

5.4 Results of Coordination Activities

The project team developed an outreach program that includes every stakeholder who has interest in or is affected by the proposed transportation improvements. Many venues have been provided, with the goal of establishing a genuine opportunity for stakeholders to participate, be heard, and influence the outcome of the process. Stakeholder involvement has helped to develop the foundation upon which this study rests – the purpose of and need for the transportation project within the study area. Stakeholders have helped to identify the type and location of improvements, information that serves as a starting point for developing the initial roadway and transit alternatives. Later they helped to devise the criteria that would be used to evaluate and compare alternatives. Stakeholders have voiced opinions about what is compatible with their community and what is not. This communication has shaped the alternatives. The participation of Elk Grove Village in public involvement activities resulted in the elimination of alternatives that involved IL 83. The participation of Wood Dale officials resulted in a design that improves access to important properties along Thorndale Avenue between Prospect and Wood Dale roads. Input from Itasca facilitated a conceptual design for the I-290/Thorndale Avenue interchange that optimizes access to adjacent properties and movement through the interchange. Coordination with Bensenville resulted in locating improvements to minimize damage to community resources.

Transportation service providers (ISTHA, Pace, RTA, Metra, CTA, DuPage County, OMP, CPRR, UPRR, and others) have provided valuable input regarding the development and evaluation of roadway and transit proposals, including refinements that would avoid conflicts with their respective plans and operations. Planning and resource agencies also have been integral to the process. CMAP and DuPage County helped in several technical aspects of the study. Both agencies assisted in the identification of transportation projects to be included in the No-Action Alternative. Also, these agencies provided assistance in the methodology used to develop 2030 population and employment forecasts specific to the No-Action Alternative. The resources agencies – USACE, USFWS, IDNR, USEPA, and others – have partnered with the project sponsors from the beginning to guide the study through the three NEPA/404 concurrence points, and the analytical process used to measure natural and socioeconomic impacts. The overall result has been a successful, stakeholder-driven process.