



The Village of Oak Park
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December 17, 2014

John Baczek, Project & Environmental Studies Section Chief
C/O Mr. Mark Peterson, Project Management Consultant
Illinois Department of Transportation, Region 1, District 1
201 W. Center Court
Schaumburg, IL 60196

RE: Eisenhower Expressway Phase I Study.

Dear Mr. Baczek:

The Village of Oak Park ("The Village") is pleased to submit comments regarding preliminary I-290 geometry and the CTA Urban Stitching concept. Attached please find detailed comments from the Village. Oak Park continues to advocate for a thoughtful design which would be developed by IDOT supported project commitments.

Additionally, I would like to recognize and extend appreciation to the Illinois Department of Transportation for its efforts to collaborate with Village officials and the CTA to identify key improvements to the proposed I-290 geometry that support the following goals:

1. Enhanced community connectivity north and south of I-290;
2. Improved access and safety for pedestrian and bicyclists at all I-290 crossings and CTA station areas;
3. Enhanced local quality of life through public spaces and aesthetic elements that emphasize community identity and soften the 1950's utilitarian approach to highway corridor design; and
4. Reduced or elimination of existing adverse impacts while avoiding new impacts and mitigation of unavoidable impacts.

Regarding the preliminary geometry, the Village affirms three key concerns:

1. Air, noise, and visual pollution associated with proposed ramp heights and locations (including loss of benefits attached to the left-side ramp mitigation measures the IDOT previously deployed in the original design and construction); and
2. Insufficient focus on bridge decking public spaces, including design proposals that do not sufficiently reflect local design suggestions; and
3. The potential for increased truck and general traffic associated with proposed highway capacity and re-designed ramps and interchanges.

This opportunity to continue to develop design plans in collaboration for the I-290 reconstruction will not happen again for this generation of Oak Park, so we are eager as a Village government to achieve the best solution possible for future Oak Park residents and visitors.

Thank you again for your time and attention to this issue. Please feel free to call either myself or Assistant Village Manager Rob Cole at 708-358-5770 if you need any additional information from the Village.

Sincerely,

A handwritten signature in black ink, appearing to read "Cara Pavlicek". The signature is fluid and cursive, with the first name "Cara" being more prominent than the last name "Pavlicek".

Cara Pavlicek
Village Manager

attachment

Community Context

Oak Park is rich in social, environmental, and architectural history. When considering local needs and Oak Park's concerns relevant to geometry for a proposed major I-290 reconstruction, it is important to recognize and accommodate the neighborhoods of Oak Park. Oak Park is home to families, children, singles, partners, and seniors.

They live side by side in neighborhoods where the homes are as varied as the people living within them. You will find painted ladies and prairie style architecture next to neat stucco, frame, and brick homes. There are vintage apartment buildings amidst bungalows, along with new construction and ongoing restoration. Like the people who live here, their homes contribute to a unique sense of character to their surroundings. Residents of Oak Park are passionate about their neighborhoods and the final I-290 design must effectively consider the people and businesses of Oak Park and their surroundings, both as direct users of the facility and as impacted parties.

Opportunity to Collaborate

Although construction of the Expressway in 1959 improved regional access by automobile, it also increased local noise and air pollution, caused the removal of many homes, and physically split the Village of Oak Park apart. The attendant economic, social, and environmental effects remain with the Village to this day. The impact was mitigated somewhat by the decision in 1959 to narrow the roadway from four to three lanes while passing through Oak Park, and the ramp configurations at Harlem and Austin were explicitly designed to minimize community impacts of the new highway and associated traffic at that time.

We are concerned with the current proposal as it will roll-back the prior mitigation measures and increase adverse impacts, such as noise, pollution, and increased traffic. Design solutions must fit within our community context and effectively respond to both existing and reasonably anticipated adverse impacts.

The Village is appreciative of IDOT efforts to work with the community to modify its preliminary plans such that known and anticipated impacts are avoided, minimized, or mitigated. However, it is not clear at this time that there has been adequate consideration of feedback and therefore we are anxious to continue to work with the IDOT to modify I-290 plans in a manner that supports project goals yet respects and improves our community.

Local Planning Values and the I-290 Corridor

Central to the concept of collaboration is understanding one another's goals and working to develop solutions that are mutually beneficial. Give and take is inherent to the process. The Village believes it has a firm grasp on the Illinois Department of

Transportation's project goals, and believes it is equally important for IDOT staff and contractors to have a similar level of understanding our local goals, and further that project work products reflect their due consideration.

The Village's project-level goals for I-290 reconstruction are broadly captured on the first page of this correspondence; however, it is also helpful to be aware of and appreciate the five core values that establish the context for all local planning, including that associated with the I-290 corridor and proposed major highway reconstruction.

When a decision is contemplated, design element alternatives should be screened through the values highlighted below, as excerpted from the Village of Oak Park's 2014 Comprehensive Plan, *Envision Oak Park*¹. Effort should be made to maximize support for each of these local values through conscientious design choices.

Diversity

All actions should result in a community that is welcoming and accessible to all people, supportive of integrated social and physical interaction, and respectful of different lifestyles and opinions.

Urban Sustainability

All actions should advance Oak Park's mission to be a community that minimizes the impact of urban development on the environment, enhances active and healthy lifestyles for all residents, ensures social justice for every citizen, and maintains locally-based fiscal stability over time.

Respect for Oak Park's History and Legacy

All actions should recognize and celebrate what was granted to us by previous generations, and consider the lasting impacts of today's actions and decisions on the future citizens of Oak Park.

Collaboration and Cooperation

All actions should support strong relationships between all governments, residents, institutions, businesses, not-for-profit organizations, neighboring communities, and local, regional and state agencies to ensure that resources, policies and programs respond in an efficient and transparent manner to issues within the Village and those that extend beyond its borders.

¹ Village of Oak Park, *Envision Oak Park Comprehensive Plan*, accessed December 5, 2014, <http://www.oak-park.us/sites/default/files/planning-documents/2014-09-15-envision-oak-park-comprehensive-plan-small.pdf>

Thriving Neighborhoods

All actions should support the maintenance and enhancement of Oak Park's neighborhoods. All portions of the community – neighborhoods, open spaces, institutions, and commercial areas – help define quality of life in Oak Park. However, the village's neighborhoods play a primary role in defining community character, supporting diversity and accessibility, and fostering an engaged and integrated citizenry.

I-290 in the Local Planning Context

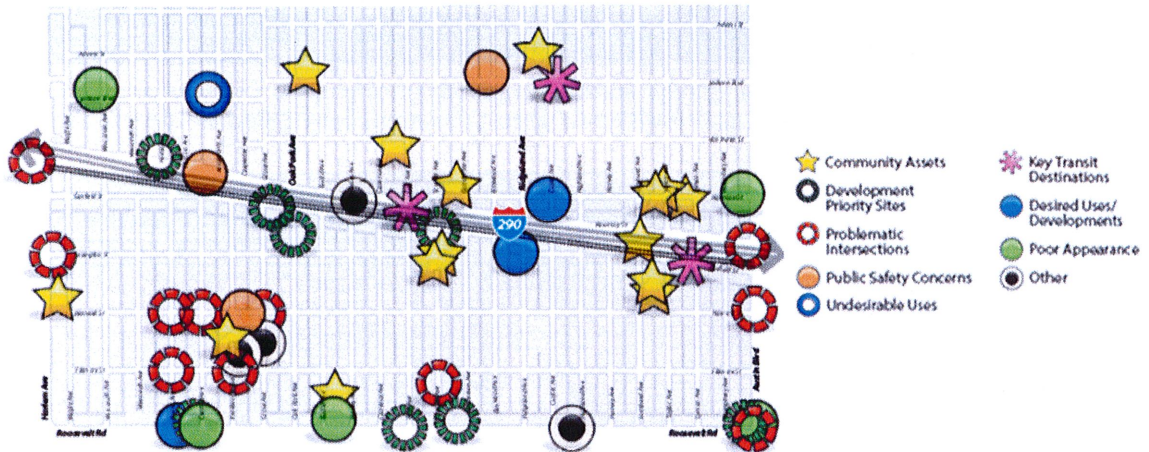
The extensive public outreach conducted in association with creation of Envision Oak Park (2014) confirmed that our residents and businesses continue to believe the I-290 corridor constitutes a harmful separation between portions of the Village north and south of the I-290 alignment; this observation was also previously documented in the 2002 Eisenhower Citizens Advisory Committee's Report, Potential Impacts of the Proposed Eisenhower Expansion². Furthermore, our residents believe the proposed highway expansion would amplify the existing adverse impacts of separation while at the same time creating additional impacts on surrounding neighborhoods due to noise, vibration, and traffic. Additionally, Oak Park residents are concerned that the proposed expansion would have community-wide impacts related to property values and air quality, exceptionally so in areas immediately adjacent to the highway.

I-290 and its proposed reconstruction ranked third among all transportation, infrastructure, and communication system issues facing the Village between today and the year 2030; related concerns of producing a walkable and bikeable community, and maintaining and improving public transit access and utilization ranked second and fourth, respectively. It is clear that Oak Park residents and businesses have significant concerns related to the I-290 corridor and see major reconstruction as an opportunity to restore community connectivity and improve quality of life. Yet, they also see I-290 reconstruction as a significant threat, particularly if necessary design elements are not incorporated.

Importantly, residents identified through our 2014 Comprehensive Plan update a number of community assets, development priority sites, key transit points of access, and problem intersections that occur within the I-290 project area. Graphic 1 featured below depicts the summary of public comments received through our Envision Oak Park public engagement process.

² Eisenhower Citizens Advisory Committee, *Report on the Potential Impacts of the Proposed Eisenhower Expansion* (Village of Oak Park, 2002), accessed December 5, 2014, <http://www.oak-park.us/sites/default/files/eisenhower/documents/2003-eisenhower-expansion-impacts-report.pdf>

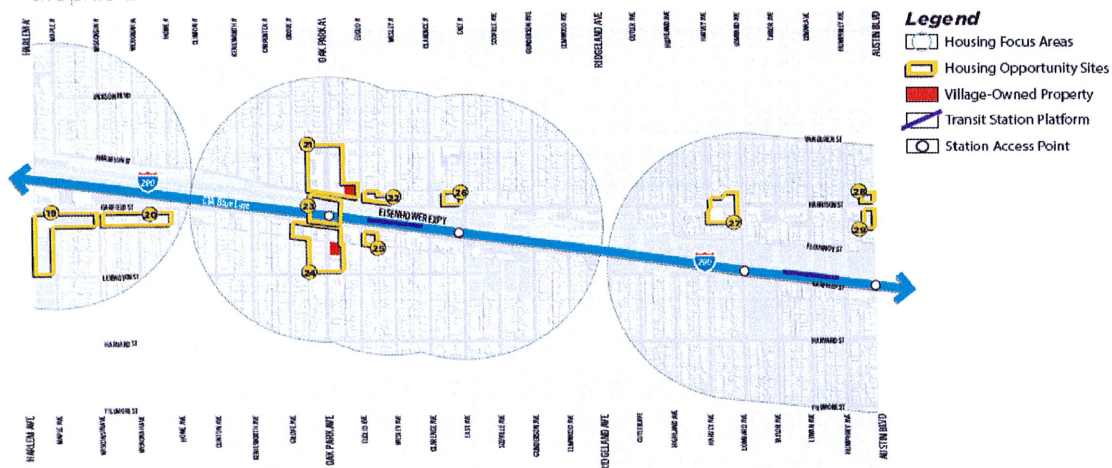
Graphic 1



One of the primary goals of the US Department of Housing and Urban Development (HUD), which funded the development of Envision Oak Park, was for Oak Park to establish through the planning process local policies that support the development of accessible and affordable housing with safe and easy access to transit. The Illinois Department of Transportation should recognize both local and federal goals when contemplating the potential benefits and impacts of its proposed project. The Village believes that, if properly designed and constructed, the I-290 project can support each of the local, regional, state, and national goals a project of this magnitude and lasting impact – or benefit – must address.

Potential transit-oriented housing development sites supporting development of accessible and affordable housing, as required by HUD and supported by local and regional, and national policies, are depicted in Graphic 2 below.

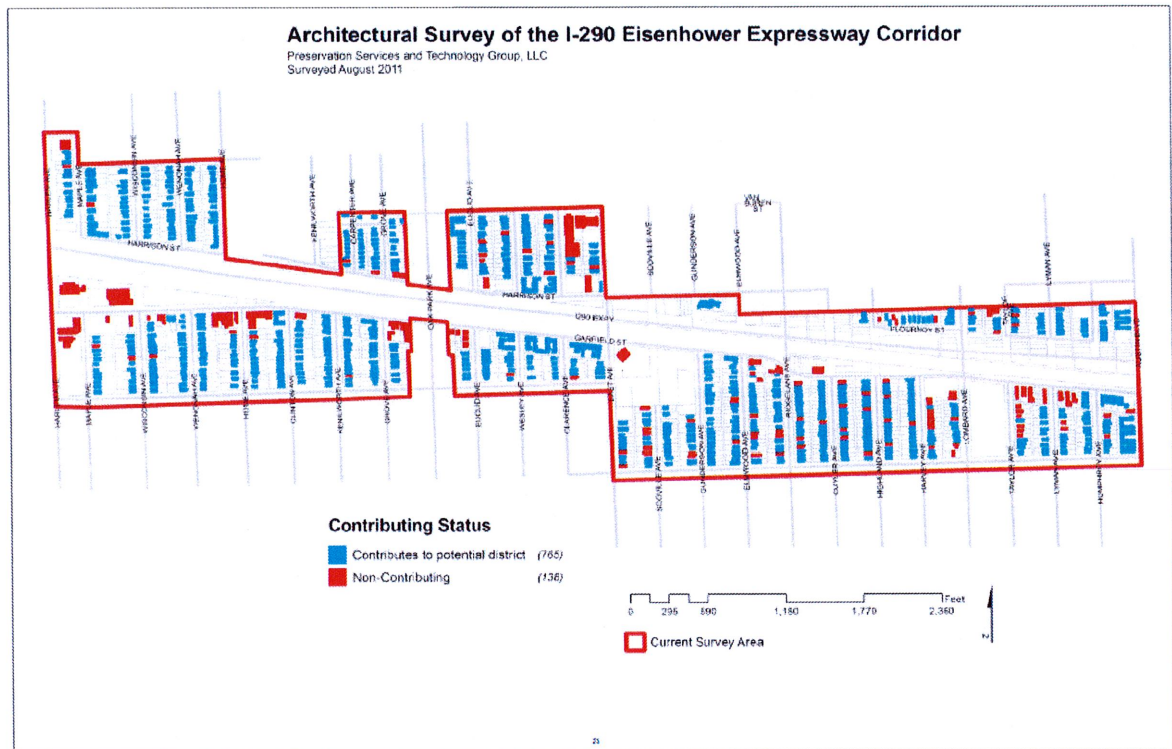
Graphic 2



One must also note that important historic properties and sensitive uses are present within the project area. Indeed, and from a historic preservation perspective, the 2012 historic preservation report titled, Architectural Survey along the I-290 (Eisenhower

Expressway)³, documents one structure currently listed in the National Register of Historic Places, three others that merit individual eligibility under Criterion C for their architectural integrity, as well as remaining resources that possess a sufficiently high degree of integrity to be characterized as contributing to potential creation of National Register Districts. Graphic 3 depicted below highlights contributing structures, though care should be taken to recognize the presence of sensitive uses, such as parks, libraries, schools, and others previously identified to the Illinois Department of Transportation that are not captured in the graphic below.

Graphic 3



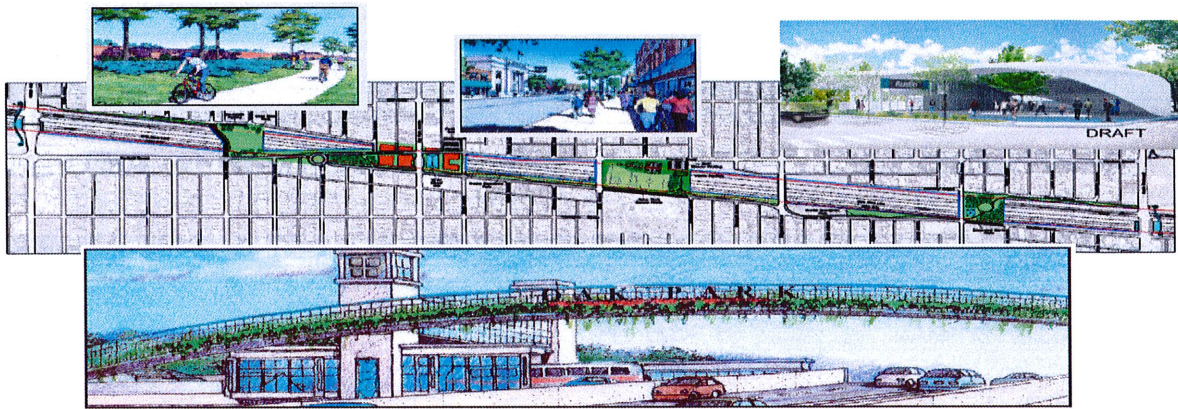
In addition to the Plans and studies referenced above, another important local planning document relevant to the I-290 Corridor is the 2005 Cap-the-Ike Feasibility Study⁴, the purpose of which was to investigate the feasibility of options for capping all or portions of I-290 through Oak Park in order to improve quality of life, re-link the north and south sides of the Village, promote opportunities for transit-oriented development, return economic vigor to the Oak Park Avenue business district, and improve safety and access to the CTA Blue Line. Graphic 4 below depicts examples of design elements that are consistent with local planning.

³ Preservation Services and Technology Group, LLC, *Architectural Survey along the I-290 (Eisenhower Expressway) Corridor, Oak Park, Illinois*, accessed December 5, 2014, <http://www.oak-park.us/sites/default/files/eisenhower/documents/2012-06-I290-survey-report.pdf>

⁴ URS Corporation, *Cap the IKE Feasibility Study Final Report*, accessed December 5, 2014, <http://www.oak-park.us/sites/default/files/eisenhower/documents/2005-03-08-cap-the-ike-feasibility-study.pdf>

It should also be noted that the Village expresses strong support for the “Urban Stitching” concept CTA developed through the course of its continuing Blue Line Vision Study, which is being conducted in coordination with the Illinois Department of Transportation and other stakeholders. The concepts are similar to those having arose from the Cap-the-Ike public planning process and address both Oak Park and IDOT concerns related to improved safety for all users, while at the same time reflecting commitments represented through the IDOT’s Context Sensitive Design project designation. Furthermore, reasonable expanded bridge decking concepts have proven feasible and cost-effective through completed projects nationally, including the Columbus, OH, example that CTA and the IDOT area aware of, among others.

Graphic 4



The Village is concerned that preliminary drawings presented for Village review do not reflect a commitment to move forward with either the CTA’s Urban Stitching concept or any of those prepared by the Village of Oak Park in it’s Cap-the-Ike planning process. We are cautiously optimistic, however, that the IDOT’s commitment to collaboration and willingness to continue to refine preliminary concepts will result in an outcome that supports project goals, significantly upgrades CTA facilities and infrastructure, and respects and improves our community.

Over a period of decades and countless hours of public outreach and engagement, the Village of Oak Park has consistently endeavored to identify and overcome community impacts visited upon Oak Park through initial construction of the Eisenhower Expressway. The vision and goals attached to local planning should weigh heavily in the IDOT’s project design considerations. We are encouraged by IDOT’s continuing interest in modifying its plans in response to the information, concerns, and ideas we present, but would like to see many more of them memorialized in draft concepts and formal project commitments.

While each of the planning processes and documents referenced above are critical to informing ongoing I-290 project planning and design, the Village has also prepared comments, concerns, and questions specific to the preliminary draft drawings we have

thus far been provided for local review. Such comments are included below, loosely organized by topic heading. Please feel free to contact Robert Cole, Assistant Village Manager, for any necessary clarification. Of course, we also look forward to continuing direct conversations with the Illinois Department of Transportation's team as we continue to work together to refine locally supported design elements.

Comments arising from our review of the preliminary geometric drawings, drainage plans, and traffic modeling are incorporated below, grouped by relevant subject headings:

I. Bridges, Decking, and Interchanges

- A. Bridge designs must reestablish and maximize community connectivity across I-290; refer to Cap-the-Ike and CTA Urban Stitching concepts, noting this requirement should apply to all bridges, both vehicular and pedestrian.
- B. All bridges should incorporate design elements appropriate to Oak Park's historic character and support for the arts. Incorporating the Village's name and date established should be considered, particularly at community border bridges, i.e., Austin and Harlem.
- C. Austin Blvd and Harlem Ave bridges and interchanges should be designed as gateway features, not only in response to their locations at borders with other communities, but also in response to the volumes of traffic that utilize them. They should be attractive environments, yet functional and safe for all users.
- D. Home Avenue pedestrian crossing must be made accessible, widened to safely accommodate bikes and pedestrians, and incorporate design elements appropriate to Oak Park's historic character and support for the arts. It seems the Home Avenue crossing must be at least 20 feet wide to be fully functional. A full profile is needed for review.
- E. Home Avenue crossing replacement should include user safety enhancements for road crossings on north and south sides, as well as improved abutments to provide for the turning radius of bikes.
- F. Provide adequate expanded decking at the Oak Park Avenue crossing to accommodate a complete streets design and transit-oriented development, including commercial mixed-use space opportunities and service access on bridge decking.
- G. Add E-W crosswalks on north side of Garfield @ the Oak Park Ave bridge.
- H. Implement expanded decking adjacent to Rehm Park (between East and Ridgeland) to accommodate relocated programmed uses, such as

volleyball and tennis courts in order to align with ongoing Rehm Park planning.

- I. Where expanded decking or bridges are not present, consider cantilevered landscaped areas or pocket parks to reduce the perceived width of the highway.
- J. Provide drawings that depict for the general public how bridges and decking would appear from existing grade looking across I-290. The crest of roadway crossings should not exceed the height of those now existing and, preferably, would be reduced.
- K. All bridges shall have ADA compliant sidewalks and ramps for all legs of intersections.
- L. Incorporate shared lane markings on Ridgeland Ave bridge from project Section #13-00260-00-RS.
- M. Sound-proof the undersides of all bridge decking and ramps.
- N. Plaza areas should be incorporated where all bridges intersect with Village streets.
- O. Bridge height should not be increased simply to accommodate double-deck freight rail traffic on what is effectively an idle rail line.
- P. Decks should be designed at maximum achievable width, taking into consideration cost-effective ventilation solutions using both natural and mechanical means. Determine needs for each location and back into width.
- Q. Incorporate stormwater management for bridges and decking, including green infrastructure and FHWA Sustainable Transportation (INVEST) tools and techniques.
- R. Vehicle pullouts should be incorporated at each CTA station access point, i.e., Harlem, Oak Park, East, Lombard, and Austin.
- S. CTA Stations should be modernized and integrated into the community, include pedestrian plazas, green space, public art, and commuter amenities, such as benches, appropriate lighting, etc.
- T. Incorporate corridor digital signage on certain bridge faces (or highway signage) to indicate travel time to the Chicago Stock Exchange (a point downtown where jobs are concentrated) by CTA Blue Line, Managed Lane, and General Purpose Traffic.

- U. Proposed I-290 exit ramp storage bay plus taper lengths detailed in the I-290 Phase I Preliminary Plans and Profiles document for both Oak Park interchanges (Harlem and Austin) are not consistent with the respective storage bay lengths listed in Preliminary Interchange Operational Evaluations for I-290 Reconstruction Section (Synrho/SimTraffic reports). This will affect the Queueing and Blocking Report results. Please revise to make consistent or explain.
- V. How are NB and SB thru link distances at the interchanges for Harlem Ave and Austin Blvd determined? Synrho User Guide lists it as the internal distance of the link from the stop bar to stop bar. These links are longer than the distance between the interchange and adjacent signalized intersections. This will affect the Queueing and Blocking Report results.
- W. There are minor inconsistencies in the Harlem storage bay coding in the SimTraffic report. For example, the AM M-SPUI scenarios features a WB R 500 feet storage bay, whereas the PM M-SPUI scenarios do not have a WB R storage bay. Additionally, the AM No Build scenario feature an EB R 600 feet storage bay, whereas the PM No Build scenarios feature an EB R 500 feet storage bay.
- X. Harlem SB left turn and right turn storage bays in SimTraffic reports are not consistent with the Phase I preliminary plan and profile sheets. Please revise or explain.
- Y. Based on provided SimTraffic reports, Harlem/Garfield for all proposed options and Harlem/Jackson for certain proposed options, will still be affected or blocked by Harlem/I-290 interchange. How will this be addressed?
- Z. Please provide SimTraffic reports for the adjacent signalized intersections at Harlem and I-290, i.e., Harlem/Jackson (approximately 900 feet to the north) and Harlem/Garfield (approximately 500 feet to the south). These intersections are affected or blocked during peak hours by the I-290/Harlem Ave interchange traffic based on observations. SimTraffic reports on other adjacent signalized intersections, such as Austin/Harrison were provided.
- AA. Based on the provided SimTraffic reports for the Harlem interchange, queuing for the NB left turn and right turn movements is higher in the modified SPUI option compared to the no build option for each scenario. Likewise, the queues for both NB left turn and right turn movements are longer than the respective storage bays. How will this be addressed?
- BB. In the Harlem Ave AM Ped Recall Scenario, SB left turn movement total delay per vehicle increased when comparing the modified SPUI

alternative (193.6s) to the no build alternative (152.6s), an increase of 26.9%. What is the reason for this situation? How can it be addressed? For the other three scenarios, SB left turn movement total delay per vehicle decreased significantly comparing modified SPUI option to the no build option.

- CC. In the Harlem Ave AM Ped Recall Scenario, SB thru movement, average, max, and 95% percentile queues all increased significantly when comparing the modified SPUI alternative to the no build alternative. For other three scenarios, SB thru movement queues decreased significantly comparing modified SPUI option to no build option. What is the reason for this issue? How can it be addressed?
- DD. What is the existing EB left turn volume on Garfield at Austin during the peak hours? What is the revised traffic pattern for these existing EB left turning vehicles? Have those volumes been included in Austin/Harrison intersection as well as the Austin/I-290 interchange volumes for the modified SPUI options?
- EE. Signalized intersection Austin/Jackson approximately 1350 feet to the north of Austin/Harrison (Intersection 123), 4-way STOP controlled intersection Harrison/Lombard approximately 1400 feet to the west of Austin/Harrison.
- FF. For Intersection 123 (Austin/Harrison), the NB left turn and thru movement queues increased for modified SPUI option compared to no build option for the PM no ped call scenario. This does not appear to be the case for the PM ped recall scenario. What would be the reason for this difference?
- GG. For Intersection 123 (Austin/Harrison), upstream intersections, including Harrison/Lombard and Austin/Jackson, may be affected or blocked during AM peak hour based on SimTraffic Queuing and Blocking Report provided. This needs to be addressed.
- HH. While total delay per vehicle and queue lengths decreased for modified SPUI option compared to no build option for both AM scenarios at Intersection 123 (Austin/Harrison), they will still affect the adjacent intersection (Lombard/Harrison), and the total delay per vehicle is still more than 180 seconds for the modified SPUI options. How will this be addressed?
- II. Intersection 125 (Austin/I-290 ramps) NB left turn and right turn storage bays on SimTraffic reports are not consistent with Phase I preliminary plan and profile sheets. Please revise or explain.

- JJ. For all Intersection 125 (Austin/I-290 ramps) scenarios, NB left turn queues are much worse with the modified SPUI option compared to the no build option. Queues are beyond the storage bay called out in Phase I preliminary plan and profile sheets. Blocking issue on Austin thru lanes. How will this be addressed? Extend the left turn storage bay?
- KK. For bridges/structures usually plan traffic for 50 years out, why is this project only looking 25 years into the future?

II. Ramps

- A. Larger, more substantial refuge islands incorporating pedestrian protections, e.g., bollards, that prevent trucks and other vehicles from driving atop them; they are not islands of refuge if a vehicle can drive right over them. The islands of refuge should contemplate high volume pedestrian and bicyclist use.
- B. Will line extension pavement markings through the interchanges be installed to make sure vehicles stay in the proper lanes? Presently, some conflicts between EB left turn vehicles & WB right turn vehicles or WB left turn vehicles & EB right turn vehicles attempting to access the same NB or SB Harlem Ave and Austin Blvd lanes.
- C. Show top of retaining wall profile/Harrison street centerline profile in order to evaluate impacts from new exit ramps.
- D. Move ramps as far away as possible from the community edge - especially north side, as residential housing is closer to the facility on that side.
- E. Lower the elevation of the ramps and existing bridges to meet the elevation of the surrounding community context and reduce impacts to homes, parks, and other sensitive uses.
- F. Lower the Eisenhower expressway, yet maintain drainage, to facilitate lower ramps.

III. Noise

As noted in the citizen report, Potential Impacts of the Proposed Eisenhower Expansion, noise impacts associated with I-290's original construction was only somewhat mitigated by the 1959 decision to narrow the roadway from four to three lanes while passing through Oak Park. Additionally, the unique central ramps were designed to minimize the impact of the construction and the traffic at that time.

However, the current IDOT proposal would remove these mitigation measures and add two new Managed Lanes that will bring more traffic and noise.⁵

The report also relates that two studies of noise pollution have been performed along the I-290 corridor; one in 1981 and another in 1987. In July 1981, a study was conducted by the Technical Services Division of the Cook County Department of Environmental Control to determine the level of noise along I-290 in Oak Park. Measurements were taken at three sites: South side of the expressway (East Avenue and Garfield at Fire Station #3), North side of the expressway (Maple Avenue and Harrison Street), and Maple Avenue and Harrison Street at the rim of the expressway. This study found noise levels well in excess of the maximum levels identified by the United States Environmental Protection Agency as prerequisite to protect the public health of individuals engaged in indoor or outdoor activities.

The December 23, 1987 study was conducted to quantify noise levels in areas adjacent to I-290. The monitored noise levels were compared to levels the Illinois Department of Transportation applies to judge the acceptability of the noise environment. This study was also conducted at three locations: Harrison and Wenonah on the north side of the expressway, Harrison and Kenilworth on the north side of the expressway, and Garfield and Lombard on the south side of the expressway. Monitoring was done in areas to estimate noise effects on apartment buildings with two or more stories that would have a direct line exposure to the noise source. The results showed that one-story buildings and other land uses immediately adjacent to and along the I-290 corridor experience noise levels slightly exceeding noise abatement criteria. Moreover, taller residential buildings are likely to experience noise levels well in excess of noise abatement criteria.

Along with the 1987 noise study, a survey was done to determine the impact of traffic noise on Oak Park residents. Households responding represented a population of 1,014 persons. Fifty eight percent (58%) of the households found the level of expressway noise objectionable and reported some effect upon their health and/or lifestyle. This suggests that a significant number of residents living along the I-290 corridor perceive noise levels as a problem – problems that would be amplified through an expanded I-290 featuring increased traffic and ramps that are closer to residents due to them having been elevated and moved closer to residential uses.

The prior studies indicate that noise is already a problem along the I-290 corridor. The 1981 study showed that noise levels exceed the standards established by the United States Environmental Protection Agency, and the 1987 study showed that noise levels exceeded the standards as determined by the Illinois Department of

⁵ Eisenhower Citizens Advisory Committee, *Report on the Potential Impacts of the Proposed Eisenhower Expansion* (Village of Oak Park, 2002), accessed December 5, 2014, <http://www.oak-park.us/sites/default/files/eisenhower/documents/2003-eisenhower-expansion-impacts-report.pdf>

Transportation. The residential survey shows that the level of noise from the I-290 corridor is objectionable to those that live along it.⁶

The Village requests that the Illinois Department of Transportation:

- A. Continue its noise study, including comparing new findings to those of prior tests.
- B. Utilize expanded bridge decking, cantilevered pocket parks, and other strategies to lessen noise impacts.
- C. Evaluate the potential for a sound insulating program for properties impacted by highway noise, similar to that which the FAA funds for homes and schools falling within noise contours associated with airport traffic. This would be in lieu of sound walls.
- D. Noise barriers/walls are not shown, are they anticipated to be proposed adjacent to new exit/entrance ramps at Harlem Ave & Austin Blvd?
- E. If sound walls are implemented, use materials that suit the local context, e.g., brick masonry, and utilize aesthetic design treatments to lessen their visual impact, perhaps considering serpentine rather than straight lines, incorporation of landscaping and wall art, etc.
- F. Design any sound walls in serpentine layout to maximize sound wave dissipation.
- G. The residential side of any sound wall(s) may need to feature different visual design elements than the highway side.

IV. Bike Facilities

- A. Incorporate buffered bike lanes on I-290 crossings.
- B. Bridge and decking designs must provide for adequate and appropriate bicycle parking, thereby addressing last mile transit challenges. It should also be noted that the Village is amidst a plan to deploy Divvy Bike Sharing, including at points of transit access.
- C. Incorporate replacement of bike parking bump-out @ southeast corner of Harrison St and East Ave. Bike bump out to be constructed with Bike Parking Facilities project Section 12-00255-00-MS.

⁶ Eisenhower Citizens Advisory Committee, *Report on the Potential Impacts of the Proposed Eisenhower Expansion* (Village of Oak Park, 2002), December 5, 2014, <http://www.oak-park.us/sites/default/files/eisenhower/documents/2003-eisenhower-expansion-impacts-report.pdf>

- D. East/West multi-use/bike paths should run at elevation of the surrounding community, not below grade in tunnels.
- E. Include covered bike parking consistent with bike shelters from the Bike Parking Facilities project near Lombard and Flournoy St.
- F. Design any sound walls in serpentine layout to maximize sound wave dissipation.
- G. The residential side of any sound wall(s) may need to feature different visual design elements than the highway side.
- H. Retain and detail the shared use path.

V. Pedestrians

- A. Does IDOT expect to have operational pedestrian push buttons at both the Harlem/I-290 and Austin/I-290 interchanges, or will the pedestrian signals be on ped recall?
- B. Create suitable pedestrian environment on bridges to promote connectivity.
- C. Sidewalks of 12' minimum.
- D. Pedestrian scale decorative lighting.
- E. Decorative fencing.
- F. Decorative dwarf walls.
- G. Public art.
- H. Plantings on bridge and approaches.
- I. Ample pedestrian refuge islands - 12' minimum width and protected by decorative bollards.
- J. Access from Harrison to CTA taken away in preliminary drawings. The access should be restored.

VI. Landscaping and Buffering

- A. Buffer the community from the expressway with ample and dense tree, shrub, and native perennial plantings to be maintained by IDOT in a sustainable, best practices method.

- B. Where expressway lighting is provided, minimize light pollution, in general, and specifically into surrounding community.
- C. Lighting per LEED guidelines, net-zero energy use.

VII. Roadway and Drainage

- A. Existing roads immediately parallel to I-290 (Garfield and Harrison) were narrowed as part of the original I-290 construction and are presently too narrow and dangerous. Examine strategies for remedying that issue.
- B. Are there to be any geometric changes to Harlem/Garfield or Harlem/Jackson with this reconstruction project?
- C. CSX right-of-way should be considered as a means to avoid reducing lane widths to 11 feet, while the standard is 12. The decrease in width is associated with higher accident rates.
- D. Will any increase to storm water runoff to the Village's combined sewer system due to additional pavement areas from the bike path be addressed?
- E. Please provide sewer capacity and storage analysis for storm water impacts due to lowering of centerline.
- F. The no left turn restriction on Garfield St. @ Austin Blvd. will increase traffic on Harrison St. Please model traffic to show impacts and steps to mitigate increased traffic flow on Harrison St.
- G. The lowering of the centerline of I-290 and the replacement of the ramps will require replacement of the Village's water main under the former Maple R.O.W.
- H. The lowering of the centerline of I-290 near Austin requires the replacement of the Village of Oak Park/City of Chicago shared water main tunnel just east of Austin Blvd.
- I. Water and sewer utility information and crossing information for Oak Park utilities can be downloaded from the following links at the end of the letter. Please revise existing plans to reflect correct utility layout as provided.
- J. Sheet 23 Maple Ave water main crossing will need to be replaced by IDOT in conjunction with the replacement of the ramps. Due to existing business usage at northeast corner of Harlem and Garfield proposed water main alignment would likely be along former Wisconsin right-of-

way. This is a critical crossing according to our water modeling for maintaining both water quality and fire flow in the southwest part of the Village. Proposed water main size is likely to be a 12-inch diameter but the Village will need to model proposed new main to confirm.

- K. The Village's consultant MWH is modeling the benefits of a new sewer crossing at Oak Park Ave and I-290 in order to relieve the undersized East Ave sewer which is a result of the removal of the original sewer crossing at Oak Park Avenue with the construction of I-290. The Village will supply results of the modeling and any recommendations for a new sewer crossing of I-290 at Oak Park Ave if the model shows significant benefits.
- L. The 7'4"x9'2" brick sewer main on East Avenue crossing I-290 is the most critical sewer for Oak Park as it conveys sewage for approximately 50% of the Village and was constructed in 1937 and modified by IDOT with the original construction of I-290. This sewer cannot be inspected with conventional cameras as the IDOT modifications made to the sewer breaking it into 3 sections to clear the railroad tracks. Bridge replacement and pavement reconstruction will necessitate replacement of this sewer by IDOT. Lining of this sewer is not appropriate as loss in diameter will cause combined sewer backups for a large part of the Village. Existing Drainage Plan sheet 25 shows sewer inside steel liner which is an error.
- M. East Ave water main crossing needs to be replaced due to bridge replacement and pavement reconstruction. The existing crossing was lined with an 8" fused pvc pipe and the new pipe should be increased in size to 12".
- N. Ridgeland Avenue sewer siphon needs to be protected during construction work and inspected by IDOT following the work to verify structural integrity of pipe. The Village cleaned and inspected the siphon structures and pipes this spring.
- O. The water main crossing installed with the sewer siphon project was recently lined with a CIPP and the plans are attached in the links below.
- P. The water main shown under the Ridgeland Ave bridge does not exist.
- Q. The Lombard Ave water mains and MWRD sewer shown are aligned incorrectly. Please revise based on provided files.
- R. The Village lined the 12" water main crossing on Lombard Ave in 2013 with CIPP. Proposed retaining walls may require replacement of this water main.

- S. The Village does not have as-builts for the 18" water main crossing on Lombard Ave but the installation of the proposed retaining wall and ramps will require the replacement of this water main as considering we have had failures of it and 2 of the other crossings in the past.
- T. Oak Park's water main crossing east of Austin Blvd is in a shared utility tunnel with City of Chicago. Proposed pavement lowering will likely require replacement of this tunnel and water mains inside it.
- U. Garfield Street also has the Westchester Broadview Water Commission water main under it. Add this to the plan sheets.
- V. The Village has identified a planned sewer improvement on Garfield St from East Avenue to Elmwood Ave to alleviate combined sewer basement backups. This is included in the sewer study as project 103 which is provided in the links. This project should be incorporated into pavement reconstruction associated with bridge replacement at East Ave and Garfield St.

Drainage-related as-built links:

- (1) https://www.dropbox.com/s/d0dv7lakzcyjbos/OakPark_I-290_WaterCrossings.pzip?dl=0
- (2) <https://www.dropbox.com/s/xub47dvbwctaw39/East%20Ave%20WM%20Crossing.zip?dl=0>
- (3) <https://www.dropbox.com/s/1kl8jobzvtv6fk8/Lombard%20Ave%20WM%20Crossing.zip?dl=0>
- (4) <https://www.dropbox.com/s/ay8w0u409d2g517/Maple%20WM%20Crossing.zip?dl=0>
- (5) <https://www.dropbox.com/s/ejoabbugolk3yf1/Oak%20Park%20Water%20Atlas.zip?dl=0>
- (6) <https://www.dropbox.com/s/3pf6quo630q0ekq/I-290%20As%20Builts.zip?dl=0>
- (7) <https://www.dropbox.com/s/gk7vwtnlqae8dns/Oak%20Park%20Sewer%20Atlas.pdf?dl=0>
- (8) <https://www.dropbox.com/s/lvoedpej0djq4vo/Contract%203-A.zip?dl=0>
- (9) https://www.dropbox.com/s/co6klhbjcyaq1yk/VOP_SewerAtlas%209-17-13.pdf?dl=0
- (10) <https://www.dropbox.com/s/1pv1tqvcbhypaf6/Oak%20Park%20Sewer%20Master%20Plan%20Report.pdf?dl=0>
- (11) <https://www.dropbox.com/s/vc753f1ahdemkuy/091011%20%20RIDGELAND-AVE-AS-BUILT.pdf?dl=0>

VIII. CTA Stations and Infrastructure

- A. Detail CTA “Urban Stitching” proposal, which, as presently described, is strongly supported by the Village of Oak Park.
- B. Will there be access to the CTA Blue Line from both sides of Harlem Ave and Austin Blvd in the proposed designs?
- C. If there is access to the Blue Line on from the east side of both Harlem Ave and Austin Blvd, where will the nearest NB bus stop be located, and how will pedestrians cross traffic? If it is at the Blue Line stop, how will this affect NB right turn traffic onto the EB I-290 entrance ramp, as there did not appear to be a bus bay for NB movement on the plan sheet.
- D. Improve accessibility for persons with disabilities.
- E. Safe access for all, including interchange access points.
- F. Reference project elements designated to preserve right-of-way for a future Blue Line west extension.
- G. Improve facility condition (tracks, cars, slow zones, etc.).
- H. Larger modern stations.
- I. Weather protection/lighting, etc. Improve station aesthetics.
- J. The plans do not include the CTA Blue Line station at Lombard Ave. Replace and improve the existing CTA station at Lombard Ave.
- K. CTA will keep two access points at Oak Park stops, will use reserved express track ROW to accommodate ADA platforms, and will not use A/B stops because they believe distance between stops is akin to express service.
- L. Village supports modernization of all CTA Blue Line infrastructure, stations, and points of access, addressing, pedestrian access and aesthetic experience, ADA compliance, bike amenities and access, and plaza environments, and commuter pick-up/drop-off by car/bus.
- M. Electronic messaging technology, including comparison between real-time travel time comparison to driving, as well as real-time transit arrival/departure info integrated with CTA and, where applicable, PACE.
- N. Maintain existing CTA easement for future express transit or other necessary transit purpose.

IX. Miscellaneous

- A. Make sure that historic buildings, both those existing and those contributing to a potential historic district, are not impacted. The Architectural Survey referenced earlier in this document identifies such historic resources. Indirect or constructive use impacts arising from construction activities and staging areas must be considered, as well,
- B. Maintain and identify on drawings highway right-of-way preserved for future transit expansion.
- C. Examine whether existing corridor retaining walls require replacement.
- D. Link design choices to local planning documents, IDOT Complete Streets, Context Sensitive Design standards, as well as other best practices for transit-oriented urbanized areas.
- E. Detail expectations for local financial participation and/or intergovernmental maintenance agreements.
- F. Work the Village of Oak Park and other local taxing authorities to develop a detailed construction and mitigation schedule that recognizes each agency's needs, prioritizes public safety, ensures reduced air quality impacts associated with equipment emissions, sound, and airborne particulates, and minimizes local disruption while ensuring local travel is not significantly impeded.