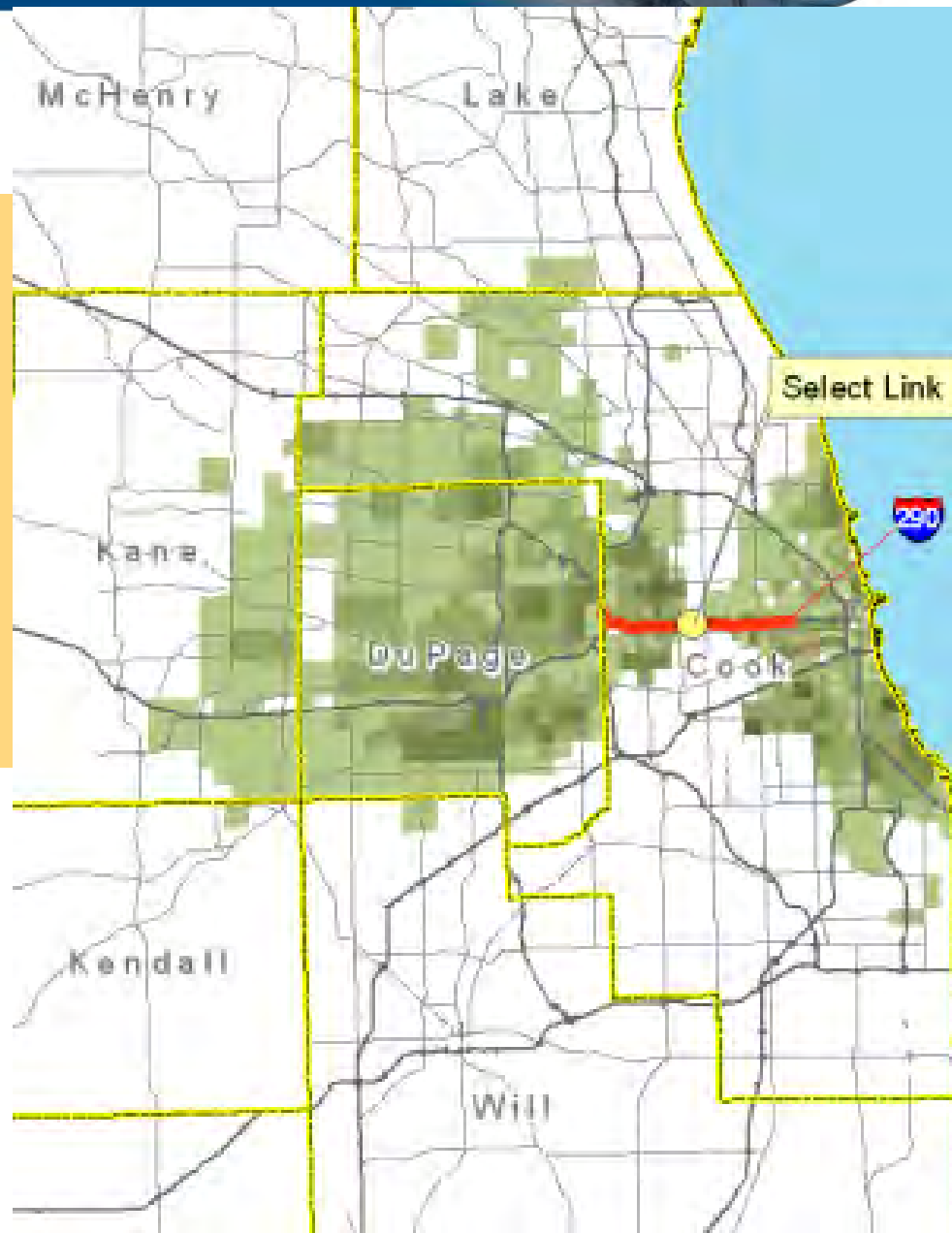
2 Public Meetings

- Newsletters
- Speakers Bureau
- Community Meetings
- Transit Working Group
- Resource Agency Coordination
- Environmental Justice Outreach

Current Conditions – Travel Patterns



- I-290 serves as western gateway
- Connects widely dispersed travel from City to Suburbs



Current Conditions – Mobility & Safety



Approx. 200,000 Average Daily Traffic



Approx. 2,000 Crashes/Year

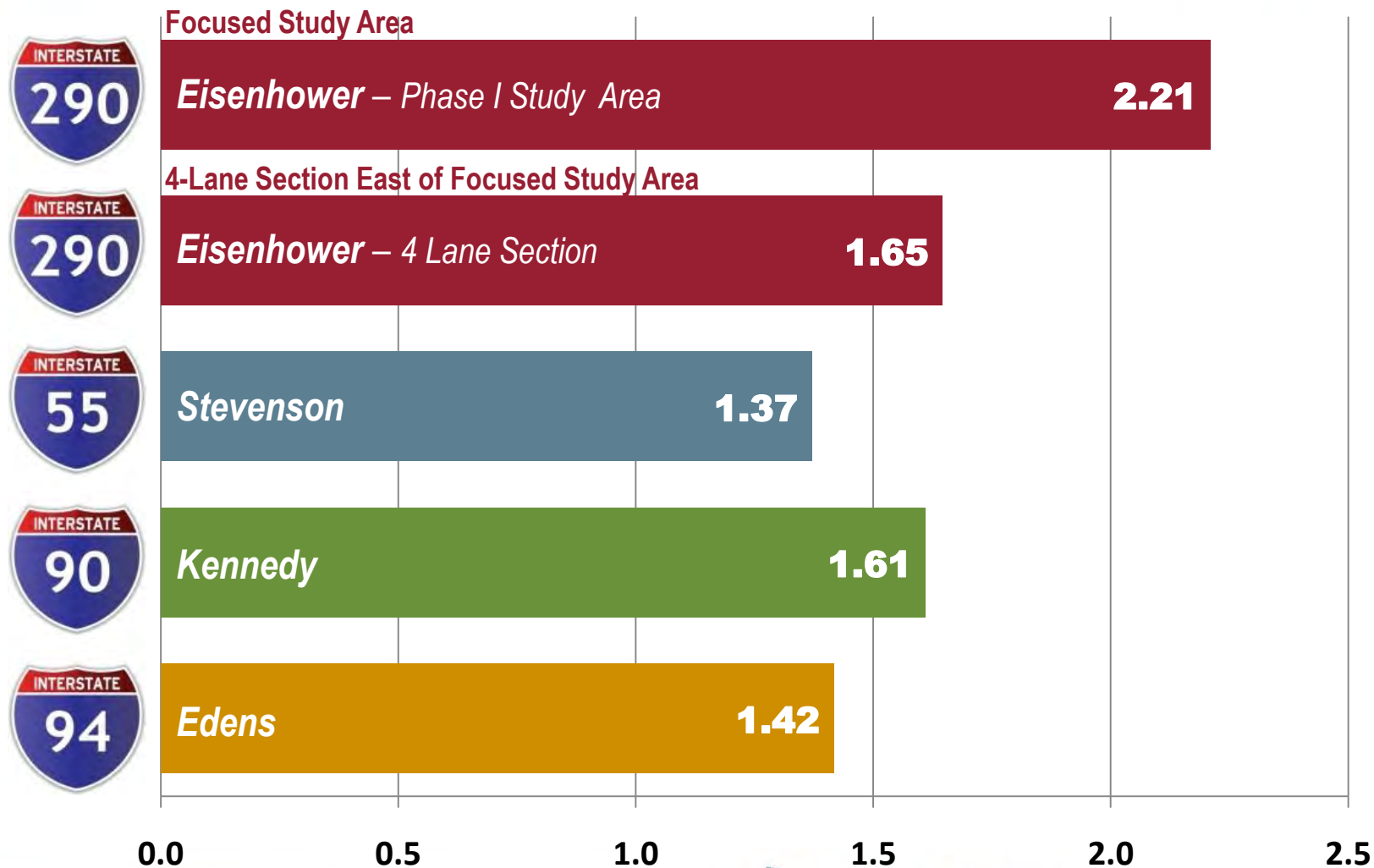
Crash Rates



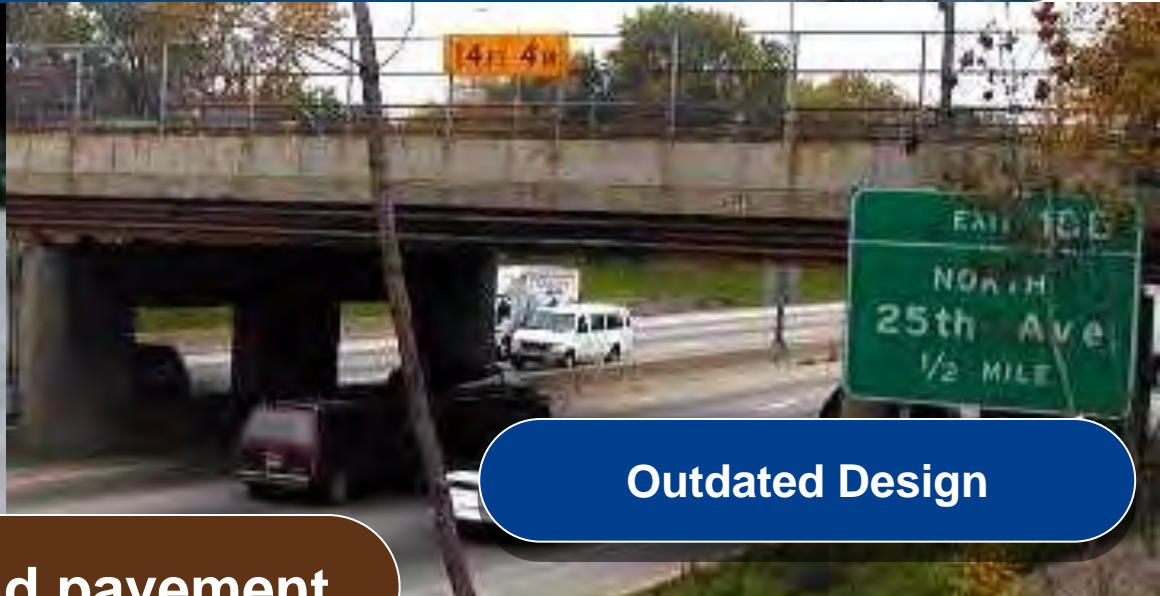
CHICAGO AREA EXPRESSWAYS



Crashes per Million Vehicles per Mile

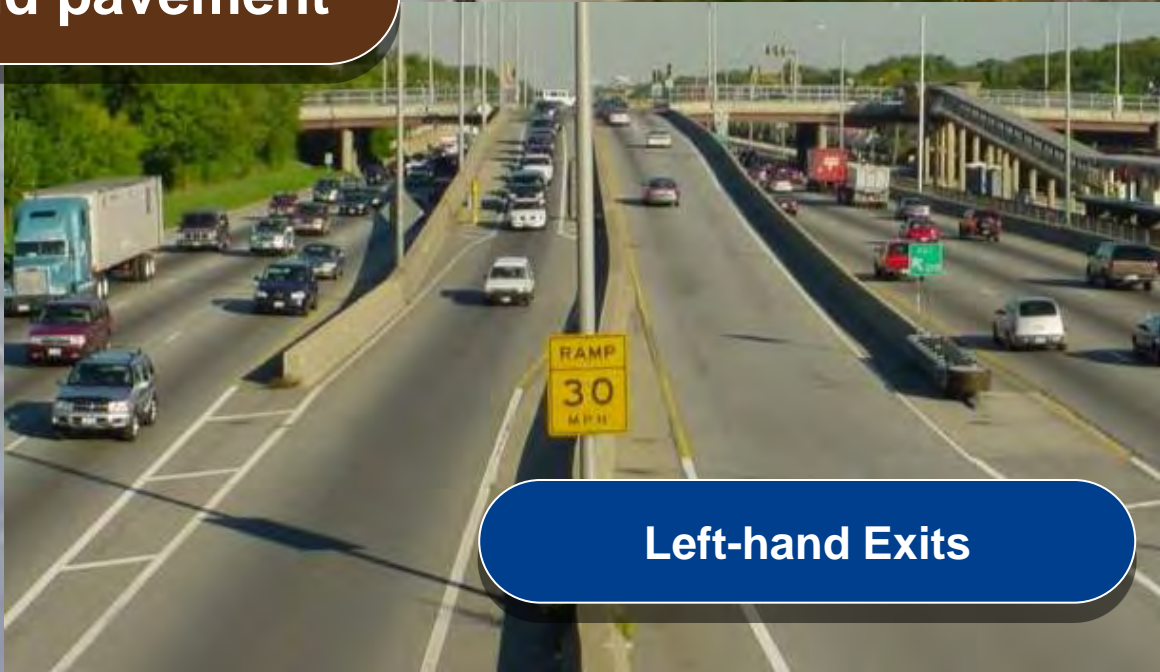


Current Conditions – Facility Condition & Design



Outdated Design

50 year old bridges and pavement



Left-hand Exits

Current Conditions – Facility Condition & Design



Left-hand ramps:

- Coincide with existing high crash locations along expressway
- Studies: 49% more crashes than right-hand ramps
- Inconsistent with typical lane use (speed differentials)

Physical & Environmental Constraints

School

Historic District

Residential Neighborhoods

Historic Building

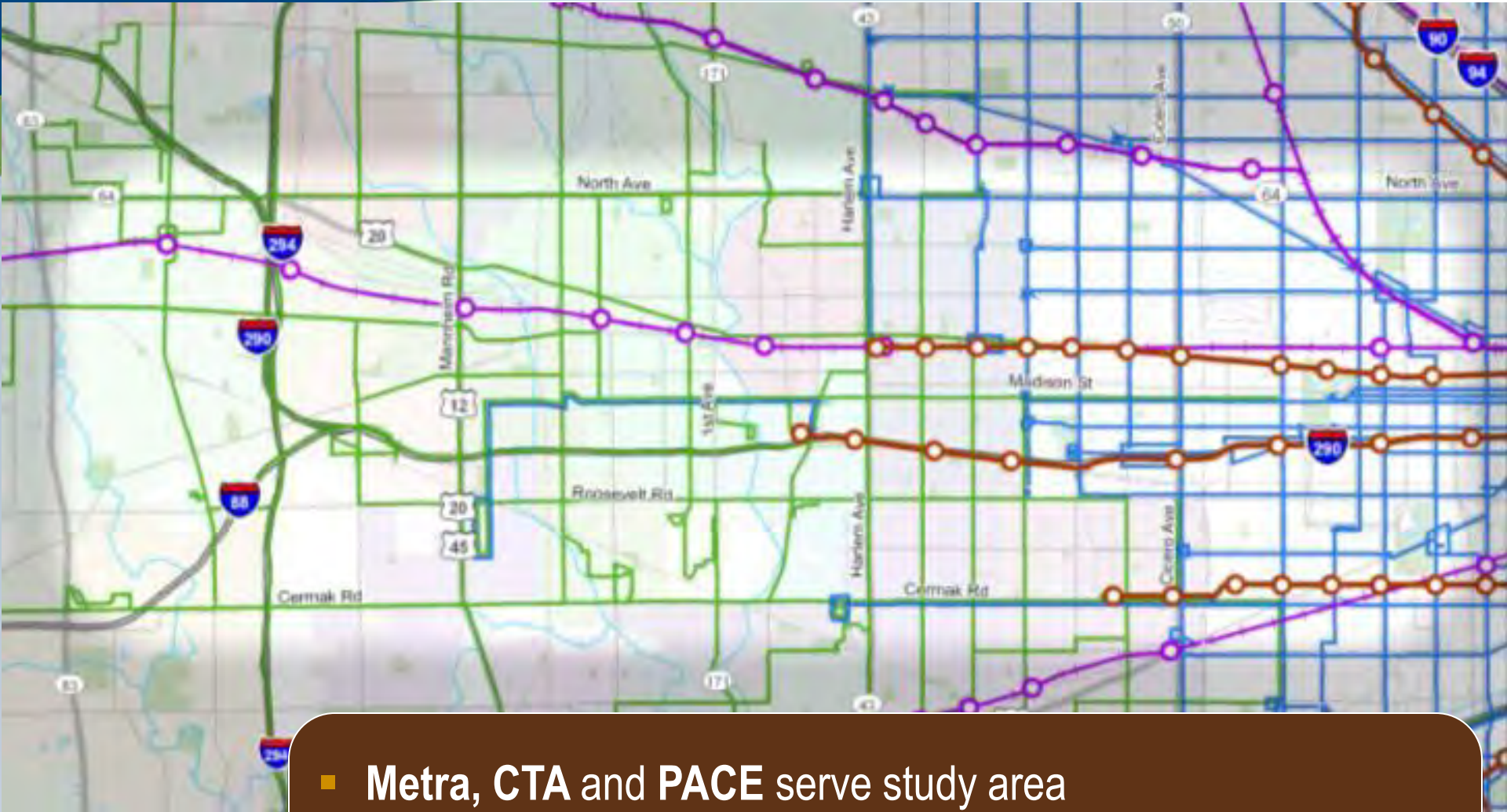
Conservatory

Park

Residential Neighborhoods



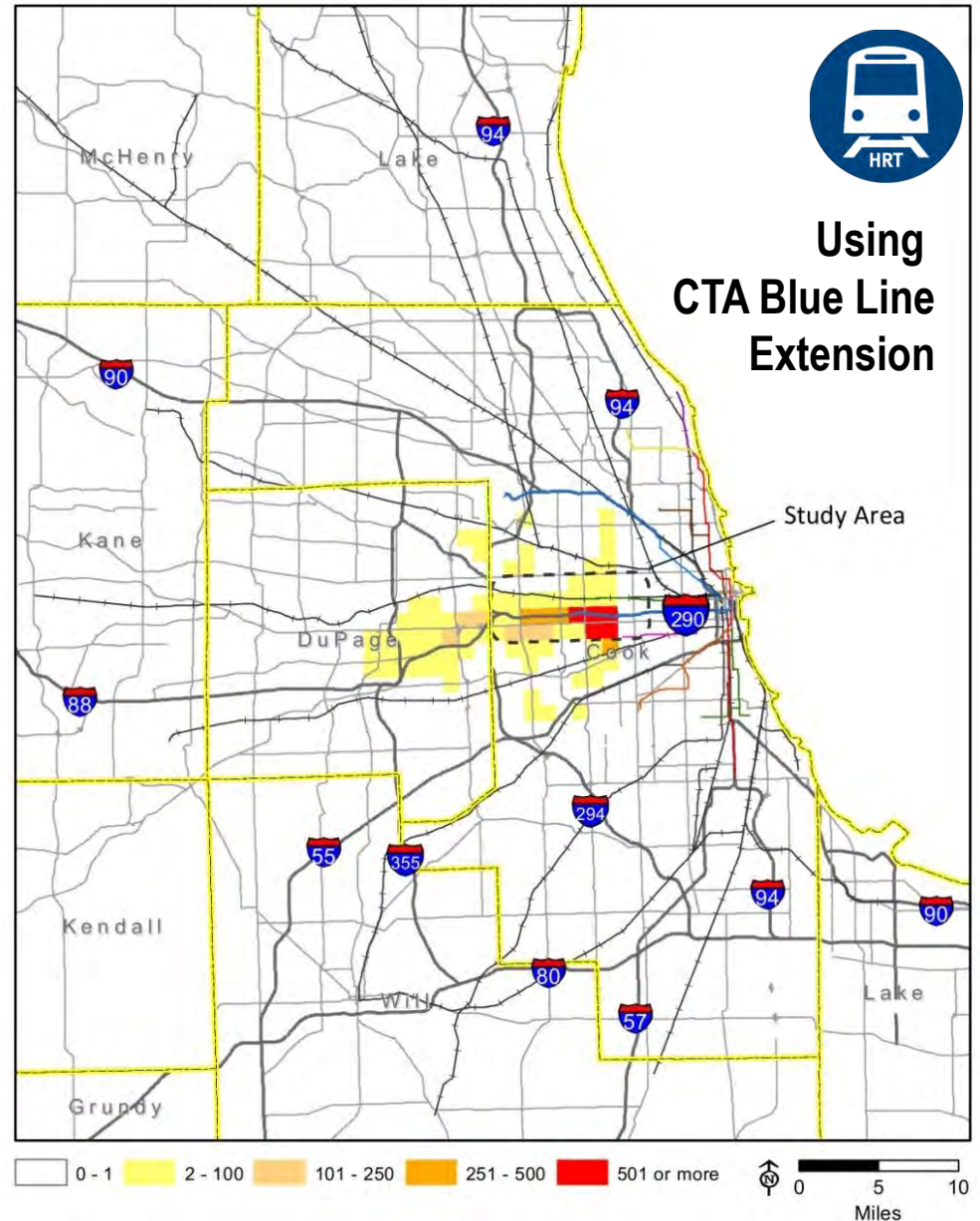
Current Conditions - Transit



- **Metra, CTA and PACE** serve study area
- 60,400 daily work trips served by transit in study area
- 21% of study area work trips are by transit vs. 12% regionally

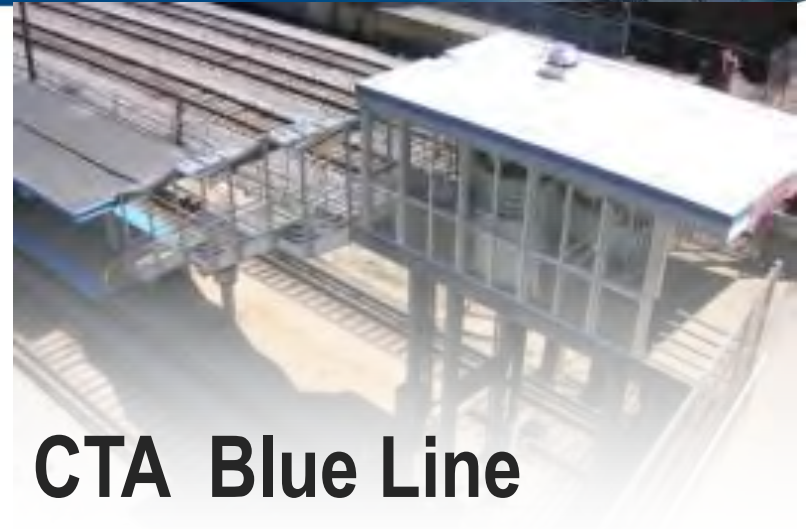
Transit Market

Small travel market served by CTA Blue Line relative to I-290



Current Conditions - Transit

- Connections between all modes need improvement
 - 67% of Blue Line users are pedestrians
- 19 of 21 Eisenhower crossings do not meet current bike/pedestrian standards



CTA Blue Line

- Infrastructure in need of modernization
- Operates at 56% of capacity

Roadway congestion impacts bus service reliability



5 Purpose and Need points

Based upon Stakeholder input and technical analysis...

- Improve regional and local travel
- Improve access to employment
- Improve safety for all users
- Improve modal connections and opportunities
- Improve facility condition and design

Alternatives Evaluation Process



STAKEHOLDER INVOLVEMENT & AGENCY INPUT



INITIAL ALTERNATIVES

IDENTIFY AND DEVELOP INITIAL ALTERNATIVES

Single Mode

EVALUATION FACTORS:

- > Stakeholder Input
- > Existing Conditions Technical Analysis
- > Flaw Analysis

OBJECTIVE:

- > Establish Full List of Single Mode Ideas

ROUND 1

Remaining Single Mode Alternatives

EVALUATION FACTORS:

- > Stakeholder Input
- > Travel Benefits
- > Flaw Analysis

OBJECTIVE:

- > Establish List of Single Mode Ideas to Analyze and Consider for Combination Alternatives

ROUND 2

Combination Alternatives

EVALUATION FACTORS:

- > Stakeholder Input
- > Purpose & Need
- > Flaw Analysis

OBJECTIVE:

- > Establish & Evaluate Combination Alternatives

ROUND 3

Refine Remaining Alternatives

EVALUATION FACTORS:

- > Stakeholder Input
- > Performance
- > Environmental Effects
- > Cost

OBJECTIVE:

- > Determine Draft EIS Alternatives

ALTERNATIVES CARRIED FORWARD

Draft EIS Alternatives

Evaluation Criteria



- ✓ Congestion/delay
- ✓ Safety
- ✓ Person throughput
- ✓ New transit trips
- ✓ Number of jobs accessible by transit/auto



Initial Alternatives Identification



570+ ideas from

- CAG/TF Workshop
- Public Meeting



21 'Single Mode' Alternatives identified

- 11 expressway alternatives



- 9 transit alternatives



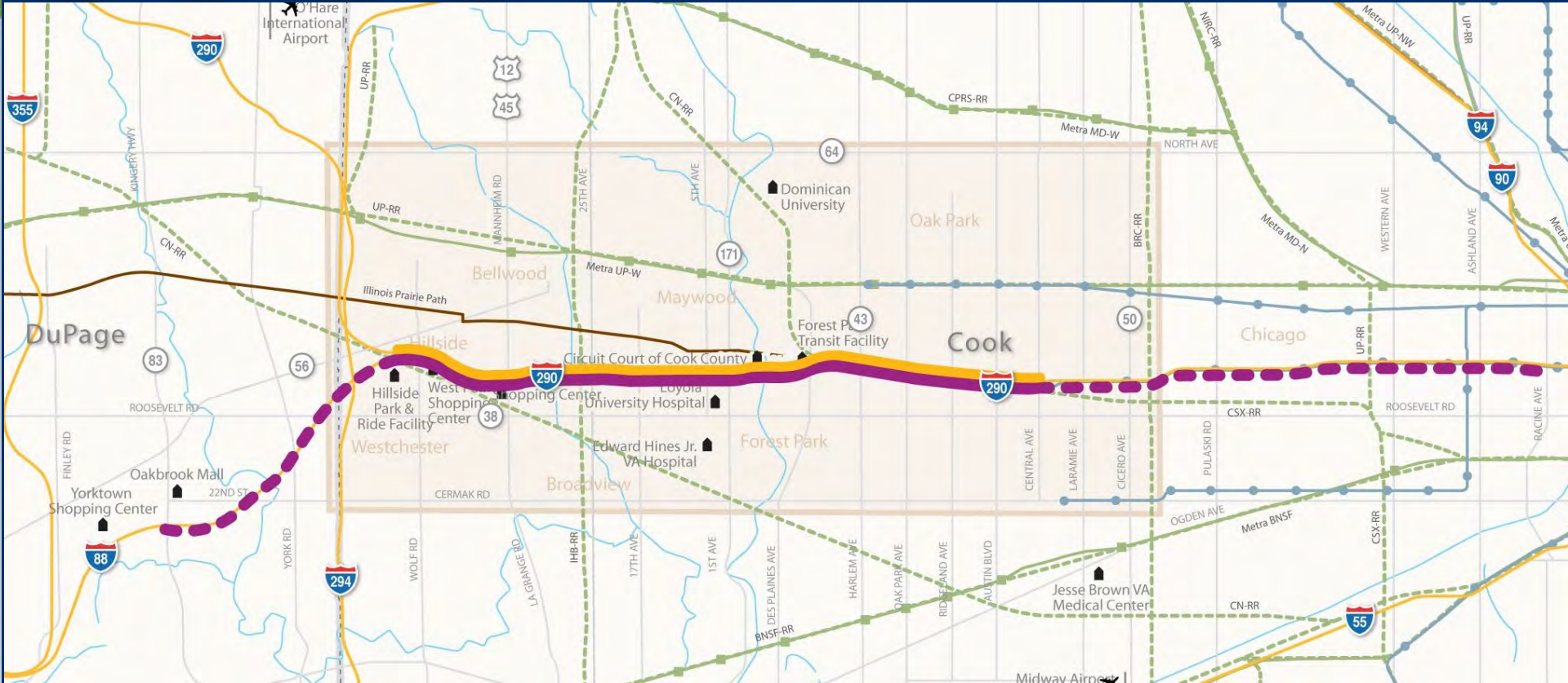
- Arterial widening (ROOSEVELT RD. & MADISON ST.)



Single Mode Alternatives



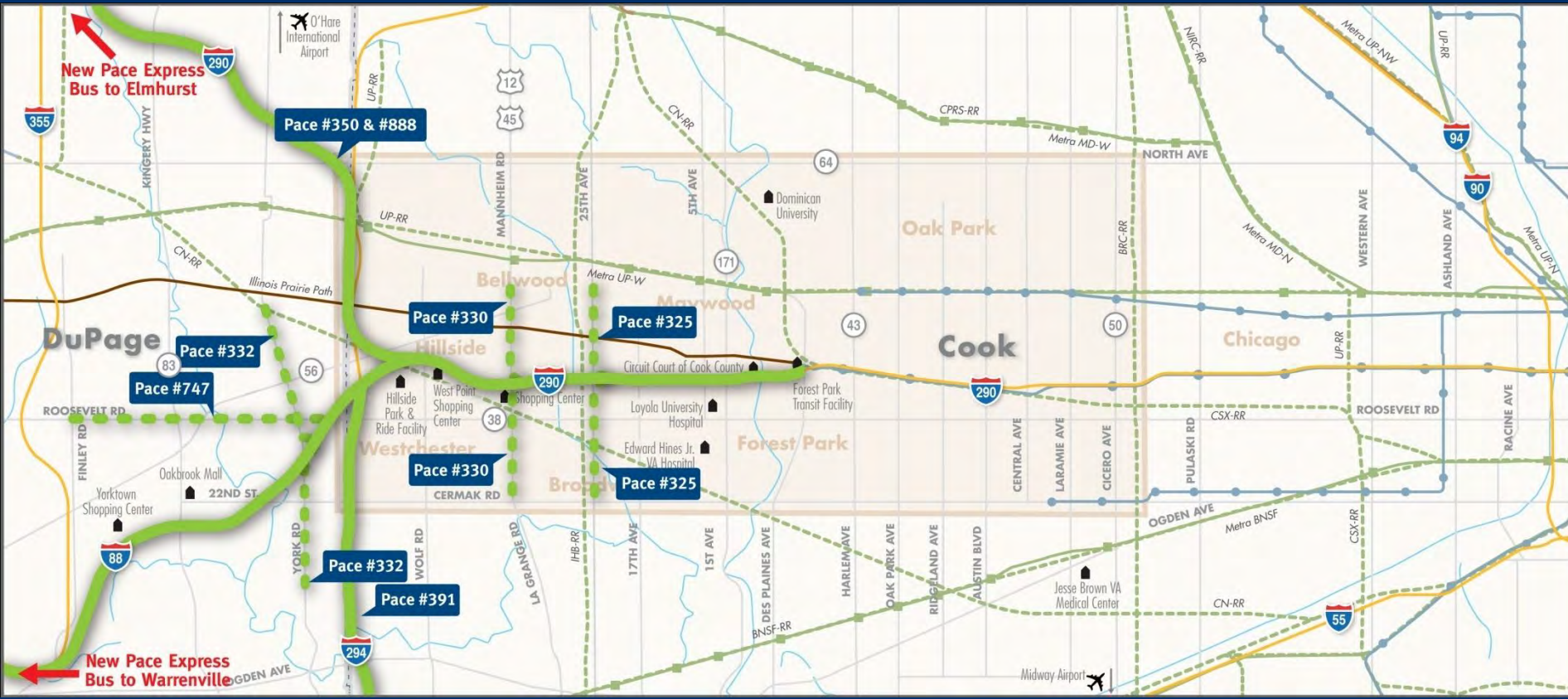
General Purpose & Managed Lanes



Single Mode Alternatives



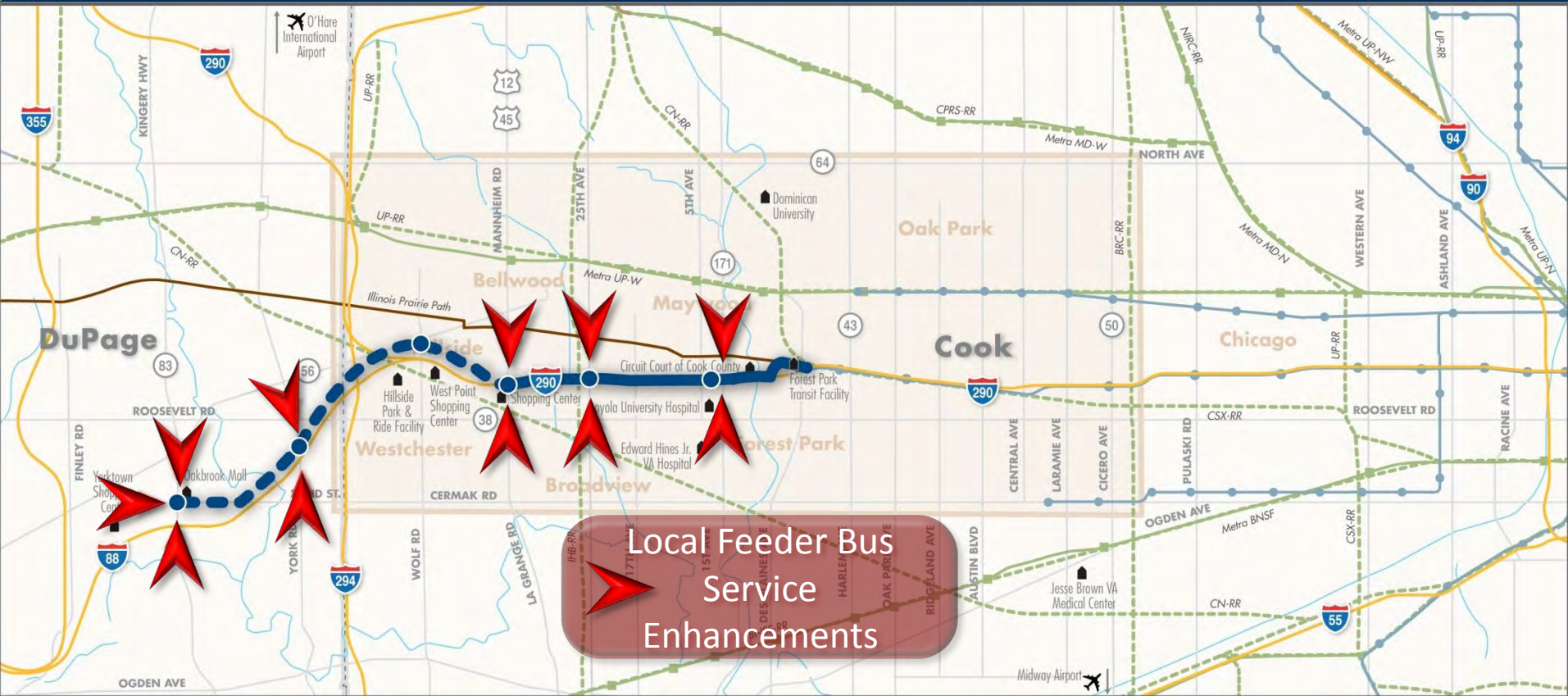
Express Bus



Single Mode Alternatives



High Capacity Transit Extension



Round 1/Single Mode Findings

Transit Options



- No impact on roadway congestion
- Increased transit access to jobs
- Ridership diverted from existing transit facilities

Expressway Options



- Best overall travel performance
- GP Lane – “under” manages flow (absorbs more demand)
- Tolling – “over” manages flow (arterial diversion)
- Managed Lane – more efficiently manages flow

Round 1 Overall Conclusions



- Single mode **Expressway Alternatives** have overall best performance
- Standalone single mode **Transit Alternatives** do not improve I-290 performance
- **Transit Alternatives** have other benefits

Opportunities exist to improve the performance of *expressway alternatives by combining them with transit*

Combination Alternatives Characteristics

Assembled based on:

- Agency & stakeholder input to date
- Single mode evaluation results
- Combine Expressway with Transit modes
- Physical compatibility
- Operational compatibility

All contain expressway mode capacity improvement

– General Purpose Lane, or



– Managed Lane(s) (HOV, HOT, Toll)



All contain express bus (from Forest Park or Mannheim)



Each expressway/express bus alternative also paired with High Capacity Transit (HCT) extension



- HCT extension along I-290
- HCT extension to Mannheim Road

Alternatives Evaluation Process



STAKEHOLDER INVOLVEMENT & AGENCY INPUT



INITIAL ALTERNATIVES



EVALUATION FACTORS:

- > Stakeholder Input
- > Existing Conditions Technical Analysis
- > Flaw Analysis

OBJECTIVE:

- > Establish Full List of Single Mode Ideas

EVALUATION FACTORS:

- > Stakeholder Input
- > Travel Benefits
- > Flaw Analysis

OBJECTIVE:

- > Establish List of Single Mode Ideas to Analyze and Consider for Combination Alternatives

EVALUATION FACTORS:

- > Stakeholder Input
- > Purpose & Need
- > Flaw Analysis

OBJECTIVE:

- > Establish & Evaluate Combination Alternatives

EVALUATION FACTORS:

- > Stakeholder Input
- > Performance
- > Environmental Effects
- > Cost

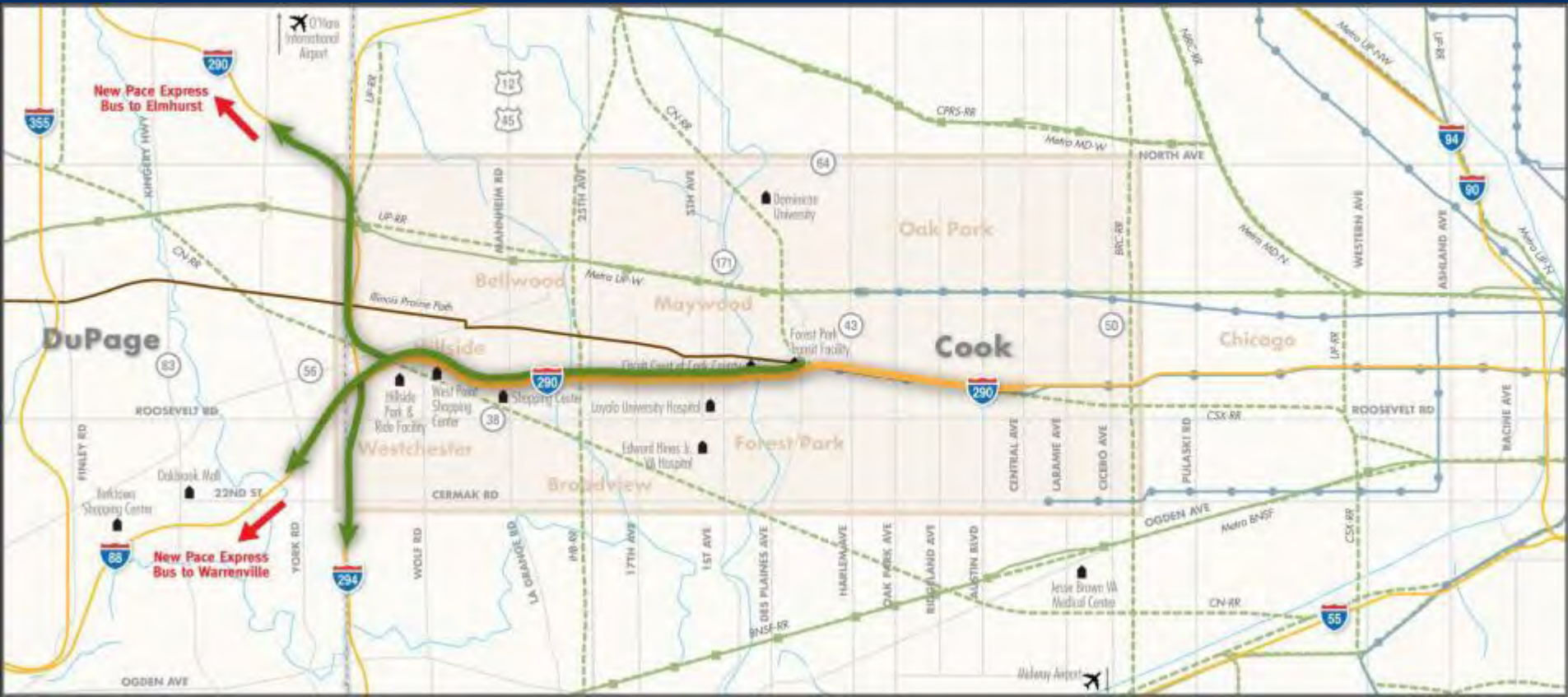
OBJECTIVE:

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Combination Mode Alternatives



GP + Express Bus

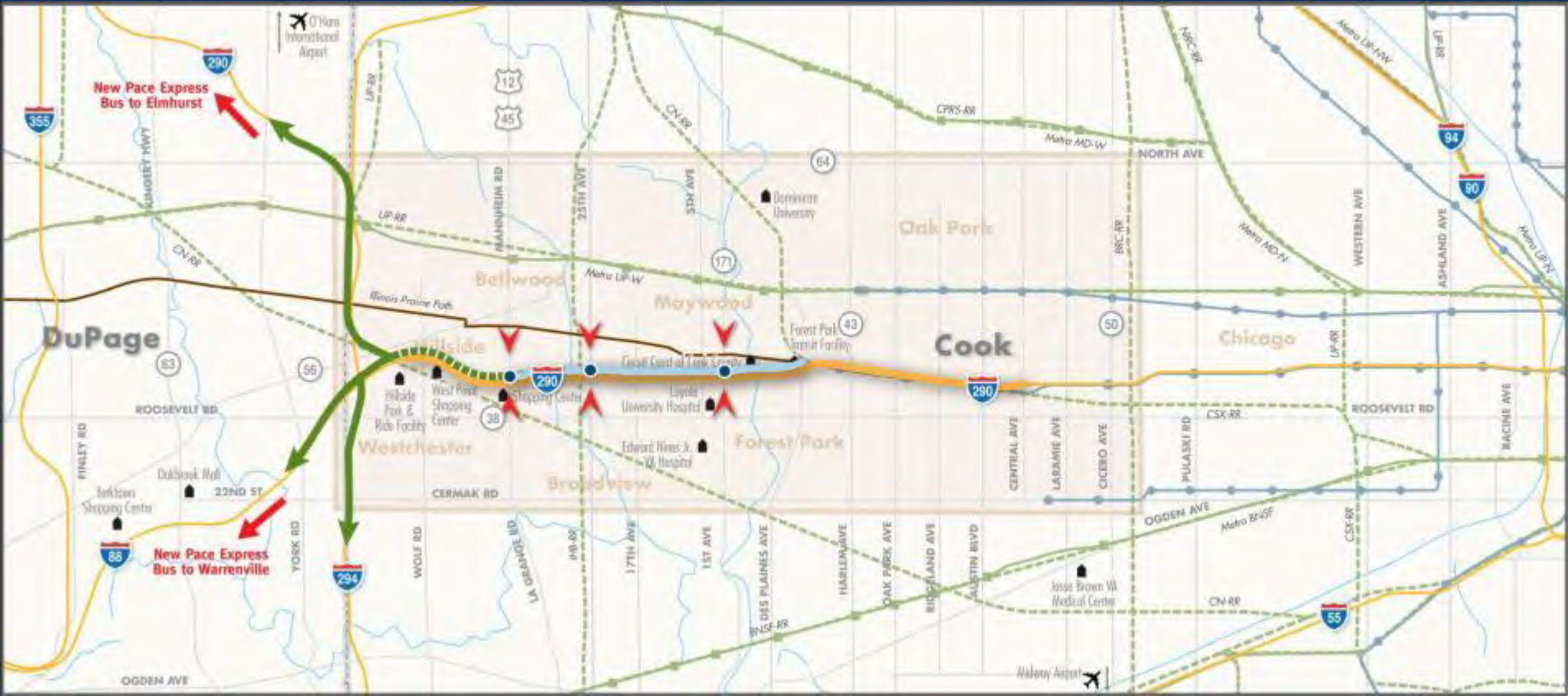


Initial concept

Combination Mode Alternatives



GP + Express Bus + HCT



Initial concept

Combination Mode Alternatives



HOV + Express Bus



Initial concept

Combination Mode Alternatives



HOV + Express Bus + HCT



Initial concept

Combination Mode Alternatives



HOT + Express Bus



Initial concept

Combination Mode Alternatives



HOT + Express Bus + HCT

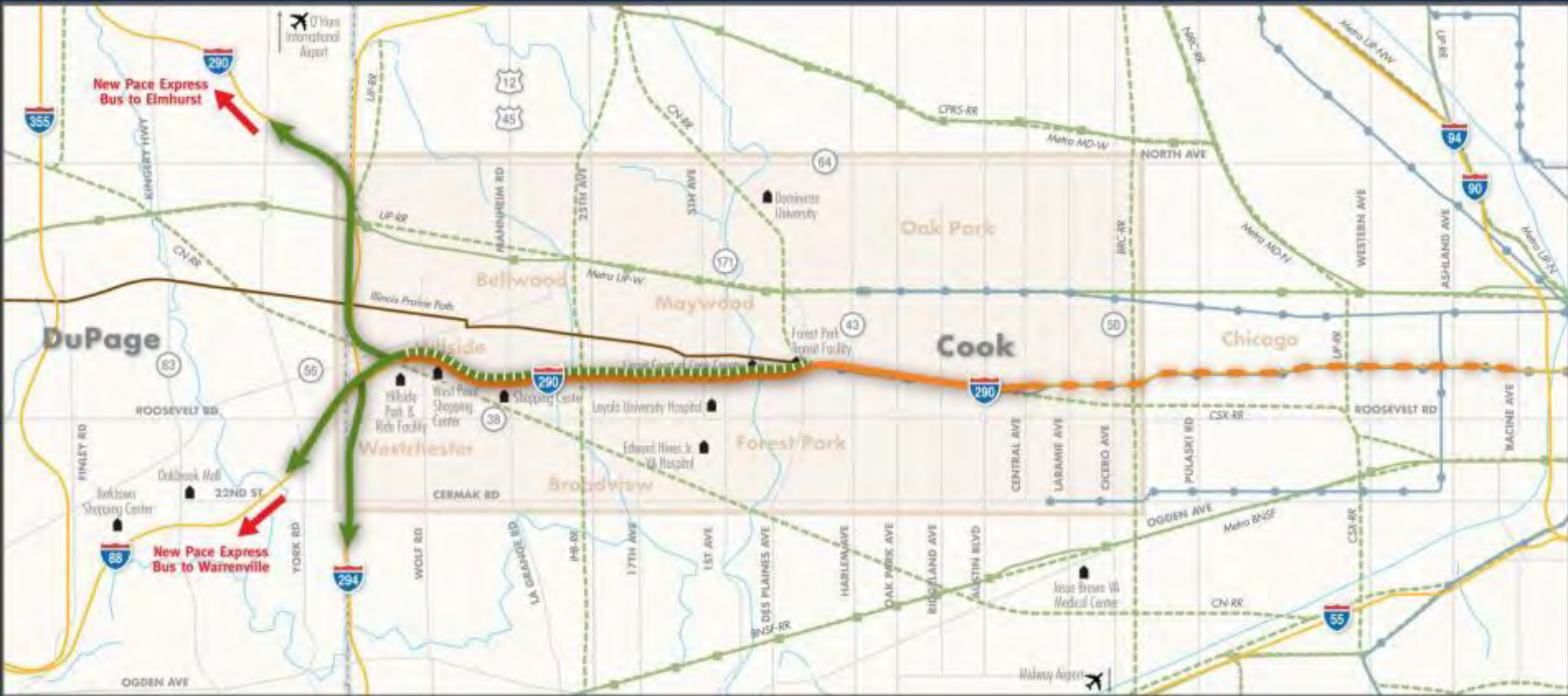


Initial concept

Combination Mode Alternatives



Toll + Express Bus



Initial concept

Combination Mode Alternatives



Toll + Express Bus + HCT

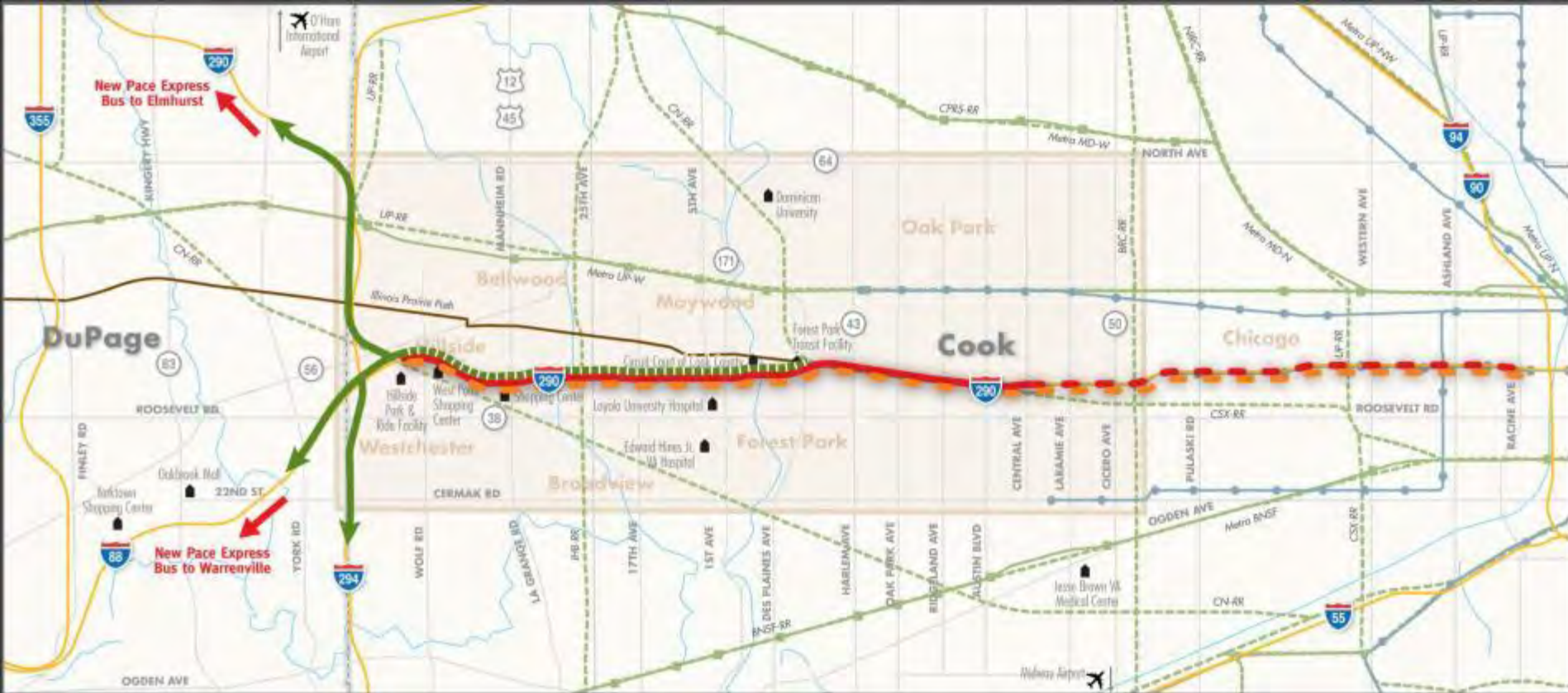


Initial concept

Combination Mode Alternatives



HOT + Toll + Express Bus



Initial concept

Combination Mode Alternatives

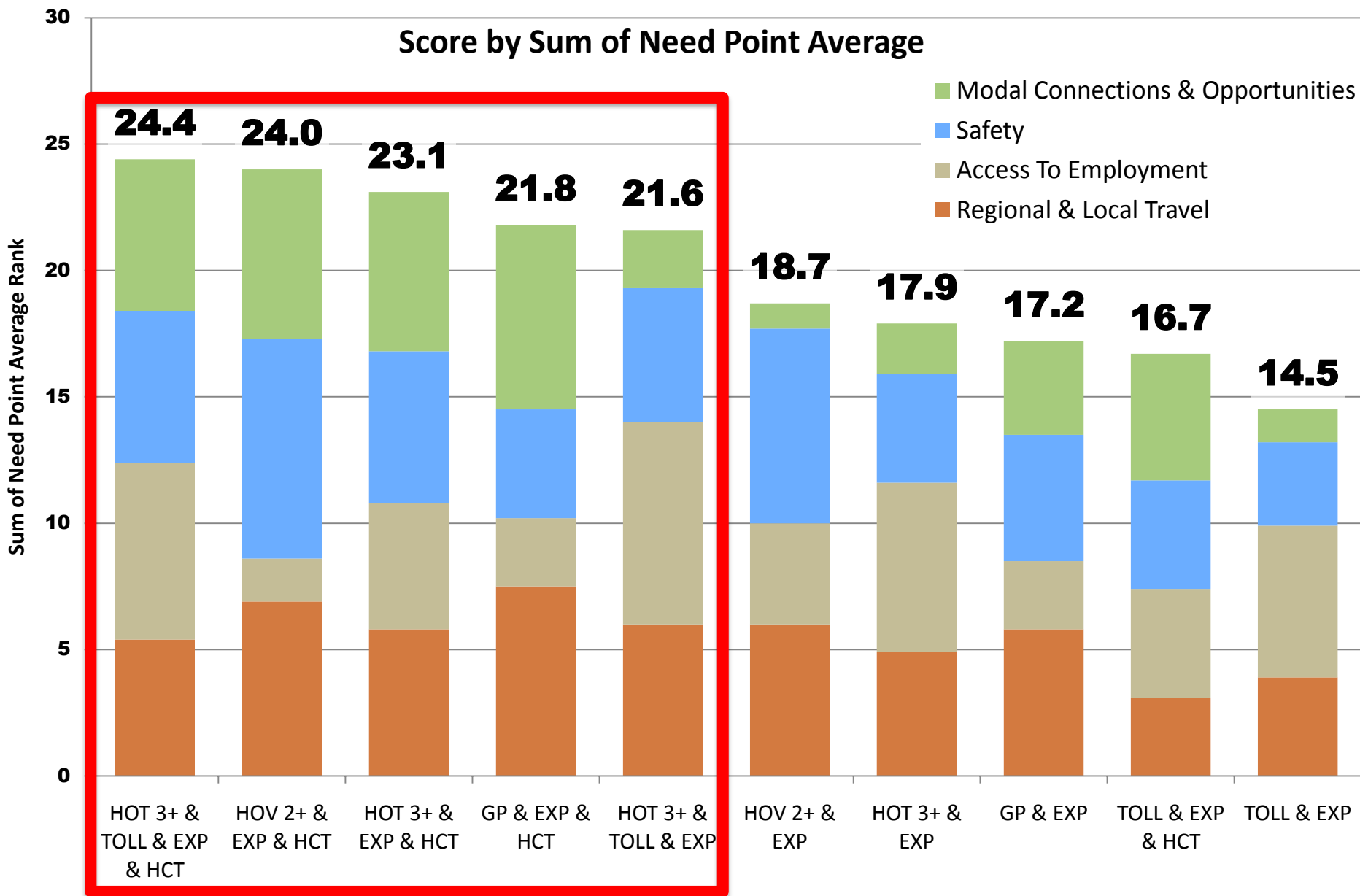


HOT + Toll + Express Bus + HCT



Initial concept

Combination Alternatives Modeling Results



Interchange Concept Evaluation



- **Review existing deficiencies, issues, constraints**
 - Stakeholder input received
 - Existing Transportation System Performance Report
- **Develop & evaluate initial concepts**
 - Operations – SYNCHRO / VISSIM
 - Impacts – Footprint evaluation



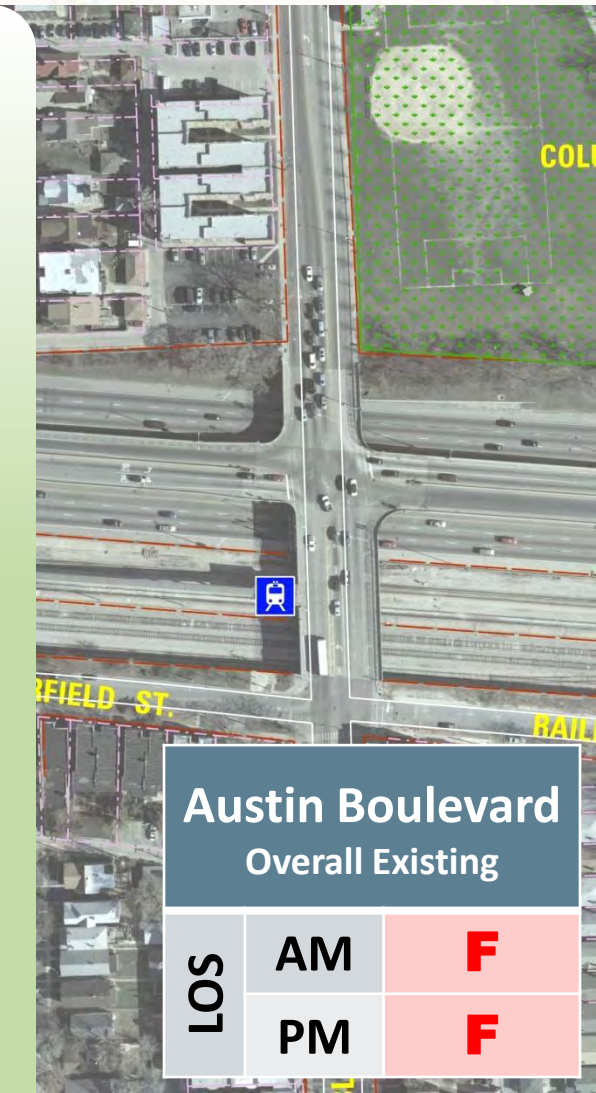
HARLEM AVENUE & AUSTIN BOULEVARD

Existing Conditions



Harlem Avenue

Austin Boulevard



- *Failing operations*
- *Crash hotspot*
- *Insufficient turn lane storage*
- *Substandard turning radii*
- *Poor access to transit (narrow sidewalks, no bus pull outs)*
- *CTA station access on existing bridge*
- *Non ADA compliant sidewalks/ramps, no bike lane/shoulder*

Harlem Ave.
Overall Existing

LOS	AM	E
	PM	E

Austin Boulevard
Overall Existing

LOS	AM	F
	PM	F

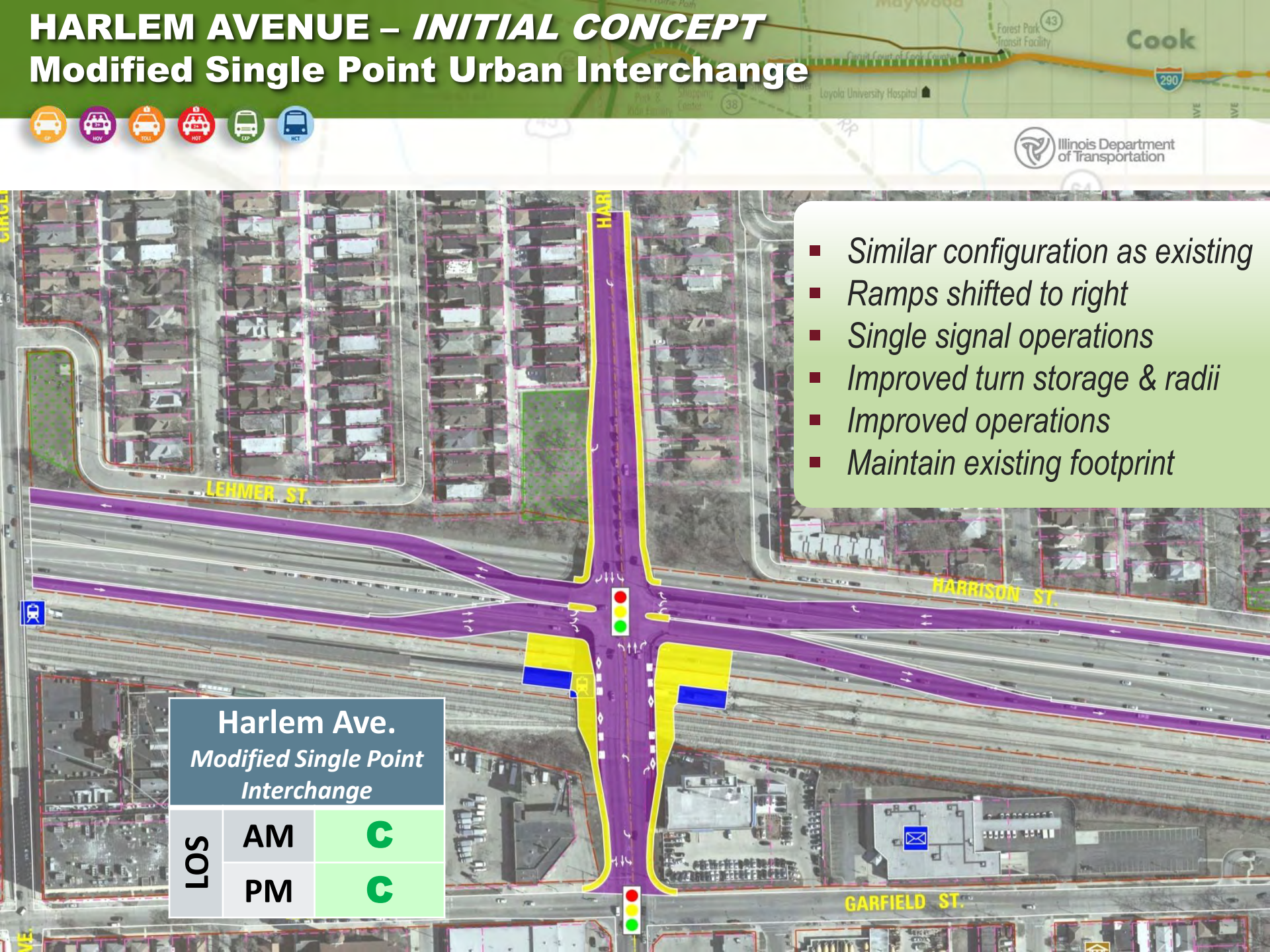
HARLEM AVENUE – INITIAL CONCEPT

Modified Single Point Urban Interchange



- *Similar configuration as existing*
- *Ramps shifted to right*
- *Single signal operations*
- *Improved turn storage & radii*
- *Improved operations*
- *Maintain existing footprint*

Harlem Ave.		
<i>Modified Single Point Interchange</i>		
SOT	AM	C
	PM	C



HARLEM AVENUE – INITIAL CONCEPT

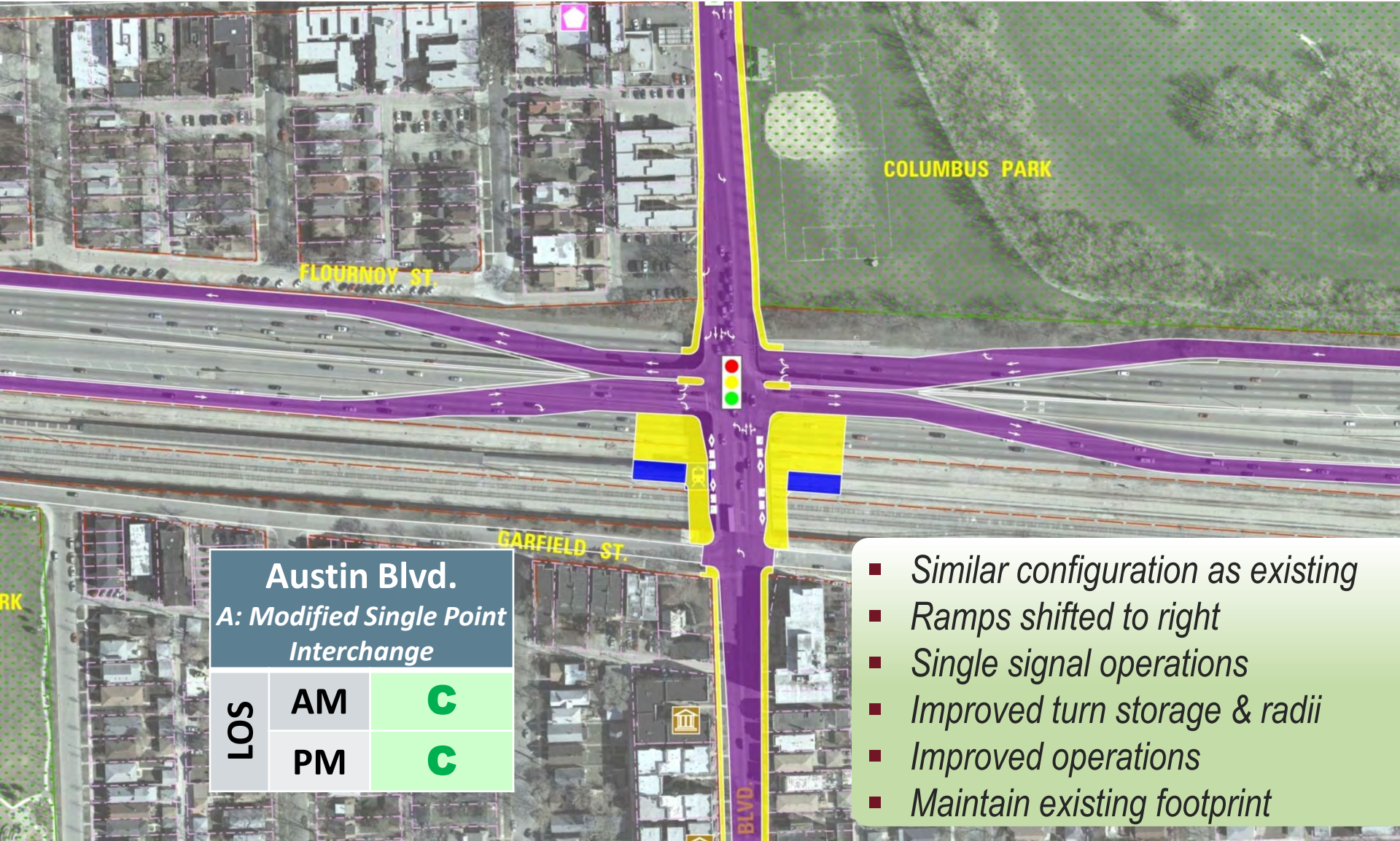
Modified Single Point Urban Interchange



- *Dedicated bus-only pull outs*
- *Pedestrian transfers to rail on both sides of street*
- *Wider sidewalks*
- *Pedestrian crossing refuge islands*
- *Transit plazas*

AUSTIN BOULEVARD – INITIAL CONCEPT

Modified Single Point Urban Interchange



Austin Blvd.
A: Modified Single Point Interchange

SOT	AM	C
	PM	C

- Similar configuration as existing
- Ramps shifted to right
- Single signal operations
- Improved turn storage & radii
- Improved operations
- Maintain existing footprint

AUSTIN BOULEVARD – INITIAL CONCEPT

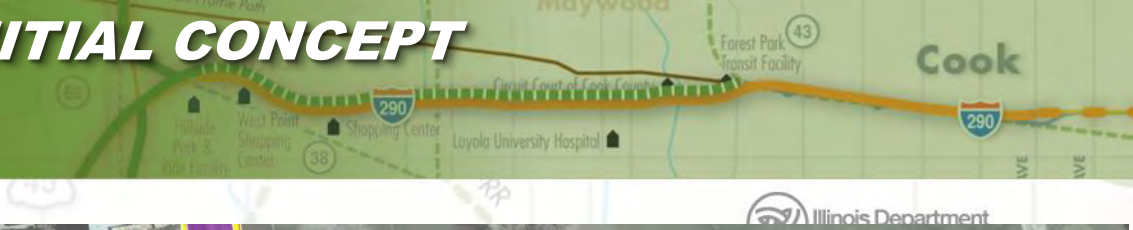
Modified Single Point Urban Interchange



- *Dedicated bus-only pull outs*
- *Pedestrian transfers to rail on both sides of street*
- *Wider sidewalks*
- *Pedestrian crossing refuge islands*
- *Transit plazas*

AUSTIN BOULEVARD – INITIAL CONCEPT

Profile Concept



1000' ← 500' ← 0' → 500' → 1000'

Existing Ramp Profile

Concept Ramp Profile

Austin Blvd.

Existing I-290 Profile

Elev.
630'
620'
610'
600'

- Profile Design Considerations:*
- Lower I-290 (utilities & drainage)
 - Austin Blvd. profile improvements

- Freight rail clearance requirements
- Bridge span lengths & beam depths

AUSTIN BOULEVARD & CENTRAL AVE – INITIAL CONCEPT

Separated Interchanges - Plan & Elevation

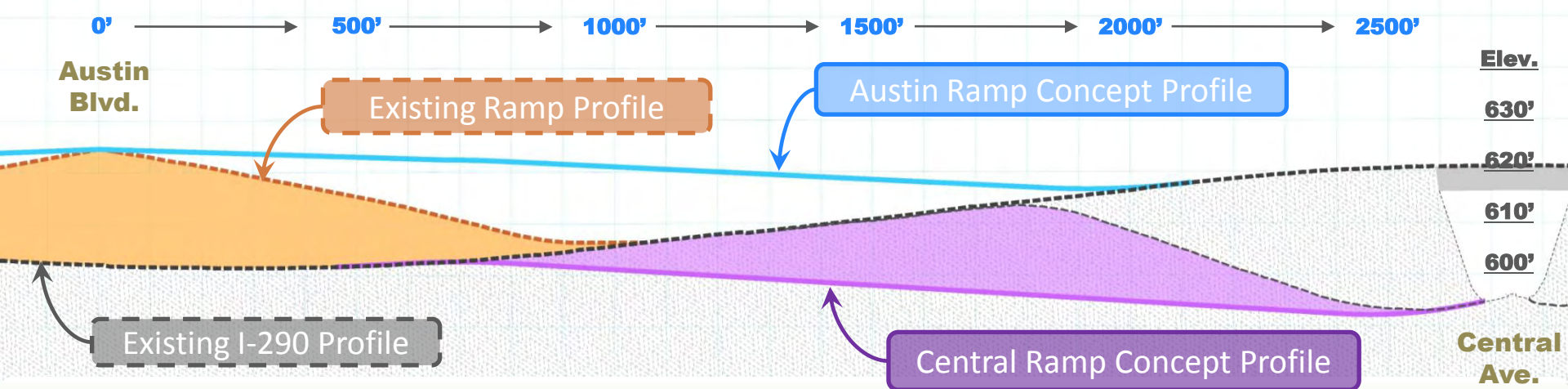


Austin Boulevard @ I-290 Ramps
Modified Single Point Intersection

SOT	AM	C
	PM	C

Central Avenue Conventional Diamond Interchange

SOT	AM	C
	PM	C



- Profile Design Considerations:**
- Lower I-290 (utilities & drainage)
 - Austin Blvd. profile improvements

- ROW Considerations:**
- CTA/CSX
 - Columbus Park (4f)

Next Steps

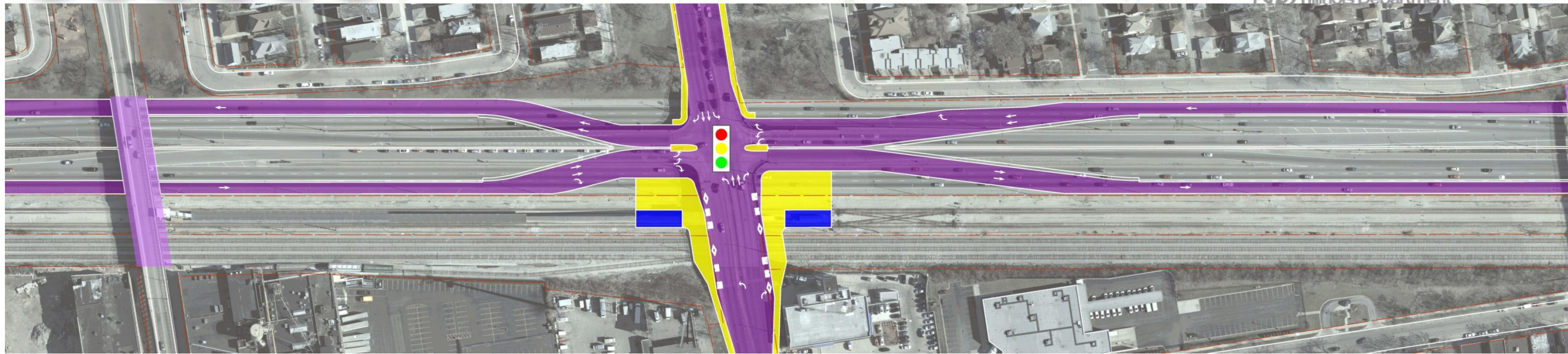




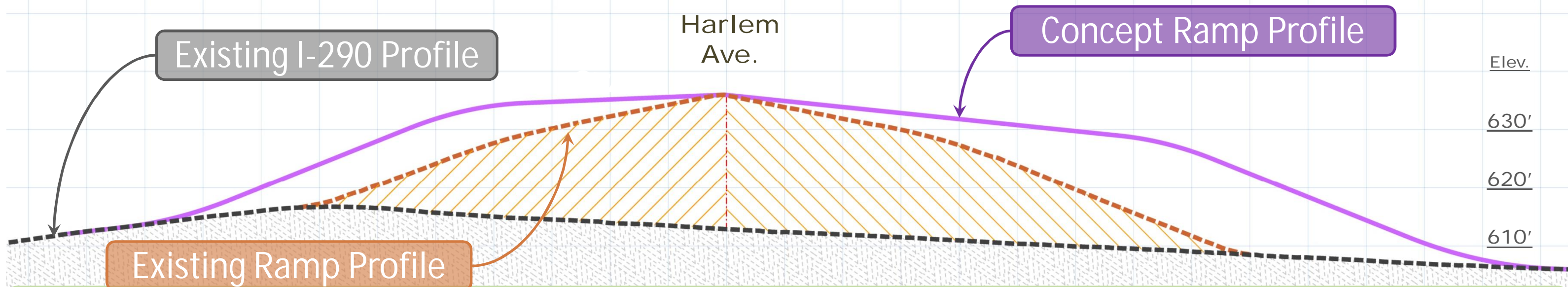
Thank You



HARLEM AVENUE - INITIAL CONCEPT Plan & Elevation



1000' ← 500' ← 0' → 500' → 1000'



Existing I-290 Profile

Concept Ramp Profile

Existing Ramp Profile

Harlem Ave.

Elev.
630'
620'
610'

Profile Design Considerations:

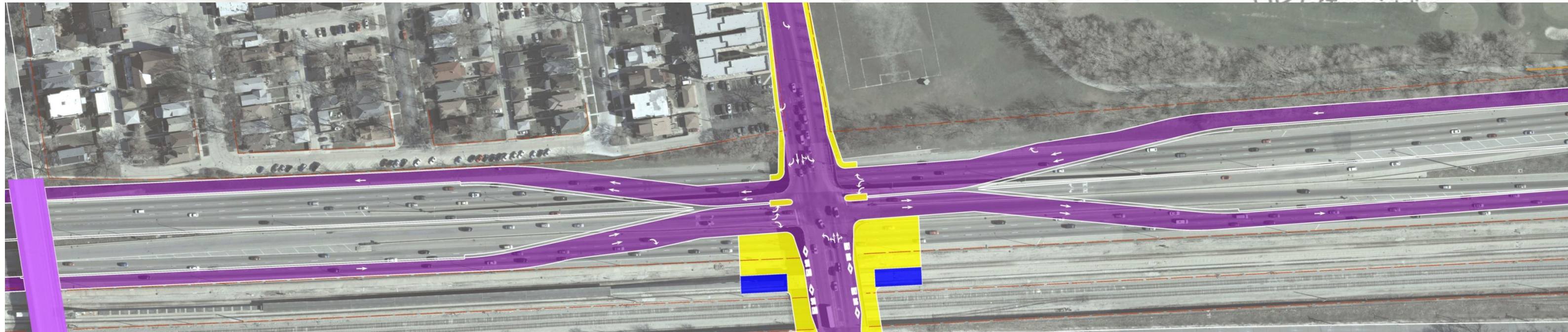
- Lower I-290 (utilities & drainage)
- Harlem Ave. profile improvements
- Freight rail clearance requirements
- Span lengths & beam depths

AUSTIN BOULEVARD – INITIAL CONCEPT

Plan & Elevation



Illinois Department



1000' ← 500' ← 0' → 500' → 1000'

Elev.

Existing I-290 Profile

Austin Blvd.

Concept Ramp Profile

630'

620'

610'

600'

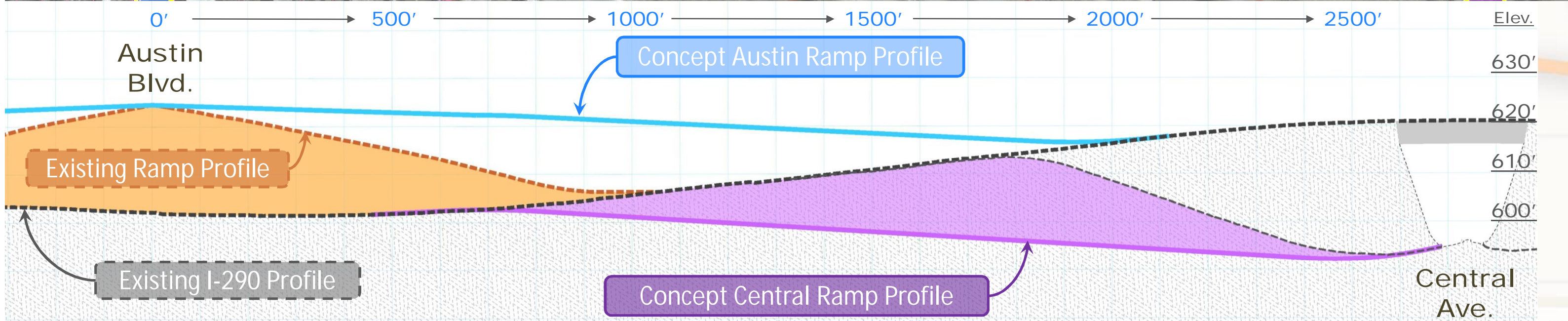
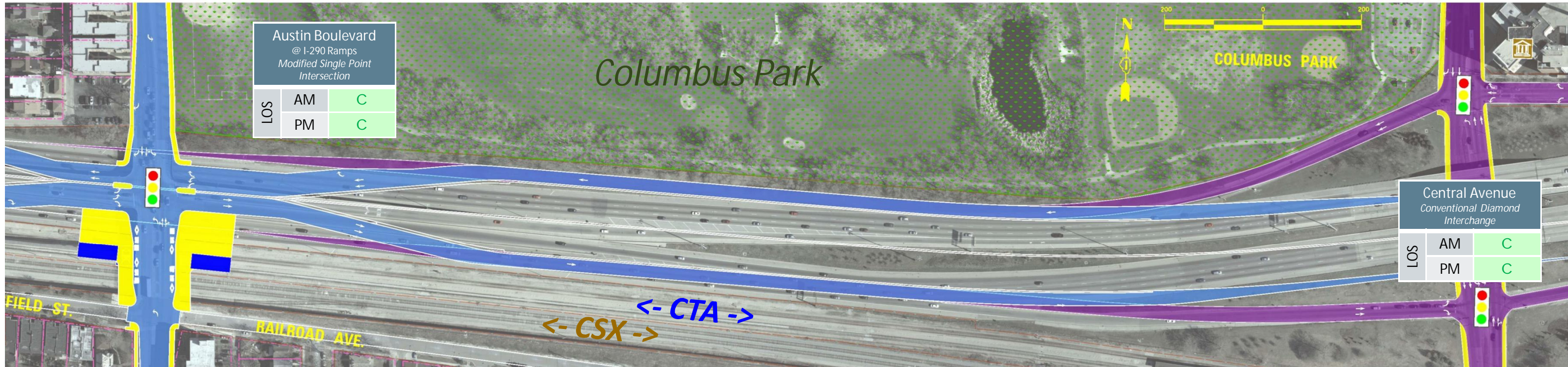
Existing Ramp Profile

Profile Design Considerations:

- Lower I-290 (utilities & drainage)
- Harlem Ave. profile improvements
- Freight rail clearance requirements
- Span lengths & beam depths

AUSTIN BLVD. & CENTRAL AVENUE – INITIAL CONCEPT

Plan & Elevation



Profile Design Considerations:

- Lower I-290 (utilities & drainage)
- Austin Blvd. profile improvements

ROW Considerations:

- CTA/CSX
- Columbus Park (4f)