



APPENDIX F

Summaries of Public Comments



This appendix corresponds to Merit Criteria #4: Community Engagement and Community-based Stewardship, Management, and Partnerships. This appendix is a compilation of community engagement reports that were conducted for plans and projects within the project location area and are related to activities that are similar in scope to the Reconnecting Independence Boulevard: I-290 Land Cap Project. It includes engagement summaries and reports from the following plans, reports, and projects:

- [Altenheim Line Planning Study](#)
- [Boulevard Enhancement Program](#)
- [I-290 Eisenhower Expressway \(Mannheim Road to Racine Avenue\) Phase I Study](#)
- [North Lawndale Neighborhood Bike Network](#)
- [Reconnecting Communities: Mitigating Community Harms of Transportation Infrastructure](#)
- [Vision Zero Chicago West Side Plan](#)



Altenheim Line Framework Plan

January 2023

Vision

A “Beloved Community” that empowers residents, facilitates economic prosperity and sparks joy for all.

The Altenheim Line Framework Plan builds on the constellation of anchors and opportunities organized around the activation of the CSX Altenheim rail line, a two-mile-long recreational and cultural “rail and trail”.

The line leverages and connects existing assets and links a chain of Focus Areas for housing, economic development and public realm into an ecosystem for equitable investment for Lawndale communities.

Community-Driven Process

This process was community driven and included a number of public workshops, stakeholder meetings, and steering committee meetings as the team progressed through the design visioning process.

The framework plan began with identifying existing assets and anchor organizations in the surrounding community such as DRW College Prep high school, Homan Square Foundation, Hope Academy, Cine-space, UCAN, and many others.

The process was informed by the 2018 Lawndale Quality of Life Plan and used its principles and themes to guide this framework plan which is the first step in a longer process to guide investment and ensure community.

Both in-person and virtual meetings were held to reach as wide of an audience possible, and offered an online survey as an additional option for participation. Feedback gathered in the engagement process established a set of community planning principles that serve as the foundation for the plan. Key themes that emerged from engagement included:

- Reflect and celebrate heritage and culture
- Multi-generational mobility, programming and access
- Retain residents and increase homeownership
- Focus on equitable investment and anti-displacement
- Affordable and inclusive housing
- Center local job creation and community benefit
- Design that responds to context

This framework is the first step in a longer process to guide investment and intentionally ensure community benefit.



Community Meeting at Douglass Park Fieldhouse



Community Meeting at DRW College Prep

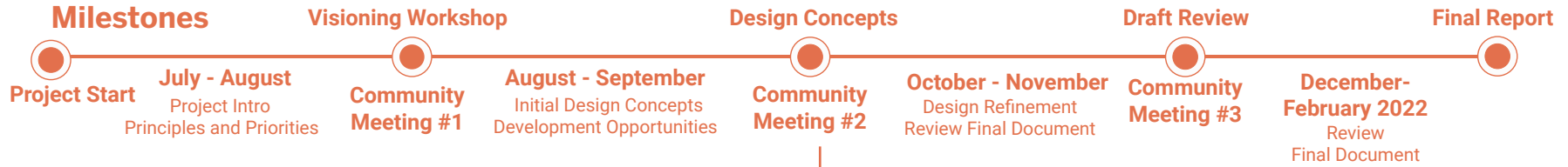


Community Meeting #1
Douglass Park Fieldhouse



Community Meeting #3
Virtual Meeting via zoom

Phases & Milestones



Community Meeting #2
DRW College Prep



Community Meeting #2
Virtual Meeting and Survey



Summary of Input

At the first public meeting, community members were encouraged to share their comments by using sticky notes, idea/input cards, stickers, labels and by talking to members from the project team. The project team received many comments and feedback about Independence Boulevard and are referencing this feedback during the conceptual design phase.

The community wants Independence Boulevard to be:

- Safe
- Clean
- A Gathering Location
- Connects Surrounding Neighborhoods

Suggestions include:

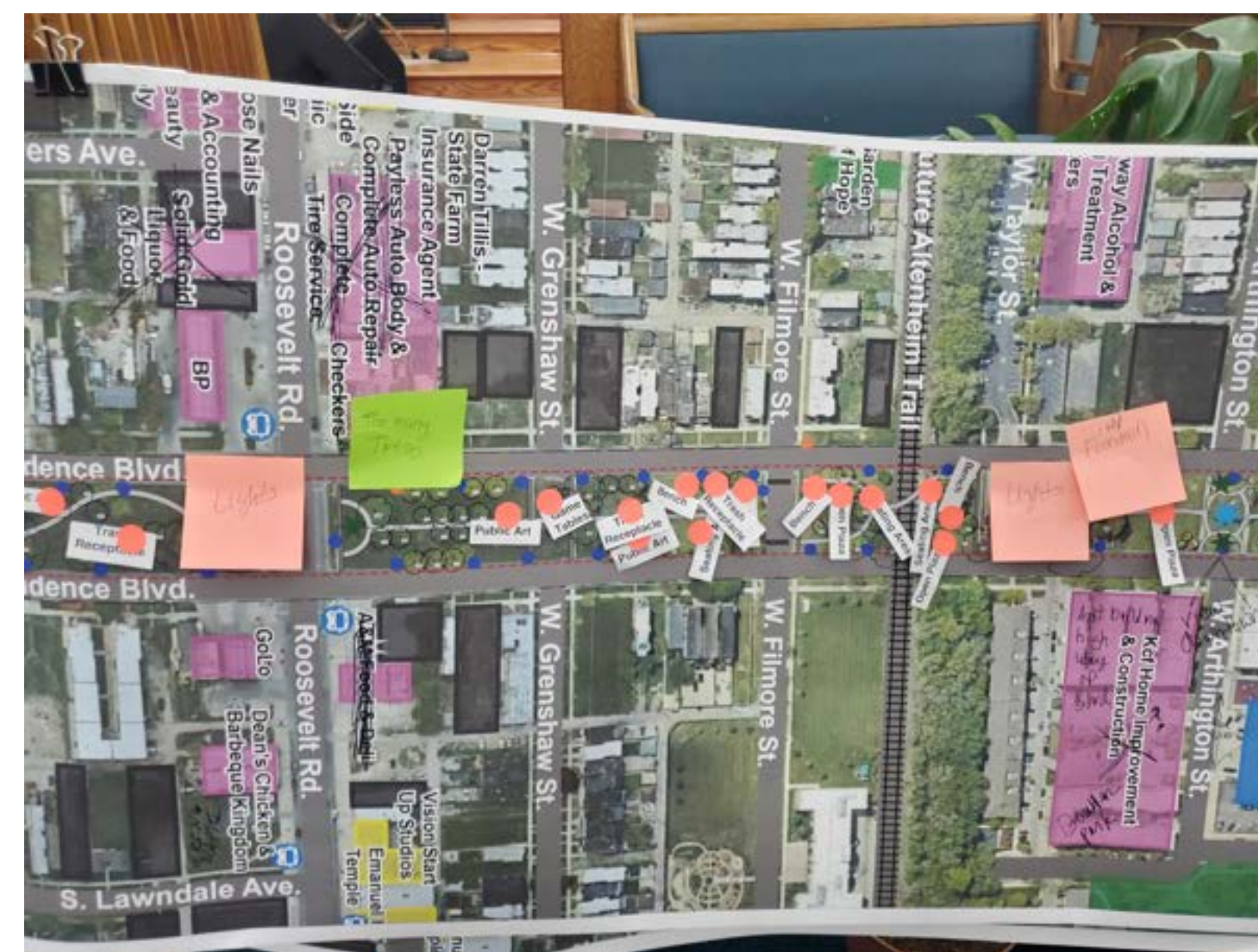
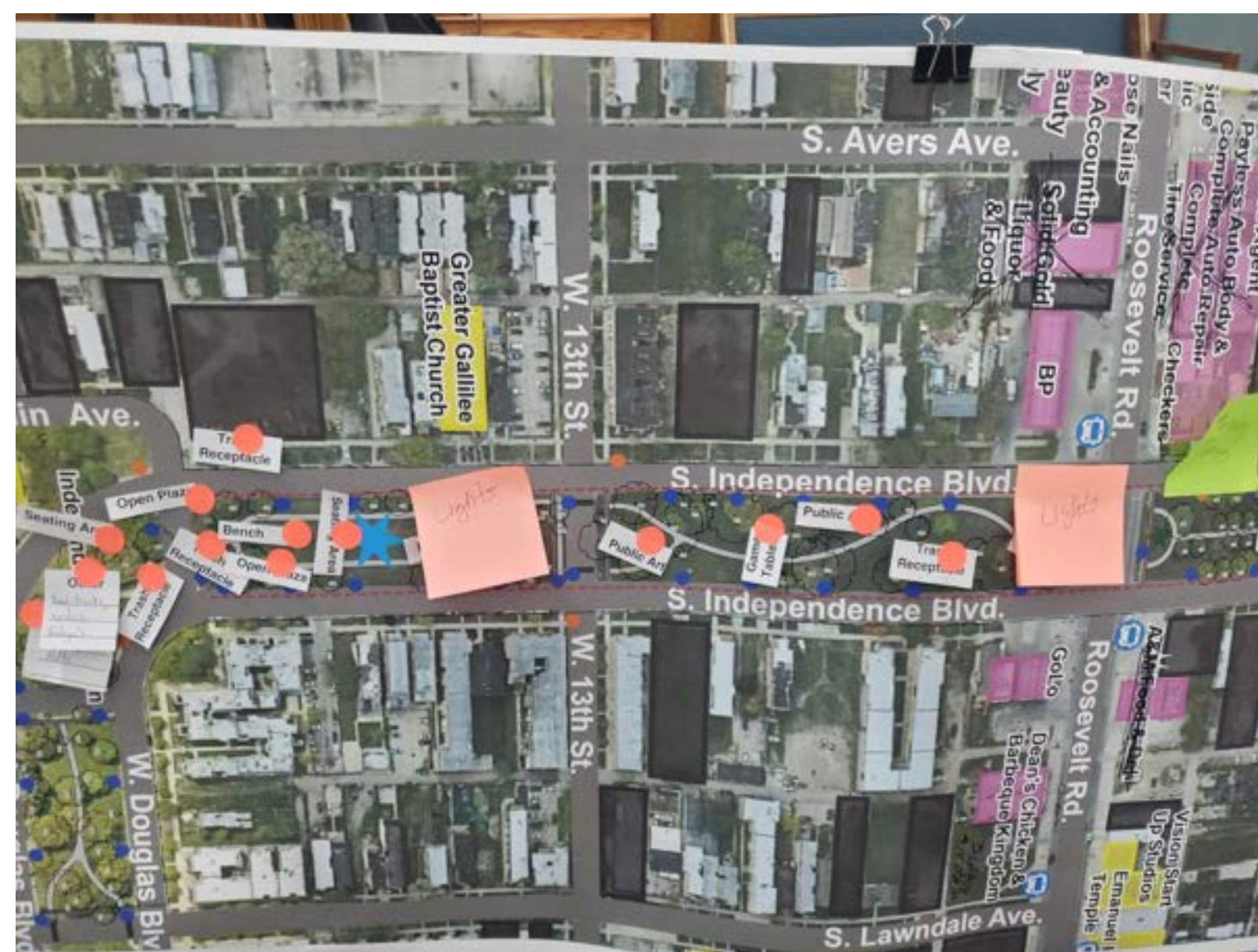
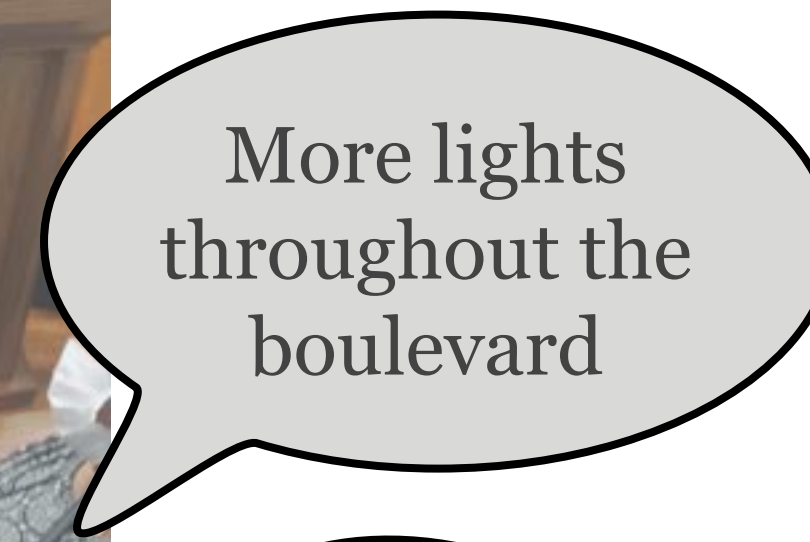
- More Lights
- Public Art
- Gathering Spaces
- Pathways

Community members made it clear that they want to be involved in the design process of the Independence Boulevard and want to have a say in their community. They want a community space they can take pride in. They are looking forward on giving additional input as the project evolves.

Fountain Input

FOUNTAIN REVITALIZATION

CHICAGO DEPARTMENT OF TRANSPORTATION IS PROPOSING TO REVITALIZE THE FOUNTAIN BY REIMAGINING THE EXISTING FOUNTAIN BASIN INTO A NEW PLAZA SPACE. ACCESSIBILITY, ACCESS AND REMOVAL OF THE FENCING WILL ALL BE ADDRESSED. IN ADDITION, CDOT IS LOOKING AT IDEAS OF HOW TO REPURPOSE THE OLD FOUNTAIN BASIN. TELL US WHAT YOU THINK!



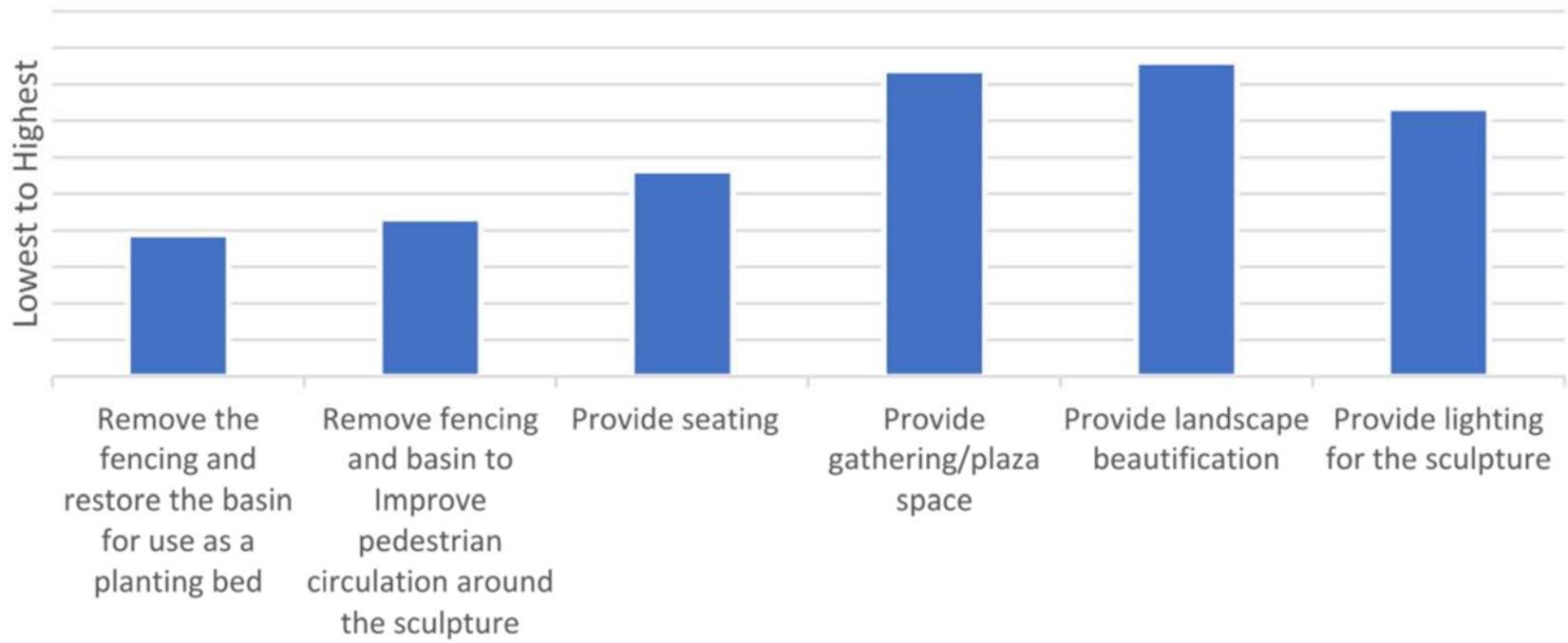


INDEPENDENCE BOULEVARDS IMPROVEMENTS

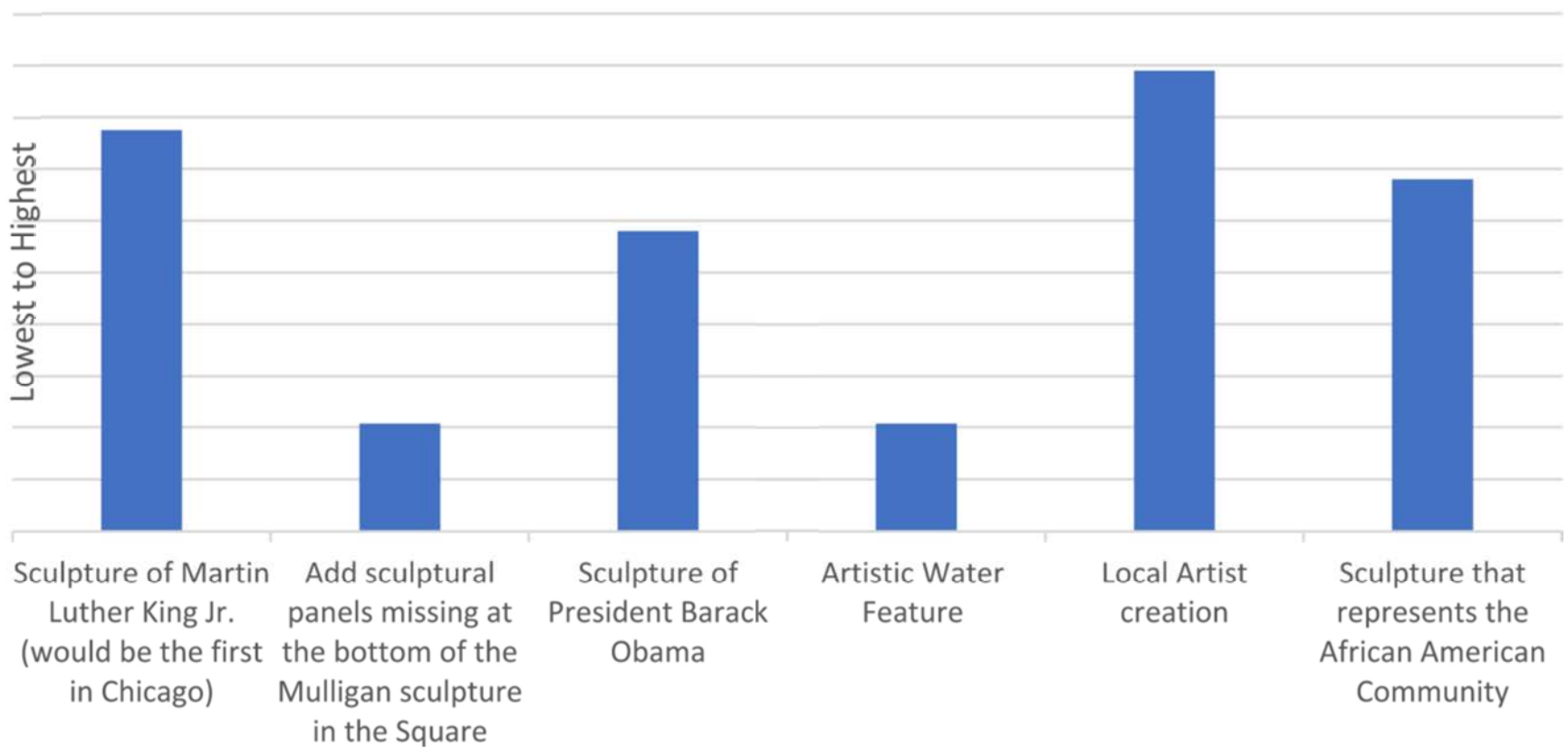


OPEN BOULEVARDS EVENT – HELD ON DOUGLAS BLVD AND INDEPENDENCE BLVD ON OCT. 16, 2022 - 73 SURVEY RESPONSES

Ranked Independence Square Results



Ranked Boulevard Art Results



NEXT PUBLIC MEETING FOR INDEPENDENCE IMPROVEMENTS TO BE HELD IN WINTER 2023



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Chicago Department of Transportation

Independence Boulevard Renovation

Community Open House #2

Oct. 16, 2022

Independence Square Re-Imagined

Independence Square Sculpture is listed as a contributing factor to Independence Boulevard National Register of Historic Places designation and therefore, the sculpture cannot be removed from its current location. The fountain in the Square was originally designed to be NON-recirculating. Unfortunately, this means that there are no pumps and the water flows through the fountain on city pressure and immediately drains out to the sewer. The existing condition of the fountain and the re-design necessary to get it to function as a recirculating fountain is cost prohibitive. CDOT is looking for community input on what you would like to see implemented at Independence Boulevard.

Let's take this opportunity to re-imagine Independence Square by celebrating the Charles J. Mulligan sculpture itself. Please fill out the survey below to provide input on how to improve the square.

1) Rank by importance to you 1-7. (1 would be of most importance 7 being the least)

____ Remove the fencing and restore the basin for use as a planting bed

____ Remove fencing and basin to Improve pedestrian circulation around the sculpture

____ Provide seating

____ Provide gathering/plaza space

____ Provide landscape beautification

____ Provide lighting for the sculpture

____ Other _____

Prepared by:



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Independence Boulevard Art

At the August 31, 2022, public meeting, there was an interest in providing public art that better represents the community on Independence Boulevard. These items would be included at one of the gathering spaces in the new design of the Boulevard (Note: That all public art would be coordinated through the Department of Cultural Affairs and Special Events. CDOT would provide the placement infrastructure only.)

2) Please rank what would be of most importance to you 1-7. (1 would be of most importance 7 being the least)

___Sculpture of Martin Luther King Jr. (would be the first in Chicago)

___Add sculptural panels missing at the bottom of the Mulligan sculpture in the Square

___Sculpture of President Barack Obama

___Artistic Water Feature

___Local Artist creation

___Sculpture that represents the African American Community

___Other_____

3) Share any additional input on public art or Independence Square

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I-290 | Eisenhower Expressway

From west of Mannheim Road to Racine Avenue

Public Comments and
Agency Coordination

June 2017

4.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Since publication of the Draft Environmental Impact Statement (DEIS), the following substantive changes to this section have been made:

- Addition of Section 4.4 to summarize the public hearings conducted for the DEIS; and
- Addition of Section 4.5 to summarize DEIS public and agency comments received.

Agency coordination and stakeholder involvement are critical to developing transportation improvement recommendations that address the needs of the Study Area. This section summarizes the agency and public involvement regulatory requirements, approach and methodology, and agency and stakeholder coordination conducted for the I-290 Study. Documentation of the project outreach and coordination with the public and local, state, and federal agencies can be found on the project website and in the project record.

A Context Sensitive Solutions (CSS) approach was developed to be responsive to the unique conditions and character of the Project Corridor. The approach was developed to facilitate the collection of substantive agency and stakeholder input, ensure that public concerns are duly considered, consider alternative modes of transportation, satisfy federal and state requirements, and work towards a consensus solution.

4.1 Outreach Requirements

4.1.1 Federal and State Requirements

Preparation of this FEIS is in compliance with federal and state public involvement requirements. These include the following:

National Environmental Policy Act (NEPA)

- **23 USC 139:** Title 23 of United States Code (USC) – Pertains to regulations governing highway projects. Section 139 of Title 23 describes the process governing *Efficient Environmental Reviews for Project Decisionmaking*.
- **23 CFR 771:** *Code of Federal Regulations (CFR) 771* – Describes the policies and procedures that Federal Highway Administration (FHWA) adheres to regarding implementation of NEPA for the processing of highway and public transportation projects.

Context Sensitive Solutions

- **605 ILCS 5/4-219:** Illinois Compiled Statutes (ILCS), Roads and Bridges, Chapter 605, Act 5, known and cited as the Illinois Highway Code, Article 4-219, states that context sensitive design and CSS be employed on Illinois Department of Transportation (IDOT) projects to ensure that projects meet the state’s transportation needs, while existing in harmony with their surroundings, and add lasting value to the communities they serve.

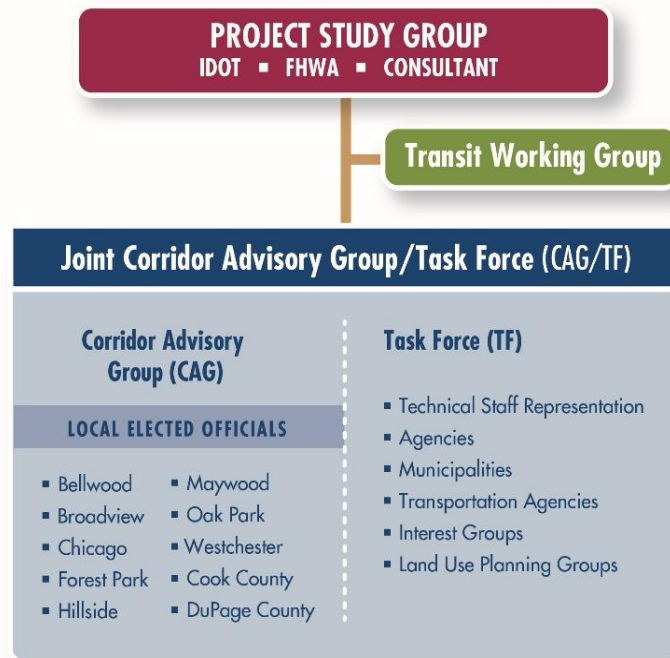
4.1.2 Stakeholder Involvement Plan

A Stakeholder Involvement Plan (SIP) was developed to provide a framework for communicating the decision-making process between the general public, public agencies, and governmental officials with respect to this study. The SIP was made available to all stakeholders and was revised and updated periodically throughout the duration of the study. It can be found in the Project Reports section of the Information Center at www.eisenhowerexpressway.com.

4.1.3 Project Study Group

A Project Study Group (PSG) was established to lead the study. The PSG is comprised of multidisciplinary representatives from IDOT, FHWA, and the project consulting team. The PSG is tasked with determining the ultimate project recommendations and decisions (Figure 4-1). The PSG has a primary responsibility for following and implementing the project development process, including agency coordination and stakeholder involvement. This group collaborates throughout the Environmental Impact Statement (EIS) process to provide oversight and expertise in key areas, including study process, agency procedures, design standards, and technical evaluations. The PSG also has a primary responsibility for ensuring compliance with the SIP, promoting partnerships with stakeholders to address identified project needs, and developing consensus among stakeholders.

Figure 4-1. Project Working Group Structure



4.2 Corridor Advisory Group/Task Force (CAG/TF) Meetings

The PSG used a wide range of outreach methods for agency coordination and public involvement throughout the I-290 Study. However, the backbone of the I-290 Study public coordination process has been the Corridor Advisory Group (CAG). The CAG consists of representatives from each corridor community, transportation agencies, and interest groups, and meetings have been open to the general public. Twenty-one (21) meetings have been held with this group at, and in between, NEPA and various study milestones, and they are summarized in Table 4-1. As agency, municipal, and interest group representatives, the CAG participants played a key role in the identification, development, and refinement of build alternatives, including recommendation of a preferred alternative.

Table 4-1. Corridor Advisory Group/Task Force Meetings

<p>Project Phase Key: P = Purpose and Need; AD = Alternatives Development; AE = Alternatives Evaluation</p>
<p>October 14, 2009 – CAG/TF Meeting #1 (P) An overview of the proposed project was provided followed by two breakout working sessions. The first session sought CAG input on concerns, issues, and deficiencies along the Project Corridor. The second breakout session asked CAG members to work in groups to identify goals and objectives for the project. Feedback received served as a basis for development of the project problem statement and ultimately the project Purpose and Need.</p>
<p>January 19, 2010 – CAG/TF Meeting #2 (P) A review of the Phase I Study Process and recap of the CAG/TF Meeting #1 and Public Meeting #1 comments was provided. The study approach and methodology for the technical analyses were presented, including travel demand model; travel demand forecasting; definition of the Study Area; and approach to analyze existing conditions of the major transportation elements including roadways, transit, freight railroads, nonmotorized travel, socio-economic, and land use. A draft problem statement was presented.</p>
<p>February 17, 2010 – CAG/TF Meeting #3 (P) An overview of the Phase I Study Process, including Data Collection, Purpose and Need, Alternatives Development and Evaluation, and selection of a Preferred Alternative, was presented. The draft Problem Statement was revised based on input from the CAG/TF members. The findings of the Cook-DuPage Corridor Study (2003-2009, by others) were reviewed. This study encompassed a broader, regional study area and included a Travel Market Analysis and Options Feasibility Study with a goal of establishing a framework to help guide future transportation planning. Part 1 of the I-290 Existing Transportation Systems Analysis findings was presented, including public transit, summary of the Cook-DuPage Corridor Study (2003-2009) findings, geometric deficiencies, drainage, and nonmotorized transportation.</p>

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

<p>April 29, 2010 – CAG/TF Meeting #4 (P)</p> <p>Additional revisions to the Problem Statement, based on stakeholder input, were reviewed and the statement was finalized. The second part of the Existing Transportation Systems Analysis findings was presented, including preliminary operations and crash analysis results. A summary of the methodology and development of the travel demand model and forecasts for the build and no-build scenarios was presented. Formal development of the project Purpose and Need was initiated based on the CAG-developed Problem Statement and the findings of the existing transportation systems analysis report.</p>
<p>July 22, 2010 – CAG/TF Meeting #5 (P)</p> <p>Additional existing conditions operations and safety analysis findings were presented, including an in-depth look at the crash types and causes at specific locations within the project limits. A discussion of the Initial Needs of the corridor and five identified transportation project purpose and need points were reviewed. Copies of project Purpose and Need slides were distributed via e-mail for comment.</p>
<p>September 23, 2010 – CAG/TF Meeting #6 (P, AD)</p> <p>A draft outline of the project Purpose and Need was reviewed followed by a presentation of the proposed alternatives development and evaluation process that included several rounds of development and analysis for single mode and combination mode alternatives. Proposed transportation benefit and environmental evaluation measures were presented. An environmental inventory map was provided with known environmental features and constraints; stakeholders were asked to review the map and provide any additional information.</p>
<p>December 2, 2010 – CAG/TF Meeting #7 (P, AD)</p> <p>The Phase I Study process was recapped followed by a summary of the stakeholder comments received on the project Purpose and Need outline that was distributed to CAG members on November 24, 2010. An updated Purpose and Need outline, with revisions based on CAG input, was reviewed. The initial alternatives development and evaluation process was presented and initiated via a facilitated Alternatives Identification Workshop. CAG/TF members were provided with large-scale maps and various tools to assist sketching and describing various transportation alternatives and solutions to address the project Purpose and Need.</p>
<p>January 27, 2011 – CAG/TF Meeting #8 (P, AD)</p> <p>The draft Purpose and Need document was discussed, with a full draft to be prepared by the next CAG/TF meeting. A summary of the alternatives submitted by stakeholders at the Public Meeting, CAG/TF Meeting #7, and from the Cook-DuPage Corridor Study was presented, summarized by mode. A list of initial single mode alternatives to be evaluated with the travel demand model was reviewed. Typical section requirements for various transportation modes were presented and discussed.</p>

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

<p>March 22, 2011 – CAG/TF Meeting #9 (P, AD)</p> <p>The Phase I Study process was recapped followed by an update to the Existing Transportation System Performance report. Updates included additional crash analysis at high crash locations and review of an additional report on the existing Americans with Disabilities Act (ADA) deficiencies in the Study Area. The Travel Model update from year 2030 to year 2040 was reviewed followed by an overview of the upcoming Public Meeting #2 agenda. A facilitated alternatives alignment and footprint workshop was conducted to review single mode alternative alignments and footprints, and to identify physical/environmental constraints and opportunities.</p>
<p>July 27, 2011 – CAG/TF Meeting #10 (AD, AE)</p> <p>A review of Public Meeting #2 was presented, including a summary of comments received. The process for evaluating Round 1 Single Mode Alternatives was presented, along with the initial list of Single Mode Alternatives selected for evaluation. These included nine transit, 11 expressway, and one arterial alternative. Concept-level footprints and a fatal flaw analysis of the alternatives were reviewed, as well as safety and travel performance measures from the travel demand model. A summary of the in-progress results was provided, with evaluations still ongoing.</p>
<p>September 29, 2011 – CAG/TF Meeting #11 (AE)</p> <p>A recap of the CAG/TF meeting format, and document review process was presented. The Round 1 Single Mode Alternatives Evaluation results presentation was continued from the previous CAG/TF meeting, starting with a recap of the alternatives screening process. A summary matrix of the Round 1 performance evaluation results was presented, categorized by each of the five purpose and need points. A results summary was distributed highlighting the four top-performing single mode transit and highway alternatives.</p>
<p>December 1, 2011 – CAG/TF Meeting #12 (AE)</p> <p>The Phase I Study process and progress was summarized, along with an update on the Purpose and Need document. A summary of the Round 1 analysis findings and overall conclusions was presented. Round 2 Combination Mode Alternatives evaluation was initiated with the identification of 10 initial combination mode alternatives to be evaluated with the travel demand model. The 10 alternatives combined highway, express bus, and high-capacity transit (HCT) modes.</p>
<p>March 15, 2012 – CAG/TF Meeting #13 (AE)</p> <p>The Phase I Study process and progress was recapped. Results of the 10 initial combination alternatives Round 2 evaluation were presented in additional detail. The alternatives scoring system was explained with overall scores calculated based on each Purpose and Need point, which carry equal weight. The top Round 2 combination mode alternatives were summarized and recommended for further refinement and evaluation. The interchange and access evaluation approach was presented.</p>

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

<p>June 11, 2012 – CAG/TF Meeting #14 (AE)</p> <p>The Phase I Study process and progress were summarized followed by a review of the Round 1 and initial Round 2 findings. The CAG requested that two additional combination alternatives be evaluated as part of the Round 2 evaluation. Round 3 evaluation approach was presented, which would further refine and evaluate the top Round 2 performing alternatives, adding in additional design detail. The objective of Round 3 was introduced, which is to determine the refined Round 2 alternatives to be carried forward for detailed analysis in the DEIS. The extension of the eastern limit of the Study Area to the Jane Byrne (formerly Circle) Interchange project limit was also discussed. A facilitated interchange and access workshop was held to review initial interchange configurations and access concepts, identify any issues or concerns, and identify any other potential interchange designs or access configurations.</p>
<p>February 22, 2013 – CAG/TF Meeting #15 (AE)</p> <p>The Phase I Study process and progress were recapped. An update of the Round 2 combination mode alternatives was presented that included the analysis of two additional alternatives requested by the CAG. From the 12 Round 2 Alternatives, the four top-performing combination mode alternatives were selected for further evaluation in Round 3. An overview of the interchange and access design and local coordination was provided. The Study Area was formally extended to Racine Avenue, and a summary of existing conditions for the expanded Study Area section was provided. Round 3 screening analysis approach was revisited followed by a discussion of environmental factors to be included as part of Round 3 evaluation.</p> <p>Chicago Transit Authority (CTA) introduced the Blue Line Forest Park Branch Feasibility/Vision Study (Blue Line Vision Study) and the steps that would be taken to study the existing and future market potential and condition needs of the Forest Park Branch; the results are intended to inform the I-290 Study.</p>
<p>July 17, 2013 – CAG/TF Meeting #16 (AE)</p> <p>A summary of Round 2 comments was provided, along with responses to several stakeholder questions, including right-of-way impacts, left-side ramps, livability in the project Purpose and Need, congestion relief, congestion pricing, urban design, Blue Line extension, land use and travel markets, and environmental justice. Renderings of the Austin Boulevard and Harlem Avenue interchange concepts were displayed. An alternate Round 2 scoring methodology (ratio scoring) was presented and resulted in the same four top-performing alternatives as the original scoring method (ordinal). The final Round 3 alternatives to be evaluated in the DEIS were presented, along with a recap of the evaluation activities proposed as part of Round 3. CTA provided an update in the CTA Blue Line Vision Study. A facilitated Bike and Pedestrian workshop was held after the CAG meeting to further detail existing conditions and identify stakeholder issues and needs related to improved bike and pedestrian facilities.</p>

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

September 4, 2013 – CAG/TF Meeting #17 (AE)

A summary of the bike and pedestrian workshop results was presented followed by a presentation from CTA on the status of the Blue Line Vision Study. After the CTA presentation, IDOT stepped through a detailed presentation on geometrics associated with the proposed interchange and access concepts, as well as the mainline reconstruction and restriping sections. This included an overview of design standards and design exceptions. Geometrics was followed by a presentation on the proposed air quality analysis approach, an introduction to aesthetics, and a review of the Highway Safety Manual (HSM) and applicable crash reduction factors. The agenda for the upcoming third public meeting(s) was reviewed (October 7 and October 8, 2013). Large-scale exhibits of the overall proposed expressway, interchange, and cross-road concept were available for CAG review, and PSG representatives were available to answer questions.

July 30, 2014 – CAG/TF Meeting #18 (AE)

The Phase I Study process and progress were recapped, followed by a summary of Public Meeting #3. The four DEIS build alternatives were reviewed highlighting the identified key project benefits. Transit, safety, managed lanes, funding, and construction with respect to a build alternative were discussed. CTA provided an update on the Blue Line Vision Study that included a summary of overall recommendations for the Blue Line modernization. IDOT then presented detailed Round 3 alternatives evaluation findings, including expressway and arterial average daily traffic (ADT), expressway travel times, safety performance, transit ridership, construction cost estimates, vehicle hours of travel (VHT), and productivity savings. An evaluation of the west end operational analysis and a proposed west end mainline lane configuration concept was presented. A summary of delay and queue improvements for the proposed interchange concepts was reviewed, followed by an overview of existing drainage issues and proposed drainage concepts, mainline profile adjustments at Harlem Avenue and Austin Boulevard, and a shared-use trail connection concept at Columbus Park. The Traffic Noise Analysis process was explained and included an overview of how noise is measured and perception of sound levels. Traffic noise regulations and the noise analysis steps were summarized. The findings of a noise sensitivity analysis for left- versus right-hand ramps were provided. The meeting concluded with a discussion of upcoming local cross-road aesthetic coordination and a distribution of plan and profile geometric packages (plans, profiles, cross sections) for CAG review and comment.

September 24, 2014 – CAG/TF Meeting #19 (AE)

The Phase I Study process and progress was recapped followed by an update on the ongoing Round 3 alternatives evaluation. An overview of the content of an EIS was provided. The remainder of the CAG/TF meeting presentation focused on the existing and proposed drainage. This included a description of the current expressway drainage system design, deficiencies and flooding issues, and an assessment of municipal areas that drain to the expressway system during larger storm events. Sets of existing drainage plans were provided to each municipality, and to others as requested, for review and comment regarding documentation of known drainage issues and location of drainage features.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

August 27, 2015 – CAG/TF Meeting #20 (AE)

The Phase I Study process and progress were recapped followed by an update on the CTA Blue Line Vision Study final findings presented by CTA. IDOT provided a crash analysis update that included 2013 crash data. Crash analysis was followed by a detailed summary of the proposed frontage road and ramp access configuration between 1st Avenue and 25th Avenue and resulting average local travel distance changes. Air quality analysis results were presented, including the results of a regional project air quality sensitivity analysis for each DEIS build alternative, and a carbon monoxide (CO) intersection sensitivity analysis. A noise analysis update was provided that included a summary of the existing versus no build condition noise levels and a discussion of upcoming build conditions analysis and noise wall viewpoint solicitations. An overview of Section 106, Section 4(f), and Environmental Justice (EJ) considerations was provided, including project applicability and considerations. The presentation concluded with an overview of the aesthetic approach for the mainline expressway and cross roads.

October 15, 2015 – CAG/TF Meeting #21 (AE)

The Phase I Study process and progress were recapped followed by conclusions of the Round 3 analysis of the DEIS alternatives. Air quality results for Mobile Source Air Toxics (MSAT), and quantitative PM_{2.5} analysis of the alternatives were summarized. Noise analysis results for the four DEIS alternatives were provided. An overview of the EJ policies and principles, and a summary of the effects and benefits of the build alternatives were presented. A preliminary preferred alternative was identified based on completion of the Round 3 evaluation and a comparison of results. This included a summary of how the preliminary preferred alternative meets the stakeholder goal and objectives identified at the beginning of the CAG process. Noise abatement analysis process and results for the preliminary preferred alternative were presented to the CAG, indicating where noise walls were found to be reasonable and feasible. Noise wall viewpoint solicitations are the next step in the process. Three public Noise Wall Forum Meetings were scheduled to provide information and answer stakeholder questions on the noise wall process. The final presentation topic was an overview of Intelligent Transportation System (ITS) concepts that are being considered in the Project Corridor and potential off-system arterial improvements that could be implemented in conjunction with the expressway improvements.

Table 4-1. Corridor Advisory Group/Task Force Meetings (continued)

December 14, 2016 – CAG/TF Meeting #22 (AE)

An overview of the DEIS and a summary and status of the CTA Blue Line Forest Park Branch Vision Study were presented. The DEIS overview reviewed the purpose and need, alternatives evaluation process, a description of the No Build Alternative and four DEIS build alternatives, and identification of the HOT 3+ Alternative as the Preferred Alternative. A summary of how the HOT 3+ Alternative addressed stakeholder goals and the problem statement was provided. Summary findings from the DEIS for EJ, air quality, traffic noise, special lands, indirect and cumulative impacts, Section 106, and comments and coordination were presented. An overview of the construction approach, including advance work, a conceptual construction schedule, and construction effects mitigation, was presented. CTA and CSX design coordination and the use of FHWA's INVEST sustainability tool were summarized. Next steps and schedule were provided, including the DEIS release, public hearing dates, locations, format, end of the DEIS comment period, and release of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). It was also noted that Phase II design and Phase III construction are not funded. The CTA Blue Line Vision Study summary included community outreach, recommendation summaries for single-entry stations, infrastructure, station design, construction approach, and next steps.

4.3 Stakeholder, Community, and Agency Coordination

This section summarizes other stakeholder, community, and agency coordination and outreach that occurred as part of the I-290 Study.

4.3.1 Stakeholder Outreach

In addition to the CAG meetings, a range of other outreach and coordination approaches were used that provided additional layers and coverage of stakeholder participation in the study process. These included one-on-one meetings with individual project stakeholders, village boards, village staff working groups, agency meetings, interest groups, town hall meetings, public hearings, and more. A summary of the outreach methods is provided in Table 4-2, with more detailed documentation provided on the project website in the Public Involvement Record.

**Table 4-2. Summary of Outreach Methods
(as of April 2017)**

Outreach Method	Quantity
Stakeholder Mailing List Members	6,959
Project Website – Visits	74,330
Newsletters and Fact Sheets	6
Media Releases and E-Mail News	4 and 69
Community Stakeholder Meetings	135
Agency Stakeholder Meetings	54
NEPA/404 Merger Meetings	6
Transit Working Group Meetings	10
Public Meetings	3
Public Hearings (1 Round at 2 Locations)	2
Speaking Engagements	11
Public Comments Received and Considered	1,787

Public Meetings. Public meetings were held at three different times during the study (Table 4-3). The meetings were held in more than one location within the Study Area to provide additional opportunity and flexibility for public input. Facilities were ADA compliant, easily accessible by public transportation, and located within the Project Corridor.

Table 4-3. Public Meetings

<p>November 18, 2009 – Public Meeting #1:</p> <p>As part of the scoping process, the project team sought stakeholder input on the transportation issues and concerns as it relates to the I-290 Study. The feedback received, coupled with data collection, allowed IDOT and stakeholders to identify transportation deficiencies and begin the process for developing solutions to address these needs.</p>
<p>May 18, 2011 – Public Meeting #2:</p> <p>Highlights of Public Meeting #2 include an explanation of the EIS process, project phases, public involvement opportunities, CSS process, data collection, needs analysis, initial alternatives identification and development, environmental constraints, single mode alternatives analysis, transit suggestions, and suggested arterial improvements.</p>
<p>October 7 and 8, 2013 – Public Meeting #3:</p> <p>Highlights of Public Meeting #3 include expansion of the Study Area, public involvement activities, Purpose and Need recap, Round 2 alternatives development and evaluation process, identification of four finalist alternatives, Round 3 evaluation criteria, proposed Harlem/Austin interchange designs, air quality and noise analysis process, and the CTA Blue Line Vision Study.</p>

Environmental Justice. The PSG worked to ensure full and fair participation opportunities by all potentially affected communities and stakeholders in the study process. Special effort was also made to advertise the public meetings within EJ communities. In addition to regular meeting notices in newspapers, libraries, and public agency offices, advertisements were also posted in places of worship, laundromats, and local convenience stores. Public meeting notices and website content were also provided in Spanish, and Spanish translation services were available at the public meetings.

Other means of communicating and coordinating with the public, including EJ populations, have been utilized. These additional outreach efforts include:

- Use of a project website (www.eisenhowerexpressway.com) to disseminate information to the public and receive input and comments. This website provides a central source of project study information and documents, and is available to anyone at any time with access to the internet. Key project information is also translated in Spanish on the website;
- Distribution of four project newsletter/fact sheets at key project milestones to all contacts on the project mailing list, including federal, state, and local officials; special interest groups; resource agencies; business and community leaders; and members of the public (Fall 2009, Spring 2011, Spring 2013, and Fall 2014);
- Use of media outlet press releases, media briefings, publication pieces, media correspondence, and briefings with agency-designated spokespersons to inform the general public about the proposed project and its progress. To specifically reach minority populations regionally, press releases were sent to targeted radio, print, and television outlets;

- Advertising the public meetings on digital billboards along I-290; and
- Focused outreach in the Village of Maywood to address access issues brought about by the interchanges proposed between 25th and 1st avenues. Section 4.3.2, Community Coordination, provides a description of the process used to address the stated concerns.

Primary concerns from EJ communities include access to I-290, improving their local economy, and the ability to directly benefit from reconstruction of the Eisenhower Expressway in the form of jobs and job training. To address these concerns, representatives from IDOT's community college career training program attended the I-290 public meetings. IDOT has also spoken about the I-290 Study at four town hall meetings and a civic group meeting since 2009. The Maywood Advisory Group was formed to address I-290 access concerns as previously stated.

Other EJ concerns expressed at meetings include economic and business impacts (existing I-290 access will be maintained, and improved 1st Avenue interchange operations), community connectivity (1st Avenue interchange and 5th, 9th, and 17th avenue I-290 cross-road bridges would have wider sidewalks and improved bicycle, ADA, and pedestrian facilities), Village of Maywood residential drainage/flooding issues due to undersized combined storm and sanitary sewer system (proposed I-290 drainage improvements have potential for reducing flooding in 141 acres in Maywood), access to transit (wider sidewalks and improved ADA and pedestrian facilities to improve CTA station access), and financial impacts on the residents (accessibility and shorter access to jobs with I-290 improvements).

Noise Wall Forums. Three noise wall forums were held to publicly share and explain findings of the noise impact and abatement analysis prior to viewpoint solicitation. The meetings were conducted in an open-house format followed by a live presentation and facilitated question-and-answer session. Large-scale maps of proposed improvements, noise wall locations, and locations of the benefited properties were available. Also available were boards showing the Phase I Study process and noise wall solicitation process, and a video of before and after noise wall visualizations. The visualizations included relative sound differences playing on a speaker. PSG representatives were available to answer questions. The noise wall forums were held in Chicago, Oak Park, and Hillside in October 2015, with a follow-up event in Maywood in August 2016.

Legislator Town Hall Meetings. There were four public "town hall" meetings requested by state legislators and held within their districts, with presentations by the PSG and question-and-answer periods. These meetings occurred in December 2009 (Representative La Shawn Ford), October 2013 (Senator Don Harmon), and April 2014 and January 2015 (Senator Kimberly Lightford). There were various purposes of the meetings, including introducing and providing an overview of the I-290 Study; initiating a dialogue with residents who live near the Eisenhower Expressway, community leaders, and advocacy groups; providing additional presentations by CTA and Citizens for Appropriate Transportation; and discussing proposed improvements that directly

impact Maywood. These meetings served to connect state legislators, their constituents, and the PSG in sharing project information and addressing questions.

4.3.2 Community Coordination

Small group one-on-one meetings and broader audience meetings were held with the City of Chicago and the seven other Project Corridor communities. The individual meetings were initiated in 2009 and held throughout the study process at NEPA milestones and other project decision points to solicit comments, brief local officials on the study progress, answer questions, identify local issues and needs, and develop and refine project elements. The following summarizes the outreach efforts with respect to community coordination.

Hillside. Hillside's primary project concerns were existing local street flooding issues in the vicinity of I-290 and the extension of the CTA Blue Line. The project team worked with village staff to identify the cause of drainage issues and develop a plan to address the issues. The accommodation of a future HCT extension along I-290 to Mannheim Road was coordinated with Hillside planners.

Bellwood. Bellwood's primary project concerns were associated with expressway access at 25th Avenue and potential redevelopment of the vacant Wilson School property in the northeast quadrant of the 25th Avenue interchange. The project team worked closely with village officials to configure the proposed 25th Avenue interchange to accommodate future development plans.

Westchester. Westchester's primary project concerns were related to flooding along Addison Creek and the condition of Mannheim Road. The project team coordinated the expressway and 25th Avenue interchange design with village staff. I-290 does not currently drain to Addison Creek and is not proposed to drain to Addison Creek under the proposed drainage design. IDOT will continue to coordinate with the village on patching work for Mannheim Road in advance of I-290 reconstruction.

Broadview. Broadview's project concerns include design of the 25th Avenue interchange, maintaining expressway ramp access to and from the east at 17th Avenue (for access to their retail development at Cermak Road), flooding conditions along the Des Plaines River/Salt Creek/Addison Creek, and pavement flooding at Indian Joe Drive west of the 25th Avenue interchange. The project team coordinated 25th Avenue and 17th Avenue interchange designs to incorporate and improve the desired access at these locations, as well as addressing parking and circulation concerns along Bataan Drive, which included adding a northbound right-turn lane at 17th Avenue onto Bataan Drive. The project team addressed village concerns regarding project effects on Des Plaines River flooding and coordinated the proposed drainage plan to help address flooding issues along Indian Joe Drive.

Maywood. Coordination with Village of Maywood staff occurred throughout the study process and included a Town Hall meeting in January 2015. In December 2015, a second town hall meeting was held where concerns were raised by stakeholders regarding the

proposed I-290 ramp access concept. To address these concerns the Maywood Advisory Working Group (AWG) was formed consisting of PSG representatives, Village of Maywood staff, village trustees, state representatives, and local citizens. The project team worked closely with the village staff and AWG to develop and evaluate access alternatives and assess benefits. The AWG process resulted in a revised alternative recommendation that retains the existing I-290 ramp connections at 9th and 17th avenues, while providing overall mobility improvements to the community. Detailed traffic models and traffic video simulations were developed to evaluate and demonstrate the effects of the improvements.

Other concerns addressed by the AWG were related to improving traffic conditions at 1st Avenue, providing a safe crossing of 1st Avenue at the Illinois Prairie Path, ensuring that access to business corridors in the community were maintained or improved, providing local flooding relief, and noise walls. Drainage improvements that could benefit both IDOT and the Village were also identified with the support of the Village and the Metropolitan Water Reclamation District of Greater Chicago. Overall, this 8-month extended outreach period with Maywood included five AWG meetings, eight village staff meetings, and two additional town hall meetings.

Forest Park. Forest Park's primary project concerns were related to CTA Blue Line Terminal access, operational improvements along DesPlaines Avenue, bike and pedestrian improvements along DesPlaines Avenue and Circle Avenue, and operational improvements at Harlem Avenue. The project team worked closely with the Village planners and CTA to coordinate DesPlaines Avenue improvements with the existing and future CTA terminal development. Improved bike and pedestrian accommodations desired by the Village are incorporated at DesPlaines Avenue, Circle Avenue, and Harlem Avenue. In particular, proposed bike and pedestrian features along these arterials will help achieve village goals of improving connectivity over the expressway and to the Park District of Forest Park facility adjacent to and south of the expressway.

Oak Park. The Village of Oak Park has been actively involved throughout the study process. In response to December 2014 correspondence that provided village comments on the concept plan and profile geometry, the Oak Park Working Group (OPWG) was formed. The OPWG consisted of PSG representatives, CTA staff, village staff, elected officials, and trustee members. Village concerns addressed include Harlem Avenue and Austin Boulevard interchange operations and ramp design, expressway elevation and cross-road profiles, air quality impacts, noise walls, drainage, utilities, bicycle and pedestrian features, aesthetics, expressway decking, CTA station accommodations, and construction impacts.

The OPWG met 21 times from February 2015 to August 2016 to systematically work through the issues and concerns raised by the Village of Oak Park and to develop a consensus plan. Presentations were also made by IDOT and Village staff at 10 Village Board Study Session meetings from January 2015 to July 2016 to publicly communicate the OPWG progress and to address any other issues raised by the Board. Visualizations, including traffic simulations, 3-D fly-through animations, and scale 3-D printed models,

were prepared by the PSG to respond to concerns raised by the village. At the August 1, 2016, Village Board meeting, the village approved the preferred mainline alternative along with other project elements proposed within the village limits.

City of Chicago. The PSG met individually with the aldermen of the 2nd, 24th, 25th, 27th, 28th, and 29th wards that border the expressway; CTA and the Chicago Department of Transportation (CDOT) were also invited. Concerns of the Wards included the noise impact and abatement process (including viewpoints solicitation voting), potential effects of the project on arterial traffic, improvements and connectivity of the CTA Blue Line and other transit services in conjunction with the project, and the managed-lane component of the build alternatives.

Cook County Department of Facilities Management. The PSG met with Facilities Management to discuss the status and mitigation of parking spaces at the State of Illinois Circuit Court of Cook County Fourth Municipal District Maywood Courthouse that would be impacted by widening of I-290 east of the 1st Avenue interchange.

4.3.3 Agency Coordination

Coordination with other transportation providers, local and regional transportation agencies, and regulatory agencies has been undertaken to ensure that the proposed improvements to I-290 are operationally consistent with other transportation facilities and services potentially affected by the project. A summary of this coordination follows.

Transit Working Group (TWG). Due to the multimodal nature of the Project Corridor, a TWG was established to provide coordination with relevant service providers throughout the study process. The TWG included the Regional Transportation Authority (RTA), CTA, Metra, Pace, the Illinois Tollway, and Chicago Metropolitan Agency for Planning, who are also all members of the CAG/TF. The PSG coordinated with the TWG regarding all phases of the study process, ranging from Purpose and Need to alternatives identification and evaluation. The TWG met 10 times during the course of the study.

Chicago Transit Authority. Extensive and continuous coordination occurred between IDOT and CTA regarding a potential extension of the Blue Line, configuration of transit in alternatives development and refinement, and coordinating the modernization goals of the existing Blue Line Forest Park Branch with the proposed I-290 improvements. IDOT supported and coordinated closely with CTA's Blue Line Vision Study to ensure that the goals of the Blue Line Vision Study were accommodated and supported by the proposed project. CTA's primary project concerns with respect to expressway improvements were Blue Line head station access/interface improvements, coordinating improvements to, or redevelopment of, the Forest Park Terminal/yard/shop facility, bus accommodations and transfers, and availability of vacant CTA right-of-way for I-290 improvements.

CTA is a member of the CAG/TF and presented at several meetings, was a member of the TWG, and attended many of the I-290 one-on-one municipal coordination meetings, town hall meetings, and working group meetings. CTA worked with the project team early in the alternatives development process to determine Blue Line extension opportunities and feasibility, Blue Line Terminal concepts, bus transfer locations and configuration, station/platform design, ADA improvements, bus stop locations, expanded bus layover/waiting areas, shelters, crosswalks, and use of vacant CTA right-of-way for expressway improvements.

Regional Transportation Authority. RTA has been a regular member of the CAG/TF and TWG. The PSG met with RTA individually during the initial phases of the study. Project coordination was related to the Purpose and Need statement and alternative identification.

Pace. Pace has been a regular member of the CAG/TF and TWG. The PSG met with Pace individually during the study process. Project coordination included provision of express bus service along I-290 either on a shoulder or in a managed lane, bus pull outs/waiting areas at the Cicero Avenue U-turn, and provisions of improved bus transfers on bridges. Pace worked with the project team to configure the express bus and feeder bus transit components in the build alternatives, as well as bus transfers at specific locations.

NEPA/404 Merger Team. The Illinois NEPA/404 Merger Process was instituted in 1996 by FHWA and IDOT to provide concurrent review of federally funded transportation projects requiring an environmental assessment or EIS and an individual Section 404 permit. It includes regularly scheduled meetings held with representatives of state and federal regulatory agencies, including the US Army Corps of Engineers (USACE), US Coast Guard (USCG), US Environmental Protection Agency (EPA), US Fish and Wildlife Service (USFWS), the Illinois Department of Natural Resources (IDNR), the Illinois Department of Agriculture (IDOA), and the Illinois Environmental Protection Agency (IEPA). Projects are presented to the agencies for discussion and concurrence during various stages of development.

Early in the I-290 Study process, the NEPA/404 Merger Team concluded that the I-290 Study would not require formal concurrence by the Merger Team because an individual Section 404 permit is not required. It was agreed that an EIS would be prepared to address public concerns, while the PSG would periodically update the NEPA/404 Merger Team at key study milestones (e.g., Purpose and Need, Alternatives to be Carried Forward to the DEIS, and the Preferred Alternative). Few environmental permits were anticipated given the limited presence of protected environmental resources in this developed, urban corridor. A summary of NEPA/404 Merger Team meetings is provided in Appendix K.

US Environmental Protection Agency. The USEPA has been a regular member of the CAG/TF. Coordination with the USEPA also occurred throughout the study process via presentations at NEPA/404 Merger Team Meetings and one-on-one meetings. The

USEPA's primary interest was the consideration of EJ communities in alternatives development and evaluation, and that EJ is adequately addressed in the DEIS.

Illinois Tollway. Project interests were primarily related to the interface with their facilities and the configuration of managed lanes and tolling in alternatives development. Coordination with the Illinois Tollway included how I-290 improvements would affect connections with I-88 and I-294, and in particular where managed lanes would begin and end in the west end of the Study Area. The Illinois Tollway was a regular participant in the CAG/TF meeting process and the TWG. The PSG also met with the Illinois Tollway individually during the study.

Illinois State Police (ISP). The PSG consulted the ISP throughout the study process to discuss expressway crash analysis and safety concerns, enforcement areas, and location and design of Accident Investigation Sites (AIS) for the Preferred Alternative. Several enforcement locations were identified for the Preferred Alternative as well as identifying several desirable AIS locations in the reconstruction section.

Cook County Department of Transportation and Highways. Cook County's project interests were primarily related to how county-maintained frontage roads would be affected by the proposed improvements and the desire to transfer jurisdiction of remnant sections of county-maintained frontage roads to local agencies in conjunction with this project. The project team coordinated the scope of frontage road improvements with Cook County and local governments regarding potential jurisdictional transfers.

DuPage County Division of Transportation. DuPage County's project interests included transit connections, the Illinois Prairie Path, and the I-290/I-88/I-294/North Avenue connections. DuPage County has also been a regular participant at CAG/TF meetings.

Chicago Department of Transportation. CDOT has been an active participant in the CAG/TF meetings, and the PSG also met individually with the agency. Their primary project focus was with the design and operation of the Laramie/Cicero and Austin interchanges; ADA/pedestrian treatments at intersections; and arterial performance.

Chicago Park District. Coordination with the Chicago Park District was primarily focused on the proposed project elements adjacent to Columbus Park and the proposed shared-use path connection to the Columbus Park trail system. As described in Section 3.12, Special Lands, no impacts to Columbus Park are anticipated; however, the Chicago Park District has been interested in the alignment and profile of the Austin Boulevard and Central Avenue ramps and the connection of the proposed shared-use path to the west end of Columbus Park. Coordination with the Chicago Park District is ongoing to provide enhancements along the southern edge of the park in conjunction with the expressway reconstruction.

CSX, IHB, and Other Railroads. Coordination with the CSX Railroad included discussion of the potential to reallocate or obtain portions of their existing operational envelope (right-of-way), discussion of railroad vertical clearance requirements beneath

the cross-road bridges from Central Avenue and DesPlaines Avenue, and their I-290 bridge crossing. Through the study process, the PSG coordinated with CSX to develop and refine a concept that would improve vertical clearances to a minimum of 21-feet 9-inches, improve drainage and decrease flooding exposure, and avoid CSX right-of-way impacts without the need to raise cross-road profiles, which would have impacted property in Oak Park and Forest Park.

Coordination with the Indiana Harbor Belt (IHB) Railroad occurred regarding proposed design changes to their four-track crossing of I-290 west of the 25th Avenue Interchange. To accommodate the future expressway footprint and clearances, the IHB bridge will be widened and the profile raised several feet to accommodate longer and deeper beams. The IHB stipulated that only one track may be taken out of service at a time, and IDOT undertook additional survey and design coordination to minimize profile grade increases in accommodating the raised crossing of I-290.

IDOT also coordinated with the Belt Railway Company of Chicago (BRC) and the Canadian National (CN) Railway regarding their operations and facilities, including I-290 bridge crossings.

Cook-DuPage Corridor Study. The West Central Municipal Conference, in conjunction with the DuPage Mayors and Managers Conference, is conducting a long-range transportation planning study of a 300-square-mile study area extending from Cicero Avenue on the east to the Kane-DuPage county line on the west. The PSG coordinated with the Cook-DuPage Corridor Study regarding travel forecasting, alternatives identification and evaluation, and smart corridors.

4.4 Public Hearing

Two public hearings on the I-290 DEIS were held at two different locations on consecutive days. The DEIS documented the need for transportation solutions for I-290 from west of Mannheim Road to Racine Avenue and the evaluation of alternatives for addressing those transportation needs. Further, it described the potential effects on community and environmental resources and the potential effects on future traffic operations caused by proposed build alternatives as well as the No Build Alternative. The findings from the CTA's Blue Line Vision Study were also presented. A Notice of Availability (NOA) was issued on December 30, 2016 in the Federal Register. The NOA started the 45-day public review and comment period.

The public hearings were conducted in an open-house format, and interested persons could attend anytime between 5:30 p.m. and 8:30 p.m. Attendees had the opportunity to view a continuous audiovisual presentation and exhibits as well as provide written or oral comments on the DEIS, alternatives under consideration, preliminary road closure plan, social, economic, environmental effects and proposed mitigation strategies, and proposed Section 4(f) *de minimis* impacts at three public park locations in Forest Park. IDOT and project team representatives were available to answer questions; CTA representatives were also available to answer questions pertaining to the Blue Line

Vision Study. In addition, a question and answer forum was held at 7:00 p.m. each day. Court reporters were available to record public comments. The public hearing dates and locations are listed in Table 4-4.

Table 4-4. Public Hearings

<p>January 25, 2017 – Public Hearing #1: Proviso Math and Science Academy 8601 Roosevelt Road Forest Park, Illinois</p>	<p>January 26, 2017 – Public Hearing #2: Marriott Chicago - Medical District 625 South Ashland Avenue Chicago, Illinois 60607</p>
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A total of 281 people attended the public hearings with a total of 17 people participating with comments or questions in the 7:00 p.m. question and answer sessions.

4.5 Summary of Comments and Responses on the DEIS

The public comment period for the DEIS was initiated on December 30, 2016 with the issuance of the NOA in the Federal Register, extending for 45 days and closing officially on February 13, 2017. However, five comments were received after that date, were included in the project record, and are addressed in this FEIS. Approximately 332 unique comments were received from federal agencies, local governments, individuals, and organizations. Unique comments were identified by annotating the 124 total comments received into discrete comments by topic that could then be responded to individually as a standalone comment. Thus, a single comment submitted could contain multiple unique comments as shown in Appendix N with a response for each unique comment in Appendix O.

Approximately 65 percent of the DEIS comments were received from individual stakeholders representing themselves, followed by 24 percent from public organizations, 6 percent from federal agencies, and 5 percent from units of local government. No state agencies commented on the DEIS.

The subjects of the comments were varied, and were grouped into over 30 categories for analytical purposes. The major comment categories are shown in Figure 4-2 and included: transit and transit connections (12 percent); alternatives (12 percent); design issues (8 percent); funding (7 percent); transportation/traffic (7 percent); noise and noise barriers (6 percent); safety (5 percent); general opposition (5 percent); tolling (5 percent); construction impacts (4 percent); nonmotorized transportation (4 percent); public outreach (3 percent); and environmental justice (3 percent). Fourteen other categories represented the remaining 19 percent of comments.

Annotated comments received on the DEIS can be found in Appendix N of the FEIS and a comprehensive table containing comments and responses to each can be found in Appendix O.

Figure 4-2. DEIS Public Comments by Category

Category	%	Number of Unique Comments Received
Transit & transit connections TN	12%	41
Alternatives ALT	12%	39
Design DS	8%	26
Funding FU	7%	23
Transportation/Traffic TR	7%	23
Noise / Noise Barriers NO	6%	20
Safety SF	5%	18
General Opposition GO	5%	17
Tolling TL	5%	17
Construction Impacts CI	4%	14
Non-Motorized/bike pedestrian NM	4%	13
Public Outreach PO	3%	11
Environmental Justice EJ	3%	10
Not related to project N/A	2%	8
Purpose & Need PN	2%	6
Water Resources / Water quality WR	2%	6
Sustainability SUS	2%	6
Air Quality AQ	2%	5
Cultural Resources CR	1%	4
General Support GS	1%	4
Indirect & Cumulative Impacts ICI	1%	4
Community & Neighborhood CN	1%	3
Special Lands / Parks & Recreation PR	1%	3
Wetlands WE	1%	3
Population / Employment Projections PE	1%	2
Decking/Capping DK	1%	2
Construction Jobs JB	1%	2
Floodplains / Flooding / Drainage FL	0%	1
Vibration VI	0%	1

4.5.1 Federal Resource Agency Comments

Three federal resource agencies and one Native American tribe submitted comments during the DEIS comment period. Detailed federal resource agency comments are on pages N-1 through N-13 in Appendix N and IDOT responses are on pages O-1 through O-11 in Appendix O. Following is a summary of the comments received and IDOT’s responses.

US Environmental Protection Agency (USEPA). The USEPA commented on the demographics used for social/economic analysis within the Study Area; discussed mitigation of tolling for low-income users; discussed childrens’ and others’ exposure to air quality during construction, lead-based paint removal and traffic noise health risks during construction and mitigation thereof; equipment exhaust and dust emissions during construction and mitigation thereof; included recommendations for a community liaison program and continued public involvement during construction; and

commended the context sensitive process and included additional recommendations for final design elements.

In response, IDOT and USEPA held a teleconference on May 10, 2017 to share revised response language to address the concerns in USEPA's February 10, 2017 DEIS comments. USEPA concurred with the revised responses via email on May 31, 2017. The DEIS comment responses in Appendix O include the language concurred with by the USEPA; these responses are also reflected in the content of the FEIS as described below. IDOT included requested revisions to the demographic data summary and presentation in the FEIS, and clarified that the tolling policies, and any mitigation thereof, would be addressed in more detail in Phase II design. Regarding mitigation of construction activities as they relate to childrens' health, lead testing & releases, construction noise, construction emissions, and fugitive dust control, IDOT responded that their standard construction specifications already address most of these concerns. Because Phase II (design) and Phase III (construction) are not funded at this time, and that there could be a considerable gap between the ROD and the initiation of Phase II, it would be premature to develop a detailed set of commitments at this time, especially prior to engaging in Phase II engineering. However, IDOT responded that they will develop a series of "Special Design and Construction Considerations" that are listed in the Combined Design Report (CDR), which is the engineering document that is companion to the EIS.

US Department of the Interior (DOI). The DOI noted the proposed Section 4(f) *de minimis* impacts in Forest Park and Section 4(f) temporary occupancy in Columbus Park to accommodate improvements associated with the I-290 project, and stated the need for formal written concurrence from the Village of Forest Park, the Chicago Park District, and State Historic Preservation Office (SHPO). The DOI noted five properties and one historic district within the project's Area of Potential Effects (APE) and recommended consultation with SHPO. The DOI stated its finding that park lands previously improved with Land and Water Conservation Fund (LWCF) Act and Urban Park and Recreation Recovery (UPARR) Act federal funding were encumbered, and the need to coordinate with Illinois Department of Natural Resources, the Village of Forest Park, the City of Chicago, and the National Park Service, and to demonstrate all possible planning to minimize harm to the affected properties with SHPO concurrence.

In response, IDOT held a teleconference with DOI on March 29, 2017 in which DOI concurred with IDOT's proposed clarifications and responses to their DEIS comments. In FEIS Appendix O, IDOT responded that further consultation for the additional five properties and one historic district has been completed. IDOT addressed the properties identified as encumbered by DOI: LWCF funds were used for facilities along DesPlaines Avenue in Forest Park not impacted or converted by the I-290 project; UPARR funds were used for a fieldhouse located further north and away from the I-290 project in Columbus Park; and all work near Garfield Park will be performed on existing right-of-way. An Effects Assessment Report was distributed to the consulting parties and the SHPO for review and comment on April 27, 2017, the results of this consultation was

given to the DOI, and coordination will continue to address any questions remaining with regard to possible encumbrance of the parks.

US Army Corps of Engineers (USACE). The USACE stated the following: all alternatives would impact less than 1 acre of Waters of the United States (WOUS); that a Section 404 permit would be needed prior to construction, anticipated to be reviewed under Regional Permit 3; that the project should be designed to comply with permit conditions; and that wetland delineations would need to be updated prior to submitting a permit application.

IDOT addressed USACE's concerns directly in Appendix O of the FEIS and no further coordination was required. In Appendix O, IDOT responded that a Section 404 permit would be obtained prior to commencement of any construction in WOUS; noted their understanding that the project will be processed under Regional Permit 3; that the project will be designed consistent with the conditions of this permit; and that an updated wetland delineation will be prepared and submitted to USACE prior to the Section 404 permit application.

Forest County Potawatomi: The Forest County Potawatomi noted that the DEIS indicated no known archaeological sites within the APE, asked whether an archaeological survey or an archival review had been done, and requested a copy of the survey if one had been done.

IDOT responded in FEIS Appendix O that surveys performed in 2010 and 2015 by the Illinois State Archaeological Survey resulted in finding no archaeological sites, and that a copy of the surveys would be provided to the Forest County Potawatomi. A copy of the survey short report and documentation of consultation with and concurrence from the Illinois SHPO was provided to Forest County Potawatomi on June 8, 2017.

4.5.2 Local Governments

Local governments' formal DEIS comments included the following: comments on design and construction needs and requests for corrections and additions to the FEIS from Metropolitan Water Reclamation District; a request to extend the DEIS comment period, affirming the items agreed to in the Letter of Intent (LOI), and requesting any conflicts with the LOI and the DEIS be resolved in the FEIS from Village of Oak Park; comments on the needs of the overhead bridge and adjacent intersections at Western Avenue, general approval of the improved frontage road drainage, and questions on noise wall maintenance at Harrison Street and Bataan Drive from Cook County Department of Transportation and Highways; and concern for disproportionate impacts from tolling and support of additional project funding from DuPage County. Detailed local government comments are on pages N-14 through N-22 in Appendix N and IDOT responses are on pages O-12 through O-14 in Appendix O.

4.5.3 Public Organizations

Approximately 75 percent of the unique comments from public organizations came from two groups, Citizens for Appropriate Transportation and the Active Transportation Alliance. Citizens for Appropriate Transportation offered several comments on purpose and need of the project, alternatives, impacts, how the alternatives were evaluated, citizen participation, and general comments including proofreading errors. Active Transportation Alliance offered several comments regarding regional planning and the emphasis of highway modes, recommending traffic management strategies rather than lane expansion, and expressing concern that the study had not fully addressed safety, environmental, and traffic issues. Other public organizations offered comments including recommending a Blue Line extension, concern about how lanes are added, recommending a covered expressway rather than noise walls, non-project related comments, recommending lane additions to reduce crashes, recommending lanes not be added, and requesting additional tree planting. Detailed public organization comments are on pages N-23 through N-45 in Appendix N and IDOT responses are on pages O-15 through O-33 in Appendix O.

4.6 Conclusion

CSS and stakeholder outreach were essential components of the I-290 Study process and a primary driver of study progress. Since stakeholder involvement activities for the EIS first began in October 2009, with the initial CAG meeting, a substantial array of stakeholder input has been received, considered, and used to reach a consensus on a preferred alternative and other improvements recommended along Eisenhower Expressway, from west of Mannheim Road to Racine Avenue. Nearly 200 individual community, agency, and other stakeholder meetings have been held to present information, listen to stakeholder concerns and needs, and discuss and refine ideas. The individual meetings were complemented by a series of 22 CAG meetings to provide guidance on project development. As a result of this collective outreach and community involvement, more than 1,700 public comments were received and considered from October 2009 to April 2017. The culmination of this robust stakeholder outreach program has resulted in a project that reflects, to the extent feasible, community and stakeholder values in this Project Corridor.

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NORTH LAWDALE NEIGHBORHOOD BIKE NETWORK

Neighborhood Taskforce Meeting #2



MEETING AGENDA

North Lawndale Neighborhood Bike Network

Neighborhood Taskforce Meeting #2

Thursday, April 08, 2021

5:00 – 6:30 pm

Virtual meeting; Microsoft Teams

ATTENDEES

CDOT Representatives

David Smith – Bicycle & Pedestrian Program Manager

Amanda Woodall – Divvy Program Manager

Gia Biagi – Transportation Commissioner

Brad Huff, TY Lin – Bikeways Program Manager

John Pickering, TY Lin – Bikeways Planner

Shameka Turner, Sam Schwartz Engineering – Program Manager SAFE Ambassadors

Romina Castillo, MUSE – Vision Zero

Johntuanay Johnson, Lyft – Outreach Coordinator Divvy

Taskforce Members

Alderman Scott (Mike Albert) – 24th Ward

Coach Charles Rice – 24th Ward

Angela Sillas – Chicago Park District

Brenda Palms-Barber – Lawndale Employment Network

Brian Gannon – Lawndale Christian Health Center

Brittany Spralls – UCAN, NLCCC Public Safety Committee

Dereck Faulkner – Chicago Park District

Sgt Jermaine Harris – Chicago Police Department

Julie Globokar – Boxing Out Negativity

Mamie Grey – NLCCC Greening Committee

Megan Ostrowski – Mount Sinai Community Institute, NLCCC Health & Wellness Committee

Rochelle Jackson – NLCCC Transportation Committee

Tanisha House – North Lawndale Employment Network

Tracie Worthy – I AM ABLE Center for Family Development

Trevor Clarke – Working Bikes

PROJECT UPDATES

David Smith, Bicycle & Pedestrian Manager, from the Chicago Department of Transportation (CDOT), welcomed back the taskforce and recapped highlights and goals from the previous meeting. New members to the Taskforce voiced support for the Neighborhood Bike Network and the Divvy Bike Share expansion. Since the last meeting, CDOT has begun implementing other initiatives including:

- Contacted additional stakeholders to join the taskforce
- Held targeted meetings with additional stakeholders to discuss the Neighborhood Bike Network
- Coordinated resources to provide more bike parking locations which will be installed in 2021 & 2022
- Coordinated bike education resources for future events in North Lawndale
- Developed outreach material & an online survey

NETWORK INTRODUCTION

To determine a potential network of bicycle routes, CDOT, using feedback regarding opportunities and destinations from the first Taskforce meeting, scoped 23 miles of streets for potential bike routes. This draft bike network was sorted into short- and long-term potential projects. Short-term projects can begin installation in 2021 whereas long-term projects, due to their jurisdiction being under the Illinois Department of Transportation (IDOT), will require further coordination. 15 miles of streets within the network are options for short-term installations while the remaining 8 miles are long-term due to their jurisdiction. CDOT noted that this does mean bike routes cannot at some point be installed, rather they will take more time, coordination, and support from the community.

Short-term projects will be evaluated over time to understand where upgrades can be incorporated including concrete and traffic calming improvements. CDOT reiterated that the Neighborhood Bike Network is an ongoing effort and installations and route scoping will continue past 2022 to strengthen the network. The potential network discussed at the taskforce meeting reflects only those streets identified under the short-term bucket.

Neighborhood Routes

Two types of streets were identified as part of the Neighborhood Bike Network: Neighborhood and Connector routes. Neighborhood routes are low-stress, low-volume residential streets, generally with existing signals at major intersections and can serve as an alternative to busier nearby streets. On these types of streets, people biking are prioritized and traffic calming measures are implemented to encourage safe driver behavior. Bicycle signage, green pavement, and pavement markings are installed on neighborhood routes, signaling the presence of people biking. Traffic calming which can include, shortened crossing distances, elevated crosswalks, bicycle-friendly speed humps, and traffic diverters are among some of the options that can be implemented. **No legal on-street parking will be affected by neighborhood routes.** By creating space for people biking and driving, streets become safer and more comfortable for everyone, including people walking.

Connector Routes

Connector routes are streets with higher vehicle volumes, CTA routes, and/or commercial activity where the goal is to separate people driving and people biking as much as possible. Depending on width and street characteristics, various forms of bike lanes can be installed without reducing any on-street parking. However, due to the limited street width, physically separating people biking from people driving requires tradeoffs which can include on-street parking consolidation. If protected bike lanes cannot be installed in the short-term, there are still opportunities to upgrade but will require community support and an understanding of the benefits and tradeoffs.

Forms of Bike Lanes that can be installed on Connector routes:

- **Marked shared lanes (or Sharrows):** Pavement markings (a bicycle symbol with a chevron) that denote shared bicycle and vehicle travel lanes and remind motorists that bicycle travel is prioritized. The markings encourage proper positioning by bicyclists by placing them where the bicyclist is expected to ride. Additionally, these markings can help reinforce the route along with wayfinding signage.
- **Bike Lane:** Exclusive space for people biking located on the street and designated with pavement markings and signage. Bike lanes are adjacent to the vehicle travel lane and travel in the same direction.
- **Buffered Bike Lane:** Similar to *Bike Lanes* but paired with a designated striped buffer between the travel lane and/or the parking lane to allow more space for people biking.
- **Protected Bike Lane:** Exclusive and protected space for people biking that physically separates them from people driving and/or the parking lane through the use of vertical protection that can include: concrete curbs, bollards, or parking lanes. Protected bike lanes can either be one-way, typically with the flow of traffic, or two-way, where bicycle movement is allowed in both directions on one side of the street.

Feedback

When asked for feedback regarding the Neighborhood Bike Network as a whole, the Taskforce was receptive but expressed the need for targeted outreach especially along the boulevards. **CDOT explained no high-impact changes or loss of residential parking would occur on neighborhood routes** and that all street conditions would be surveyed ahead of time. The Taskforce reiterated a strong desire to continue to work together on long-term routes, especially on Pulaski and Roosevelt, and to build additional eastbound connections.

PROPOSED DESIGNS

With feedback regarding streets and destinations from the taskforce, CDOT presented on some of the potential short-term installations that could be installed in 2021 & 2022 along with their benefits and tradeoffs.

Protected Bike Lanes

- **Independence and Douglas Boulevards** – The Taskforce liked the idea of protected bike lanes on Independence but stressed the importance of having targeted meetings with stakeholders along the Boulevard. The Boulevard is an active place and is used for community engagement events and understanding how it functions will help its reception. Other members noted that the protected bike lanes would further activate the boulevard while providing comfortable routes accessible to more people. Members also liked how bike lanes on the left side would reduce conflicts with residential parking, but asked how crossing the Boulevard to turn right would function. CDOT discussed the benefits tradeoffs to this design and stated that more evaluation and outreach will be necessary.

Neighborhood Routes

- **Keeler – Cermak to Jackson** – Taskforce members confirmed the street would be a good neighborhood route, but there are sections that are in poor condition. CDOT responded that there is an upcoming water main project that will repave the sections discussed by the Taskforce. Some concern was raised about whether this would impact residential parking, but CDOT reiterated that no parking loss would occur.
- **Ridgeway: Douglas to 19th** – Taskforce confirmed this is a good residential route paired with Hamlin. “Great rides”

- **Hamlin – Douglas to Cermak** – Taskforce confirmed this is a good residential route paired with Ridgeway. “Great rides”

Other taskforce members inquired about bike routes on 5th Ave or in the northwest corner of the Study Area. CDOT responded they will evaluate this area for future opportunities.

Connector Routes

- 16th – Kilbourn to Albany – The Taskforce was pleased to see bike routes on 16th Street and saw opportunities to consolidate under-utilized on-street parking to install protected bike lanes. The corridor has multiple vacant lots and members mentioned these are areas where on-street parking can be consolidated. CDOT expressed this would be an ongoing effort with more opportunities to evaluate the street and hear from neighbors to improve and upgrade traffic calming measures.

Other routes mentioned by the taskforce for protected bike lanes were **Pulaski** and **Roosevelt**. CDOT responded those are targeted as long-term due to IDOT jurisdiction but would continue to explore opportunities to improve these streets.

OUTREACH

CDOT has developed an online survey and printed materials to be shared and promoted through each Taskforce members contacts and neighborhood events. This survey will focus on understanding the state of bicycling in North Lawndale and take about 10 minutes. Printed materials will also be provided to Taskforce members who request them.

CDOT will also reach out to the Taskforce to begin coordinating additional outreach events and efforts in the neighborhood.



Metropolitan Planning Council



RECONNECTING COMMUNITIES:
**MITIGATING COMMUNITY HARMS OF
TRANSPORTATION INFRASTRUCTURE**

2023



Our recent history has shown that building transportation infrastructure **does not always benefit all communities.**



As noted by U.S. Secretary of Transportation Pete Buttigieg,

“There are many places in the U.S. where a road or railroad was used to divide or segregate or even remove a neighborhood. The very fact that we have the saying ‘wrong side of the tracks’ in American English language tells you something about infrastructure.”¹

In the 1950s and 1960s, the federal government built highways through many major U.S. cities to provide connections to the suburbs under development. **In the decade between 1956 and 1966, highway construction demolished 37,000 housing units per year nationally, displacing more than 475,000 households and more than a million people.²** In Chicago, the construction of U.S. Interstates 55, 57, 90, 94 and 290 resulted in the displacement of more than 6,000 families and 2,200 individuals to make way for multilane highways.³ Black and immigrant communities were the frequent targets of these massive

federally funded public works projects. In Chicago, many neighborhoods were bisected by highways, and homes and businesses in previously healthy communities were removed. This was justified as “urban renewal.” Highways erected to speed travel to and from suburbs provided no travel improvements for the residents that lived adjacent to them but introduced harm in terms of increased noise and degraded air quality. In some cases, passenger train lines were relocated into the highway median and isolated from neighborhoods. For decades, residents have faced great difficulty crossing the massive barriers presented by highways, especially when moving about on foot, by bicycle, or via transit.

The federal government is beginning to acknowledge the racist legacy of highway construction in this country. U.S. DOT developed the Reconnecting Communities grant program in the 2021 Bipartisan Infrastructure Law (BIL) specifically to mitigate community harms resulting from the construction of major transportation infrastructure.

THE MPC EFFORT

In this report you will learn about the history of how highways divided the region, the impacts felt to this day, and potential solutions to mitigate those impacts. The purpose of this effort, undertaken in 2022 by the Metropolitan Planning Council (MPC), was to work with communities to identify potential future investments that could repair the harm of existing transportation infrastructure. Improvements could include restoring connectivity between communities to improve access to jobs, retail, and recreational areas; improving the ability to walk, bike, and access transit in safe and comfortable conditions; and creating new or improved public spaces for community activities and economic development. A crucial component of this project involves planning with and not for communities. These community-generated projects can then be pursued for funding via the federal Reconnecting Communities (2022) or other federal grant programs or via state or local funding.

BETWEEN 1956 AND 1966



37,000

**housing units per year
nationally were demolished
due to highway construction**



475,000+

**households and more than a
million people were displaced**

METHODOLOGY FOR PRIORITIZING POTENTIAL PROJECTS

To collect project ideas from community members, MPC developed a public interactive web-based engagement tool in 2022. The website provided brief background on the new federal infrastructure bill and grant program that inspired the project. It also provided information on the historical harm caused by transportation infrastructure. The tool enabled users to suggest projects to mitigate the issues by defining project locations on a map and sharing photos or by entering project ideas into a survey. Additional relevant projects were entered by MPC staff from reviewing Chicago neighborhood quality-of-life plans, which are community-based plans identifying desired projects to improve neighborhoods. This was a regional effort; while most of the data sources and projects submitted have more of a City of Chicago focus, projects outside of the city, along with bundled city/

suburban projects, were identified and considered. Also, as a “screening” effort, it wasn’t possible to identify or consider the many community-based plans beyond Quality-of-Life Plans, but these can be considered as opportunities arise in pursuing projects.

OUTREACH

The success of the Connecting Communities Tool required the active participation of residents across the region. MPC distributed a description and link to the tool to a broad list of community-based organizations throughout the region including TEN and many others. MPC convened an “Open House” activity with TEN members that provided guidance on how to submit projects using the tool and how to share the tool with members of their communities.

The second phase of engagement consisted of virtual and in-person events that engaged community members to suggest projects. MPC staff held a virtual meeting with high school students referred to us from Rush University Medical Center to showcase the tool and brainstorm about potential projects that students later submitted via the tool.

2022



MPC developed a public interactive web-based engagement tool to collect project ideas from community members

MPC held in-person events at Chicago Public Schools’ back-to-school engagement activities with families prior to the start of the school year. MPC was invited to have a table where the team displayed a printed map of the area surrounding the school and stickers to allow the participants to point out issues that they experienced within the area. These events allowed the team to engage with the public in person and hear verbal descriptions of project ideas that were documented in the tool. Approximately 60 percent of the 120 project ideas were generated from the engagement activities. Other residents suggested project ideas by scanning QR codes printed on the map and entering their input directly. This initiative was shared by social media and disseminated to the broader community as well. Once MPC determined the stop scoring projects, as described in the next section, the study team reached out to community leaders in the project areas. The project descriptions were refined based on this input.

PROJECT CATEGORIZATION

Categorization of the projects occurred in two phases: First, the projects were classified according to their type. The pre-screening classified projects according to their suitability to apply for the Reconnecting Communities Pilot Grant, based on the characteristics listed in the Notice of Funding Opportunities, (NOFO).

The projects that did not pass the pre-screening were retained and acknowledged to document issues that residents face across the region and potential solutions. These suggestions could be candidates for funding by general transportation funds managed by transportation agencies or via other state or federal grant programs. See Appendix C for the complete list of suggestions.

1 Categorization of projects

The remaining projects were categorized by their geographic extent (point or linear), and the type of intervention required.

Table 1. Project Categories

Points	Total Projects
Transit Infrastructure	6
Park	4
Viaduct Improvements	11
Underpass Community Space	5
Linear	
Bike/Ped/ Complete Streets	42
Highway Redesign	6
Park	2

MEETING SUMMARY

North Lawndale Neighborhood Bike Network

Neighborhood Taskforce Meeting #1

Tuesday, February 02, 2021

4:30 – 6:00 pm

Virtual meeting; Microsoft Teams

ATTENDEES

CDOT Representatives

David Smith – Bicycle & Pedestrian Program Manager

Amanda Woodall – Divvy Program Manager

Alonzo Owens – Assistant Commissioner

Brad Huff, TY Lin – Bikeways Program Manager

John Pickering, TY Lin – Bikeways Planner

Shameka Turner, Sam Schwartz Engineering – Program Manager SAFE Ambassadors

Jane Wilberding, Sam Schwartz Engineering – Divvy

Romina Castillo, MUSE – Vision Zero

Taskforce Members

Alderman Scott – 24th Ward

Andrea Lee – UCAN, NLCCC GROWS Committee

Antonia Kitchen – DRW College Prep

Brian Gannon – Lawndale Christian Health Center

Brittany Spralls – UCAN, NLCCC Public Safety Committee

Charles Rice – 24th Ward Representative

Derek Brown – Boxing Out Negativity

Julie Globokar – Boxing Out Negativity

Mamie Grey – NLCCC Greening Committee

Megan Ostrowski – Mount Sinai Community Institute, NLCCC Health & Wellness Committee

Michael Trout – Young Men's Educational Network (YMEN)

Rochelle Jackson – NLCCC Transportation Committee

Tanesha House – North Lawndale Employment Network

Tracie Worthy – I AM ABLE Center for Family Development

Trevor Clarke – Working Bikes

INTRODUCTION TO THE NEIGHBORHOOD BIKE NETWORK

David Smith, Bicycle & Pedestrian Program Manager, from the Chicago Department of Transportation (CDOT) introduced the Neighborhood Bike Network initiative to the Taskforce and provided an overview of the state of bicycling in Chicago. In 2021, the city's bike share program, Divvy, will be expanding into the community and there is a need to provide people with the option to bike by creating safe, dedicated places to ride. David stressed the importance and benefits of biking that will only be convenient if there is a safe, connected neighborhood network that is supported by the community.

Racial Equity Impact Assessment

The Racial Equity Impact Assessment (REIA) will help guide this effort. An REIA is a series of questions to help understand the impacts of a project (both positive and negative), especially as they relate to minority populations and those who have previously been underrepresented or left out of the decision-making process. These questions will help guide our conversations throughout the process. At the end of this effort, CDOT will develop a report to summarize the process and findings.

Outcomes

With help from the Taskforce, CDOT is looking to identify and design approximately 10 miles for a bicycle network in 2021 and develop recommendations for longer term projects. The Taskforce will also help develop other recommendations to making biking safe, convenient, and appealing to the neighborhood. This network, along with other recommendations from the Taskforce, will be used to make biking a viable form of transportation for all ages and abilities.

Timeline

The Neighborhood Bike Network process is meant to allow for meaningful conversations with the Taskforce and the North Lawndale community while still moving quickly. The primary objective of this effort is to identify, design, and install bicycle infrastructure in North Lawndale in 2021. This is the first of three Taskforce meetings, but other interim touchpoints and meetings will be scheduled.

WHAT TRANSPORTATION RELATED INITIATIVES IS YOUR GROUP WORKING ON IN THE NEIGHBORHOOD?

Feedback from the taskforce discussed how biking is used to **build community relationships** with an emphasis on the **health benefits of bicycling**. Many of the community organizations host neighborhood bike rides throughout the year that serve to engage with the each other's neighbors while **promoting community assets** including the boulevard system. Taskforce members responded to the positive culture that biking can build, and that they would like to get more of their fellow residents on bikes. In the warmer months, there are opportunities to co-host future neighborhood bike rides between taskforce groups to promote the community through bicycling. Young Men's Education Network (YMEN) noted they, along with other community groups, created a local bike library at 13th St/Pulaski Ave. 15-20 bikes will be available for mentors in the community.

Other common themes include:

- "Biking is more than just biking"
- "Community cohesion"
- Promote safe routes to parks
- Opportunities to connect and direct people to bicycling for exercise

COMMUNITY ENGAGEMENT PLAN

Who's not here that should be? Who should we make sure we engage?

Taskforce members noted the importance of bringing on representatives from neighborhood assets including the **Douglass Branch Library & Franklin Park*** as well as representatives from the **local schools**. Members also provided contact information for a representative from Chicago Police District which CDOT noted will be included in future communications.

**CDOT noted representatives from the schools and park district had been contacted and they will continue to engage.*

How can CDOT reach out and involve all stakeholders? And what is the most effective way to do so?

Members of the taskforce emphasized the importance of disseminating information to the community through local **"trusted leaders"**, many of whom were noted as attending this meeting. Building credibility through these leaders with the community early in the process with an emphasis that new bicycle infrastructure will be for and from the community will build excitement which can be channeled towards future community bike rides. Engaging youth representatives early in the process will also help spread support and will in turn inform their parents. Also recommended was advertising in **local newspapers** and **door-to-door knocking**, which are well received forms of outreach in the neighborhood. Alderman Scott noted that his office utilizes mailings when its important to reach neighbors.

PERCEPTIONS OF BIKING IN NORTH LAWDALE

Who is currently riding and what is the perception of biking in North Lawndale? Why do you think that is?

While the taskforce understands the positive culture that bicycling can foster, concerns of **gentrification** are present in regard to new bicycle infrastructure. The people typically seen riding on the current bike infrastructure, including the boulevards, generally do not look like many members of the community. Members also noted seeing more men on bikes than women or children. This is exacerbated in part because the residents who might be interested but concerned in riding a bike don't see others already like them on bicycles. To combat this narrative, taskforce members suggested **greater outreach** to advertise the neighborhood bike network effort as well as use this opportunity to **connect the health benefits** that bicycling can provide. This opportunity could also be used to **educate all street users** how to properly and safe use the street.

Other members mentioned the need for clear delineation of space for people biking and people driving whether that be green pavement markings or physical separation. This will also help correct issues between people driving who are not respecting existing bicycle infrastructure.

STREETS, DESTINATIONS, CONNECTIONS, AND BARRIERS

What are the important destinations in your neighborhood?

When asked where people are riding today on their bikes, community assets including **Franklin, Douglass, & Garfield parks, libraries, and transit stations** were mentioned most frequently. Other destinations included the **Lawndale Christian Fitness Center** and the future home of **North Lawndale Employment Network**. Members responded that the people currently biking are generally doing so for transportation over any health benefits. Also noted was a vacant elevated railroad north of Roosevelt Road spanning from Kostner to Richmond that has the potential to become a linear park.

What streets are important to your neighborhood?

Asked what streets are important in the community, crucial north-south and east-west commercial corridors including **Pulaski** and **Roosevelt** Roads were seen as vital connections. Pulaski is popular with bicyclists as it connects two CTA stations, commercial business, and other essential services. However, it is high-stress street for all modes and substantial bicycle infrastructure would be necessary to improve its comfort and safety. Another benefit of new infrastructure would result in a better organized street by creating clear and defined spaces for all modes. Roosevelt has existing bicycle infrastructure within the Primary Study Area but is disjointed and there are opportunities to fill those gaps to create an east-west bicycle route that will connect to the Central Business District.

Taskforce members noted that neighborhood streets are a great alternative to riding on busy arterial streets. Neighborhood streets are fun to ride on since there is less automobile traffic. Riding on these streets feels safer—and bicyclists don't feel threatened when sharing space with automobiles.

Neighborhood streets connecting to community assets were also highly recommended including:

- 16th
- Kedzie
- Ridgeway
- Kostner
- Homan
- Connections to Odgen

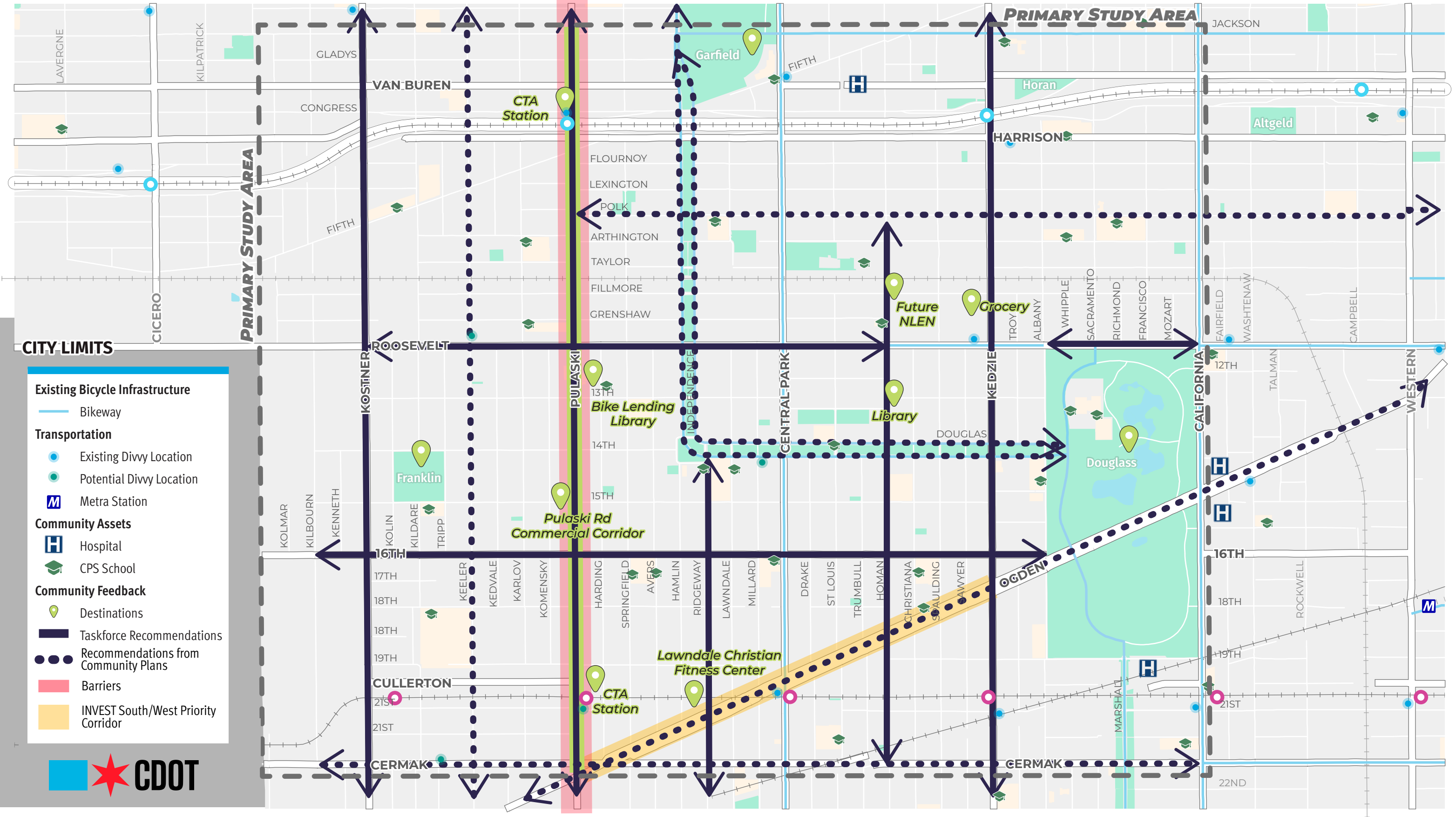
NORTH LAWNSDALE NEIGHBORHOOD BIKE NETWORK

When reviewing this map, keep in mind...

What streets are important to your neighborhood and why?

What are the important destinations and connections in your neighborhood?

Does the Primary Study Area make sense?



CITY LIMITS

- Existing Bicycle Infrastructure**
 - Bikeway
- Transportation**
 - Existing Divvy Location
 - Potential Divvy Location
 - Metra Station
- Community Assets**
 - Hospital
 - CPS School
- Community Feedback**
 - Destinations
 - Taskforce Recommendations
 - Recommendations from Community Plans
 - Barriers
 - INVEST South/West Priority Corridor





**VISION
ZERO
CHICAGO**

West Side Plan



VISION ZERO WEST SIDE INITIATIVE

The Vision Zero West Side Plan is a guiding document that describes the traffic safety priorities of three West Side communities and the resources available or needed to address them. Austin, North Lawndale, and Garfield Park are the focus West Side neighborhoods identified as High Crash Areas in the Vision Zero Chicago Action Plan.

As part of Vision Zero is city-wide efforts to eliminate traffic fatalities and serious injuries by 2026, community-led traffic safety plans such as this one are being developed to reflect community-specific needs and character. The strategies recommended in this plan include community-led and data-driven solutions to address the conditions of the physical environment and the behaviors that cause severe traffic crashes.

The Vision Zero West Side initiative and community engagement rolled out in conjunction with the release of the Vision Zero Chicago Action Plan in Summer 2017. The table below summarizes milestones from the West Side engagement process.

Vision Zero Chicago data summary

Vision Zero Chicago identified

8

communities as High Crash Areas

Only

25%

of the City's total population resides in these eight communities

But they collectively account for

36%

of fatal crashes annually

Milestones

SUMMER 2017	Initiative rolled out. Four organizers engaged community members at multiple community events and meetings.
FALL 2017	Held three Vision Zero open houses.
WINTER 2017	Facilitated a West Side "round table" with dozens of community groups and stakeholders.
SPRING 2018	Continuous one-on-one conversations with key community stakeholders.
SUMMER 2018	Facilitated West Side Events Series. Department of Transportation Bicycle Ambassadors led outreach in the Vision Zero High Crash Areas.
FALL 2018	Developed draft recommendations for the West Side and reviewed the document with community stakeholders.

VISION ZERO ENGAGEMENT METHODS

The primary goal of this engagement process was to collect input from residents to develop strategies that reflect community priorities and address the five most dangerous driving behaviors (see page 13) and other traffic safety issues.

All Chicagoans use streets daily, and they all want to feel safe doing so. However, street design and infrastructure are not something most people think about on a regular basis as priorities to increase safety.

Uneven sidewalks, lack of street lighting, dangerous intersections and other issues affect us all. Vision Zero helps community members understand the connection between elements in our built environment that contribute to creating safer streets, such as crosswalks and pedestrian islands, to the behavioral changes needed to build a culture of safety.



FRAMING THE MESSAGE

Vision Zero's message is framed to enhance collaboration and understanding on how traffic safety strategies can move forward community goals such as:

- Improving public health by encouraging walking, running, and cycling.
- Creating more vibrant streets where people feel safer.
- Improving the perception of safety by reactivating streets and public spaces.
- Reducing traffic congestion and speeding by installing bike lanes, pedestrian islands, and other street design elements.
- Spurring more community pride and a stronger sense of place.
- Sharing the responsibility of improving traffic safety with police, community members and other partners.



Vision Zero West Side
outreach:

9,000

West Side residents
engaged by Vision Zero
organizers

130+

Meetings and Events
attended by organizers

329

Map data points
collected from
residents

285

Written surveys
collected

73

Locations where
behavioral
observations were
conducted

Vision Zero West Side
engagement:

4

West Side Community
Events

800+

People engaged

170

Vision Zero Pledges
signed

50

Events attended by
Bike Ambassadors in
the West Side

1

Rapid Delivery Safety
Improvement Lake &
Kedzie

LEARNING FROM COMMUNITY INPUT

The lessons learned that guided the development of the Vision Zero West Side Plan include the following:

- Factors that influence safe streets include and extend beyond traffic and infrastructure. Personal violence and criminal activity are the main reasons for not feeling safe biking, walking or using public transportation, followed by dangerous driving.
- A lack of destinations is seen as one of the biggest barriers to traveling throughout the West Side. People feel there are not enough places they want to go in their neighborhoods.
- Residents would like to see the Chicago Police Department involved in Vision Zero primarily through education and community engagement events.
- Respondents want events such as walking tours, community bike rides, and community-led forums in their neighborhoods.
- Community members are eager to implement actions to improve traffic safety in the West Side.



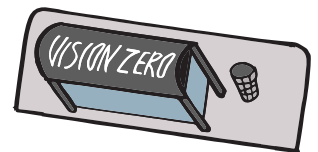
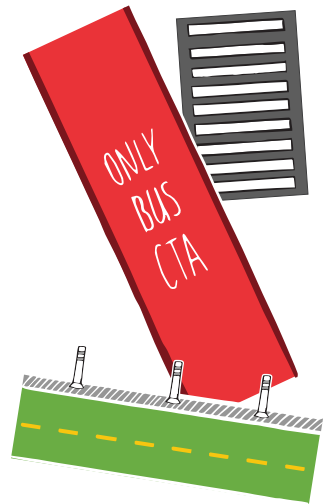
ENGAGEMENT TOOL HIGHLIGHT: “DESIGN A STREET”



The goal of the “Design a Street” activity was to help community members envision an ideal safe street while learning about different changes that can be made to any given street.

Participants experiment with dozens of magnetic pieces depicting streetscape elements such as stop lights, sidewalks, kids on bikes, emergency vehicles, bus shelters and bump-outs. Buildings and landmarks from each community make the exercise more personal. All the pieces are labeled and reference photos were provided so to help people become more familiar with engineering terms such as “bump-outs.”

This approachable activity allows people of all ages to learn about street design and infrastructure through interactive visualization. It also encourages them to ask questions and imagine possibilities to transform their own streets.



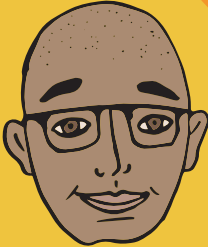
WHAT PEOPLE SAID

The following perspectives from West Side residents represent common themes the Vision Zero team heard throughout the engagement process:





"Everyone goes way too fast down Ogden. And off the busy streets, no one pays attention to the stop signs. It can be hard to cross the street even in a car, let alone walking or biking. It's dangerous and no one seems to be enforcing traffic laws."


"A lot of people come through Lake and Kedzie going to and from the Green Line. The lighting is bad there and it doesn't feel safe."




"I was surprised that I live near a High Crash Area and that my community has so many crashes despite not having as much density as other places. I don't know how to undo decades of disinvestment on the West Side, but education would help change the culture to make it unacceptable to violate traffic rules."




"My ideal street would have a bike zone, so that cars know that's not where they're supposed to go. A lot of people ride bikes so we don't want them getting run over because of the cars."



"I frequently drive on Lake Street, but I'm still not used to the bike lane there. I was trying to turn and wasn't sure where to do it with all the new markings. I got pulled over, but I just had no idea about how to drive with a bike lane!"



"I'm a competitive runner but I run far from home because it's just not worth it when the sidewalks aren't shoveled or in good condition."



"There's a great park on our block but someone was shot there recently. I don't feel safe walking there with my kids, so we all drive to parks elsewhere."