



I-55 Managed Lane Project: Corridor Planning Group Meeting #2 Summary August 13, 2013

Overview

The second Corridor Planning Group (CPG) meeting for the I-55 Managed Lane Project was held on August 13, 2013 at the Holiday Inn, Conference Center in Countryside, Illinois from 9:00 AM to 12:00 PM.

Two meeting invitations, including Save-the-Date and formal notices, were sent to the members of the CPG on July 15, 2013 and July 29, 2013, respectively (See Figures 1 and 2). Follow-up calls were also made to members to gather RSVP's.

The meeting activities included a PowerPoint presentation from the project team and from Jesse Elam of the Chicago Metropolitan Agency for Planning (CMAP). Mr. Elam provided a short discussion of managed lanes in the Chicago region, as included in the GO TO 2040 plan. Two question and answer sessions also were held, one at the midpoint of the presentation and one prior to the meeting conclusion. Handouts presented to the participants included the agenda, power point presentation material, the first CPG and public meeting summaries, and the Project Problem Statement.

The meeting was attended by 23 participants, 22 of which are members of the CPG. Staff members from the project team, including Illinois Department of Transportation (IDOT) representatives and consultants, also were present.

Meeting Activities

The purpose of the CPG meeting was to provide the stakeholders an update on the project since the first CPG Meeting held on October 11, 2012, seek feedback on the problem statement, purpose and need document outline, and the concept alternatives.

The agenda for this meeting consisted of the following items:

1. Introduction:

Within the context of the introduction, the study boundaries were shown, and the timeline for upcoming work was presented.



2. Regional Congestion Pricing in GO TO 2040:

This portion of the presentation was provided by the CMAP representative, Jesse Elam. The overall concept of managed lanes was discussed, and the findings of the CMAP technical analysis were presented. The emphasis of this portion of the presentation was placed on congestion pricing and potential benefits to users.

3. Summary of CPG and Public Meetings (Fall 2012):

The previous CPG meeting, public meetings and online survey were summarized. During this segment of the presentation, the draft problem statement also was presented. This statement described current roadway conditions and the impacts to its users. Each participant had a copy of the full statement.

4. Purpose and Need:

In this portion of the presentation, the overall project purpose and need was defined. To demonstrate the need for the managed lanes, statistics were presented to show the traffic volumes, current occupancy of vehicles, and the presence of trucks. Current travel times and level of service also were discussed.

5. Managed Lane Concepts:

Three types of managed lanes were included in the analysis for I-55. These include high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, and express toll lanes (ETL). The advantages and disadvantages associated with each lane type were presented as an introduction to the current analyses being conducted by the project team.

6. Alternatives Development:

Information on the sketch level analysis was presented. This analysis accounts for financial feasibility, consumer benefits, and congestion management. It will help to project future traffic, potential revenue, and the prioritization of alternatives.

7. Determination of Managed Lane Access Locations:

This portion of the presentation included information on the considerations used in determining access locations. Current roadway sections were shown, along with congestion diagrams and operational figures of a managed lane.

8. Next Steps:

The presentation also included a slide outlining the next steps within the analysis, which are to complete the development of alternatives and to provide further evaluations of them. The next CPG and public meetings are planned for the fall and winter, respectively.

9. Questions:

The presentation concluded with the project team opening the discussion to questions from the CPG members.

Question and Answer Sessions

At the conclusion of the first half of the presentation, a short question and answer session was held for the CPG members. Following is the summary of these discussions:

- **Will buses need to pay a fee to use the express toll lanes?**
 - Public buses will be operating at no-fee, per Illinois legislation.
- **When providing figures for occupancy, do the single occupancy vehicle (SOV) numbers include trucks?**
 - No, the counts only included passenger vehicles.
- **How are “desired” traffic levels determined?**
 - This is based on a level of service (LOS) C. LOS is a measure used to determine the effectiveness of a transportation system. Similar to grades received in school, a LOS rating of “C” is considered acceptable. The challenge for this project will be to achieve this level given the unique constraints present within the corridor (e.g., limited available space and existing levels of congestion). Therefore, more important for this evaluation is that the reliability of the managed lane will be considered.
- **How were the presented vehicles per hour (vph) figures (reference Slide 29 of the presentation) for the future determined? Are these numbers typical of all highways in the area?**
 - The No-Build 2040 traffic projections were developed utilizing the CMAP Transportation Demand Model calibrated for the I-55 corridor. The vph figures within the I-55 corridor are generally higher than those found for other projects. This is in part due to the unique qualities of the corridor and anticipated future growth in Will County.
- **Why is there such a large increase in traffic in 2040?**

- This figure is based on a no-build scenario. This is for a 28-year growth period in which Will County is expected to experience a significant increase in population and employment.
- **Why does the problem statement not include noise/environmental concerns?**
 - The problem statement will be revised to include these comments. However, it should be noted that noise studies will be included as part of the analysis at a later stage of the project. Environmental concerns are taken into consideration throughout the various project stages and while not directly listed within the statement are high priorities within the team's consideration.
- **Why is safety not listed as part of the project purpose and need?**
 - Safety is an overarching goal of the project and is considered as a high priority. This topic is addressed in the need for sustainable transportation solutions. Crash statistics within the corridor were reviewed and are used to address a larger concern for incident management.

This CPG meeting concluded with a second question and answer session. This session generally focused on the operation of the managed lanes within the I-55 corridor and the specific methodology for the project studies. The questions asked included the following:

- **What type of technology will be used to determine the vehicle occupancy (i.e., one, two, or more than two people) within a managed lane?**
 - The current technology is infrared; however, this has not been shown to be effective. For this reason, the technology would include a manual “switch” and would rely on traffic enforcement. Eligibility and pre-registration rules will be investigated as part of the alternatives analysis.
- **What percentage of traffic will be shifted to a high occupancy vehicle (HOV) lane and how can behavior be impacted to make the managed lanes successful?**
 - The HOV lanes would attract a large percentage of vehicles; however, at the onset, this likely would be the same vehicles already in use within the corridor. Approximately 15-16% would be anticipated. Future shifts to carpooling is anticipated over time as commuters adjust travel practices to take advantage of the more reliable managed lane service.
 - These managed lanes will be the first introduced into the Chicagoland area. As shown in other national case studies, the effectiveness of a managed lane is also dependent on other features within a transportation network. For instance, with regard to HOV lanes, they appear to be more effective when a number of lanes of this nature are present within the entire transportation network for a city/region. Therefore, a prediction for this project is difficult to make as to the overall influence on behavior. Other changes, such as transit within the regional system may provide additional transportation options for users.

- **What are the long-term benefits of a managed lane, such as 7 yrs. into the future?**
 - Right now, the framework for the analyses is being determined. The type of lane that would be preferred for this corridor has not yet been determined. The long term benefit, therefore, may vary dependent on what is appropriate for this corridor. Potential benefits may include increased vehicle occupancy, travel reliability and greater transit opportunities.
- **What has been analyzed with regard to a truck lane or to making truck travel more efficient?**
 - Managed lanes have been evaluated for passenger cars and buses. The use of a managed lane is envisioned for longer distance travelers. The maneuverability of trucks would be different than for cars (e.g., a truck moving across three or four lanes of traffic). While there are high percentages of trucks within the corridor, there are also a very large number of commuters.
- **What is the operational difference between a Pace bus using the shoulder and moving a truck to a managed lane?**
 - There is already a concern with buses moving across a number of lanes to reach the shoulder. Truck only lanes will be analyzed and whether a truck only lane or an allowance of trucks into the managed lane would be appropriate for this corridor.
- **What opportunities are available for public transit, and how will these benefits be maximized?**
 - Opportunities for public transit will be considered as part of this analysis. This will include looking at buses and trains, as well as park and ride facilities.
- **How long would construction be? What is the timeframe for it?**
 - Right now, funding for construction has not been identified. However, it is anticipated to be approximately two years and potentially longer depending on the complexity of the managed lane technology needed for construction.
- **Would there be any rehabilitation of the general purpose lanes?**
 - There are financial constraints in constructing this facility, but if other opportunities are supportive, they will be considered. Currently, the pavement and structures along the corridor are in good condition. The primary focus will be working on the added capacity lanes. The existing pavement will still need to be evaluated.
- **How many overpasses would need to be fixed?**
 - Due to the high cost of this type of work, avoiding overpass re-construction, where feasible will be a goal. Only two bridges were currently identified for complete reconstruction. In addition, all of the locations where I-55 passes over/under other roadways will also be reviewed in detail over time. In

addition, the mainline bridge substructures east of Harlem Ave were already built to accommodate an add-lane.

- **Would there be a physical separation of the managed lanes from the general purpose lanes, and what would be the future inside shoulder width for the general purpose lanes?**
 - A physical barrier most likely will not be used. A painted buffer of approximately 3-4 feet is being considered. Consideration will be given to maintenance and the operation of the managed lane. About six feet inside shoulder width is anticipated for the future managed lanes.
- **Who would provide the “tolling” services?**
 - A number of options are being evaluated. No decisions have been made.
- **What is the benefit of a managed lane in inclement weather or extreme situations?**
 - In the case of inclement weather, everyone may be in the same situation. When operation of the managed lane is determined, these situations will be accounted for. This may include moving traffic around an incident and thereby making the managed lane “free” in order to move traffic.
- **Where is the snow removal today and in the future?**
 - Snow currently is being pushed to both sides of the roadway. To the extent possible, this will continue, if a managed lane were present.
- **How would IDOT utilize the technology infrastructure to gather information on the general purpose lanes?**
 - A number of active traffic management systems are being evaluated.
- **Would the technology already be in place if we began with a HOV lane and converted it to a high occupancy toll (HOT) lane?**
 - With a HOV lane, only painting and signage are typically used. This type of managed lane generally does not require additional technology. If the HOV lane were converted to a HOT or express toll lane (ETL), additional infrastructure (including signage) would be needed.



Attendance List

CPG Members

Trustee Kathy Abbate – Downers Grove
Mayor Richard Andrews – Village of Indian Head Park
Chris Bethel – Village of Woodridge
Claire Bozic – Chicago Metropolitan Agency for Planning
Tim Callahan – Village of Hodgkins
Henry Guerriero – Illinois Tollway
Alicia Hanlon – Will County
Garrett Hummel – Village of Willowbrook
Charity Jones – Village of Lemont
Noreen Ligino-Kubinski – DuPage County
John Loper – DuPage County
Paul May – Village of Burr Ridge
Michael Mays – Village of Woodridge
Mayor Deborah Morelli – Village of Stickney
Seth Morgan - Pace
Nicole Nutter – Regional Transportation Authority
Sharon Peterson – City of Countryside
Mark Pitstick – Regional Transportation Authority
Brenda Rancher-McGruder – Chicago Department of Transportation
Lucas Rickelman – Village of Bolingbrook
Tom Robbins – Pace
Trustee Jeff White – Village of Stickney

Additional Stakeholders

Robert Mathis – Resident
Jesse Elam – Chicago Metropolitan Agency for Planning, Guest Speaker

Project Team

John Baczek – IDOT
Steve Schilke - IDOT
Srikanth Panguluri – IDOT Extension Staff
Marie Glynn – IDOT Extension Staff
John O'Holleran – Stantec
Mike Phan – Stantec
Dave Pieniazek – Stantec
Janet Henderson – Images, Inc.
Leslie Kirchler-Owen – Images, Inc.
Raghu Kowshik – CDM Smith
Karl Fry – CDM Smith
Mike Matkovic – Christopher B. Burke Engineering



Meeting Invitations

The graphic features a header with the I-55 Managed Lane Project logo and the Illinois Department of Transportation logo. Below the header, the text reads: "I-55 PHASE I from I-355 to I-90/94 DUPAGE • COOK COUNTIES". The main body of the graphic is divided into two columns. The left column contains the following text: "Save the Date!", "I-55 Managed Lane Project Corridor Planning Group Meeting #2", "You're invited! Please Save the Date for the second Corridor Planning Group (CPG) Meeting for the I-55 Managed Lane Project.", "Mark Your Calendar to Be There", "August 13, 2013", "9:00 AM to 12:00 PM", "Holiday Inn", "6201 Joliet Road", "Countryside, IL 60525", "If you have any project questions please contact Srikanth Panguluri at Srikanth.panguluri@illinois.gov or (847) 705-4073.", "A formal e-mail invitation with meeting details will follow.", "We look forward to seeing you on August 13th!". The right column is a solid orange vertical bar containing the text: "I-55 Managed Lane Project Corridor Planning Group Meeting #2" and a blue link: "[ADD TO MY OUTLOOK](#)". At the bottom of the graphic, it says "Copyright (C) 2013 ILLINOIS DEPARTMENT OF TRANSPORTATION".

Save the Date!

I-55 Managed Lane Project Corridor Planning Group Meeting #2

You're invited! Please Save the Date for the second Corridor Planning Group (CPG) Meeting for the I-55 Managed Lane Project.

Mark Your Calendar to Be There

August 13, 2013
9:00 AM to 12:00 PM
Holiday Inn
6201 Joliet Road
Countryside, IL 60525

If you have any project questions please contact Srikanth Panguluri at Srikanth.panguluri@illinois.gov or (847) 705-4073.

A formal e-mail invitation with meeting details will follow.
We look forward to seeing you on August 13th!

I-55 Managed Lane Project Corridor Planning Group Meeting #2

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Figure 1
Save the Date



I-55 | MANAGED LANE
PROJECT

I-55 PHASE I from I-355 to I-90/94
DUPAGE • COOK COUNTIES

I-55 Managed Lane Project Corridor Planning Group Meeting #2

Please join us at the second Corridor Planning Group (CPG) Meeting for the I-55 Managed Lane Project.

Tuesday, August 13, 2013
9:00 AM to 12:00 PM
Holiday Inn
6201 Joliet Road
Countryside, IL 60525

At the first CPG meeting on October 11, 2012, we discussed the study process, schedule, stakeholder involvement plan, and CPG roles and responsibilities. Members of the CPG participated in a workshop to discuss the project goals and objectives, as well as potential issues and concerns.

At this upcoming meeting, we will discuss the following topics:

- CMAP Presentation - A Campaign for Congestion Pricing in the Chicago Region
- Summary of CPG #1 and Public Meeting (PM) #1
- Project Draft Purpose & Need
- Process to Determine Managed Lane Access Locations
- Alternatives Development Process

If you have any project questions please contact Mr. Srikanth Panguluri, IDOT Project Manager at (847) 705-4073 or Srikanth.panguluri@illinois.gov.

We look forward to seeing you on August 13!

I-55 Managed Lane Project Corridor Planning Group Meeting #2

August 13, 2013

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RSVP your attendance to Leslie Kirchler of Images, Inc. at (630) 510-3944, or via e-mail at leslie.kirchler@imagesinc.net by Tuesday, August 6, 2013.

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Figure 2
Formal Meeting Invitation