



**Regional
Transportation
Authority**

April 7, 2003

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Illinois
60604
312.913.3200
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The Honorable Joanne E. Trapani
President, Village of Oak Park
123 Madison Street
Oak Park, IL 60302-4272

Re: I-290/I-88 Central Cook-DuPage Corridor Study

Dear President Trapani:

Thank you for your recent correspondence and recommendations for a multi-modal corridor level planning study for I-290/I-88. I apologize for the delay in my response. The Illinois Department of Transportation (IDOT) and the RTA have agreed to undertake a joint corridor study that will explore and define a broad range of transportation alternatives to meet the mobility needs of the corridor.

To assure a multi-modal approach to planning for transportation improvements in the I-290/I-88 corridor, IDOT will continue to focus its efforts on its Phase I engineering study for the reconstruction and possible expansion of the Eisenhower Expressway. At the same time, the RTA will undertake a study of transit alternatives including proposals put forth within the regional long-range planning process and the recently completed DuPage Area Transit Plan.

Consistent with our joint study approach, a copy of which is attached, the RTA will perform a travel market analysis to identify and assess the severity of mobility problems prior to evaluating alternatives for the I-290/I-88 corridor.

We appreciate your interest and input in planning for major transportation improvements in the I-290/I-88 corridor, and look forward to working with our local partners throughout the corridor planning process. If you have any questions, please contact me at 312-913-3220.

Sincerely,

A handwritten signature in cursive script that reads "Paula S. Thibeault".

Paula S. Thibeault
Interim Executive Director

c: Tim Martin, IDOT
Jack Hartmann, ISTHA
John DeLaurentiis, RTA

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Central Cook – DuPage (I-290/I-88) Corridor
Multi-Modal Corridor Planning Study

Proposed Work Program

Approach & Methodology

The approach and methodology for this study focuses on improving corridor mobility – understanding current travel needs, defining user markets, and developing suitable and effective transportation system improvements (or set of improvements) – with a strong orientation toward local stakeholders.

1A - Corridor Market Analysis

Objective: Provide insight into transportation system usage, travel patterns, and travel markets in the Central Cook-DuPage Corridor (I-290/I-88 from Cicero Ave. to Rt. 59). The purpose of the analysis is to identify and assess the severity of mobility problems, and to lay the groundwork for developing suitable and effective alternatives to meet the corridor's mobility needs.

Approach: The market analysis will assess demographic and land use information for the corridor using 1990 and 2000 Census data, and land use data from NIPC and local communities. Major activity centers will be identified, and an overview of existing transportation facilities and services will be provided. Major travel patterns and travel markets will be defined, measured and quantified using existing primary data sources and previous phase I work by PB. The primary data sources are: 1990 and 2000 Census (CTPP journey-to-work), 1990 CATS Household Travel Survey; IDOT/ISTHA traffic volumes; Metra boarding counts, CTA traffic counts and outputs from the CATS regional travel demand model.

Estimated Cost: \$300,000
Time to Complete: 10 months

1B - Destination-Specific Market Analysis

Objective: Enhance Corridor Market Analysis (above) by obtaining, compiling and evaluating travel market information for key major travel generators within Corridor for which the Home-based Work trip is not the predominant market (e.g., Oak Brook Center Mall, O'Hare, Hines/Loyola medical facilities). Findings will help validate and enrich the market analysis findings, particularly those based on 1990 Household Travel Survey; and fill in gaps in existing data.

Approach: Identify major single point trip generators and concentrations of trip generators impacting the corridor using land use data, employment, aerial photographs, and traffic links (arterials). Measure and quantify travel patterns with primary data collection including on-the-ground surveys of license plates, facility survey, etc.

Estimated Cost: \$250,000
Time to Complete 6 months

2 - Alternatives Definition & Physical Feasibility Assessment

Objective: Define and evaluate a range of transportation investment options that address corridor mobility problems and travel markets; identify a shortlist of feasible cost-effective transportation improvement alternatives (or combination of alternatives); recommend a preferred alternative (or combination of alternatives).

Approach: Conceptual alternatives will be defined including mode, alignment, technology; and evaluated in terms of physical feasibility, travel markets served, and Corridor Planning Standards. Findings from the market analysis and the following proposals from elected and government officials and/or the Regional Transportation Plan are proposed as a starting point in the consideration of transportation alternatives: 1) I-290 HOV Mannheim to Cicero, 2) CTA Blue Line extension to Lisle, 3) BRT/express bus service connecting Naperville, Oak Brook, O'Hare and the CTA Blue Line Forest Park station, and 4) Trolley from downtown Chicago to North Riverside.

Estimated Cost: \$500,000
Time to Complete: 12 months

3A - Corridor Planning Standards

Objective: Enhance the Alternatives Definition & Physical Feasibility Assessment (above) by developing a local profile/constituent value system and vision for mobility in the corridor to support the development and local consideration of transportation alternatives; and prepare local municipalities for major new transportation investment.

Approach: Define and quantify corridor planning standards based on local values regarding mobility, connectivity, efficiency, safety and local preference. Existing published regional and local planning principles, focus groups, surveys and/or other techniques will be used. The concept alternatives will be evaluated using the Corridor Planning Standards, in addition to the other technical screening criteria developed as part of the feasibility assessment.

Estimated Cost: \$150,000
Time to Complete: 3 months

3B - Transit Supportive Community Development

Objective: Facilitate consideration and development of transit supportive land use policies and development regulations by local communities in preparation for a possible major transit investment in the corridor.

Approach: Evaluate existing corridor land use and development as well as zoning and development regulations for transit supportive attributes. Develop and recommend local land use policies and development strategies to support major transportation investment in the corridor.

Estimated Cost: \$450,000
Time to Complete: 12 months

4 - Communications & Public Input

Objective: Develop and implement an effective, consistent and continuous program for communicating Study purpose, schedule, analysis approach, findings and conclusions with local officials, public and media; obtain participation and input from local stakeholders; develop and sustain positive public image of RTA-IDOT partnership and project effort.

Approach: Develop and implement a communications program plan that lays out an approach and specific strategies for communicating project milestones with 1) media, 2) local officials and other local stakeholders and 4) public. Design and facilitate special public awareness/input events and key stages throughout the Study. Produce materials appropriate to key audiences. Be both proactive and responsive to media; effectively convey (and assist agency conveyance of) key messages and study findings.

Estimated Cost: \$300,000

Time to Complete: 18 months

5 - Program/Organizational Management

Objective: Provide overall program and organizational management; procure and manage consultants; establish and implement processes for participation and/or decision-making with respect to local, regional and State government participants and RTA Service Boards (CTA, Metra, Pace).

Approach: Develop and distribute a Program Management Plan that establishes the study approach, work program, the scope of each program element and the roles and responsibilities of all project partners; establish an effective process that ensures timely information flow between project partners; develop and utilize an organizational framework to coordinate local stakeholder participation; procure, manage and oversee consultants providing professional services.

Estimated Cost: priceless

Time to Complete: 24 months

Cost Analysis

Work Program Element	Estimated Cost
1A - Corridor Market Analysis	\$300,000
1B - Destination Specific Market Analysis	\$250,000
2 - Alternatives Definition & Physical Feasibility	\$500,000
3A - Corridor Planning Standards Development	\$150,000
3B - Transit Supportive Community Development	\$450,000
4 - Communications & Public Input	\$300,000
5 - Program & Organizational Management	\$0
TOTAL	\$1,950,000



Illinois Department of Transportation

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VILLAGE CLERK
OAK PARK, ILLINOIS

May 15, 2003

Honorable Joanne E. Trapani
Village President
123 Madison Street
Oak Park, Illinois 60302

Dear Village President Trapani:

Thank you for your recent letter concerning the department's preliminary engineering and environmental study (Phase I) for the proposed improvement of Interstate 290 from US 12/20/45 (Mannheim Road) to Illinois 50 (Cicero Avenue). With regard to your concerns pertaining to the applicability of an Environmental Impact Statement (EIS) and a Major Investment Study (MIS), both the department and the Federal Highway Administration have previously responded to these concerns. We have said previously that an MIS is not required and our position has not changed. We will continue with the environmental process under way to determine what type of environmental document will meet federal and state requirements.

The department is committed to coordinating with the stakeholders along the corridor, including the transit agencies, to ensure that the proposed improvement plan that advances from the Phase I study is appropriately multi-modal and meets the project's purpose and need. As you are aware, the department requested the Regional Transportation Authority (RTA) to initiate a study of transit alternatives along the I-290 corridor. The results of the RTA's study will be incorporated into the department's Phase I study as part of a comprehensive review of the corridor transportation needs and an evaluation of all feasible transportation alternatives. At this point, we anticipate the RTA study to be completed by early 2004. On this basis, the efforts performed over the last year have been narrowly focused on data collection, traffic forecasting, environmental surveys, evaluating safety and operational deficiencies in the corridor, performing interchange operation studies and the testing of preliminary concepts in critical areas based on a variety of factors. This will remain the case until we have an opportunity to incorporate the RTA study results into the I-290 Phase I study.

In response to your concern that the department is prematurely proceeding with engineering for a High Occupancy Vehicle (HOV) lane alternative, the department has a need to analyze issues associated with potential alternatives. The RTA will be addressing similar concerns regarding transit alternatives. In this respect, department staff have been coordinating with the

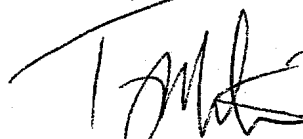
Honorable Joanne E. Trapani
May 15, 2003
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CTA and the freight railroads, on potential right-of-way and/or operations issues in the corridor. These efforts are necessary and fundamental elements of the overall Phase I engineering process. These discussions have led to the review of various preliminary concepts to define possible limits of involvement with CTA and the freight railroads, but by no means represent any solutions or recommended alternatives.

Based on the compilation of existing expressway deficiencies and needs to-date, department staff have begun arranging project coordination meetings with the municipalities adjacent to I-290, including Oak Park. The purpose of these meetings will be to share preliminary findings pertaining to the I-290 corridor's deficiencies and needs. We also wish to gain the benefit of your views and opinions regarding the I-290 corridor and its needs, and to learn about any plans you and the other municipalities may have for community improvements along or crossing I-290.

We look forward to a continuing dialogue with the village of Oak Park on this important transportation improvement project. Thank you for your interest in Illinois' transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read 'Timothy W. Martin', with a large, sweeping flourish above the name.

Timothy W. Martin
Secretary



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April 3, 2003

The Honorable Joanne E. Trapani
President
Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302-4272

Dear President Trapani:

Thank you for your recent letter (attached) regarding studies currently being done on the I-290/I-88 corridor. In the Illinois State Toll Highway Authority's (ISTHA) twenty-year plan, we do anticipate the widening of this corridor. However, at the present time, our financial resources are concentrated on the maintenance and rehabilitation of our existing system.

As you are aware, RTA is the lead agency in conducting the I-90 Northwest Corridor Alternatives Analysis. Certain provisions of the Toll Highway Act and the ISTHA's Amended and Restated Trust Indenture, limit the Authority's ability to fund transit studies.

Again, thank you for sharing this information and suggestions regarding multi-modal solutions and we will be partners in this effort to the extent possible, given the legal parameters within which we must operate.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jack Hartman', written over a horizontal line.

Jack Hartman
Executive Director

Attachment

cc: Mr. Timothy W. Martin, P.E., Secretary
Illinois Department of Transportation

Ms. Paula Thibeault, Executive Director
Regional Transportation Authority

Mr. John Kos, P.E.
Illinois Department of Transportation, District 1