



WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Project Local Advisory Committee #26 RECORDER: Carla Mykytiuk

MEETING DATE & TIME: February 27, 2017 at 6:30 pm PREPARATION DATE: March 20, 2017

MEETING LOCATION: Bensenville Police Department

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Rocco Zuccherro	Illinois Tollway
Lidia Pilecky	CH2M HILL
Carla Mykytiuk	CH2M HILL
Rodney Craig	Hanover Park (LAC Chair)
Nunzio Pulice	Wood Dale
Paul O'Conner	Hamilton Partners
Paul DeMichele	Bensenville Chamber of Commerce
Karyn Robles	Schaumburg
John Loper	DuPage County
Malika Hainer	Mount Prospect
Andrea Biber	Des Plaines Chamber of Commerce
Scott Viger	Village of Bensenville
Derek Peebles	Des Plaines
Scott Kegaris	Schaumburg Township
Bill Plasschaert	Roselle
Sharon Eckhart	Wood Dale Chamber of Commerce
John Schneider	Franklin Park
Anuj Patel	Des Plaines Chamber of Commerce
Jeff Suiyillo	CDM Smith
Scott Marquardt	HR Green
Erik Llewellyn	Pace
Chris Rose	Pace

The twenty-sixth meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held in the Community Room of the Bensenville Police Department at 6:30 p.m. on Monday, February 27, 2017. Mayor Rodney Craig called the meeting to order and took roll call with those present being:

Rodney Craig	Scott Kegaris
Nunzio Pulice	John Schneider
Andrea Biber	Malika Hainer
Derek Peebles	Bill Plasschaert
Sharon Eckart	Karyn Robles
Paul O'Conner	John Loper
Paul DeMichele	

With the required number of members present, a quorum was established and the minutes from the June, August and October 2016 meetings were approved. There was no old business to discuss. No public comment was received.

Feedback on Local Issues

LAC Member Paul DeMichelle asked what qualifies for relocation assistance when a building is moved. Specifically, he wanted to know if the Tollway would pay to take down, move and reestablish a crane in the building. Rocco Zucchero of the Illinois Tollway said that yes, the Tollway would pay to move the crane; that moving expenses are in compliance with federal law.

Rocco Zucchero asked if LAC members are hearing anything from their communities given that tolling on Illinois Route 390 has been going on for eight months. LAC Member Nunzio Pulice said that he only hears that tolls are high.

LAC Member Bill Plasschaert said that Roselle's Village Administrator had received an email inquiring about caulking of the sound barriers adjacent to the Plum Grove detention pond. Rocco said that the project team would check it out. Bill said that access to gas meters was an issue regarding the barrier. He also said that from the Village's standpoint, Roselle is very happy with the Tollway and the results of the project.

LAC Member Scott Kegarise asked if the exits at Irving Park Road would be restriped when the frontage roads are turned over to the municipality. Rocco said that the project team would check into it. Scott Kegarise emphasized that it is supposed to be restriped before the jurisdictional transfer.

Design and Construction Status

Lidia Pilecky/CH2M provided a summary of ongoing design activities. She said that from Lake Street to Illinois Route 53 only punch list items are left, which includes planting replacement trees for those that were removed as part of the project. The second segment, from IL Route 53 to Illinois Route 83 is well underway, with the frontage roads opened to traffic last summer. Another major milestone will be completion of the SB I-290 flyover that will be completed later this summer. She mentioned that within the segment, several interchange ramps and the mainline will be operational by the end of the year.

Lidia said that enabling work has already begun for the next major segment which includes Illinois Route 83 to a temporary connection with Illinois Route 19. This includes the easterly most piece that will connect at York Road. The City of Chicago, working collaboratively with the Tollway, will begin grading and earthwork which is needed for the Tollway's upcoming mainline and ramp construction. Mayor Craig asked if all the work is being done on the east side of the railroad. Lidia said that is the case. Rocco Zucchero said that we need to find out what is happening with the railroad next, now that the Tollway has all the land they need from the airport; which was the largest land acquisition in Tollway history, and included more than 300 acres. He confirmed the Tollway is in a position to start construction to make the connection into the airport. The project will provide access into the west side of the airport.

Paul DeMichelle asked if the Tollway has electronic monitoring of speeds on Thorndale Avenue. He said that drivers are speeding about 20 mph over the 45 speed limit. He asked if the Tollway was patrolling. Rocco said that it's possible the Tollway will put some signs up. Rocco pointed out that the speed limit in the construction zone is 45 mph even when workers are not present due to the barriers and narrower lanes. He said the Tollway can put up flashing signs if there are concerns with traffic speed.

Mr. Kegarise said that he was asked where the project will go into the airport. Lidia Pilecky said that in addition to the new access that the Tollway will construct into the west side of the airport, the south leg of the EOWA Project also provides improved access to the south cargo area of the airport including the FedEx facility. Rocco said that the EOWA Project design aligns with and complements O'Hare Airport plans.

Derek Peebles asked where the CPRR land is located. Rocco said that the land is located immediately east of, and adjacent to, the new Bensenville Police Department along Franklin Ave.

Upcoming Construction

Mayor Pulice asked for confirmation that two-way traffic at Top Golf is still coming so that drivers have the ability to go north. There is two-way traffic planned along the frontage road that will provide access to Top Golf. Traffic will not be able to travel along the frontage road to Prospect Avenue however as that intersection will only be accessible to westbound traffic from IL 390 (via the exit ramp). LAC Member Derek Peebles would like the staging plan for the diverging diamond interchange as soon as it is available.

LAC Member John Loper asked for an update on construction schedule near the airport. Rocco explained that the original plan was to connect into the airport and then work simultaneously on design and construction of the south and north legs. But, if no headway is made with CP Railroad, the Tollway will

adjust plans to focus first on the north leg.

John Loper asked which pieces fit with Cook County's work on Touhy Avenue. John said that the Touhy Avenue project would be underway from 2018-2020. Rocco said that the project team would discuss the Touhy Avenue Corridor project at the next meeting and noted that this project includes a regionally important grade separation at the Touhy Avenue at UPRR crossing. John Loper said that the Touhy Avenue Corridor also connects to Pace. Rocco said the project team would do a whole walk through of the Touhy Avenue Corridor project at the next meeting.

Paul DeMichelle said that currently, when you exit Salt Creek, you can only turn north. He asked if drivers would be able to turn south. Lidia Pilecky said that drivers will be able to go east.

Paul O'Conner/Hamilton Lakes asked if Park Boulevard would be closed entirely again. Scott Marquardt said that there would likely be another closure, but that one lane would remain open.

Thorndale Frontage Road Address Changes

Rocco Zucchero said that the Tollway will provide financial assistance to businesses impacted due to address changes. He mentioned that businesses could receive compensation for updated business materials, such as envelopes, business cards, signs, and letterhead. The Tollway is coordinating with Itasca, Wood Dale, Elk Grove and Bensenville to determine impacted addresses and will then work directly with the impacted businesses.

Mayor Pulice asked if the Wood Dale Park District has been coordinated with regarding changes to their access. The Park District is on the list of impacted parcels provided by the City of Wood Dale. The Tollway will work with the park district as part of the "relocation" assistance process.

Western Access

Rocco Zucchero pointed out that the project is designed to accommodate the airport's terminal footprint that was included in the O'Hare modernization plan and to accommodate roadway access into/from the west side of the airport.

Lidia Pilecky said that near-term plans include construction of ramp bridges over CPRR and UPRR mainline and over York Road. The intent is to start constructing the bridges by the end of the year. Mayor Pulice asked how tall the bridges would be. Lidia said about 25 feet.

Karyn Robles said that Ginger Evans of the Chicago Department of Aviation has started talking to airlines. But, there is no funding for gates. Is anyone advocating to make sure that western access to the airport is a reality? Rocco reminded the group that the Chairman of the Tollway Board was instrumental in changing the project name from Bypass to Access to emphasize leadership's commitment to the O'Hare west terminal area development and access. Rocco emphasized that the intention is to start construction near the airport in 2017. The Tollway had a discussion with the airport recently to make sure the EOWA Project is compatible. The hook ramp will go up and over York Road and CPRR and UPRR into the west side of the airport.

Karyn Robles asked if there have been discussions with the railroad concerning their support for the Tollway as vital for providing access given the recent flooding. Rocco said that O'Hare and the City of Chicago did provide a letter of support but that the railroad's concern is with preserving the national freight network. Rocco emphasized that the new ramp bridges are essential for western access to O'Hare. The Tollway's plan and budget were developed with extensive input from railroads and all other stakeholders, and they (the railroads) are now rescinding their prior statements regarding alignment location preferences. He said that Senator Durbin has been very helpful. The entire Illinois Congressional delegation (with the exception of one downstate congressman) signed a letter of support, showing the Surface Transportation Board (STB) a unified front. Karyn asked if there was a timeframe for an expedited response from STB. Rocco said it's still a federal process, but the Tollway has made clear that the issue with CPRR is stalling the Tollway's ability to proceed a project of national and regional significance.

Business and Community Outreach

Lidia Pilecky/CH2M shared the public outreach events that project staff had participated in since the last LAC meeting had been held, as well as upcoming events. She asked the LAC members to share outreach opportunities with the Tollway team.

Bicycle and Pedestrian Plan

John Loper/DuPage County talked about the work that has been occurring on the DuPage County Bicycle and Pedestrian Plan. He said that the local technical assistance grants from CMAQ cover the area from Hanover Park to Franklin Park; Lake Street to I-90. John said that the plan which was initiated in 2015 but

had a hiatus in 2016, covers eight communities. DuPage County has met with the public once and the communities multiple times, with a land use review meeting recently taking place. The County is actively encouraging their consultant to build on existing communities' plans. The communities have been provided maps depicting what the consultant is recommending. The plan will be complete in May and will include a recommendation report that will list the improvements in order of priority or significance; including costs, benefits, actionable items, funding options and next steps.

Cook and DuPage County Update

John Loper/DuPage County said that the Tollway, Cook County, and DuPage County, with support from CH2M, have worked on a series of grant applications for the project. The team is currently preparing a CMAQ grant application for the proposed I-294 to Franklin Avenue/Green Street interchange ramps and local roadway improvements. This represents one of the last CMAQ grant opportunities for the EOWA Project. Cook County is sponsoring the project which would include new ramps, signalized intersections with turn lanes, better accessibility for bicyclists and pedestrians, and associated improvements along Franklin Avenue/Green Street John said he is encouraged by initial input from CMAP.

Pace Illinois Route 390 Tollway Corridor Service Study – Status Update

Eric Llewellyn/Pace provided an update on the study. The Existing Conditions and Market Assessment has been completed. The public outreach effort is continuing. Pace continues to solicit input from the EOWA Project LAC. The Technical Advisory Committee is meeting and that includes John Loper, Tollway representatives and Metra. Pace is in the process of wrapping up the Alternatives Analysis. The final product will include recommendations for interim and future implementation.

Eric reminded the group that the intention of the plan was to build on what the communities have done already rather than start with something new.

Of the 113 potential corridors identified, the Draft Alternatives Analysis Results include the ones that rose to the top to meet objectives, including ridership goals and destinations. These corridors are not actual routes, but service areas. The plan will identify what service could look like in these corridors.

The TAC workshop focused on connecting to regional initiatives, like IL 390 and Smart Corridors. Eric told the group that Pace can implement bus service, but it takes time to build ridership.

Mayor Craig asked if Pace is going to get into light rail. Eric Llewellyn said that it is not something they've ruled out.

Mayor Craig said that if BRT is successful, it is proof that light rail should be considered.

Eric Llewellyn said that Pace needs to build ridership to warrant dedicated lanes. There are incremental steps to get to light rail. It is hard to justify any light rail that does not connect to the city. BRT operates like light rail; it just has tires. It can move just as many people, just as quickly. Pace is facing a bus shortage – which is a good problem to have. Eventually busses won't cut it. But, Pace is not talking about that yet. Mayor Craig suggested Pace should have a plan.

Mayor Craig asked if Pace has plans west of Rosemont. He suggested that Hanover Park has 120 acres where Metra and the IL 390 Tollway meet. He said they've talked to Pace about a parking terminal at County Farm and Barrington Road since they have the space. Eric Llewellyn said that it is a site Pace has identified and talked about; it will be considered. Mayor Craig said that Hanover Park is prepared for parking. But, it's a complex area that no one wants to develop. The area could be great for a transportation land use. Hanover Park would like to work it out and be part of the conversation.

Next Steps/Next Meeting

Next meeting is scheduled for May 8, 2017. Topics will include a Touhy Avenue walk through, and other CMAQ projects; the I-290 flyover, the I-294 at North Avenue interchange, Taft Avenue, the Franklin Avenue/Green Street interchange. In addition, Pace will provide the conclusions of their Pace Illinois Route 390 Tollway Corridor Service Study. Bill Plasschaert volunteered meeting space in Roselle for the meeting.

The meeting adjourned at approximately 8 p.m. with no public comment or executive session. Minutes taken by: Carla Mykytiuk, CH2M for the LAC.