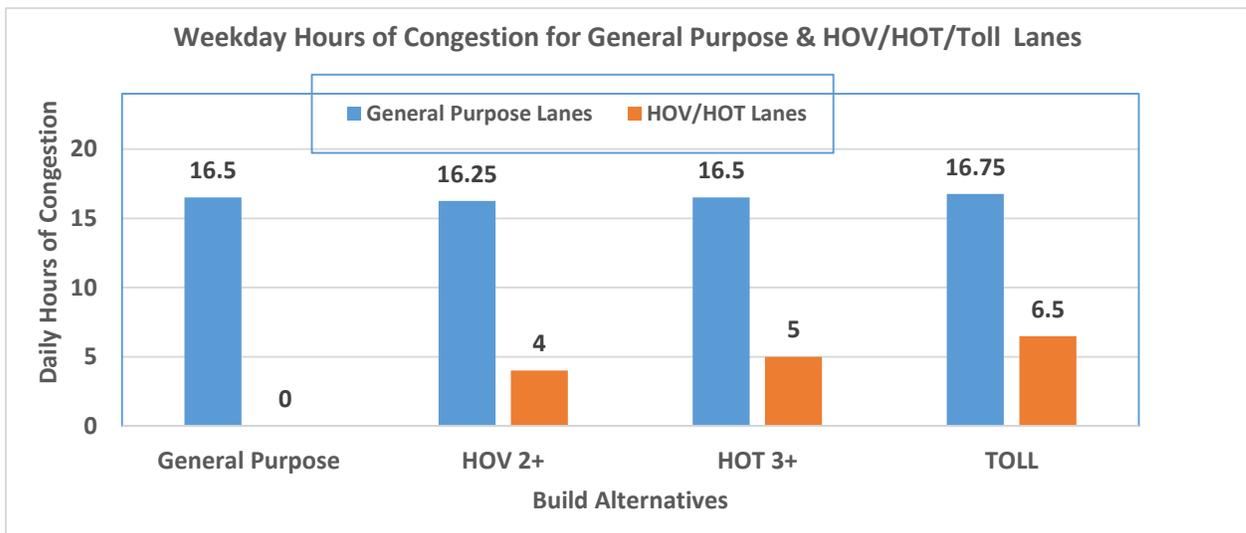


## CITIZENS FOR APPROPRIATE TRANSPORTATION

### OBSERVATIONS FROM THE TOWN HALL MEETING ON OCTOBER 29, 2013

State Senator Don Harmon hosted a Town Hall Meeting on the Eisenhower Transportation Corridor. Speakers included IDOT Secretary Ann Schneider, CTA Vice President of Planning for Federal Affairs Michael McLaughlin, Pete Harmet from IDOT, and Janine Farzin from the CTA. State Senator Kimberly Lightford also spoke.

1. All four Build Alternatives IDOT is carrying forward widen the expressway and have right-hand side ramps at Austin and Harlem. Widening the expressway has a small impact on congestion in the General Purpose Lanes as shown in the chart below. IDOT says there are seventeen hours of congestion in a weekday on the expressway now. The chart shows IDOT's projections to the Year 2040 for the Build Alternatives with General Purpose Lanes in blue and HOV/HOT/ Toll Lanes in orange. For the General Purpose Lanes, congestion would occur 16.5 to 16.75 hours. For the HOV/HOT/Toll Lanes, congestion would occur 4 to 6.5 hours a day. The first Build Alternative is all General Purpose Lanes so there are no HOV/HOT/Toll lanes.



2. Right-hand side ramps have negative impacts on Oak Park because homes are close to the expressway. IDOT's proposed ramps are higher and longer than the current ramps. We have homes, schools, parks, and churches close to the expressway. Right side ramps move the source of air and pollution closer to homes. They tend to lower property values and property tax revenues. They make the social and visual connections across the Corridor worse. Noise barriers limit connections across the Corridor.
3. Every mode of transportation plays a role. Joint planning and coordination are essential. The CTA Blue Line serves Captive Riders (no access to a car) and Choice Riders (access to a car, but choose to use transit). Wider and better-designed

bridges would encourage pedestrian and bicycle access. Current pedestrian environments at the Austin and Harlem are hostile and unsafe.

4. IDOT has not considered all possible solutions. Lowering the expressway to bring the ramps down to grade level would improve social and visual connections across the expressway. Using part of the CSX right-of-way would allow 12-foot lanes instead of 11-foot lanes at the Oak Park Avenue Pinch Point. Wider bridges would help. Better use of the CTA and the three Metra commuter lines, as well as information technology would increase transit ridership and decrease expressway congestion. IDOT has not shown any designs with left-hand side ramps based on current design standards.
5. IDOT's priority is rebuild the expressway and bridges. CTA's priority is rebuild the Blue Line from Clinton to Forest Park. IDOT could finish the expressway years before any Blue Line Extension.
6. There are limited funds available to both agencies. IDOT can manage lanes two ways: (1) optimize traffic flow to provide faster and more reliable trips for drivers using the managed lanes or (2) optimize revenues to pay part of the large construction costs. Ideally, IDOT will optimize traffic, but may have to optimize revenues to get something built.
7. The CTA's Compact Layout Conceptual Station Design centers each station under a bridge with a single access point. At present, there are access points at both ends of the stations at Austin, Oak Park Avenue, and Harlem. The CTA says most people prefer having two access points instead of one. We should support two access locations. Having stations centered under Austin, Oak Park Avenue, and Harlem would eliminate entrances at Lombard, East Avenue, and Circle Avenue.