

**2030 REGIONAL TRANSPORTATION PLAN
FOR NORTHEASTERN ILLINOIS**

UPDATE TO THE CAPITAL ELEMENT

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1. 2030 RTP Update – Capital Element

This document is the first of a two-part update to the 2030 Regional Transportation Plan (2030 RTP) for northeastern Illinois.¹ An important companion document is the original 2030 RTP in which our transportation goals and objectives are outlined, the region's transportation needs are assessed, and a variety of investment strategies are evaluated. In the original 2030 RTP, regional strategies for maintaining and improving our transportation system while sustaining the region's vision for the future are established. The original 2030 RTP may be viewed at <http://www.sp2030.com/2030rtp/index.html> or by requesting a copy from the Chicago Metropolitan Agency for Planning (CMAP).²

In August 2005, Congress passed a new federal transportation authorization bill; The Safe, Accountable, Flexible, Efficient Transportation Efficiency Act – A Legacy for Users (SAFETEA-LU).³ In addition to authorizing federal funds for transportation improvements over the next several years, SAFETEA-LU also outlines a number of specific new requirements for the metropolitan planning process. The second part of the 2030 RTP Update outlining changes to the region's transportation planning process is anticipated for mid-2007⁴.

2. Executive Summary

A number of important regional transportation events highlight the 2030 RTP update period 2003-2006. In addition to Congress passing the new federal transportation authorization, transportation agencies in the Chicago region completed a number of

significant major capital transportation improvements that were committed for construction in the original 2030 RTP.

Major capital improvements completed during the 2003-2006 period include several major highway upgrades and the introduction of new rail transit choices for the region's travelers. In particular, the I-80/94 (Kingery) reconstruction and widening is nearing completion and the I-90/94 (Dan Ryan) reconstruction is now underway. The Illinois Tollway installed several Open Road Tolling plazas that significantly improve travel times on the tollway system. Rail transit for the region's travelers was also improved with the introduction of two Metra (commuter rail extensions (SouthWest Service to Manhattan and Union Pacific West to Elburn) and the completion of Chicago Transit Authority's (CTA) Blue Line rehabilitation with introduction of the Pink Line on the rehabilitated Paulina Connector. Both Metra and CTA were able to improve service on current lines as a result of operations improvements made possible by these projects. During the update period, many RTP project champions and implementing agencies also continued to develop and refine 2030 RTP proposals; a prerequisite to beginning construction. In particular, the Illinois Tollway prepared an improvement program and financial plan that guides Tollway improvements over ten years. Metra, CTA and the Illinois Department of Transportation (IDOT) received authorization in SAFETEA-LU to evaluate several 2030 RTP proposals in order to qualify for future federal funding. As the metropolitan area continues to grow and change, Kendall County officially joined the region's transportation planning process in 2005. Also in 2005, transportation partners in the region welcomed completion of the 2040 Regional Framework Plan, the region's first comprehensive regional plan in over 30 years.

Finally, and perhaps most significantly, the Illinois Legislature has undertaken to reform regional planning in the Chicago metropolitan area. With creation of the Chicago Metropolitan Agency for Planning (CMAP), the functions of two long-standing cooperative partners in regional planning, the Northeast Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS) are merged.

3. 2030 RTP Capital Priorities

To the extent that transportation improvements are publicly funded, their schedule demonstrates accountability to public preferences. The 2030 RTP includes several indicators of a transportation proposal's relative importance:

- Project Planning Status
- Regional Investment Category
- Regional Plan Consistency, and
- Public Priority

A. Project Planning Status

Capital project development is a long and complicated process. It is often quite late in a proposal's development that sufficient engineering and design information is available to meaningfully identify the resources needed to successfully construct the project. The 2030 RTP provides an estimate of the time likely needed to complete the project planning process for each major capital proposal.

1. Long term (project planning > 10 years)

For complex proposals⁵, basic general planning tasks are underway at least a decade before the project is opened for service. These include:

- Establishing the proposal's "purpose and need" in order to proceed with alternatives analyses and environmental evaluations.
- Evaluating in detail the proposal's consistency with local, regional and state plans and programs.
- Establishing formal public involvement mechanisms that sustain community interest in the proposal.

2. Medium term (project planning 5-10 years):

Once a proposal's purpose and need, regional context and stakeholder participation mechanisms are established,⁶ typical tasks accomplished in the medium term include:

- Evaluating "alternative" improvements in order to discern the cost effectiveness of the proposal.
- Evaluating social and natural resource implications in order to identify the need to avoid or mitigate environmental effects of the proposal.
- Preparing a financial plan identifying the capital resources necessary to construct, manage and operate the improvement.
- Securing needed public rights-of-way

3. Short term (project planning 1-5 years)

Major capital projects for which a preferred alternative has been identified are eligible for the capital programming process.⁷

Typical tasks occurring in the short term include:

- Project engineering and design to provide detailed information needed to build the project.
- Making financial arrangements to pay for construction, management and operation of the facility.

B. Regional Investment

Future estimated funds for capital construction of transportation projects are allocated to 2030 RTP investment categories. Major capital proposals are then assigned to these investment categories in order to demonstrate consistency with estimated revenues available for constructing transportation improvements. The allocations are based on an “investment strategy” approach that is discerned by an assessment of the certainty⁸ with which the proposal supports the region’s goals.

The original 2030 RTP⁹ estimated that \$62.3B (billion) will be available to maintain and improve the transportation system during the planning time frame. This estimate was based on continued availability of traditional transportation revenues: primarily funds from existing federal programs, bonds supported by toll revenues and periodic special state-level infrastructure programs. At the time of its adoption, the 2030 RTP

acknowledged that the estimated cost of constructing all of its capital recommendations exceeded this amount. Fiscal constraint was demonstrated by allowing longer-range proposals to assume “placeholder” status until more information regarding possible financial resources, feasibility and transportation need became available.¹⁰

The 2030 RTP Update, to take advantage of opportunities to advance proposals included in the current federal transportation authorization¹¹ is increasing its estimate of available funds to \$64.9B. The Board of the Chicago Metropolitan Agency for Planning (CMAP) has agreed to champion the long recognized need for additional transportation financial resources by sponsoring development of a long range transportation financial plan.¹² It is anticipated that this financial plan will tie the estimate of additional transportation resources to the following:

- Cost savings through improved system coordination, management and operations.
- Public/private innovative financing.¹³
- Additional bond financing for new major transportation capital projects.
- Increased transportation taxes, tolls and user fees.

The transportation financial plan is expected to also identify the legal and institutional framework required to implement new transportation financial arrangements in the region.

Figure 1: 2030 RTP Update Financial Allocation

Category¹⁴	Allocation (in Billions of dollars)
Management Recommendations (includes capital maintenance and reconstruction of existing facilities)	\$47 B (72.4%)
Committed Recommendations (major projects already funded)	\$3.5 B (5.4%)
Strategic Recommendations (arterial, bus, bicycle, pedestrian and freight system proposals)	\$5 B (7.7%)
Major Capital Recommendations	\$9.4 B (14.5%)
System (quicker turnaround)	\$0.4 B (of 1.5 B in recommendations)
Project (more ready)	\$4.5 B
Corridor (need study)	\$4.5 B (of \$11.4 B in recommendations)
Total	\$64.9 (100%)

Following are descriptions of each investment category included in the 2030 RTP.

1. Management recommendations

Capital construction of major capital projects in this category is substantially complete. Continued success, however, is dependent on attention to the 2030 RTP's strategic guidance. Funding for this ongoing management is typically accomplished through the capital programming process.

2. Committed recommendations

Planning, design and engineering for major capital projects in this category is complete, construction is fully funded, and all necessary permits and approvals are in place. Funding for construction of the entire improvement is identified in the current capital program.

3. Strategic recommendations

Proposals that substantially benefit multi-modal auto, transit¹⁵, bicycle, pedestrian and commercial vehicle travel are promoted by the 2030 RTP. This category is reserved for pursuing improvements planned and designed to be consistent with the 2030 RTP's recommended Strategic Regional Systems as guidance for the planning and design of "shared use facilities".¹⁶ Funding is typically accomplished through the regular capital programming process.

4. System recommendations

Proposals to upgrade and enhance existing major facilities usually have a short turnaround and may be accomplished in phases as part of reconstruction or in coordination with other major capital projects. Financing is typically accomplished in combination with funds identified with ongoing capital maintenance and reconstruction.

5. Project recommendations

Proposals for which the preferred mode, alignment and service pattern of a new facility has been identified may proceed with specific project design and engineering. At this point, likely funding sources can be identified, but sufficient funds for construction have not been secured.

6. Corridor recommendations

Proposals for which a general travel need and initial transportation solution have been identified are included in this category. Evaluation of the cost effectiveness of alternative

solutions is still needed. Because a preferred alternative is not sufficiently refined, cost estimates are preliminary and funding sources are not definitive.

C. Regional Plan Consistency

There are numerous strategic, subregional, corridor and project-level transportation plans and planning processes at work in the region. The original 2030 RTP includes comprehensive and strategic guidance intended to support these ongoing efforts. There are also numerous neighborhood, community and county level land use plans and planning processes at work in the region. The 2040 Regional Framework Plan¹⁷ includes comprehensive and strategic guidance intended to support these ongoing efforts.

Each of the RTP's capital recommendations provides an assessment of the proposal's function within and contribution toward achieving regional goals.

D. Public Priority

In addition to a proposal's project planning status, investment category and regional plan consistency, the 2030 RTP recognizes the regional vision and transportation preferences voiced by an engaged public and their elected leadership. In many cases, these preferences cannot be easily reduced to simple assessments of a project's readiness for construction, financial status or contribution toward meeting specific planning objectives, but rather are the product of a complex and delicately balanced public dialogue about how best to promote the region's goals.

Included are priorities established for 2030 RTP proposals by virtue of financial authorizations originating with Congress or the State Legislature.¹⁸ In addition, the 2030 RTP major capital element includes recognition by the Board of the Chicago

Metropolitan Agency of the need for additional transportation revenues to sustain the region's long-range planning goals.

Finally, the results of a public engagement process focused on long range planning showed strong support for the themes presented in the 2030 RTP. Three of the seven themes were identified as the most important issues for the region based upon findings from planning workshops and an on-line survey¹⁹:

- More and better integrated public transit
- Better land use and transportation integration
- Improved transportation congestion management

4. Strategic Regional Systems

Strategic Regional Systems (SRS) are organized around particular transportation functions. The 2030 RTP recommends allocating \$5B of forecast revenue for use among the strategic regional systems, the fundamental guidance being that facilities and services are designed and implemented to improve the performance of a unified multimodal transportation system.

The 2030 RTP organizes its Strategic Regional Systems by mode in order to develop specific guidance regarding implementation of particular types of improvements. These include improvements oriented toward arterials, bus transit, trucks and intermodal freight, and bicycle and pedestrian facilities.²⁰

These systems are the product of scenario evaluations included with the original 2030 RTP. Increased attention to transportation system management and operations, intensive expansion of the arterial and bus transit system and limited strategic capital additions to

the expressway and passenger rail system were found to increase transit mode choice and contribute to managing traffic congestion.

The 2040 Regional Framework Plan emphasizes the need for multimodal corridors around the region²¹ and multimodal transportation is one of the most enduring topics in the 2030 RTP. In addition, the emergence of “context-sensitive” transportation solutions indicates a priority for sharpening and expanding the considerations given to improving existing “shared-use” transportation facilities. The 2030 RTP recommends that transportation implementers and providers give priority to ensuring that individual highway and transit programs improve the multimodal integrity of the transportation system, especially with regard to promoting safety for all travelers. Important features of a strong multimodal transportation system include:

- Coordination of service between and among travel modes.
- Project design that promotes “choice” between and among travel modes.

Making a distinction among specific transportation functions helps recast the RTP’s strategy-driven goals and objectives so that they address the improvement programs developed by traditional transportation implementers and providers. It is important, however, to recognize that the RTP’s recommendations for each of these strategic systems are embodied in the principles of a “shared-use” transportation system.

Ongoing programs to improve and expand the region’s arterial system can also benefit from a set of strategic recommendations to be considered when preparing project designs for local consideration. The additional challenge with improving arterials, of course,

arises from their use by multiple travel modes and their integral role in anchoring community land use.

The RTP identifies four strategic transportation systems by travel mode:

- Arterial
- Transit
- Bicycle and Pedestrian
- Freight

A shared-use facility is one that, through construction or design, specifically encourages and accommodates safe and efficient use by pedestrians, bicycles, buses, autos and trucks. While the primary function remains movement of people and goods, shared-use design encourages safe, comfortable and convenient use by all.²²

Modern mobility expectations make designing the ideal “shared-use” facility very challenging. Travelers have grown accustomed to having a wide variety of often far-flung destinations from which to choose.²³ Even at compact urban land densities, attention to accommodating all modes in a facility’s design can meet this expectation. The challenge is to maintain this level of mobility and accessibility while offering a richer set of travel choices.

Improvements pursued under each of the four strategic regional systems (arterials, transit, bicycle and pedestrian and freight) should subscribe to the following principles of “shared-use” in their design and implementation:²⁴

- Safety is paramount.

- The purpose of the facility is to move people and goods.
- The accommodation of pedestrians and bicyclists is as important as the safe accommodation of vehicles.²⁵
- Community use requires small-scale design considerations.²⁶
- Convenient pedestrian access to buses encourages transit use.²⁷
- Offering priority in traffic to transit vehicles encourages transit use.
- Accommodating commercial vehicles maintains economic development potential.

These principles also provide an opportunity to achieve the 2030 RTP's objective of efficient transportation and land use interaction. The 2030 RTP recommends that any planning and design studies contain a strong land use component so that transportation improvements are sensitive to the context of the community they serve and that land development patterns support the function of the transportation system.

The 2030 RTP also recommends that all transportation project implementers meet federal guidelines²⁸ with regard to context-sensitivity:

- Officially adopt a policy commitment to implementing context sensitive solutions.
- Document a transparent procedure for demonstrating how context sensitive solutions will be considered for all projects including how early, continuous and iterative public involvement will be sustained.

- Train technical staff from planning, environment, design, ROW, operations and maintenance in context-sensitive solutions including a mechanism for sustaining interdisciplinary team involvement from project beginning to end.

The 2030 RTP recommends that added priority in planning and implementing transportation projects be given to addressing 2040 Regional Framework Plan objectives and original 2030 RTP community and environmental strategies with emphasis on the role arterial development plays in converting undeveloped land to urban use, preserving and enhancing scenic landscapes and historic neighborhoods and promoting bicycle and pedestrian access to public transit. ²⁹

A. Regional Arterials³⁰

The 2040 Regional Framework Plan recognizes that land use plays a role in the performance of adjacent arterials. The 2040 Regional Framework Plan recommends vehicle access management to reduce congestion and improve safety. In addition, arterial intersection design with generous pedestrian and bicycle accommodation and safer intersections will enable people to walk or bicycle between adjacent uses. ³¹

The 2030 RTP recommends strategies that improve the performance of arterial roads with emphasis on providing congestion relief and better integrating the region's transportation system.

These strategies are supported by the following RTP objectives:

- Management and operations

- System efficiency
- Economic development
- Community development

The RTP recommends that shared-use principles be applied in maintaining and improving the region's major arterials to the extent practicable. The RTP further encourages the full integration of land use planning, design and control of arterial design in rapidly growing or redeveloping areas of the region.

The 2030 RTP provides specific guidance to implementers when programming the following types of arterial projects:

- Arterial improvements and capacity expansion
- Arterial extensions, bypasses and major collectors
- New arterial bridges, grade separations and interchanges
- Designated Strategic Regional Arterials (SRAs)

1. Arterial improvements and capacity expansion

For facilities that currently provide regional accessibility, but also provide direct access to existing adjacent land uses, the 2030 RTP recommends that the following strategies be considered to maximize the effect of capacity additions:

- Discourage access permits for individual driveways and entrances in favor of providing consolidated entrances or frontage roads.
- Provide tight intersection designs with minimum curb-to-curb cross sections to reduce signal cycle lengths.
- Dual left turn bays should be avoided
- Narrower lanes should be used when appropriate to promote shared-use.
- Roundabouts should be employed as an alternative to conventional intersections where appropriate.³²
- Limit introduction of new traffic signals.
- Provide transit accommodation and priority.
- Provide safe and comfortable accommodation for pedestrian and bicycle travel.

2. Arterial extensions, bypasses and major collectors

For facilities that are intended to contribute to regional accessibility, but that will also provide new opportunities for land development, the 2030 RTP recommends that the following strategies be considered to maximize the effect of capacity additions:

- Adopt a comprehensive design that coordinates access to individual land uses with the need to optimize the flow of traffic on the new facility.
- Limit introduction of new traffic signals.

- Roundabouts should be employed as an alternative to conventional intersections where forecast traffic volumes are appropriate.
- To the extent feasible, a grid system of streets should be maintained to provide land access and provide alternative arterial routes.
- Provide transit accommodation and priority.
- Provide safe and comfortable accommodation for pedestrian and bicycle travel.

3. New arterial bridges, grade separations, interchanges and advanced intersection design

The RTP recognizes that new or reconstructed arterial structures such as bridges, grade separations and interchanges can be as costly and have right-of-way requirements comparable to some major capital projects. Because of this, new arterial structures often give rise to the type of community and environmental concerns that are associated with major capital investments.

New arterial structures, however, also offer opportunities to improve accessibility to the entire transportation system as well as to serve local land use goals and address environmental concerns. Introducing new arterial structures at strategic locations may stand as a viable alternative to constructing larger and more costly capital facilities.

The RTP supports implementation of new arterial structures identified and programmed by counties and municipalities through sub-area and corridor evaluations. These facilities should provide safe and comfortable accommodation for pedestrian and bicycle travel.

The RTP supports introducing new arterial structures that are fully coordinated with adjacent and affected jurisdictions. Specifically:

- River (or other natural feature) crossings in order to relieve congestion or provide improved accessibility.
- Rail – arterial grade separations in order to reduce conflicts and improve safety.³³
- Arterial – arterial grade separations in order to improve traffic flow and reduce congestion.
- Bicycle and pedestrian grade separations in order to provide improved access and promote safety.
- Expressway and tollway interchanges in order to improve accessibility and support efficient economic development. This should be accomplished in coordination with local land use plans that recognize the intended role of expressways and tollways to provide long distance regional travel.³⁴
- Roundabouts may be employed to improve intersection operations where appropriate.

4. Designated Strategic Regional Arterials (SRAs)

Multi-year planning and design studies have been completed on the portion of the region's arterial system that was originally designated as a "system of Strategic Regional Arterials (SRA)," part of the 2010 Transportation System Development Plan for Northeastern Illinois.³⁵

The SRA Design Concept Report,³⁶ originally prepared to guide the multi-year SRA studies, may now be augmented with specific recommendations as endorsed by the City of Chicago and the Councils of Mayors. The specific recommendations appear in the final edition of each study report.³⁷

Each of these studies was conducted with the participation of state, regional and local agencies, overseen by a steering committee comprised of government and citizen members, with most of the recommendations being approved by local government resolution. This process has helped establish a consistent and logical connection for programming arterial improvements based on sound and participatory planning principles.

These studies provided valuable guidance for improving the individual facilities themselves, but also created a large local literature of arterial concepts that can now be transferred to other appropriate arterial settings.³⁸

a) **New segments for study**

A legacy of these original SRA designations is this "pre-phase one" planning and design study of the route that includes local community involvement.

As the region grows, counties and communities continue to request SRA designation. Discussion of the merits of such studies originates with the city of Chicago, the counties and/or appropriate Council(s) of Mayors.

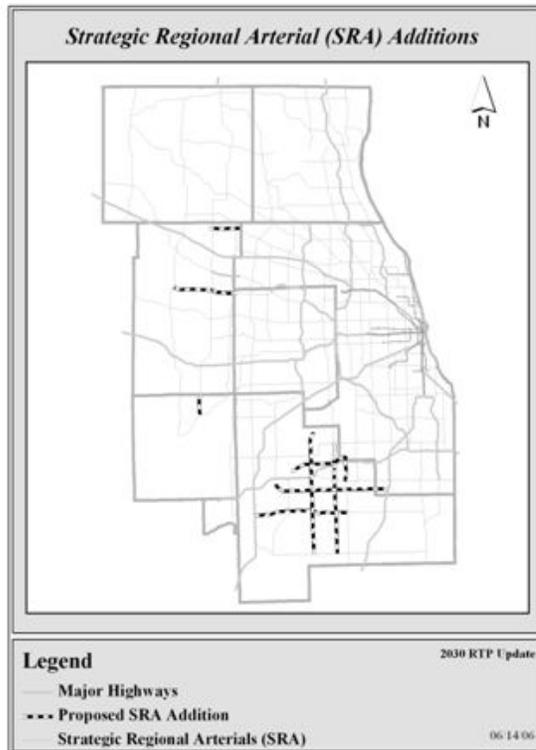
In the original 2030 RTP, a number of new sections were proposed as additions to the designated SRA system. Some of these were already under study, others should be

further evaluated in their subregional context before proceeding with detailed evaluations.³⁹

The 2030 RTP recommends that preliminary evaluations be conducted to determine the potential for these routes to be developed in close accordance to the RTP's regional strategies and shared-use principles. The evaluations may be prepared in the context of sub-regional (e.g., county) transportation plan or as a corridor study of one or more individual routes. This provides an opportunity to integrate the land use plans and transportation improvements consistent with the shared-use guidance promoted by the 2030 RTP.

The preliminary evaluations should identify the regional significance of the route, the level of support for intensive management and an inventory of community and environmental concerns along the route.

These evaluations can serve as the basis for proceeding with the "pre-phase one" engineering analyses, right-of-way studies, community planning and environmental evaluations associated the original set of SRA studies.

*(a) Potential SRA Additions***Figure 2: Potential SRA Additions**

Potential SRA additions identified in the 2030 RTP include:

- Longmeadow Parkway from IL62 to Randall Road, including a new bridge over the Fox River.
- Stearns Road from Dunham Road to IL47 in Kane County, including a new bridge over the Fox River.
- Gougar Road from Wilmington/Peotone Road to the proposed I-355 extension in Will County.
- Arsenal/Manhattan Road from I-55 to US45 in Will County.⁴⁰
- Schoolhouse Road from Manhattan/Monee Road to Peotone Road in Will County.
- US6/Wolf Road from Collins Road to Wolf Road and 159th Street to 187th Street in Will County.

- Orchard Road from US30 to IL71

Officially adding a proposed route to the region's SRA system would follow completion of studies supporting such a designation and endorsement by the appropriate county and/or Council(s) of Mayors. Adding the route to the 2030 RTP is by Policy Committee approval.

Throughout the evaluation and study process, early and continuous involvement of affected communities should be pursued consistent with the 2040 Framework Plan and the RTP's support for principles of "context-sensitive solutions."

B. Regional Transit⁴¹

The RTP supports transportation strategies that improve the performance of existing transit services and better integrate use of the public transit system.

This is supported by the following RTP objectives:

- Management and operations
- System efficiency
- Economic development
- Community development
- Social equity

The RTP recommends these strategic improvements to the region's transit system:

- Traffic signal priority systems for transit vehicles region-wide.

- Additional service on existing bus and rail routes, particularly oriented toward off-peak and reverse commute travel.
- Additional transfer capacity and improved coordination at connection points with high demand.
- Additional park-and-ride facilities to encourage increased transit use.
- New bus and paratransit services that provide public transit service to currently unserved areas.
- Bus routes with limited stops that run longer distances.⁴²
- Community circulators that allow an alternative to short auto trips.
- Short rail extensions and additional sidings intended to improve the efficiency of existing rail operations.
- Other intersection operations improvements such as queue bypass and far-side bus stops as appropriate.
- Improved water transport routes to serve passengers and goods.⁴³

The RTP recognizes that additional high-quality bus service has the potential to be a cost-effective way to increase the transit options available regionwide.

Extensive bus route systems are proposed in a number of local, subregional and transit operator plans and programs. The system-intensive alternative included the service levels indicated by proposals for a network of express routes (i.e., limited-stop) serving the city

of Chicago and the Pace Vision 2020 expanded regional network of local, feeder and express bus routes.

1. Transit Supportive Land Use

The 2040 Regional Transportation Plan acknowledges that transit is a key link between land use and transportation. When public transportation is available, communities and transportation providers should work to make it convenient and attractive for commuters by increasing access to transit.⁴⁴ In addition, walking and bicycling can be important modes of access for many transit services, so such non-motorized access needs to be accommodated for both bus and rail station.⁴⁵

The 2040 Regional Framework Plan recommends increased transit service for areas that are not currently served.⁴⁶ The 2040 Regional Framework Plan also recommends increased transit service for reverse commuters. New options are needed to provide a variety of transit choices for connections between the Framework Plan's designated centers.⁴⁷

The 2030 RTP recommends the following land use strategies as integral elements of the Strategic Regional Transit System⁴⁸:

- Minimize distances between buildings and transit stops. This may be accomplished by putting parking areas to the rear or beside buildings, rather than in front of them. Building setbacks should be minimal.
- Provide short walkways connecting buildings and transit stops.
- Encourage compact, higher density development centered on the transit service.

- Interconnect streets and sidewalks leading to the transit service. Provide direct lines of travel to transit service, without back-tracking.
- Require travel demand reduction strategies to be implemented as part of conditional use or planned developments. Promote transit access in development reviews.
- Facilitate mixed use developments.
- Provide for transit users' needs by creating service-oriented hubs.
- Provide transportation centers in appropriate locations.
- Specific ways to integrate the transit service into the community will depend on the context. Consult appropriate transit agency guidance.
- Require attractive landscaping and street environments.
- Provide links with surrounding services and institutions.
- Facilitate a mix of housing types.
- Create a "sense of place."

Paratransit operations also suggest attention to transit supportive land use solutions. Integrating extensive paratransit service into conventional transit operations includes providing accessibility riders with special needs at regular locations. Improving accessibility to all of its current and future bus stops and stations should include attention to ADA considerations regarding bus stop accessibility.

2. Private Providers⁴⁹

The Chicago Region's Private Providers are a resource that augments the role of traditional public transit providers. Funding, operating costs, and sources of capital

differ widely between public and private entities. Private Providers operate in an open and competitive market⁵⁰. The prevailing business model is based on the premise that fees and services must be acceptable to customers or the provider will be replaced by a more efficient and service-friendly competitor.

The 2030 RTP recommends that, when appropriate, private services may be contracted to provide or to supplement traditional public transit, perhaps with a performance-based public subsidy. By partnering with competitive contractors, public transit providers can ensure the mobility of low income riders, so they may obtain and maintain jobs.

The 2030 RTP recommends that private provider resources be utilized for:

- School bus service
- Community Transit
- Paratransit
- Shuttle service
- Subscription Bus service
- Charter Service
- Limousine/taxi
- Corporate Internal Shuttle
- Interstate Coach

- Van Service

Public transit authorities often resort to increased fares and reduced service levels in response to rising costs. Converting elements of the public transit systems to competitive contracting may save costs.⁵¹ Public-private partnerships can offer public transportation entities the flexibility they require to offer full service and improved timetable packages that its ridership demands and needs.

Private Providers can be used to promote better service levels, flexible scheduling and to stabilize fares. Further, private providers are ideal for augmenting public transit service to students, seniors and persons with disabilities, providing transit choices to underserved areas and non peak service.

3. Bus Rapid Transit

Bus Rapid Transit (BRT) is a flexible rubber-tired rapid-transit mode that combines stations, vehicles, services, running ways and intelligent transportation system elements into an integrated system with strong positive identity that evokes a unique image. BRT applications are designed to be appropriate to the market they serve and their physical surroundings, and can be incrementally implemented in a variety of environments.⁵²

Although the infrastructure, vehicle and operation characteristics of individual BRT systems vary, the objectives of BRT reflect that it is a high-quality transit service:

- Reduce transit travel time
- Increase transit reliability
- Increase frequency to reduce waiting time
- Improve transit connections

- Enhance system identity to easy system use by increasing system recognition
- Increase accessibility through low floor vehicles, enhanced infrastructure and quality up-to-date information
- Enhance transit safety and security

These objectives are achieved through the combination of the following specialized elements of BRT:

- Specialized or exclusive running way
- Specialized Vehicles
- Flexible Service
- Flexible Route structure
- Efficient Fare collection
- Intelligent Transportation Systems Integration:
 - Automatic Vehicle Location (AVL) combined with traffic management systems,
 - Transit Signal Priority (TSP), signal coordination
 - Transit supportive services (information systems: web site, maps, real-time information system, on-board announcements)
- Identity branding of infrastructure and vehicle

One of the advantages of BRT is that it can be tailored to serve the local demand and to fit in the local transportation context. A low-cost, mixed traffic BRT system running on arterial streets would have some of the elements of the above list, while a full BRT on its own exclusive running way serving high demand will have all these features. The

challenge is to develop a BRT project without sacrificing the quality and the system efficiencies gained in combining these features.

Because BRT is a rubber-tired operation it can be developed incrementally in terms of time and space:

- An initial investment phase would put some of the key features in place, start operation to reap benefits early while additional features are implemented. As demand grows, additional features can be added to increase capacity, and to maintain travel time and reliability.
- BRT can be developed by sections. An initial investment phase could open on a short section to reap early benefits while additional section could be connected later. Furthermore, higher cost elements, such as dedicated running way can be implemented on part of the route, only where it is needed.

Distinguishing features of BRT service include the design of the guideway and passenger facilities as well as the style and appearance of the vehicles themselves.

Vehicles designed especially for the service may feature low floors and comfortable interiors that allow for easier boarding, alighting and fare collection. Landscaping, and other amenities along the guideway can contribute to the overall attractiveness of the service.

BRT typically incorporates limited stopping patterns, off-board fare payments, level boarding, high-quality passenger facilities, real-time passenger information systems, pedestrian and bicycle access enhancements, park-and-ride or kiss-and-ride facilities

where applicable, links to connector and circulator bus service and highly recognizable facilities, signage and vehicle graphics.

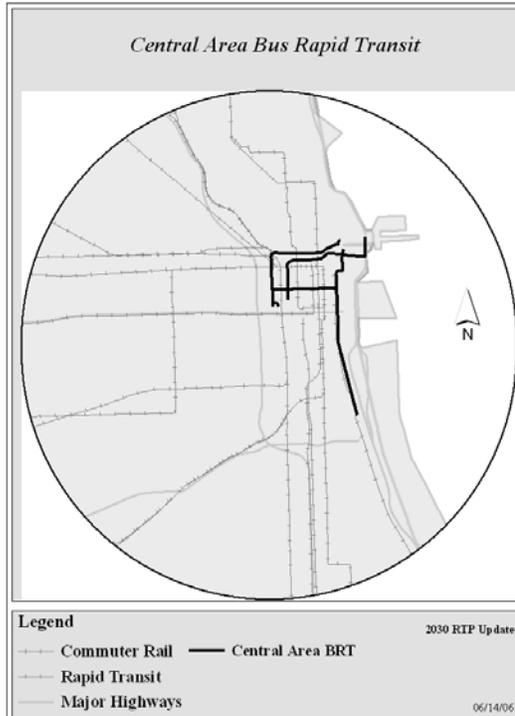
BRT stations may be comprised of a mix of “superstops,” community transportation centers and regional transportation centers. “Superstops” will be located where a connector bus route links to the BRT. These stops will include enclosed heated shelters with passenger information, including real-time information on the arrival of the next bus. Most BRT stations will be of the “superstop” type.

Intelligent Transportation System benefits are central to successful BRT design. These include transit signal priority, automatic vehicle location, electronic fare collection (to reduce dwell times at stops), transfer connection protection (to reduce transfer wait times) and facility monitoring and security systems.

In implementing the BRT element of the Strategic Regional Transit System, several individual projects are identified. These include major new busways and bus arterial systems. Because many elements of these proposals can be developed incrementally and function independently, the 2030 RTP distinguishes them from similar large-scale capital improvements.

a) Central Area Bus Rapid Transit System

Figure 3: Central Area Bus Rapid Transit



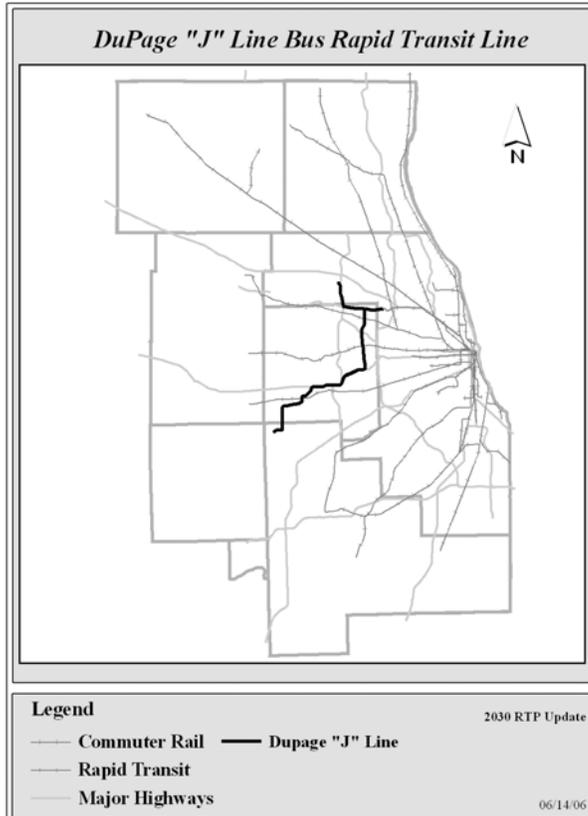
The Central Area Bus Rapid Transit System consists of several components providing improved transit circulation in downtown Chicago utilizing an emerging transit mode called “bus rapid transit,” in which specially designed bus vehicles offer priority transit service on arterial streets or dedicated rights-of-way with rapid boarding and alighting.

The project consists of a new bus system designed to circulate passengers around downtown and distribute commuters from major transit centers to destinations throughout the Central Area. Routes will connect the West Loop Area with North Michigan Avenue, the eastern Loop, Illinois Center, the Museum Campus and McCormick Place. A new east-west busway could be either at-grade or below street level. A north-south route

between North Michigan Avenue and McCormick Place will use the existing Lakefront Busway.

The system will include features designed to make transit reliable and attractive, including exclusive busways and priority lanes on city streets. The Bus Rapid Transit System will enhance the Central Area as a place for business, shopping, entertainment and culture, and allow for projected growth in development.

Two key initiatives are taking place now to support the Central Area Bus Rapid Transit Project. First, the Carroll Avenue busway element of the project, along a now unused railroad right-of-way along the north side of the Chicago River Main Branch, is being studied. In addition, the Clinton Street element of the project is also under study. For this element, property rights necessary for the construction are being sought as the adjacent properties are developed.

b) DuPage "J" Line Bus Rapid Transit Line**Figure 4: DuPage "J" Bus Rapid Transit Line**

The "J" Line is part of the DuPage Area Transit Plan. The DuPage Area Transit Plan is intended to provide a fully integrated multimodal and regionally coordinated transit system for DuPage County. The plan includes a system of intra-county connectors and local circulators designed to feed into connector routes, as well as enhance mobility within the community. These are intended to function in concert with proposed BRT, Metra and Pace services. The "J" Bus Rapid Transit (BRT) Route would provide a high-speed link from O'Hare and Schaumburg through Oak Brook, to Naperville and Aurora

and to the proposed STAR Line.⁵³ These are all regional employment or residential areas.

The line would operate initially in priority lanes on surface streets and employ a variety of new techniques and technologies to speed service. However, at full operation, the “J” route will provide high-speed service operating on an exclusive busway.

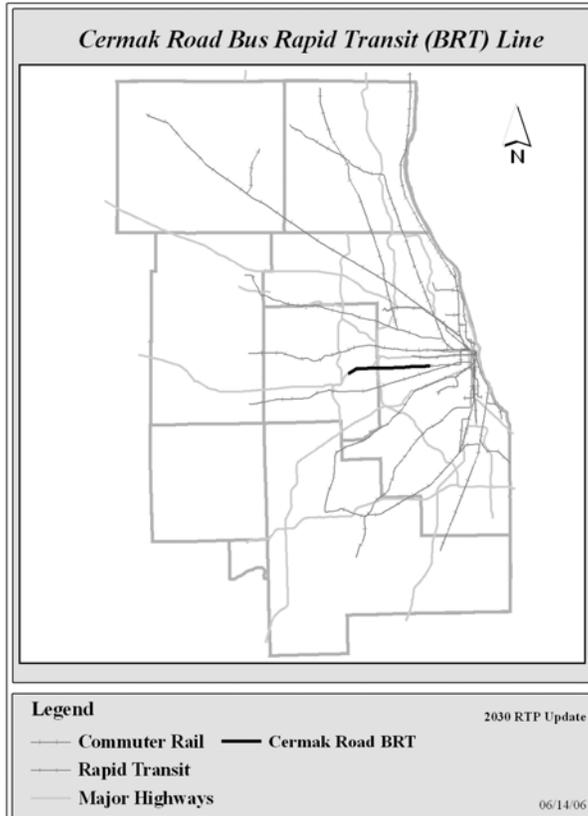
Community transportation centers may serve several transit routes. They will typically include all passenger amenities and be located at rail stations, community downtowns, shopping centers and other major activity centers. Community transportation centers might be appropriate in downtown Naperville, Yorktown Shopping Center and at the connection of the BRT with the Outer Circumferential Service on the EJ&E.

Regional transportation centers accommodate a large number of travelers and higher bus volume and frequency. A regional transportation center might be located at a major employment center or retail destination. A connection to regional transit routes such as the Cermak Road BRT or the Northwest Transit Corridor would be established here, as well as connections to community services. These centers would contain all passenger amenities and also retail or service activities. Regional transportation centers might be appropriate in locations such as Oak Brook or Schaumburg.

The “J” route is anticipated to become part of a larger suburban BRT network⁵⁴

c) Cermak Road Bus Rapid Transit Line

Figure 5: Cermak Road Bus Rapid Transit Line



The Cermak Road Arterial Rapid Transit will provide high quality transit service between Danada on Naper Road via Yorktown Center in Lombard and Oakbrook Center in Oakbrook in DuPage County and the CTA Pink and Blue Line terminal in Cicero. At this CTA terminal it will also connect with the Pink Line. It will serve the Cicero/Berwyn commercial area, North Riverside Park Shopping Center, Westchester business development in Cook County.

The region's first Transit Signal Priority (TSP) demonstration has already taken place on Cermak Road. The Arterial Rapid Transit component of the project has undergone preliminary study.

The project is expected to provide regional connection in this East-West corridor. It will connect with the future "J" route Rapid Transit.

The project is expected to provide decreased travel times over conventional bus service, with transit vehicles receiving priority during traffic congestion delays. Rapid boarding and alighting would reduce station dwell times.

The Cermak Road BRT has already undergone significant study. Cermak Road BRT stations will be comprised of a mix of regular stops, "super stops," community transportation centers and regional transportation centers. Numerous enhancements are planned for these stations to improve passenger information and comfort.

A test of transit system priority (TSP) has taken place in the corridor. TSP gives transit vehicles priority at intersections by granting an early green phase or an extended green phase to approaching buses. TSP should be incorporated with emergency signal priority programs. Other ITS features expected to be incorporated with the Cermak BRT service include automatic vehicle location, electronic fare collection (to reduce dwell times at stops), transfer connection protection (to reduce transfer wait times), real time passenger information (to help patrons plan their itinerary) and facility monitoring and security systems.

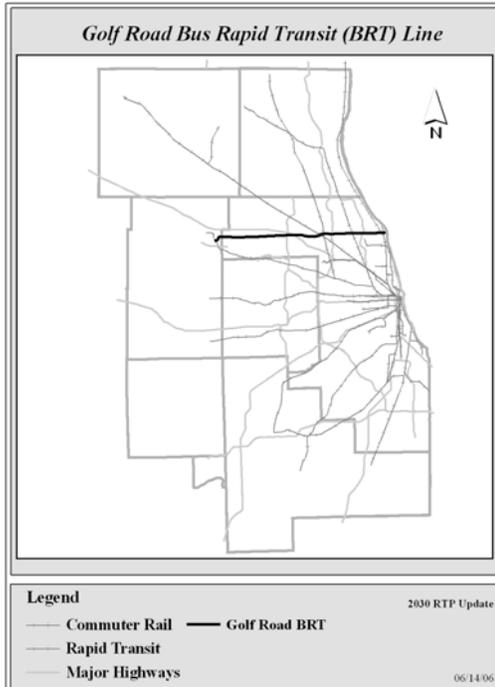
The Cermak Road BRT service would enhance service to the 54th/Cermak (Pink Line) rapid transit service now being implemented. The service would also feed and complement a proposed "J-Line" BRT service to Schaumburg, O'Hare and Naperville as well as an extension to the Forest Park rapid transit service at Oak Brook.

This proposal is also being evaluated in the Cook DuPage multimodal corridor study.

The project crosses Salt Creek in DuPage County adjacent to York Woods and Fullersburg Woods on Salt Creek, properties of the Forest Preserve District of DuPage County. The project also crosses the Des Plaines River and adjacent forest preserves in Cook County.

d) **Golf Road Bus Rapid Transit Line**

Figure 6: Golf Road Bus Rapid Transit Line



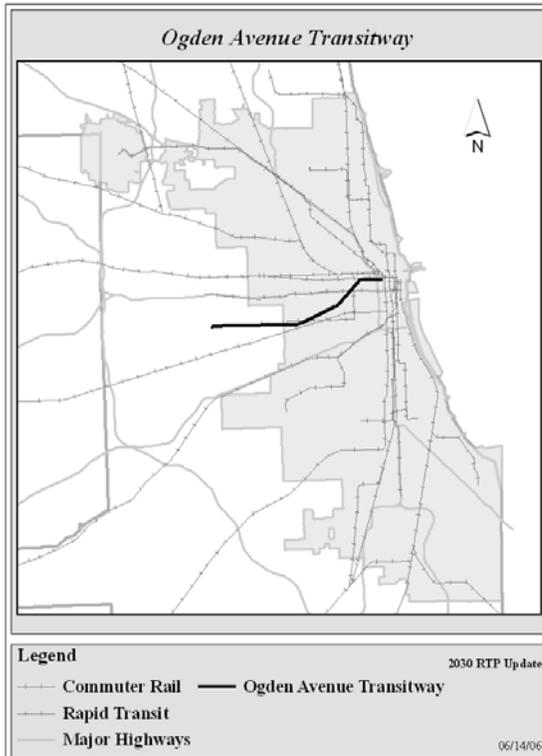
The Golf Rd Bus Rapid Transit project will provide high quality transit service to major centers and connecting transit services in Evanston, Schaumburg, and Elgin.

The project is expected to provide decreased travel times over conventional bus service, with transit vehicles receiving priority during traffic congestion delays. Rapid boarding and alighting would reduce station dwell times.

The Golf Road BRT is beginning preliminary study. Golf Road BRT stations will be comprised of a mix of regular stops, "super stops," community transportation centers and regional transportation centers. Numerous enhancements are planned for these stations to improve passenger information and comfort.

e) Ogden Avenue Transitway

Figure 7: Ogden Avenue Transitway



This transit corridor extends from North Riverside Park Shopping Center to Chicago's Central Area. The line would operate in priority lanes on surface streets or dedicated right-of-way and would employ a variety of new techniques and technologies to speed service.

The initial proposal includes the possibility of new or historically styled streetcar rail service, light rail, state-of-the art bus rapid transit, or other fixed guideway design alternatives.

This project is expected to increase accessibility and reduce travel time for residents of the West Side and nearby suburbs to the Central Area and other major activity centers,

relieve traffic congestion on major arterial streets and improve access to suburban jobs and activities. A primary emphasis of the service would be local access, rather than regional connectivity. The project would thus promote economic development in areas with social and economic diversity. The new service will support community reinvestment and encourage environmentally sustainable development.

Service would be studied from North Riverside Park Shopping Center to the proposed West Loop Transportation Center at Clinton Street. Connections to the proposed Central Area Bus Rapid Transit System would be made at that location. The line would connect to 2 CTA Rail lines, 18 CTA bus routes, and 7 Pace bus routes, and Metra services terminating in the West Loop. Service coordination would be necessary with the recently improved 54/Cermak rapid transit service.

Studies are underway to implement an initial segment of the Ogden Avenue service with the Carroll Avenue busway.

This proposal is also being evaluated in the Cook DuPage multimodal corridor study. The service traverses many pedestrian-oriented communities. Pedestrian access to the service should be emphasized. The project crosses Douglas Park and the Historic Chicago Boulevard network.

4. Priority Arterial Transit

a) PARTNER Program: Pace Arterial Rapid Transit Network for the Region Program

Figure 8: Pace Arterial Rapid Transit Network System



Pace's Arterial Rapid Transit Network (PARTNER) is integrated with Pace's Express Bus Service to provide regional connectivity. It is supported by Pace's integrated community services as its feeder service. PARTNER Program's goals are to:

- Connect the region's suburban centers,
- Serve growing, non-traditional travel demand directions
- Reduce travel time
- Improve reliability
- Improve frequency
- Simplify transit usage in the suburbs

The advantages of an Arterial Rapid Transit Network are that it:

1. Reaches the maximum number of people in the region,
2. Takes the shortest time to implement out of all rapid transit options, and
3. Takes the least amount of capital expenses to implement out of all rapid transit options.

The PARTNER Program is currently under development. It is planned to:

- Operate on arterial street in mixed traffic with short sections of bus-only lanes and queue bypass lanes where necessary to help buses get through congested road sections,
- Branded modular station that will include specially designed bus pole, information kiosk (including system map, schedules and real-time information display), shelter, bench – subject to space availability.
- Low floor buses
- Corridor-based, simple route structure that provide regional connectivity
- ITS systems:
 - Automatic Vehicle Location system combined with dynamic traffic management,
 - Transit signal coordination and Transit Signal Priority
 - Transit supportive services, such as information systems: web site, maps, real-time information system, on-board station announcer
- Identity branding of infrastructure and vehicle

The PARTNER program will provide improved transit service to major centers and connecting transit services throughout the region. The services will serve major regional centers and transit connections.

The system is expected to provide decreased travel times over conventional bus service, with transit vehicles receiving priority during traffic congestion delays. Rapid boarding and alighting would reduce dwell times.

Evaluation of this program is underway.

b) **CTA Neighborhood Express Bus Service**

Figure 9: CTA Neighborhood Express Bus Service



The CTA Neighborhood Express Bus Service will provide improved transit service to major centers and connecting transit services throughout the region. The services will serve major regional centers and transit connections.

The system is expected to provide decreased travel times over conventional bus service, with transit vehicles receiving priority during traffic congestion delays. Rapid boarding and alighting will reduce dwell times.

Many routes have been initiated with limited “skip-stop” service using conventional buses. Evaluation of enhancements to the program is underway.

c) **Pace Express Bus Transit System**

Figure 10: Pace Express Bus System



Pace's Express Bus System serve two kinds of travel demand:

- regional connectivity through low density areas
- direct point to point connection between well defined origin-destination pairs

Express Buses will provide regional connectivity as extensions of Arterial Rapid Transit (ART) through areas where low density does not warrant high frequency service or uniform stop spacing. Such corridor-based express service will be integrated with the ART service. That is, ART extension express buses will run on the ART corridor under ART brand, however, they will stop only at major activity centers and will run less frequently predominantly in the peak hours and peak direction.

Point to Point Express Service will provide direct point to point connection between major centers of activities in the regions. Point to Point Express Buses will take the fastest route between origin-destination points independently of corridors or arterials. Such express routes will have a cluster of stops at origin and a cluster of stops at destination without stops in between. This will allow them fast travel between origin and destination nodes. Express buses will provide a one seat ride between the route defining origin and destination centers.

Because Point to Point Express buses will take the shortest-time route between origin and destination it is proposed that they utilize expressways, tollways, and highways, including shoulder-riding priority where safe and appropriate.

Park-and-ride facilities are important components of the Express Bus Service. Pace is in the process of evaluating the need for new park-and-ride facility location and the quality of amenities at these facilities. Express Bus Service is likely to be supported by real-time information systems.

The infrastructure needs of Pace's Express Bus System may include:

- Station for the Corridor-based ART Extension Express Service
- Express stops for Point to Point Express Service
- Park-and-ride facilities
- Real time information systems at all Express bus stations and stops, as well as at Park-and-ride facilities

The Express Bus Services are expected to provide regional connectivity as extensions of Pace's ART Network, reduce congestion and improve air quality through the Point to Point Express Service; as well as reduced travel time and provide high quality of service.

Evaluation of the program is underway.

d) Transit Signal Priority System

Figure 11: Pace Transit Signal Priority System



The Transit Signal Priority System (TSP) will provide more reliable and faster transit service to major centers and connecting transit services throughout the region. Transit signal priority recognizes that most buses operate on the arterial system, where delay is largely related to congestion and highway traffic signal timings that are not oriented toward bus operations. Transit signal priority allows bus transit vehicles to adhere to their published schedule by giving priority green time to buses that are behind schedule. Thus, long intersection delays are avoided when the bus is behind schedule. Transit signal priority is used to extend the green time or speed up green service on arterials on which the buses operate, usually giving additional time to major streets.

C. Regional Freight

1. Freight Supportive Land Use and Economic Development

The 2040 Regional Framework Plan recognizes the pressing needs of commercial goods movements in the region and advocates a commitment to improving the performance of the region's freight system.⁵⁵

Regional transportation strategies improve the performance of existing freight operations with emphasis on streamlining intermodal transfers and commercial goods delivery.

By providing multimodal transportation options to more industrial and commercial businesses, the economic benefits to the region from its position as the nation's freight transportation hub can be maintained and enhanced.

Strategic freight improvements are supported by the following RTP objectives:

- Maintenance, reconstruction and replacement

- Management and operations
- System efficiency
- Transportation and land use interaction
- Commercial goods movement
- Public health and safety⁵⁶
- Economic development
- Social equity

Public and private freight partners should improve information management and sharing, where appropriate, to increase system efficiency and freight rail capacity utilization. The 2030 RTP also supports improved asset and real estate management practices by and among regional freight system stakeholders. This includes regular participation in multi-state planning and management endeavors.⁵⁷

The following strategies may be achieved through the provision of new capital assets, along with the modernization and improved utilization of existing assets.

- Coordinate freight rail operations with commuter rail service and infrastructure projects.⁵⁸ This includes providing additional capacity on new or restored rail sections to permit additional train movement with modernized train control systems that permit bi-directional operation.

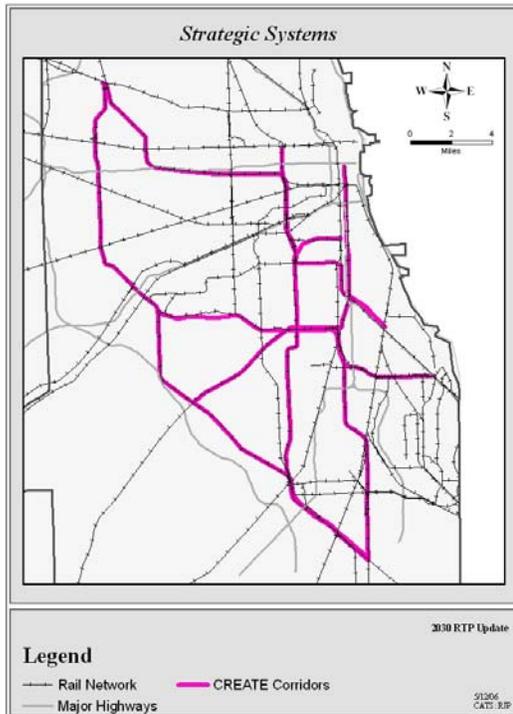
- Where heavy conflicts occur between commuter services and crossing freight services, provide rail-to-rail grade separations.
- Reduce rail/highway grade crossings conflicts by providing grade separations and at-grade safety improvements.⁵⁹
- Mitigate negative community effects caused by train noise and blocked crossings.
- Establish highway system truck priorities during capital construction and reconstruction projects.
- Promote truck-specific treatments aimed at improving safety and efficiency of commercial goods movement during project development.⁶⁰ Study the feasibility of truck-only corridors to facilitate commercial goods movement where appropriate.
- Correct severe bottlenecks in locations that impede freight mobility and cause inefficient routing. This includes mitigating inefficiencies caused by vehicle weight restrictions and viaduct clearance limitations in locations requiring truck access.
- Promote continued improvement of “intermodal connector” facilities.⁶¹
- Promote context-sensitive geometric improvements to improve truck turning movements such as recessed stop bars and right-aligning left turn lanes.
- Provide “freight-friendly” installations such as truck-only electronic toll collection, pre-clearance and credentialing, information and advisory systems, and truck storage lanes that improve operations safety.

- Promote value pricing initiatives to encourage efficient utilization of highway facilities for freight operations.
- Study the ways in which information technology may be used to facilitate freight movement, particularly in regard to container and railcar movement planning and the formation of unit trains to cities within approximately 700 miles (i.e. Midwestern cities).
- Study mechanisms for coordinating land use and transportation planning so as to improve the efficiency of commercial goods movement.

In implementing the above strategies, several programs are specifically included in the Strategic Regional Freight System. These include two major elements of the Chicago Region Environmental And Transportation Efficiency (CREATE) Program and National Highway System Intermodal Connectors. To implement CREATE, the 2030 RTP supports strategies to expedite CREATE project development.⁶²

2. Freight Corridors (CREATE)

Figure 12: CREATE Corridors



The RTP Strategic Regional Freight System includes implementation of the CREATE rail corridor development plan developed by the Association of American Railroads and supported by the state of Illinois and the city of Chicago. This comprehensive plan will improve the efficiency and safety of rail operations in the region by providing additional rail capacity, upgrading technologies and removing key rail/rail and rail/highway conflicts. The CREATE corridors will improve regional freight mobility by, among other improvements, improving corridor rail connections, signaling, additional mainline track, crossovers, and interlockings. In addition, new rail flyovers are an integral element of the corridors program, designed to reduce conflicts between rail corridors.

The CREATE corridors program includes four freight corridors. In addition, a passenger corridor is included in the CREATE program that, through strategies like rail-to-rail grade separations, will reduce conflicts between freight and passenger operations, reduce delay, and improve the reliability of each service. One intent of the RTP strategic regional freight system is to improve freight infrastructure to facilitate additional and more reliable passenger service on the Passenger Corridor.

Preliminary engineering has commenced for the CREATE Corridors. The corridors will be implemented with a set of improvements with independent utility. These improvements can be developed and implemented as discrete projects as laid out in the SPEED strategy. Together, these projects will provide corridor improvements for commercial goods movements to and through the metropolitan area.

The RTP's Strategic Regional Freight System also includes the CREATE Program's system of highway-rail grade separations. These railroad grade separations will improve highway travel time reliability, reduce conflicts between road users and rail freight operations, improve the flexibility of rail freight operations, and improve safety. In implementing railroad grade separations, community concerns regarding roadway access, non-motorized travel needs, and transit access should be considered.

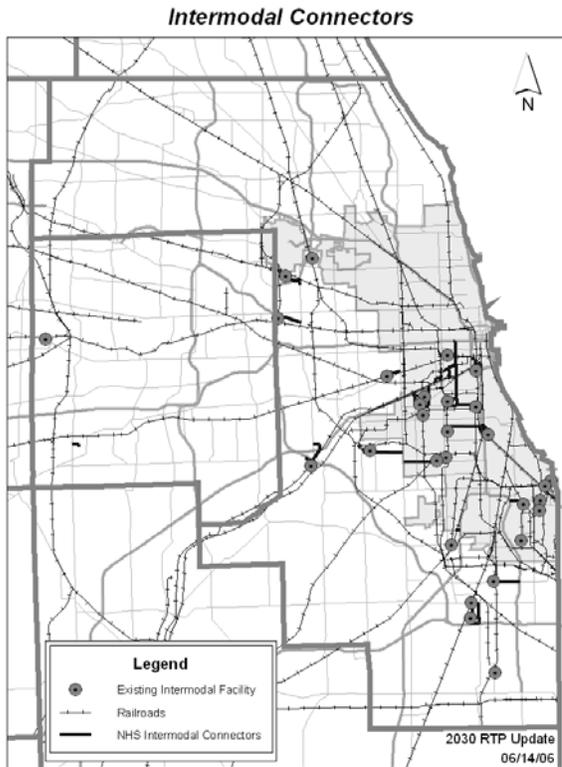
It is anticipated that these and other grade separations may be implemented as independent projects and in support of other transportation system development and community economic development initiatives.

Among the CREATE highway-rail grade separations identified, the Grand Avenue grade separation in Franklin Park is now under construction. In addition, projects at Belmont

(Downers Grove), 130th/Torrence (Chicago), and Roosevelt/Kautz (West Chicago), among others, are in advanced stages of engineering.

3. National Highway System Intermodal Connectors

Figure 13: NHS Connectors



The RTP supports implementation of improved freight connectivity, consistent with demonstrated freight needs, on the approved list of the National Highway System's Intermodal Connectors. The RTP calls for consideration of freight needs and the implementation of strategies to accommodate freight movements along these connectors, as the included streets are maintained, rehabilitated, and reconstructed in the course of the region's ongoing highway maintenance activities. Community concerns about these accommodations should be addressed where appropriate.

D. Pedestrian and Bicycle

The 2040 Regional Framework Plan recommends that bicycle and pedestrian connections be ubiquitous in fully urbanized parts of the region⁶³ and that bicycle and pedestrian connections linking centers be developed in less urbanized areas.⁶⁴

Bicycle and pedestrian transportation strategies that encourage non-motorized travel and improve the quality of walking and biking trips are integral to successful shared-use design.

These are supported by the following RTP objectives:

- Mobility and accessibility
- Community development
- System efficiency
- Economic development
- Public health and safety

The RTP acknowledges federal guidance to give due consideration to bicycle and pedestrian facilities improvements when improving or constructing transportation facilities.⁶⁵

Non-motorized travel makes up a significant portion of overall travel demand, both in terms of a singular mode choice and as a means for reaching transit. In addition, non-

motorized travel is often the preferred means of travel for children, seniors and persons with disabilities.

The RTP recommends strategic improvements to shared-use facilities that foster “routine accommodation” of pedestrian and bicycle design in all transportation projects and services.⁶⁶ This includes pursuing improvements that support bicycle and pedestrian access to transit and providing bicycle and pedestrian travel information and promotion as part of larger management and operation strategies applied to the entire transportation system.

The RTP also acknowledges NIPC’s *Regional Greenways Plan*⁶⁷ and the comprehensive regional bicycle and pedestrian planning process currently underway, called *Soles and Spokes*, which includes a regional inventory of county and local pedestrian and bicycle plans and strategies. The RTP anticipates *Soles and Spokes*’ contribution to regional mobility and accessibility through additional strategic guidance in support of routine accommodation, shared use and dedicated bicycle and pedestrian facilities.

The RTP recommends that project implementers should consider a facility’s potential use by bicycle and pedestrian travelers and make appropriate design accommodations using flexibility included in most highway design manuals.

The 2030 RTP acknowledges the FHWA’s designation of Illinois and Chicago as a focus state and city, respectively, for pedestrian safety on account of the large number of pedestrian crashes here. In addition, safety for bicyclists needs to be addressed in the transportation system. Consequently, the RTP recommends strategies for reducing pedestrian and bicycle crashes⁶⁸. The RTP recommends that pedestrian and bicycle

safety be addressed in project design by considering the following during the design of transportation facilities:

- Excessive roadway speeds and capacity should be controlled. Speeds in areas where pedestrian and bicycle travel is common should be maintained at rates safe for non-motorized travel.
- Sidewalks should be provided in developed areas and areas expected to be developed by the highway facility's design year. Sidewalks should be separated from moving traffic by a buffer consisting of a landscaped parkway or a street furniture area. On-street parking can be used to provide an additional pedestrian safety buffer. In rural areas, a paved shoulder of appropriate width may be used as an alternative to the sidewalk.
- Landscaped medians with pedestrian crossings should be provided on multi-lane roads. The safety of such crossings can be improved even more with advance stop bars.
- Pedestrian exposure to fast-moving traffic should be reduced by minimizing the crossing distance at intersections. This can be accomplished through minimizing curve radii, providing pedestrian refuge islands between turning and through lanes, providing pedestrian median refuges, and/or curb bump-outs. If a safe intersection crossing cannot be provided, grade-separated or mid-block/median protected crossing treatments should be provided.
- Signals should be timed appropriately for pedestrian and bicycle crossings, and should consider the needs of elderly and disabled pedestrians. Innovations such as pedestrian count-down signals and leading pedestrian intervals should be

implemented where appropriate. Protected/permitted left turns should be controlled or prohibited where such turns are presenting a hazard to pedestrian crossings; rather, protected left turn phases are preferred. In addition, well-designed experiments to accommodate pedestrians and traffic flow safely with innovative signals, beacons, and signal timing are encouraged.

- Appropriate illumination of pedestrian crossings for night-time travel is recommended.
- The safety of locations where pedestrian crashes are concentrated (“hot spots”) should be improved so as to reduce crashes and encourage non-motorized travel.
- The locations of safe pedestrian crossings should be marked to attract drivers’ attention and to attract crossing pedestrians.
- Bicycle travel should be accommodated with bicycle facilities. An appropriate bicycle facility type should be provided based on adjacent land use, then highway speed and access controlled appropriate through design for that facility.

The 2030 RTP also acknowledges the requirements of the Americans with Disabilities Act for accessible routes to such facilities as stores, public buildings, parks, schools and transit. The 2030 RTP recommends that all public rights-of-way comply with the Revised Draft Guidelines for Accessible Public Rights-of-Way,⁶⁹ or subsequent guidance posted by the U.S. Access Board, as feasible.

5. Major Capital Recommendations

A. Chicago Transit Hub

The RTP's goal of using transportation to sustain the region's economic health includes specific objectives to promote transportation proposals that improve accessibility and mobility to and within Chicago's Central Area.

Major proposals for improving circulation and regional transit connections in the Chicago Central Area are grouped to define a "transit hub" that builds on the immense transit infrastructure investment already in place and recognizes the need to improve transit circulation, connections and coordination at the region's core.

These proposals are consistent with the Chicago Central Area Plan⁷⁰ objective to "make transit the first choice" for people coming to downtown Chicago.

1. Circle Line

Figure 14: Circle Line



The Circle Line is composed of new strategic links to Chicago's rapid transit system that will allow more direct connections between rapid transit and commuter rail lines serving the region's core. These new links are located in a ring about two to three miles from the Chicago Central Business District (CBD). The Circle Line will also facilitate significant service and operational improvements to the entire rapid transit system.

The proposal is divided into three phases. Phase I restores a section of elevated structure connecting Lake Street and Congress. Phase II constructs a new south link between the Douglas Branch and the Orange Line. Phase III constructs a new north link between

Lake Street and the Red Line. Implementing each of these phases is accompanied by service changes on existing rapid transit lines serving downtown Chicago.

a) Project Planning Status

Phase I of the Circle Line has been partially completed and new service on CTA's "Pink Line" has begun. In addition, enhanced Forest Park Blue Line service envisioned as part of the Circle Line has been implemented. Part of Phase I of the Circle Line project was accomplished through rehabilitation of the Douglas Branch of the Blue Line.

Combining Circle Line Phase I with the Douglas Branch rehabilitation made possible track and structure improvements for the "Paulina Connector" segment to the Green Line. Other elements of Phase I (stations and connections) remain to be completed.

Alternatives analyses of the complete proposal are underway.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.⁷¹

b) Regional Investment

The complete Circle Line proposal has been authorized for evaluation in the current federal transportation authorization.

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.⁷²

Along with the completed Blue Line Douglas Branch Rehabilitation, the 2030 RTP includes Phase I of the Circle Line as a "management recommendation". The 2030 RTP includes the complete proposal as a "project" recommendation.

c) Regional Plan Consistency

The proposal shows a high level of land use support from the 2040 Regional Framework Plan. The service crosses the South, Main, and North Branches of the Chicago River, though no construction activity is expected across the Main Branch. The project also crosses Washington and Warren Boulevards, part of the Chicago Historic Boulevard System; the boulevards could be enhanced by the project at these locations.

Alternatives analyses include an assessment of historically sensitive resources and the means of minimizing community impacts during and after construction. Where new track is required, subway alignments are under consideration to minimize negative community impacts. Station location should ensure context sensitivity⁷³.

Continued implementation of the Circle Line will improve transit access to employment centers in Chicago's expanded Central Area allowing for new transit-oriented commercial, retail and residential development to be concentrated along existing, but underutilized urban infrastructure. This investment is expected to encourage redevelopment in a mature part of the region. Station and facility design include safe, convenient and comfortable pedestrian access to the proposed transit service.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

When complete, the Circle Line will promote service coordination of the region's extensive commuter rail and rapid transit system. New linkages will improve security and incident response capabilities by increasing the operating flexibility of the existing rail network. The project will also provide for passenger safety and accessibility, as well

as provide enhanced management communications and control of passenger rail operations.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

d) Public Priority

The complete Circle Line proposal has been authorized for evaluation in the current federal transportation authorization.

2. West Loop Transportation Center

Figure 15: West Loop Transportation Center



The West Loop Transportation Center is a proposed transportation terminal located under Clinton Street between the Eisenhower Expressway and Lake Street in Chicago. The terminal structure is envisioned to incorporate three levels that accommodate and facilitate easy transfers between inter-city rail, commuter rail, rapid transit and bus services. The upper level will serve the routes of the proposed Central Area Bus Rapid Transit System with destinations in the North Michigan Avenue Area, River North, McCormick Place, and the eastern part of the Loop. The middle level will serve a new rapid transit. The lower level will provide two through tracks for either commuter rail or intercity services.

Rapid transit service is being considered either as a link for Blue Line trains, creating a central area loop for Forest Park and O'Hare services with a new subway under Clinton from Lake St. to Congress Parkway, or alternatively a realignment of some or all Red Line service in a new subway from near North/Clybourn to Cermak/Chinatown.

The proposal also includes increased capacity for Chicago Union Station which serves several commuter and intercity passenger rail services. This project would include through-routing some Amtrak intercity trains and Metra commuter trains via the new subway beneath Clinton Street and would provide increased capacity by creating a new station stop beneath Clinton Street. This also would permit increased capacity for direct through operation of trains continuing past downtown Chicago.

a) **Project Planning Status**

Negotiations for easements that will accommodate a guideway leading to the lower level of the proposed terminal are underway. The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

b) **Regional Investment**

A funding source for construction of this project has not been identified. The 2030 RTP includes this proposal as a "corridor" recommendation.

c) **Regional Plan Consistency**

The project shows a high level of land use support from the 2040 Regional Framework Plan. The proposal is also included in Chicago's Central Area Plan⁷⁴.

The West Loop Transportation Center responds to growth in the West Loop Area and will provide services needed to maintain the vitality and growth of Chicago's downtown. The project also addresses the need for improved circulation of passengers from major

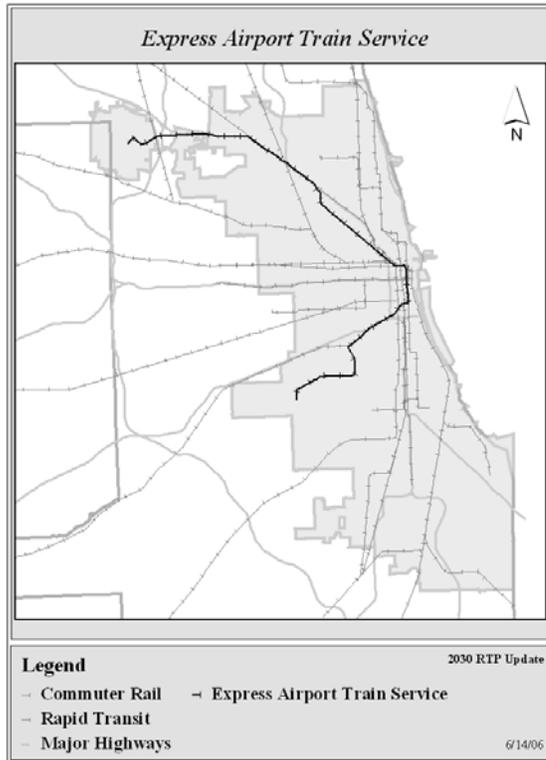
commuter and intercity rail services in the West Loop to other parts of Chicago's Central Area.

A main focus of the project is to facilitate access to additional development west of the historic core of Chicago. The project will encourage redevelopment of areas with established infrastructure networks. Development in the corridor, however, is advancing upon right-of-way needed to effectively implement this project.

The 2030 RTP includes strategies that address effective management and operation of the transportation system.

3. Express Airport Train Service

Figure 16: Express Airport Train Service



Express Airport Train Service will provide limited stop service along CTA's Blue and Orange Lines, providing fast, direct service between O'Hare and Midway Airports and Chicago's central business district (CBD).

The proposal includes a new downtown terminal providing passengers with boarding passes and baggage check-in. New vehicles will be specially designed for airline passengers and will feature spacious seating, business and air traveler amenities and space for carry-on luggage. The initial proposal provides express rail service between O'Hare International Airport and Midway International Airport with a single stop at a

new station now under construction between the Red and Blue Lines in the Loop⁷⁵. The downtown station is being designed for checked baggage, airline check-in, and other airline passenger amenities, and will include pedestrian connections to the Blue and Red lines as well as the downtown underground pedestrian walkway. A new station at Midway Airport is included in the proposal.

a) Project Planning Status

Downtown terminal construction has begun as part of site development at "Block 37". The remainder of the project is still in the early planning stages. Current activities include preliminary evaluations along the entire route. The alignment is expected to follow existing transit routes. The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

b) Regional Investment

It is anticipated that the project's completion will be accomplished through innovative private sector participation in the design, construction, operation and financing of the project. Funding for construction of this project is expected to derive from a specially prepared financial plan that identifies new revenue sources. The 2030 RTP includes this proposal as a "corridor" recommendation.

c) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The service crosses the Des Plaines River, the Chicago River, and some Cook County forest preserves, such as Schiller Woods, but construction activities are not projected at these locations to implement the service.

The proposal's objective is to provide a reliable transportation connection from downtown to both major airports. Increased traffic makes the expressways less reliable for airport travelers. The proposal uses existing rights-of-way, minimizing acquisition and impacts on existing land uses.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

New tracks will be constructed on the existing CTA Blue and Orange Lines to allow the express trains to bypass local service, thereby reducing travel times. The complete project includes upgrades to track and signal systems along the Blue, Red and Orange Lines improving operations for existing local service as well as the new express service.

The project will enhance multi-modal connectivity of the transit system. Enhanced rapid transit service to the region's major airports provides competitive travel times when compared to congested highway conditions and may help mitigate ground-access congestion associated with anticipated growth in air travel demand.

The project will enhance rapid transit system management and operation by providing strategic track connections, crossovers, and passing tracks to add flexibility, improve reliability, and enhance speed of service. Expanded service leverages existing yards, maintenance facilities, and track infrastructure.

The project is also expected to incorporate enhanced rail control technologies including centralized traffic control, computer aided dispatching, and improved communications and signaling to be managed from a centralized control facility.

The project may also provide enhanced goods movement. The project is being designed so as not to preclude freight service between both airports via downtown providing a reliable, non-highway route for time-sensitive air freight parcels.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

B. Improvements to Existing Facilities

The RTP's goal of maintaining and improving the existing transportation system recognizes the need to promote transportation proposals that improve the performance of existing transportation facilities, preserve the level of service offered by the existing transportation system and provide improved transportation system management.

Changes in travel behavior place new demands on existing facilities that may not have been anticipated. In most cases, forecast regional growth is expected to occur along existing transportation corridors. Part of this growth can be accommodated by increased multimodal capacity along existing transportation facilities.

In all facility improvements, opportunities to improve facility management and operations should be intensively pursued, particularly through technological advances.

1. Passenger Rail Upgrades and Extensions

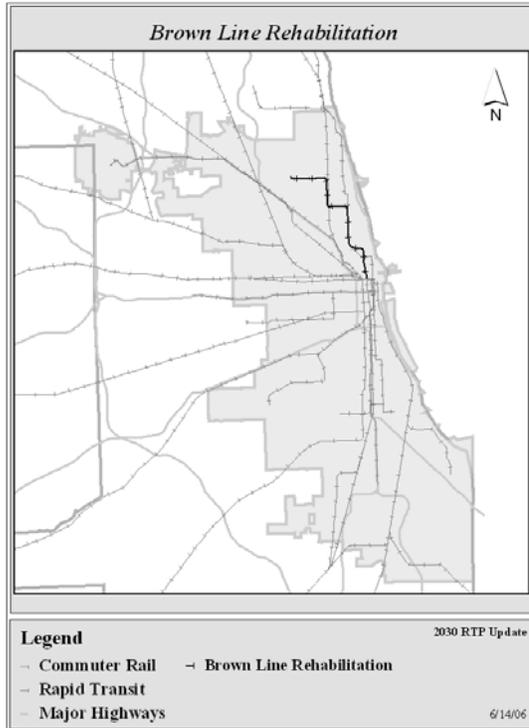
Improving and extending service on the region's rapid transit and commuter rail system serves travelers throughout the region. The region's passenger rail transit system has helped define the focus of commercial and employment location in northeastern Illinois. The passenger rail system also provides access to these centers from many stations in the region.

Passenger rail upgrades and extensions support increased accessibility to the region's centers with the added advantage that, regionwide, residential and commercial growth or redevelopment is encouraged around rail stations. Upgrades and extensions can also be used to enhance operations by providing additional flexibility or eliminating bottlenecks. Improving and extending the region's rail transit system is important to ensuring that our investment continues to serve the changing needs of the region's travelers.

a) **Rapid Transit Upgrades and Extensions**

Chicago's rapid transit system has developed over the past century to efficiently serve the transportation needs of the region's most densely developed communities. Elevated, subway and expressway median heavy rail passenger service provides high accessibility to city neighborhoods, employment centers and airports.

(1) Brown Line Rehabilitation

Figure 17: Brown Line Rehabilitation

The Chicago Transit Authority (CTA) Brown Line elevated structure is being rehabilitated to provide faster service and allow for longer trains.

(a) Project Planning Status

Construction on the project is underway.

(b) Regional Investment

This is a committed improvement for which funding has been secured and is estimated to be complete by 2009. The 2030 RTP includes this project as a “committed recommendation.”

(c) Regional Plan Consistency

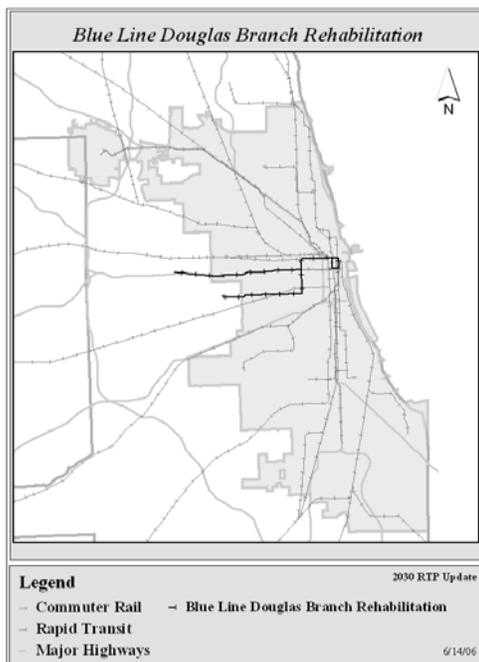
This project will increase transit capacity by 33% to meet increasing demand in a rapidly growing residential and commercial corridor. Economic benefits accrue by strengthening already lively transit-oriented commercial areas around stations and increasing residential property values around stations and along the line.

The 2030 RTP recommends that safe non-motorized access to transit continue to be addressed.

This project is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with State air quality plans.

(2) Blue Line Douglas Branch Rehabilitation

Figure 18: Blue Line Douglas Branch Rehabilitation



The CTA Blue Line Douglas Branch elevated structure has been rehabilitated and the “Paulina Connector” restored to provide faster service and more flexible train routing options.⁷⁶

(a) Project Planning Status

Project construction is complete.

(b) Regional Investment

The 2030 RTP includes this project as a “management recommendation”.

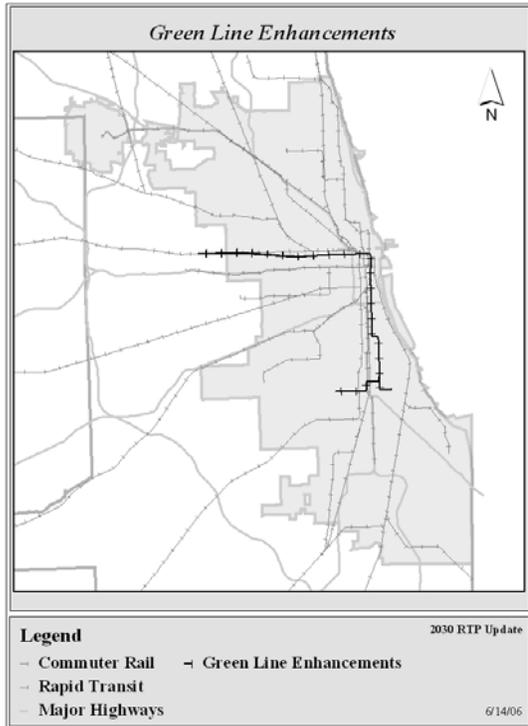
(c) Regional Plan Consistency

This project rehabilitated a rail line dating from the early part of the last century. Eight stations were reconstructed and five miles of track replaced. This line serves the fast-growing Pilsen and Little Village neighborhoods and links these neighborhoods with downtown Chicago and the rest of the region.

The 2030 RTP recommends that safe non-motorized access to transit continue to be addressed.

This project is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with State air quality plans.

(3) Green Line Enhancements

Figure 19: Green Line Enhancements

The Green Line is a rapid transit line serving Oak Park and Chicago's CBD, West and South sides.

To provide more direct neighborhood access to the Green Line and to establish new opportunities for transit-oriented development, this proposal includes increasing the number of stations on the Green Line while maintaining or improving transit service levels.

(a) *Project Planning Status*

The Green Line was largely reconstructed during the 1990s. To permit higher train speeds and reduce in-vehicle travel times, the number of stations on the Green Line was

limited in the new design. The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) Regional Investment

The 2030 RTP includes this proposal as a “management recommendation”.⁷⁷

(c) Regional Plan Consistency

The proposal shows a high level of land use support in the 2040 Regional Framework Plan. The project is adjacent to locations on the North and South Branches of the Chicago River in the Loop area. The Green Line also crosses several of Chicago’s historic boulevards.

The proposal provides additional transportation choices for community residents and business. Improved accessibility to existing transit services will support economic and community development objectives.

Because the area is redeveloping, rights-of-way for new stations should be identified to preserve needed land and plan for appropriate community interfaces.

Consideration of new station locations should include thorough assessment of both transit service coordination and local land use conditions. The service should support existing and planned adjacent land uses. The service should be coordinated with economic and community development activities to offer efficient transportation service.

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

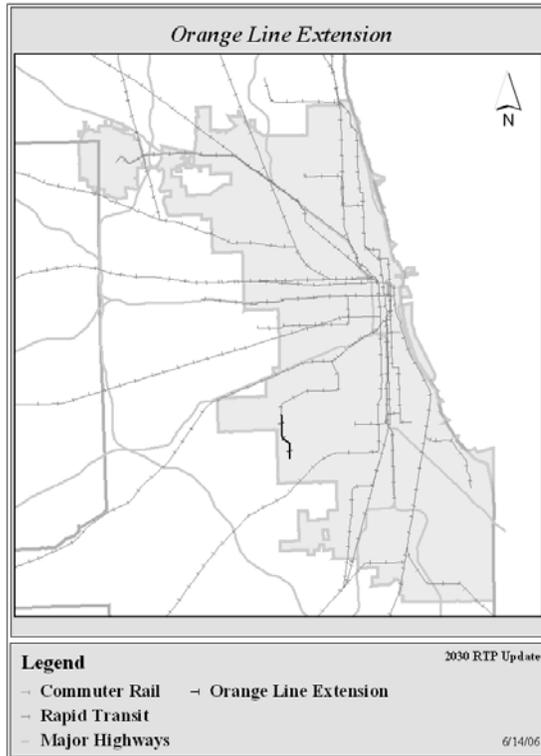
Community involvement that establishes support for a new station location should include an examination of current service pattern needs. New station locations should be implemented to complement the operating advantages gained by the major investment

already in place. The travel time improvements resulting from this capital investment should be preserved by maintaining adequate distance between stations. These improved travel times are key to maintaining and increasing ridership. Maintaining some distance between stations also more clearly defines opportunities for transit-oriented development.

Pedestrian safety and accessible routes to transit should be accommodated in station plans. Service coordination, including connecting bus service and coordination with parallel service should also be addressed.

This proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

(4) Orange Line Extension

Figure 20: Orange Line Extension

The Orange Line, a rapid transit line serving Chicago's CBD, Southwest side and Midway Airport, was completed during the 1990s.

To provide additional access to retail and employment opportunities, this proposal involves extending the Orange Line from the current terminus at Midway Airport to a new terminal in the vicinity of the Ford City Shopping Center.

This project completes the original Orange Line plan to provide improved access to downtown from the Far Southwest Side and from the central city to the strong employment corridor along South Cicero Avenue. The line will also provide easier

access to hotels and residential areas south of Midway Airport. The project will connect to several bus routes. A new park-and-ride lot at Ford City will address constraints at the CTA lot at Midway Airport. Safety will be enhanced from planned elimination of highway-rail grade crossings.

(a) *Project Planning Status*

Because the extension to Ford City was part of the original Orange Line plan, the project design and engineering are well defined.

Analyses of alternatives are underway. As the project is expected to use the Belt Railway Corridor, several competing right-of-way needs are being addressed as part of the ongoing right-of-way acquisition process.

Complementary transportation improvements (the CREATE Belt Corridor, the Express Airport Transit Service project) are currently under evaluation.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(b) *Regional Investment*

Funds have been programmed for right-of-way acquisition.

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.

The 2030 RTP includes the proposal as a "project recommendation".

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. The Orange Line Extension will support existing land uses and encourage compact

land development. Growth and development in the corridor, however, is advancing upon right-of-way needed for the Orange Line Extension.

The project is being coordinated with ongoing community and transportation development activities, including the airport.

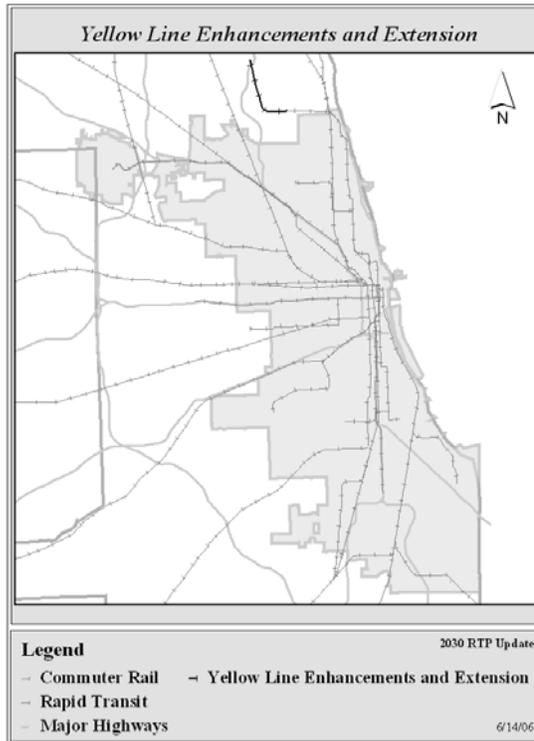
The 2030 RTP includes strategies for effective management and operation of the transportation system.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(d) Public Priority

Evaluation of the proposal has been authorized by the current federal authorization

(5) Yellow Line Enhancements and Extension

Figure 21: Yellow Line Enhancements and Extension

The Yellow Line is a rapid transit line providing express service between the Red Line terminal at Howard Street and the Dempster Street station in Skokie.

To provide more direct neighborhood access to the Yellow Line and to establish new opportunities for transit-oriented development, this proposal includes increasing the number of stations on the existing Yellow Line while maintaining or improving transit service levels.

To provide additional access to retail and employment opportunities, this proposal also includes extending the Yellow Line from its current terminus to a new terminal in the vicinity of the Old Orchard Mall.

(a) *Project Planning Status*

Improvements to the Yellow Line are ongoing. Partial catenary power service was replaced in 2004 with third rail power to improve service reliability and to facilitate future service improvements.

Analyses of alternatives are underway. Basic alignment and terminal locations for the extension have been evaluated.⁷⁸ Additional station locations are also under study.

Adjacent communities are evaluating bicycle access improvements along the former Skokie Valley route north and south of the project; coordination with this improvement is anticipated.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(b) *Regional Investment*

The proposal to construct a new station at Oakton is included in the current Transportation Improvement Program (TIP). Funding for pedestrian access for the new station is being sought.

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.

The 2030 RTP includes the proposal as a "project recommendation".

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project terminus is adjacent to Harms Woods, a property of the Forest Preserve District of Cook County.

The Yellow Line enhancement and extension project will provide additional access and mobility for the north suburbs by extending the line to Old Orchard Rd. and adding a new

station at Oakton. Other new station locations being evaluated. Extending the service to Old Orchard Rd. will provide new transit access to a major activity center.⁷⁹

The proposed alignment is in an existing railroad/utility corridor, minimizing acquisition and impacts on existing land uses.

By extending the line north to Old Orchard Mall and providing an infill station at Oakton, this project will provide new opportunities for reverse-commute transit travel to retail shopping and jobs. Also, the project will enhance prospects for significant transit-oriented infill development in the Village of Skokie. Connections can be made to several existing bus routes.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

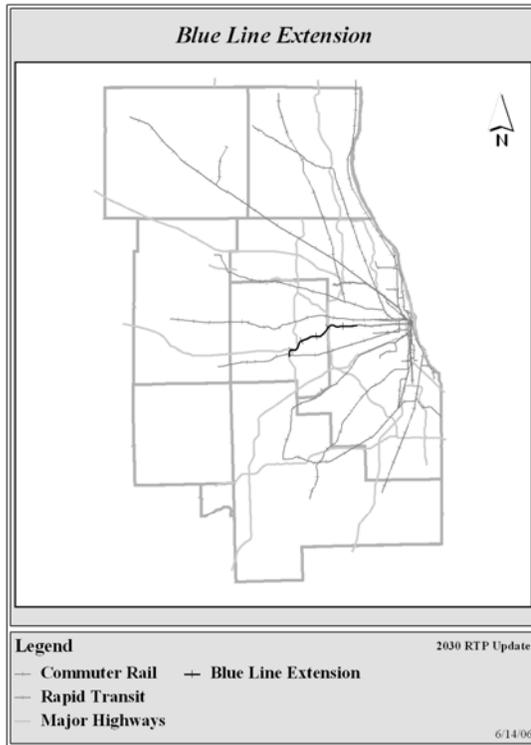
The project is expected to enhance multi-modal connectivity, resulting in increased transit ridership with faster transit travel times and direct access to new markets for traditional and reverse commute trips. Proximity of the terminal location to Niles North High School should be developed as an opportunity for improved transit access for staff and students. Outstanding community concerns regarding local traffic impacts should be resolved.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(d) Public Priority

The proposal to extend the line has been authorized for evaluation in the current federal transportation authorization.

(6) Blue Line West Extension

Figure 22: Blue Line West Extension

The Blue Line is a rapid transit line providing service between Chicago's CBD, central Cook County and O'Hare Airport.

To provide additional transit choices for travelers, relieve congestion, and establish new opportunities for transit-oriented development, this proposal includes extending the Congress branch of the Blue Line further west along or near I-290 and I-88 into central DuPage County.

The intent is to provide transit service from population centers in the existing Blue Line corridor to growing employment centers along the I-88 corridor.

(a) *Project Planning Status*

This proposal is also being evaluated in the Cook/DuPage multimodal corridor study.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) *Regional Investment*

Funds for construction of the project have not been identified.

The 2030 RTP includes the Blue Line West Extension as a “corridor recommendation”.

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project crosses the Des Plaines River in Cook County and Salt Creek in DuPage County. The project is adjacent to York Woods and Fullersburg Woods at Salt Creek, properties of the Forest Preserve District of DuPage County. The project may also abut Morton Arboretum in Lisle, which contains threatened and endangered species communities.

The proposal is anticipated to strengthen existing land use patterns by encouraging redevelopment of areas with established infrastructure. The proposal is to improve transportation choices for a densely developed sector of the region. The project will provide additional transit options in a congested highway corridor. In addition to improved connectivity to the Chicago Central Area, the service would provide reverse, suburb to suburb and non-work rapid transit options to the western suburbs.

Because the area is redeveloping, right-of-way needs for new stations should be identified to preserve needed land and plan for appropriate community interfaces.

The 2030 RTP provides guidance for effective management and operation of the region’s transportation system.

Planning for this service should be coordinated with the RTP's recommendations for the I-290 and I-88 corridors in western Cook and DuPage Counties. Right-of-way needs for multiple transportation improvements will require elaborate coordination.

While the proposal extends as far as Lisle⁸⁰, an initial strategic extension to Oak Brook may take advantage of existing development patterns. The remainder of the corridor should be accompanied by aggressive transit-oriented development.

In addition, the extension overlaps a portion of the DuPage "J-Line" proposal and the I-290 HOV proposal. Preferred modal staging and logical termini should be resolved during further corridor evaluations. In this evaluation it should be considered that the "J-Line" and other bus transit and high-occupancy vehicle proposals could establish or demonstrate a market sufficient to justify a heavy or light rail investment along this route in the future. Additional connectivity would be provided via the DuPage "J" Line and Cermak BRT services.

Additional features of the project consistent with strategic guidance (non-motorized access, ITS, access for people with disabilities, safety, service integration) and other management and operations strategies should be evaluated.

For rapid transit service to be viable over large distances within a suburban context, consideration should be given to accommodating express service along the line⁸¹.

(7) Red Line Extension

Figure 23: Red Line Extension



The Red Line serves most of Chicago's lakefront neighborhoods. The initial 2030 RTP proposal was to extend the Red Line from the existing terminal at 95th Street to a new terminal at 130th Street and the Bishop Ford Freeway. To improve local community access to the proposed service extension, an alternative alignment along the Union Pacific (formerly Chicago and Western Indiana) right-of-way is now being considered. The project will streamline bus-to-rail connections for several bus routes. A key component of the plan is an intermodal terminal and a major park-and-ride lot at 130th Street and the Bishop Ford Freeway. Project development activities should also consider connections with Metra, South Shore Line trains to Northern Indiana and Pace bus services to southeastern suburban areas.

(a) *Project Planning Status*

Evaluation of the proposed alternatives is underway. The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(b) Regional Investment

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.

The 2030 RTP includes the Red Line Extension as a "project recommendation".

(c) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. Environmental effects are expected to vary by alignment.

The extension is proposed to increase accessibility for residents of Chicago's Far South side and Southern suburbs. It is also expected to relieve congestion, reduce travel time and improve access to jobs for lower-income residents. The proposal should also promote economic development on Chicago's south side and in suburban areas.

The project will provide direct access to CTA rail transit for commute and other trip needs, linking economically disadvantaged communities to jobs in Chicago's Central Area and the Lake Calumet industrial area. The project will be a catalyst for the growth of employment in the far south of Chicago and nearby suburbs and, by providing an attractive alternative to auto travel, is expected to help manage congestion on the Bishop Ford and Dan Ryan Expressways.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

The service improvement will be complemented by the rehabilitation of the Red Line from Cermak/Chinatown to 95th St., now under construction.

The project will enhance multi-modal connectivity and is expected to result in increased transit ridership.

Provisions for improvements to bicycle and pedestrian access are being planned, especially as a gateway for the Lake Calumet area.

This proposal should be included in evaluations conducted for other plan recommendations in the Southern Chicago and the South Suburbs multimodal corridor.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(d) Public Priority

The Red Line extension project has been authorized for evaluation in the current federal authorization.

Public outreach has revealed strong local support for the proposed alignment that directly serves existing neighborhoods.

b) Existing Commuter Rail Upgrades and Extensions

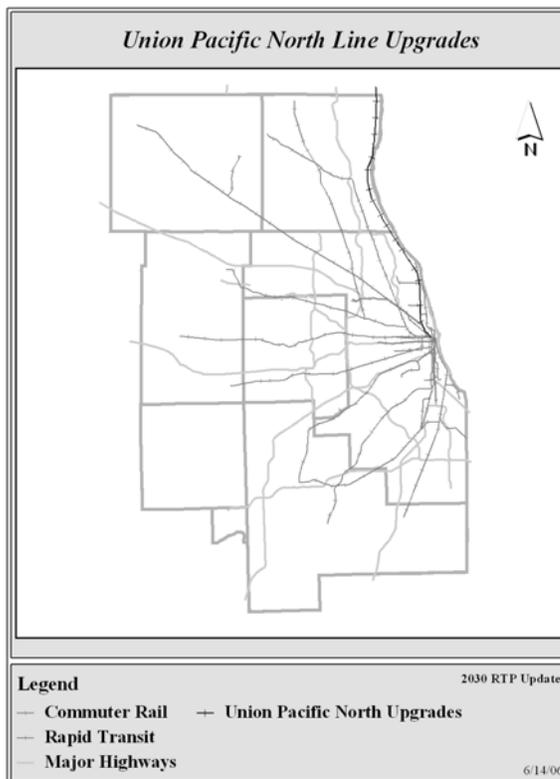
The existing commuter rail system operates primarily on radial lines serving Chicago's Central Area.

While several proposals appearing in this section extend beyond the region's planning boundaries, it should be noted that the 2030 RTP estimates of financial resources for these proposals are based on the revenue structure for the existing commuter rail service area⁸². Proposals to extend commuter rail service beyond the region's boundaries cannot be considered strategic priorities for the region and cannot be officially endorsed by the

2030 RTP. To do so requires institutional redefinition of the region's transit service area as well as the revenue structure to support it.

(1) Union Pacific North

Figure 24: Union Pacific North Improvements



The Union Pacific North Line serves Chicago, northern Cook and Lake Counties. The proposal is to upgrade the existing signal system and install additional crossovers between downtown Chicago and the outer terminal in order to increase the operating capacity of the UP-N Line.

(a) Project Planning Status

The 2030 RTP anticipates project planning to be completed over the long term.

(b) Regional Investment

Structure and track improvements along portions of the line were recently completed in order to maintain existing service reliability.

The 2030 RTP includes this proposal as a “system” recommendation.

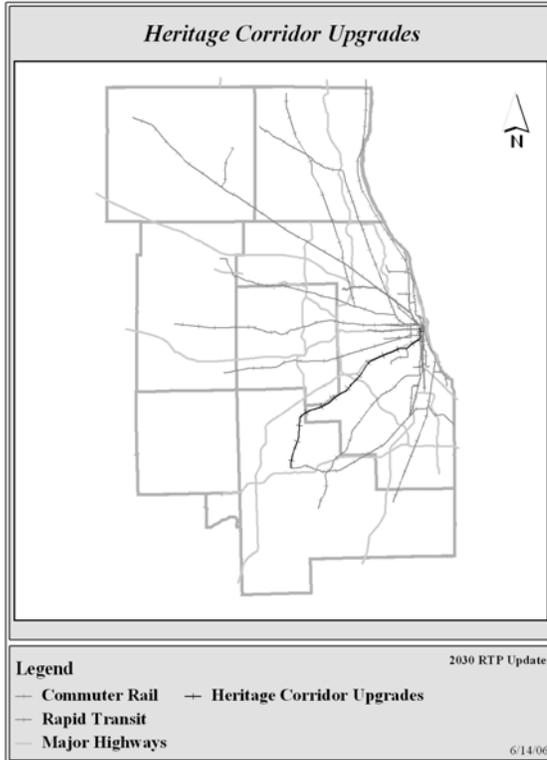
(c) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan.

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

This would encourage utilization of the commuter rail system by creating the ability to operate more trains, and at faster speeds, shortening travel times and increasing the efficiency of the physical plant.

(2) Heritage Corridor

Figure 25: Heritage Corridor Improvements

The Heritage Corridor is a 38-mile commuter rail line serving communities in southwest Cook and northwest Will County. The Heritage Corridor project will provide full-service commuter rail operations on the Heritage corridor to serve Chicago, Summit, Justice, Willow Springs, Lemont, Lockport, Romeoville, and Joliet. The line, which also serves interregional passenger rail and a busy freight service, currently has limited service.

The proposal is to upgrade infrastructure and service levels and to add stations.

Expanded service will include improved peak and off-peak service frequencies as well as weekend service. The improvements are also expected to bring about fewer passenger delays by resolving freight conflicts and expanding service to additional stations.

(a) *Project Planning Status*

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) *Regional Investment*

No funds have been identified for this or associated interregional high-speed rail proposals. Improvements to this corridor associated with the CREATE⁸³ program are not fully funded.

The 2030 RTP includes this proposal as a “corridor recommendation”.⁸⁴

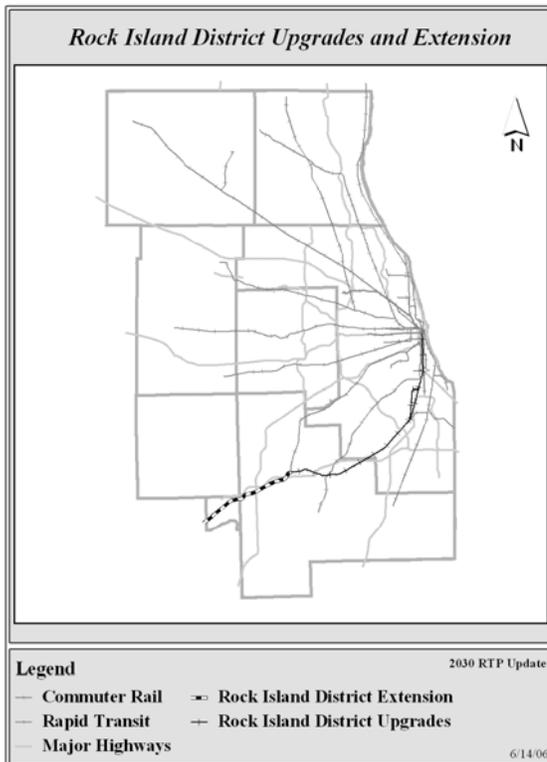
(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project will result in expanded access to transit service that is expected to increase transit ridership.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

Service coordination between all 2030 RTP proposals in this corridor should be resolved. In addition, an interregional high-speed rail corridor serving Chicago has been proposed for this corridor. The CREATE Project also recommends freight improvements along this line.

(3) Rock Island

Figure 26: Rock Island Improvements and Extension

The Rock Island District (RID) Line currently operates between LaSalle Street Station in downtown Chicago and Joliet Union Station. The initial proposal is to upgrade infrastructure and service levels. An extension to Minooka is also proposed to provide transit access to jobs from a growth area.

The upgrade proposal includes adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the Rock Island District (RID) Line, north from Gresham, where the Beverly Branch trains connect with the RID Main Line. The additional track will accommodate future expansion of RID

service, the proposed SouthEast Service and the eventual connection of the Southwest Service with LaSalle Street Station.

The project will also include related bi-directional signals and centralized traffic control to integrate with existing RID operations, plus several new or rehabbed bridges over city streets. Ancillary benefits include freeing up capacity at Chicago Union Station.

Another significant Rock Island District upgrade proposal includes the 47th Street Yard improvements that will expand and modernize the operations facilities between 47th and 51st Streets that serve as storage and maintenance facilities for all trains using the line. This yard expansion also offers the potential to implement express or limited-stop service.

The proposed extensions include several options to provide passenger rail service west of Joliet. Due to the significant residential growth in Will, Kendall, and Grundy Counties, the 2030 RTP initially recommends an extension of the Rock Island District Line from Joliet to Minooka.

The proposed routing would travel west from Joliet along the former Rock Island (now CSX) tracks to near the intersection with the Elgin Joliet and Eastern (EJ&E) tracks in Minooka on the border of Will, Kendall, and Grundy Counties. The initial proposed extension would stretch 10 miles beyond the current terminus. It would bring commuter rail service to the communities of Rockdale, Channahon, and Minooka, as well as southwestern Joliet and other surrounding communities.

An additional proposal extends passenger service beyond the metropolitan region as far as Peru, Illinois⁸⁵.

(a) *Project Planning Status*

Construction of some improvements to the existing Rock Island District infrastructure is underway. While some of the upgrades will likely be completed in the short term, the 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) *Regional Investment*

Several of the RID upgrade projects are currently programmed for construction in the TIP. Completion of the RID Triple Track and 47th Street Yard Expansion project and other elements of the upgrade project is presently contingent on additional funding for the CREATE program.

Funding for an evaluation of the proposal to extend service beyond the metropolitan region is included in the current federal authorization.

Funding for construction of the extension proposals has not been identified.

The 2030 RTP includes Rock Island District improvements east of Joliet as “system recommendations”; the proposed extensions are included as a “corridor recommendation”.

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan.

The existing Rock Island District service is near protected natural areas and streams, including Hickory Creek in Will County, and Tinley Creek, Calumet Woods and the Calumet Sag Channel. The proposed improvements do not occur directly in these areas.

The proposed extension is located in lower Des Plaines River Watershed and DuPage River Watershed, both classified as very high priority for protection and restoration.⁸⁶

The project crosses the Des Plaines and DuPage Rivers, which are designated “C” quality streams with opportunities for restoration to a higher quality stream,⁸⁷ and is near concentrations of wooded and agricultural lands in southwest Will County.

The upgrade project supports existing land uses and compact development. An additional station at 35th St. will encourage transit use to destinations in a redeveloping area of Chicago. Improved community interfaces and equitable service to low-income and minority communities are included in the proposal.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

In addition, the RID upgrades support other 2030 RTP major capital recommendations. Safety is addressed by raising structures to increase clearance. Community interfaces are addressed by new crossing signals. Currently programmed improvements include pedestrian safety and retaining wall rehabilitation.

In addition, coordination with other transit and freight improvements is integral to the project. A grade separation being planned in coordination with the CREATE program over the Norfolk Southern railway at Englewood (63rd Street) is particularly important.

(4) Southwest Service

Figure 27: Southwest Service Improvements and Extension

The proposal is to upgrade infrastructure and service levels and to provide an extension of service within rapidly-growing Will County.

The proposal includes constructing a 2-mile segment beginning west of Belt Junction (Belt Railway of Chicago, BRC) near 75th/Loomis, with a combination of bridges and embankment, crossing above Norfolk Southern (NS) tracks south of 74th St, ending near 75th/Normal where the Southwest Service (SWS) will access the RID tracks. This installation of two rail-to-rail grade separations to carry the SWS above the BRC and NS tracks will provide improved reliability and fewer operating conflicts. Rerouting the

SouthWest service into Chicago's LaSalle Street Station will relieve congested operations at Union Station.

An extension to Midewin (near the former Joliet Arsenal site) is also proposed.

Extension of the Southwest Service to Midewin will provide commuter rail service to the Midewin National Tallgrass Prairie, Lincoln National Cemetery, and the Centerpoint Intermodal Center, as well as provide a terminal closer to rapidly growing Elwood and Wilmington. The extension will use primarily former Joliet Arsenal right-of-way by connecting at Manhattan.

(a) Project Planning Status

The Southwest Service extension to Manhattan opened for service in January, 2006. New stations in Palos Heights, New Lenox and Manhattan are also in service. Other station reconstruction and parking projects associated with the improved service are proceeding to completion.

The 2030 RTP anticipates project planning for the remaining upgrades and extension proposals to be completed over the long term.

(b) Investment category

Further progress toward completing the proposed upgrades to existing service is contingent on funding through the CREATE program. Funds for construction of the extension have not been identified.

The 2030 RTP includes the recently completed Manhattan extension service as a "management" recommendation; the remainder of the proposed upgrade as a "system recommendation"; and extension of the line to Midewin as a "corridor" recommendation.

(c) Regional Plan consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The proposed extension to Midewin is within the north border of Midewin National Tall Grass Prairie in southwest Will County and crosses the Prairie Creek System in central Will County. The proposed extension is within the Lower Des Plaines River Watershed, classified as high priority for protection and/or restoration. The project would also affect agricultural land in central Will County. Evaluating of the proposal to extend the service to Midewin will need to be especially sensitive to concerns regarding the environmental and safety implications of its proximity to a nature preserve.

The upgrade proposal encourages redevelopment in established urban areas and supports the functions of adjacent land uses.⁸⁸ The new service also provides for additional transportation choices in areas with little or no rail service.

Particularly for the corridor surrounding the newly opened service, community development practices should continue to foster transit oriented development.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

New rail-to-rail grade separations will improve operations and eliminate delays caused by freight interference. The new routing will also allow SWS trains to terminate at the less congested LaSalle Street Station in downtown Chicago. Full service includes rerouting increasing train frequency and providing additional parking.

Pedestrian accessibility and safety should be pursued collaboratively as a project management strategy, particularly to ensure that rail stations are safe and inviting places to walk. Connecting bus services should be evaluated to ensure maximum use of the new commuter rail offering.

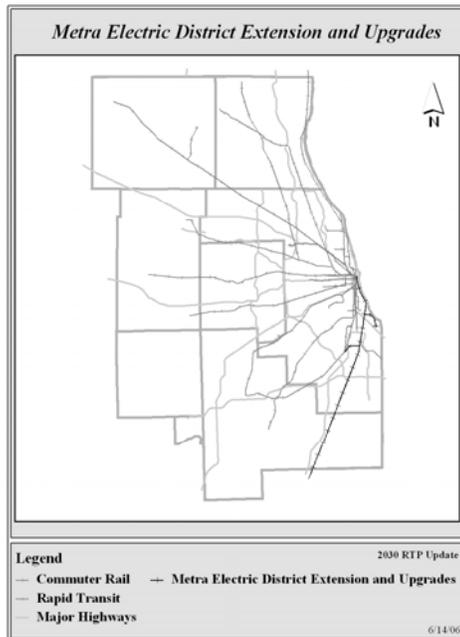
Additional track will allow bi-directional service and more reliable passenger operations. Signal improvements will also facilitate efficient operations and improve safety.

This proposal is an integral element of the CREATE program.

Service improvements on the existing line are included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(5) Metra Electric

Figure 28: Metra Electric Improvements and Extension



The Metra Electric District (MED) serves southern Chicago and the south suburbs.

The initial proposal is to upgrade infrastructure and service levels. The proposal includes relocation of the present facilities at 18th Street and Weldon Yard that currently service

Metra Electric trains during the daytime layover. The present facility has long been overcrowded and outmoded, so an entirely new facility suitable for both present needs and potential expansion will be required.

The proposal also includes consideration of alternative service levels. Improved local community access, increased frequencies and off-peak service, as well as service and fare coordination with other transit services are expected to increase demand and better serve local needs.⁸⁹

An 8-mile extension of Metra Electric District Line between University Park and the proposed South Suburban Airport is also recommended. This improvement is expected to provide transit access to jobs at and near the airport, plus express passenger transport to and from downtown Chicago and intermediate locations. An extension to Kankakee is also proposed.⁹⁰

(a) *Project Planning Status*

The 2030 RTP Update anticipates the infrastructure upgrade projects to be completed in the short-term through regular capital programming activities.⁹¹

An evaluation of service and facility alternatives for potential commuter rail service to the proposed South Suburban Airport (SSA) has been completed.⁹² The study evaluated several service alternatives. Further detailed evaluation and selection of a preferred alternative will likely occur as part of further airport development plans.⁹³

Inter-regional rail service to Kankakee has been proposed for this line and is under study by Will and Kankakee Counties.

The 2030 RTP anticipates that planning for completion of the extension project will be depend on the development schedule for the South Suburban Airport.

(b) *Regional Investment*

Funds for construction of the upgrades or extensions have not been identified.

Funds to conduct an evaluation of a proposed extension to the SSA are included in the current federal transportation authorization.

An extension of existing service into Kankakee County will necessitate development of new financial and institutional mechanisms.

The 2030 RTP includes the proposed upgrades as “system recommendations”

The 2030 RTP Update includes the extension proposal as a “corridor recommendation”.

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. Extending this line has moderate natural resource impact potential due to its location in agricultural areas in south Cook and northeast Will counties.

Increased accessibility of this line from downtown Chicago to South Chicago and Blue Island is expected to reduce traffic congestion as well as promote local neighborhood economic development.

The upgrade proposal supports existing land uses and compact development and improves mobility and accessibility for low-income and minority communities.

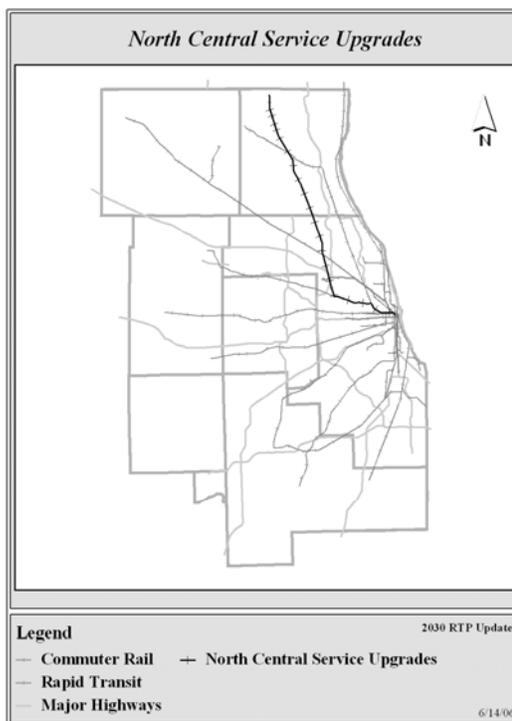
Providing transportation choices for future airport employees and patrons will be key to the proposed extension’s success. The proposed extension will provide needed transit access to jobs at and near the proposed new airport, and passenger transport to/from the Chicago central area and intermediate locations.

The 2030 RTP includes strategies for effective management and operation of the transportation system. The infrastructure upgrade project will provide the necessary shops to properly maintain rolling stock.

Coordination with other transit improvements is integral to the project.⁹⁴ This proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

(6) North Central Service

Figure 29: North Central Service Improvements



The North Central Service was introduced in August, 1996. The proposal calls for ongoing continuing upgrades to infrastructure and service levels. Phase I improvements to the initial North Central Service Improvements include double-tracking much of the

line, new stations, additional parking, and improved operations via the Milwaukee District West Line to Union Station.

(a) Project Planning Status

The first phase of double-tracking and service upgrade of the North Central Service Line was completed in January 2006. The project now provides additional capacity for improved service and additional stations between Chicago Union Station and Antioch.

Additional improvements may be implemented through the regular capital programming process.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) Investment category

Because capital construction is substantially complete, the 2030 RTP includes this project as a “management recommendation.”

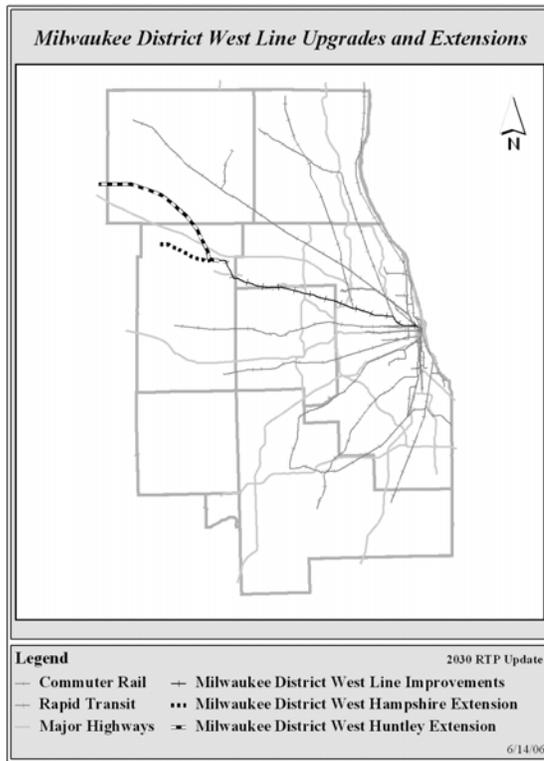
(c) Regional Plan consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. There is potential for this relatively new service to support both existing and planned adjacent land uses. For example, by providing additional inner-ring suburban stations, the project encourages redevelopment in established urban areas and supports the functions of adjacent land uses. Collaborative planning with local communities on land use development to support commuter rail should continue. Improvements to the service should be coordinated with economic and community development activities in order to maximize the efficiency of service and development potential of surrounding communities.

The 2030 RTP includes strategies for improved management and operation of the transportation system.

Connecting bus service supporting new rail service is encouraged.⁹⁵ Improving the accessibility of routes to stations with special attention to pedestrian safety should be pursued cooperatively with agencies with jurisdiction over nearby roads and streets.

(7) Milwaukee District West

Figure 30: Milwaukee District West

The Milwaukee District-West line currently provides service between Elgin (Big Timber Road) and downtown Chicago. The initial proposal includes a new 11-mile extension to the Milwaukee District-West Line between Elgin in Kane County and rapidly growing Huntley in McHenry County with a corridor continuing to Marengo and Rockford. An extension to Hampshire in Kane County along a different route is also proposed.

The extension to Huntley is proposed to connect at Alмора and use right-of-way of the parallel Union Pacific Belvidere Subdivision tracks.⁹⁶ The extension to Hampshire would use the IC&E right-of-way by connecting at Elgin/Big Timber⁹⁷. Extending this service as far as Rockford has also been proposed.⁹⁸

(a) *Project Planning Status*

A Phase I Feasibility Study (to Huntley or Marengo) is underway.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) *Investment Category*

The extensions⁹⁹ have been authorized for evaluation in the current federal authorization. Funding for construction has not been identified for any of the proposed extensions. An extension of existing service to Rockford will necessitate development of new financial and institutional mechanisms.

The 2030 RTP includes the Milwaukee District West extensions as “corridor recommendations”.

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan.

The project is located within agricultural areas in southwest McHenry County and northern Kane County. The project also passes within the Kishwaukee Creek Watershed, classified as very high priority for protection and/or restoration. The project crosses the north branch of Kishwaukee Creek, an “A” quality stream identified as a unique aquatic resource.

In recent years, significant residential growth has been occurring in this area. Forecasts indicate that this trend will continue.

(8) Milwaukee District North

Figure 31: Milwaukee District North Improvements and Extension

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago.

The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest¹⁰⁰ terminating at Fox Lake.

The proposal includes upgrading infrastructure and service levels with two possible extensions, one to Richmond and another to Wadsworth.

The Richmond proposal extends the Fox Lake segment and includes additional track between Rondout and Fox Lake.¹⁰¹

The extension to Wadsworth includes 13 miles of new service between Rondout and Wadsworth in northeastern Lake County. The proposal is to follow main line tracks¹⁰² northward to serve the communities of Wadsworth, Gurnee, western sections of Waukegan, and Green Oaks.

(a) *Project Planning Status*

A planning study of the feasibility and desirability of the Wadsworth extension was completed in June 2001. The study assessed the current conditions of the physical plant, sited locations for stations and a yard, evaluated the available capacity of the route relative to current and future freight and Amtrak service, and determined the demand for commuter service on the extension.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(b) *Investment Category*

Construction financing has not been identified for any of the Milwaukee District extensions.

The 2030 RTP includes this proposal as a “corridor recommendation”

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. The extension to Richmond is located within agricultural areas in northeastern McHenry County. There are threatened and endangered species throughout the corridor. The project is located within Nippersink Creek Watershed, classified as very high priority for protection and/or restoration.

In addition to serving area residents destined for downtown Chicago, the service could be designed to serve reverse commuters.¹⁰³ Moreover, the potential may exist to tap into the travel market of visitors and employees of large recreational facilities in this portion of Lake County¹⁰⁴. The extension to Richmond will increase transit choices in fast-growing eastern McHenry County.

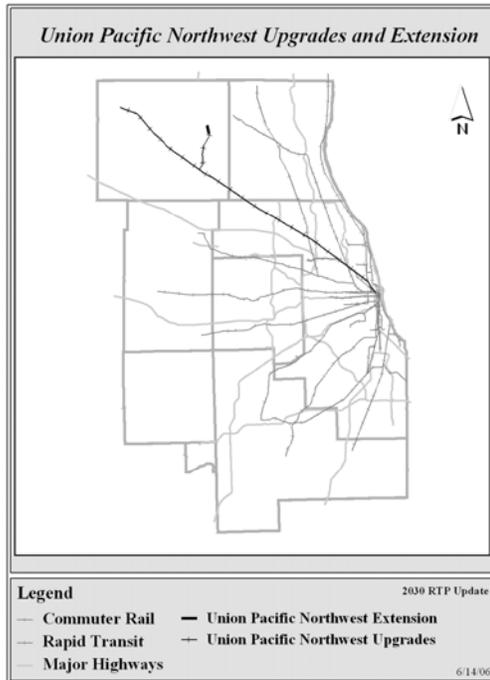
Providing a transit choice in a currently underserved area is expected to improve air quality, preserve agricultural land and increase economic viability through attraction of employment opportunities adjacent to the line.

The project is expected to provide transit access to rapidly growing residential and employment areas. The extension is expected to serve a significant market of city-to-suburb and suburb-to-suburb commutes.¹⁰⁵

The 2030 RTP includes strategies to ensure that the transportation system is effectively managed and operated.

Elements of the 13-mile extension to Wadsworth would include three or four stations, an overnight coach yard, and possible track/signal improvements. The existing infrastructure already includes bi-directional signaling and Centralized Traffic Control, but track capacity will require close scrutiny.

(9) Union Pacific Northwest

Figure 32: Union Pacific Northwest Improvements and Extension

The Union Pacific Northwest (UP-NW) Line is the region's longest commuter rail line, extending from Chicago to Harvard with a seven-mile branch to McHenry.

Two improvements are proposed on the UP-Northwest: infrastructure upgrades and an extension to Johnsburg¹⁰⁶. The upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability. The extension to Johnsburg will allow improved operations on the entire line. New yards are planned for the Woodstock and Johnsburg areas.

(a) *Project Planning Status*

Alternatives analyses are underway for the entire proposal.¹⁰⁷

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(b) *Investment Category*

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.¹⁰⁸

The 2030 RTP includes this proposal as "project" recommendation.

(c) *Regional Plan Consistency*

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project is located within the Upper and Middle Fox River Watersheds, classified as very high priority for protection and/or restoration. The project is also adjacent to and crosses the Nippersink Creek and Boone Creek systems in northeast McHenry County.

The project is within or adjacent to threatened and endangered species communities and is located within agricultural land in central and north McHenry County.

This commuter rail line serves more population and jobs than any other corridor in the region. There are substantial employment centers near the UP-NW Line route and many areas are expected to experience significant growth in the number of jobs.¹⁰⁹ Population and employment forecasts indicate a potential increase in demand for commuter rail service.¹¹⁰ The UP-Northwest proposal supports transportation choice. More communities will benefit from transit service. Faster speeds, shorter travel times and increased efficiency of the physical plant are expected to increase overall ridership.

In addition, the UP-Northwest improvements will support the functions of existing and planned adjacent land uses.¹¹¹ Improved transit service in Cook and McHenry Counties will encourage compact land development.

Community interfaces, particularly along the rail extension to Johnsburg, should be improved as the proposal is developed.

The 2030 RTP includes strategies for ensuring that the transportation system is effectively managed and operated. The new rail yards will permit greater train capacity and consolidation of maintenance operations.

Pedestrian and bicycle access needs and transit service coordination should be addressed as the proposal is further developed. Pedestrian and bicycle transportation needs, particularly accommodating bicycle and pedestrian travel along Northwest Highway and along McHenry County's Prairie Trail should be evaluated as the proposal is developed. Pedestrian safe routes should be addressed along the entire corridor.

The need for additional rail-highway grade separations should also be evaluated.

Additional transit service coordination, particularly for reverse commute and non-work trips should be evaluated as the project is developed.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(d) Public Priority

The project has been authorized for evaluation in the current federal authorization.

(10) BNSF Railway

Figure 33: BNSF Railway Extension

The BNSF Railway serves western Cook, DuPage and southern Kane Counties.

The initial proposal is to extend the existing commuter rail service from its current terminus in Aurora to Oswego (in Kendall County). A longer extension terminating in Plano is also proposed.

A new equipment storage/maintenance facility near the new western terminus of the line is also proposed.

(a) *Project Planning Status*

In August 2002, a study was completed that contained several components, including demand assessment and financial feasibility for the extension as well as a bus alternative.¹¹²

The current federal authorization specifically exempts this proposal from additional planning evaluation requirements.

The 2030 RTP anticipates completion of an initial segment to new stations in Montgomery and Oswego in the medium term and completion of the entire proposal over the long term.

(b) Investment Category

Funding for construction is anticipated through discretionary federal grants.

New institutional financing arrangements will be needed to extend commuter rail to the proposed locations.

The 2030 RTP includes the initial extension from Aurora to Oswego as a “project recommendation” with the remainder of the corridor to Plano included as a “corridor recommendation.”

(c) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project is located within the Lower Fox River Watershed and is classified as very high priority for protection and/or restoration. The project crosses Blackberry Creek, a “C” quality stream identified as having opportunities for restoration to a higher quality.

The extension of rail service will serve new and planned residential and commercial developments in the outlying counties. The proposal offers the opportunity to extend

commuter rail service using existing right-of-way to communities in the fast growing regions of Oswego and Montgomery.

This extension brings an existing commuter rail service closer to potential riders' residences. Commuters are currently forecast to travel from more than 20 miles to reach the existing station in Aurora.

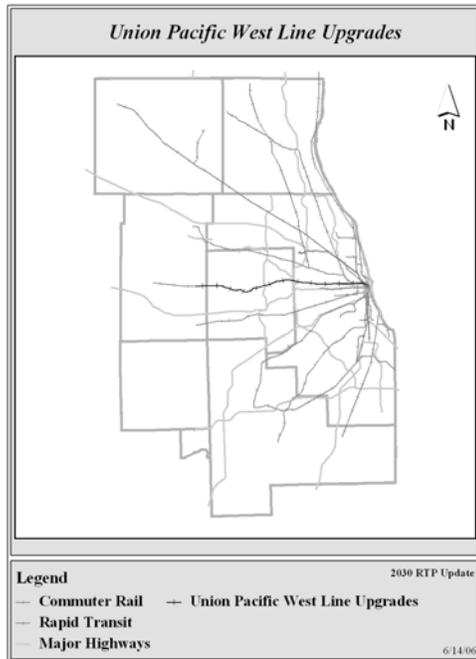
The 2030 RTP includes strategies for effective management and operation of the transportation system. Efficiency of freight operations on the BNSF should be maintained.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(d) Public Priority

The project has been authorized for evaluation in the current federal authorization.

(11) Union Pacific West

Figure 34: Union Pacific West Improvements

The Union Pacific West (UP-W) Line is a commuter rail line serving Chicago's CBD and western suburbs. The Union Pacific West Line (UP-W) extends nearly 44 miles west from Chicago to Elburn. The UP-W Line serves 62 communities in parts of Kane, DuPage and western Cook counties. The original 2030 RTP included an extension from Geneva to Elburn. This extension opened for service in January 2006.

To provide faster and more frequent service as well as to improve reliability for passenger and freight users, this proposal includes significant infrastructure and service level upgrades.¹¹³ The current proposal includes implementing a new 4-aspect signal system to replace the current 2-aspect system, and to upgrade existing track, including new crossovers. A third track will be added to an existing double-track portion of the

line east of Elmhurst. This includes major track relocations on the embankment. Simple diamonds will replace double-slip switches. As part of the UP-W improvements, it also proposed to move the current A-2 crossing at Western Avenue to a new location one mile east, away from entrances to coach yards.¹¹⁴

An additional proposal includes consolidation of the M-19A/California Avenue Yard.

(a) Project Planning Status

The extension from Geneva to Elburn opened for service in January, 2006.

Alternatives analyses for the proposed core capacity upgrade to the entire line are underway.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(b) Investment Category

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.¹¹⁵

Several CREATE program grade separations are integral to the project¹¹⁶.

The 2030 RTP includes the completed extension to Elburn as a "management recommendation" and the remaining upgrade proposal as a "system recommendation."

(c) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. This project is located within the Middle Des Plaines River and Middle Fox River Watersheds, classified as very high priority for protection and/or restoration.

The UP-W has served adjacent communities for most of their history. The passenger service shares the right-of-way with significant freight traffic. Improvements are

primarily along existing right of way. Project development should include addressing community and environmental strategies in the corridor¹¹⁷.

There is an increasing demand for service in this region due to substantial residential growth¹¹⁸.

The UP-West track and signal improvements will support the functions of existing and planned adjacent land uses. Improved transit service in western Cook, DuPage, and Kane Counties will encourage compact land development. Several communities along the corridor are pursuing infill development that will complement the improved service. These improvements will also enhance the potential for reverse-commuting along the UP-W Line.

The proposal is included for evaluation in the Cook/DuPage Corridor Study. Initial evaluation of this proposal indicates that it serves a discrete travel market and is not a likely alternative to other improvements proposed in the corridor.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

The UP-West Core Capacity upgrade improves transportation choices for the corridor's travelers. More trains with faster, more reliable service are envisioned.

The M-19A/California Avenue Yard is expected to significantly improve operations by locating a new locomotive facility adjacent to the coach yard used by all Union Pacific train equipment. Also, a new and modern maintenance facility (including an environment-friendly paint shop) will replace the existing one, and the yard will be expanded with wider track spacing for efficiency and safety. Improved operating efficiencies will enable trains to be recycled (cleaning, routine maintenance, and fueling)

and available for next runs more quickly. Reduced operating costs will save funds to be used elsewhere on the system. These operations improvements will enable both revenue and deadhead trains to move through the new crossing point at increased speeds. This is expected to reduce operating costs.

The complete proposal will address a facility in need of substantial maintenance in many areas¹¹⁹. This provides the opportunity for improved community interfaces, rail-highway grade separations, accommodation of pedestrian and bicycle travel needs, and transit service. The proposal offers an opportunity to improve pedestrian and bicycle transportation accommodations, particularly for seniors and people with disabilities¹²⁰. The project includes improving the efficiency and safety through rail signal upgrades, additional track, and new cross-overs. Doing so will increase the line's capacity, speed and reliability. By eliminating the existing bottleneck between River Forest and Elmhurst, fewer freight trains will be required to stand.

The proposal offers an opportunity to improve transit service coordination, particularly for reverse commute and non-work trips. In addition, several station and parking improvements along the corridor should be coordinated.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(d) Public Priority

The project has been authorized for evaluation in the current federal authorization

2. Improving Existing Major Highways

Northeastern Illinois' major highway system significantly contributes to mobility and accessibility within the region. Highway accessibility to the region's multiple commercial centers from all points provides a sustaining advantage in both goods movement and employment opportunities.

The RTP supports increased multimodal capacity to the region's existing commercial centers. In growing parts of the region, additional major highway capacity is recommended as part of multimodal traffic congestion management.

In mature parts of the region, additional major highway capacity may also require special attention to mitigating community and environmental impacts. These projects also present an opportunity to enhance the quality of existing communities by close coordination with community planning efforts.

In growing areas, highway capacity additions are often designed for conventional unrestricted use focusing on highway users. The RTP recommends, however, that design of conventional lane additions incorporate intensive management, operations and design strategies to optimize long-term multimodal operations, particularly with regard to accommodating bus and truck priorities.

Transportation management techniques should be included in the engineering studies for highway capacity additions. To reduce travel demand, priority treatments for transit and carpools should also be considered in project studies. Value pricing and electronic toll collection should be considered on toll facilities to reduce peak congestion. Other strategies that reduce single occupant vehicle travel should also be considered. In addition, transportation system management strategies such as improved and expanded

ramp metering and collector-distributor and other auxiliary lanes should be considered to smooth traffic flow and improve safety, while simultaneously providing access from communities to the trunk lines of the highway system.

The RTP recommends that bicycle and pedestrian travel be accommodated along and across highway corridors, so that the expressway and tollway systems do not act as a barrier to non-motorized travel. Consideration of non-motorized access to transit stations and bus services is particularly important. The RTP also recommends that walking and bicycling needs that will come with future urbanization be considered in provision of accommodations along highway corridors in growing areas.

a) **I-90/94**

Figure 35: I90/94 Improvements



This project consists primarily of reconstructing the existing roadway and reconfiguring access to improve safety. Modified access and auxiliary lanes will be included in the

project to reduce weaving maneuvers. Through-access on I-90 to the Chicago Skyway Toll Bridge will be enhanced with a flyover to the express lanes north of 63rd Street.

(1) Project Planning Status

The project is under construction.

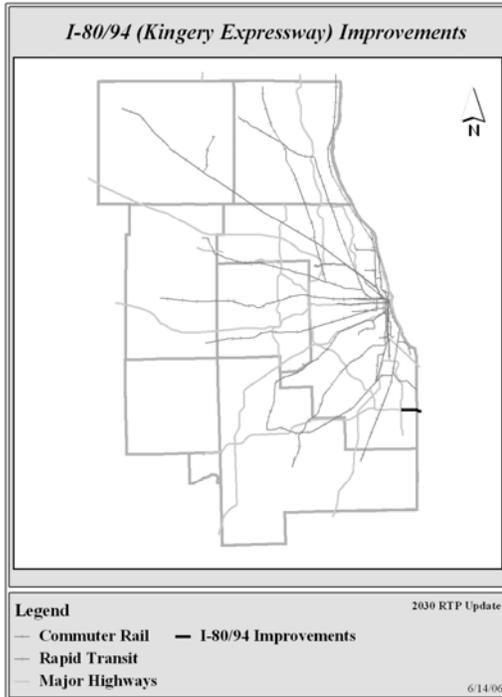
(2) Investment Category

This is a committed project for which funding has been secured and is estimated to be complete by 2007.

(3) Regional Plan Consistency

The project is consistent with the 2030 RTP goal to maintain the existing transportation investment.

The 2030 RTP includes strategies to effectively manage and operate the transportation system. The reconstruction project takes advantage of many design and engineering opportunities to meet this objective.

b) **I-80/94****Figure 36: I-80/94 Improvements**

I-80/I-94 provides a link between northern Illinois and the northern tier of the United States. It is a critical trucking route and serves large numbers of external trips. The proposal is to provide additional capacity on I-80/94 from I-294 to US 41, plus a major new collector/ distributor system servicing the I-294/IL 394 interchange.

(1) Project Planning Status

Construction on the project is underway.

Planning for this project has been closely coordinated with the Northwest Indiana Regional Planning Commission which endorses plans to continue the additional lanes to I-65.

(2) Investment Category

This is a committed project, having received full funding from state and federal sources.

The project is scheduled for completion in 2006.

(3) Regional Plan Consistency

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

Improved geometry and realignments will substantially improve the operations and safety of the roadway.

c) **I-190****Figure 37: I-190 Improvements**

This project consists primarily of redesigning and reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce congestion and collisions.

(1) Project Planning Status

Project planning is complete, with adequate funding being the major impediment to further construction.

(2) Investment Category

Due to funding uncertainties, the 2030 RTP includes this project as a "system recommendation". Funding is expected to be made available through regular capital programming activities.

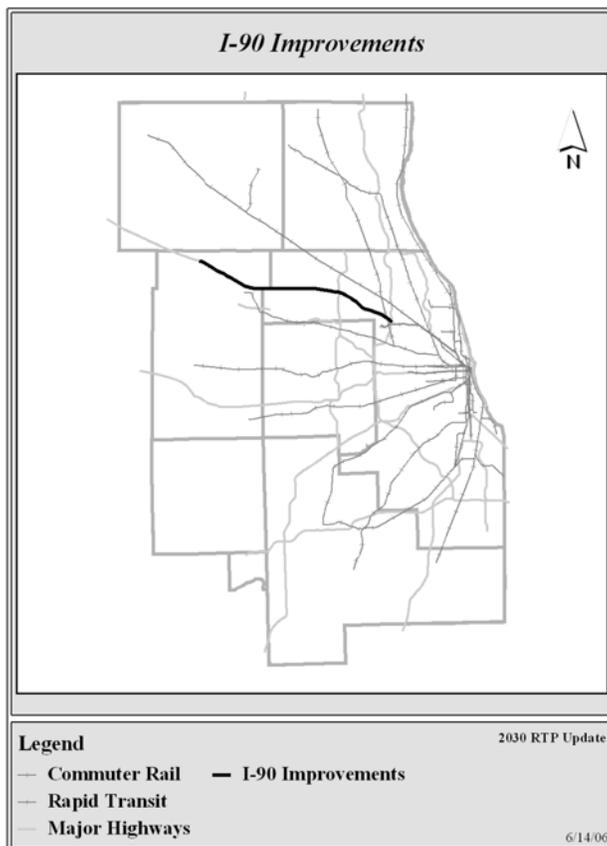
(3) Regional Plan Consistency

The 2030 RTP includes strategies to effectively manage and operate the transportation system.

The improvements will include collector and distributor roads that will facilitate access to the many job and activity centers on the airport site.

d) **I-90 (Northwest Tollway)**

Figure 38: I-90 (Northwest Tollway) Improvements



I-90 (Northwest Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest.

The initial proposal is to provide an additional lane in each direction on the Northwest Tollway from I-294 to the Elgin toll plaza. A subsequent proposal is to continue the additional lanes from the Elgin toll plaza to Sandwald Road. Most of the Northwest Tollway will require reconstruction in the coming decades.

(1) Project Planning Status

Open-road tolling and value pricing to encourage off-peak use by freight users and the use of I-PASS automatic tolling transponders by all users is being implemented.

Open-road tolling improvements are underway at the River Road, Devon, Elgin, and Marengo Toll Plazas. The Marengo and Belvidere (Boone County) Toll Plazas are being functionally combined, with westbound tolls collected at Belvidere and eastbound tolls at Marengo.

Reconstruction with additional capacity from the Elgin Toll Plaza to Randall Rd. has been completed. All remaining segments west to Sandwald Rd. have been staged for construction to begin between now and 2011.

In addition, sections of I-90 away from the region's most developed areas, from I-39's junction with I-90 in Rockford to Madison, Wisconsin, are scheduled for additional lanes between now and 2011.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(2) Regional Investment

Because funds for this project are identified in the State's capital program, the project is included in the 2030 RTP as a "committed recommendation."

(3) Regional Plan consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The section from I-294 to Elgin crosses the Fox River in northern Kane County, which is a “C” quality stream, identified as having opportunities for restoration to higher quality stream. The project is adjacent to the south border of the Max McGraw Wildlife Foundation property east of the Fox River and is adjacent to three major Cook County Forest Preserve District properties: Poplar Creek, Paul Douglas and Ned Brown forest preserves. The project also passes through a concentration of streams and palustrine wetlands (i.e., wetlands not associated with rivers or streams).

The section of the project west of Elgin is located within the Kishwaukee River Watershed in the northwestern area of the region; the area is classified as very high priority for protection and/or restoration. The project crosses Eakin Creek in north Kane County, which is part of the Kishwaukee River System and classified as a “B” quality stream, a highly valued aquatic resource. The project also passes through a concentration of threatened and endangered species near Sandwald Road.

I-90 links Chicago and O'Hare Airport with the Schaumburg and Elgin areas. Population and employment are at high densities in much of the corridor, and continue to grow. The eastern section of this project coincides with the proposed STAR (Suburban Transit Access Route) line transit service.

The 2030 RTP includes strategies to effectively manage and operate the transportation system.

I-90 accommodates a large volume of external trips, serving travel to Rockford, northwestern Illinois and south-central Wisconsin. Additional lanes on the Tollway will help accommodate continued growth in the region as well as increasing external demand.

New and expanded interchanges should be considered to keep pace with community and economic development.

Several reconfigured and expanded auxiliary lanes may be appropriate to improve traffic flow as well as highway safety.¹²¹

Safe walking and bicycling access across I-90 from adjoining neighborhoods and comprehensive complementary bus services to proposed transit services should be provided. The transit service and highway improvements may prove to be complementary, particularly if priority treatments for transit and carpools are included in the project design studies. Dedicated access for transit and carpools should be evaluated in project studies.

The project will improve highway safety and accessibility for major residential and employment centers, including Chicago O'Hare International Airport. Open road tolling is expected to reduce congestion, air-pollution, and improve efficiency of freight movement.

Additional evaluation of transit needs, non-motorized crossings of the Tollway, and transportation management strategies, such as HOV preferences should be pursued. Non-motorized transportation, additional access interchanges, auxiliary lanes, and service coordination should be included in coordination with complementary transportation proposals¹²².

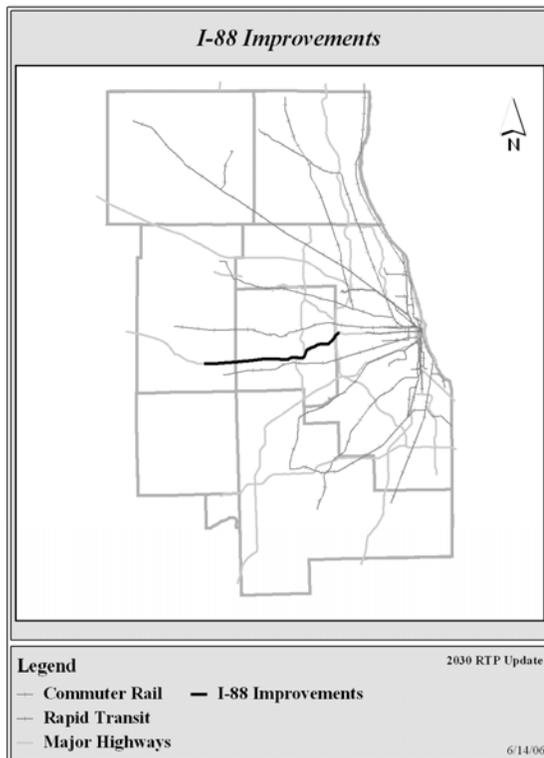
This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

The proposal is included in Illinois Tollway's "Open Roads for a Faster Future" under the auspices of the State of Illinois

e) **I-88 (East-West Tollway)**

Figure 39: I-88 (East-West Tollway) Improvements



I-88 (East-West Tollway) serves DuPage and Kane County, linking the region with western Illinois.

The initial RTP proposal is to provide an additional lane in each direction on the East-West Tollway from I-290 to Orchard Road in Kane County. Since most of the East-West Tollway will require reconstruction in the coming decades, capacity additions can be efficiently implemented during reconstruction projects.

The road also serves external travel to DeKalb and northern Illinois. This external travel may also soon include additional freight traffic destined for a major new intermodal terminal at Rochelle.

(1) Project Planning Status

Open-road tolling improvements are complete at the Aurora Plaza, and are underway at the east gateway, where the plaza is being split into a westbound plaza at the existing York Rd site and a new eastbound plaza at Meyers Rd.

Value pricing for trucks was implemented in early 2005 to encourage trucks to use this facility during the mid-day off-peak and overnight hours.

Additional toll plazas are currently undergoing conversion to open-road tolling.

Reconstruction with additional capacity from Naperville Rd to IL 59 is complete. All remaining segments west to Orchard Rd. have been staged for construction to begin between now and 2011.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(2) Regional Investment

Because funds for this project are identified in the State's capital program, the project is included in the 2030 RTP as a "committed recommendation."

(3) Regional Plan Consistency

The project shows a high level of land use support the 2040 Regional Framework Plan. The project is partially located in the Lower Fox River Watershed, which is classified as very high priority for protection and restoration. The project crosses the Fox River, the Main and East Branches of the DuPage River, and Salt Creek. The project is adjacent to

DuPage County preserves, such as Big Woods, Danada, York Woods, Fullersburg Woods and the privately owned Morton Arboretum, which encompasses a large concentration of threatened and endangered species communities.

I-88 links the near west suburbs of Chicago with Oak Brook and the Naperville/Aurora areas. The corridor has grown rapidly and is the home of several commercial centers. The highway was originally built through less-developed areas between transit-oriented communities that had developed along existing parallel commuter rail services; the areas surrounding the road have since developed with lower density uses interspersed with land preserved from development. Intense development pressure is expected to continue, with more opportunities to provide accessibility through recommended capacity improvements and complementary new transit service.

The 2030 RTP includes regional strategies for improved management and operations of the region's major highway facilities.

This proposal is also being evaluated in the Cook/DuPage multimodal corridor study.

Close coordination of this highway project with all proposed transit improvements in the corridor is necessary. The project is part of a multimodal transit corridor extending from downtown Chicago to the western suburbs. Portions of this project coincide with the proposed DuPage "J-Line" and Blue Line extension. Evaluation of priority treatments for transit and carpools should be evaluated.

The project will improve safety and accessibility for a highway serving major residential and employment centers. Safe walking and bicycling accommodation across the facility from adjoining neighborhoods and feeder bus services to proposed transit services is suggested.

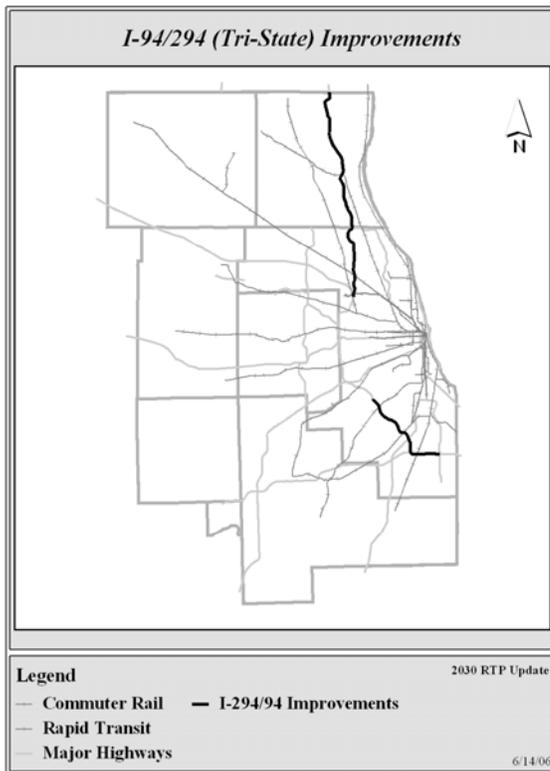
Bicycle and pedestrian accommodation across the corridor should be pursued.¹²³ In addition, several reconfigured and expanded auxiliary lanes and interchanges may be appropriate to improve traffic flow and community access, as well as highway safety.¹²⁴

The proposal includes open-road tolling and value pricing to encourage off-peak use by freight users and the use of automatic tolling transponders by non-freight users. Open road tolling is expected to reduce congestion, air-pollution and efficiently move freight. Value pricing should also be studied as an integral part of the project to reduce congestion and increase accessibility.¹²⁵

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

The proposal is included in Illinois Tollway's "Open Roads for a Faster Future" under the auspices of the State of Illinois

f) **I-294/94 (Tri-State Tollway)****Figure 40: I-294/94 (Tri-State Tollway) Improvements**

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals.

The initial proposal is to provide additional lanes on the Tri-State Tollway south from US12/20 (95th Street) to IL394, and north from Balmoral Avenue to the Wisconsin state line.¹²⁶

- (1) Project Planning Status

Toll plaza conversion to open-road, express electronic toll collection is underway or complete¹²⁷. Value pricing for trucks was implemented in early 2005 to encourage trucks to use this facility during the mid-day off-peak and overnight hours.

The additional lanes from IL22 to the Edens Spur are already completed.

The 2030 RTP anticipates project planning for this proposal to be completed over the short (south of 95th)¹²⁸ and medium (north of Balmoral)¹²⁹ term.

(2) Regional Investment

Because funds for this project are identified in the State's capital program, the project is included in the 2030 RTP as a "committed recommendation."

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The northern section of the project (IL137 to IL173) is located in a watershed classified as high priority for restoration and crosses Mill Creek and segments of the Des Plaines River, which are classified as moderate aquatic resources. The project also passes through woodlands and is in an area of concentrated wetlands. The central section of the project is adjacent to and passes through numerous preserves in south Lake County and north Cook County, such as Old School, Potawatomi Woods and Schiller Woods adjacent to the Des Plaines River. The project crosses the West Fork of the North Branch of the Chicago River and is in an area with a concentration of threatened and endangered species in southern Lake County. The southern section of the project crosses Stony Creek, Calumet Sag Channel, Thorn Creek and the Thorn Creek Forest Preserve within a concentration of threatened and endangered species communities in south Cook County.

The I-294 project is adjacent to numerous forest preserves and a planned interchange at I-57.

The southern portion of the proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

Electronic toll collection is a key part of management strategies proposed for the facility. Electronic toll collection can be used to implement value pricing in addition to expediting toll collection and reducing congestion associated with toll collection. As the Tri-State Tollway is an important national freight route, implementation of electronic toll collection truck lanes or express lanes serving all traffic is important in managing congestion on the road. Improvements include open-road tolling and value pricing is expected to encourage off-peak use by freight users and the use of I-PASS automatic tolling transponders by all users. Open road tolling is expected to reduce congestion, air-pollution, and efficiently move freight.

Most of the Tri-State Tollway will require restoration or reconstruction in the coming decades, so reconstruction projects may provide opportunities to efficiently add capacity. In addition, a project to add capacity and improve operations on I-80 east of IL394 and at the interchange of I-94 complements the south segment of I-294 capacity improvements. Several reconfigured and expanded auxiliary lanes and interchanges may be appropriate to improve traffic flow as well as highway safety. In particular, completion of a full

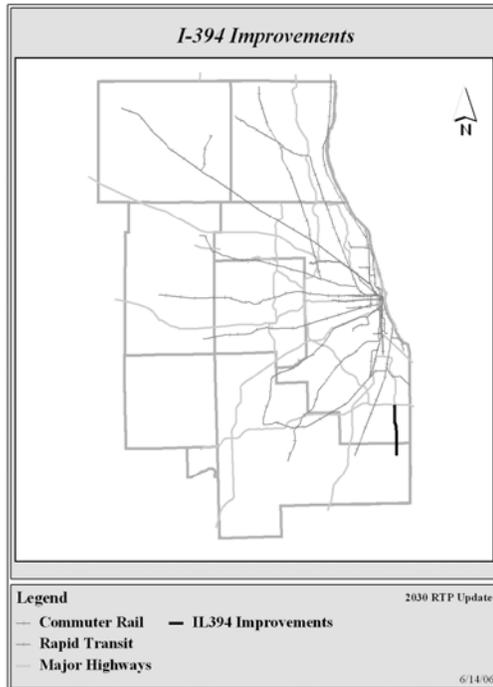
interchange between I-294 and I-57 is expected to improve the accessibility of the south and southwest suburbs.

The project will improve safety and accessibility for a highway serving major residential and employment centers, including Chicago O'Hare International Airport, Waukegan, and the south suburbs.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

The proposal is included in Illinois Tollway's "Open Roads for a Faster Future" under the auspices of the State of Illinois

g) **IL394****Figure 41: IL394 Improvements**

IL394 connects southeastern Will County to the rest of the region. The highway is also expected to be a key access route to the proposed South Suburban Airport. The initial proposal is to add lanes from I-80/94 to south of the proposed IL394/I-57 connector road and to convert from the existing high-type arterial to freeway design from US30 to south of the proposed IL394/I-57 connector road. From the connector road to IL1, the road would remain a controlled-access arterial road.

Several reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow as well as highway safety.

(1) Project Planning Status

A phase-I engineering study for the project has been completed.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(2) Regional Investment

Funding for the project has not been identified.

Because the proposed improvements are expected to be implemented through the normal programming process, the 2030 RTP includes this proposal as a “system recommendation”.

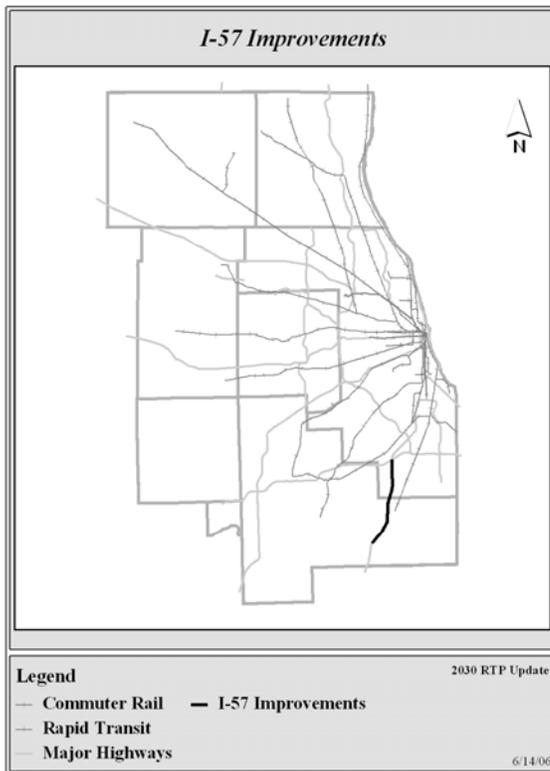
(3) Regional Plan consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project passes through the Thorn Creek Forest Preserve and Thorn Creek in south Cook County, the location of numerous threatened and endangered species communities and a concentration of palustrine wetlands. The project also crosses agricultural areas in south Cook County.

IL 394 will help provide access to the South Suburban Airport. This proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

Progress on complementary transportation improvements, such as the I-57/IL394 Connector and the Illiana Expressway, will affect the implementation of this project.¹³⁰ Management and operations strategies such as travel demand management, HOV priority treatments, transit coordination, and ITS strategies should be evaluated.

h) **I-57****Figure 42: I-57 Improvements**

I-57 links the Chicago area with east central and southern Illinois as well as cities of the lower Mississippi River valley. I-57 also provides a regional link to the proposed South Suburban Airport.

The initial proposal is to add lanes to I-57 from I-80 south first to the proposed I-57/IL 394 connector then to Naperville Rd.

(1) Project Planning Status

Complementary improvements, including the South Suburban Airport, the I-57/IL 394 Connector, and IL 394 are in various stages of study.

Transportation management strategies associated with the project may be completed in the short or medium term.¹³¹

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

Funds for construction of additional lanes on I-57 have not been identified.

The 2030 RTP anticipates that funding for this project will be advanced as complementary improvements are programmed.

Because the proposal can be implemented through the regular programming progress, the 2030 RTP includes I-57 project a “system recommendation.”

(3) Regional Plan Consistency

The project shows a high level of land use support from the Centers included in the 2040 Regional Framework Plan. The project passes through the Tinley Creek Forest Preserve and Natural Area Inventory Sites. The project is located in an area of concentrated wetlands and streams and is partially located in the Calumet River Watershed, classified as very high priority for protection and restoration. The project also passes through agricultural areas in south Cook County.

I-57 is expected to serve as a primary access corridor for the South Suburban Airport. I-57 also serves a corridor of increasing urbanization in southern Cook County.

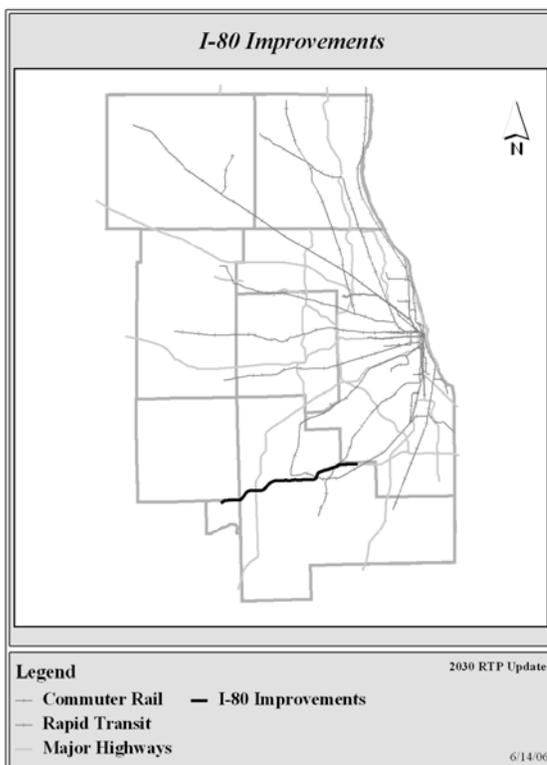
The 2030 RTP includes strategies for effectively managing and operating the region’s transportation system.

Additional interchanges should be considered to accommodate future growth. In addition, transit service and carpool priority access alternatives should be considered in coordination with development of the proposed South Suburban Airport.

The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

i) **I-80**

Figure 43: I-80 Improvements



I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. The proposal is to add lanes to I-80 first from US 45 to I-55 then to the Grundy County line.

(1) Project Planning Status

A Phase-1 engineering study of the project is currently underway.

The 2030 RTP anticipates project planning for this proposal to be completed over the short term.

(2) Investment Category

Funding for construction has not been identified.

Because the improvement can be accomplished through the regular programming process, the 2030 RTP includes this project as a “system” recommendation”.

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan.

The section of I-80 from I-55 to US45 crosses the Des Plaines River in Joliet, the Marley Creek System in eastern Will County near Frankfort, and the Hickory Creek System in central Will County. The project is located in the Lower Des Plaines Watershed in central and eastern Will County, which is identified as very high priority for protection and/or restoration. It is also adjacent to Higginbotham Woods, a property of the Forest Preserve District of Will County. The section of I-80 from I-55 to the Will County line is located in a watershed classified as high priority for restoration. The project crosses the DuPage River, a “B” quality stream, identified as a highly valued aquatic resource at the border between Will and Kendall counties.

The project also passes through Joliet. Attention to and coordination with local development and redevelopment goals is recommended. Rapid growth in the project area should be monitored to preserve necessary right of way. The project will also serve a

large number of external trips. The highway is part of an important multi-state freight route.

The 2030 RTP includes regional strategies for improved management and operations of the region's major highway facilities.

To keep pace with future community and economic development, additional interchanges may be considered on the road. ¹³²

The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks. The design for recent improvements¹³³ include bicycle and pedestrian accommodation for this project.

The 2030 RTP anticipates that the planning for improvements crossing the Des Plaines River around Joliet will require a special design and engineering work, recognizing that the project¹³⁴ can be staged to complement adjacent improvements.¹³⁵

The 2030 RTP anticipates that additional planning will be needed to address ITS, transportation management, non-motorized transportation, coordination with local economic development goals, and environmental concerns.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

The 2030 RTP anticipates that completion of the I-80 project will become a priority as completion of the I-355 construction draws near.

j) **I-55****Figure 44: I-55 Improvements**

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue.

This initial proposal is to add lanes to I-55 (Stevenson Expressway) from Naperville Rd. to Arsenal Road. When completed, improvements from Naperville Rd to I-80 will include complete roadway reconstruction, bridge reconstruction or replacement, and additional safety and operations improvements.

(1) Project Planning Status

Additional lanes have been completed from Naperville Rd. to Weber Rd. The I-80 interchange is now being reconstructed and the IL 59 interchange is also being improved. An interim improvement to add lanes from Weber to I-80 is expected to be constructed within the next year.¹³⁶

Improvements at Arsenal Road¹³⁷ remain in the multi-year state highway program. The 2030 RTP anticipates that project planning for I-55 interim improvements, including additional lanes, from Weber Rd to I-80 will be completed in the short term. Project planning for the remainder of the proposal is anticipated to be completed in the long term.

(2) Investment Category

The 2030 RTP includes the completed section from Naperville Rd to Weber Rd as a “management recommendation.”

The 2030 RTP includes I-55 interim improvements, including additional lanes, from Weber Rd to I-80 as a “committed recommendation”.

Interim improvements, including additional lanes, are included in the current TIP.

Successive improvements are included as “system recommendations” that can be funded through the regular programming process.

(3) Regional Plan consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan.

The project crosses the DuPage River System in west central Will County, and north through the Lily Cache Creek System. The south segment of the project borders the DuPage River Watershed, which is identified as high priority for protection and/or restoration. The project is adjacent to Hammel Woods, a property of the Forest Preserve

District of Will County that abuts the DuPage River. The north section of the project borders a concentration of lakes and wetlands associated with the Lake Renwick Heron Rookery. The north section of the project area includes records of threatened and endangered species communities.

Continued planning to complete this proposal should address access concerns raised by adjacent communities.¹³⁸

The 2030 RTP includes strategies for effective management and operations of the region's transportation system.

Reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow and community access, as well as highway safety. In addition, freight accommodations need particular attention in this corridor because of unusually high truck volumes. The facility serves one of the region's most important industrial and transportation corridors. A major new intermodal freight terminal is near the south terminus of the project adjacent to the Midewin site.

The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Transportation management strategies¹³⁹, including travel demand management, incident management¹⁴⁰, and Intelligent Transportation System communications infrastructure¹⁴¹ should be evaluated.¹⁴²

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

k) Elgin-O'Hare Expressway Expansion

Figure 45: Elgin-O'Hare Expressway Expansion



The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. In addition to extending the Elgin-O'Hare east and west, the 2030 RTP recommends adding lanes to the existing freeway, which provides two lanes in each direction from US20 to near I-290.

(1) Project Planning Status

Implementation of this project is predicated on completion of the Elgin-O'Hare extensions as proposed.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Investment Category

Funds for construction of the Elgin-O'Hare Expressway additional lanes project have not been identified.

The 2030 RTP includes the Elgin O'Hare Expressway additional lanes project as a "system recommendation" indicating that the project may be completed through the regular programming process.

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan.

The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks. As this road passes through residential developments and near transit services, improved non-motorized access along and across the expressway should be considered. In addition, the RTP recommends consideration of priority treatments for carpools and transit vehicles where appropriate.

The 2030 RTP includes strategies for effectively managing and operating the region's transportation system.

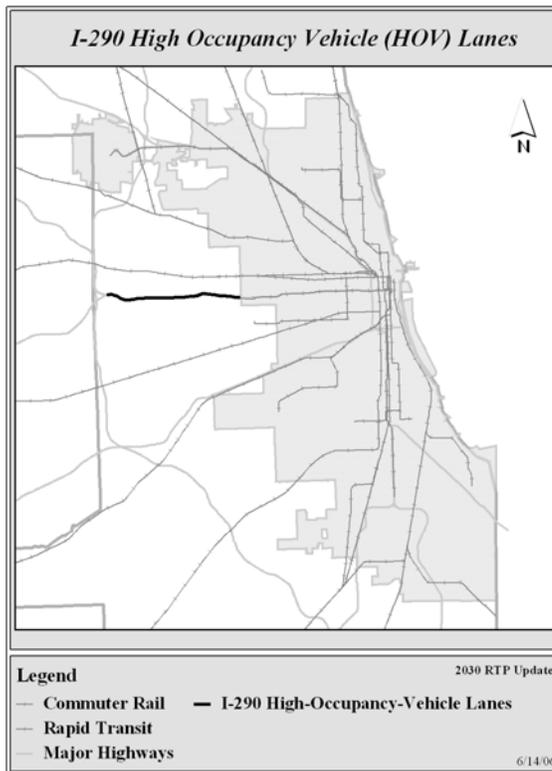
The 2030 RTP recommends attention to safety improvements at specific locations.¹⁴³

Interim capital and management solutions should be developed to address safety concerns at the eastern end of the existing facility.

In addition, the RTP recommends consideration of priority treatments for carpools and transit vehicles where appropriate.

l) I-290 High-Occupancy-Vehicle Lanes

Figure 46: I-290 High Occupancy Vehicle Lanes



I-290 (Eisenhower Expressway) serves Chicago's CBD and western suburbs. The initial proposal includes a high-occupancy- vehicle (HOV) lane on I-290 from I-88 to Austin Boulevard. The expressway serves a corridor with complementary transit service and high transit ridership.

(1) Project Planning Status

A portion of the proposed improvements improving the I-290 and I-88 interchange has been complete for several years. Current planned improvements for the facility extend from near Cicero Avenue in Chicago to St. Charles Road in Elmhurst.

The proposal is being evaluated as part of the Cook/DuPage Multimodal Corridor Study.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

The 2030 RTP includes the completed portion of the project at the I-290 /I-88 interchange as a “management recommendation” indicating an ongoing commitment to effective management and operation of the facility.¹⁴⁴

Funds to evaluate and plan for the “Oak Park Cap” are included in the current federal authorization.

No funds have been identified for construction of this project.¹⁴⁵

Safety improvements to the recently completed I-290/I-88 project should be addressed as a “management recommendation.” The 2030 RTP includes completion of the entire I-290 HOV Facility as a corridor recommendation.

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project crosses the Des Plaines River and terminates near historic Columbus Park, where adjacent auxiliary lanes and interchange improvements are planned. The project is also near the Gunderson Historic District.

The proposal is included for evaluation in the Cook/DuPage Multimodal Corridor Study. Continued evaluation of this proposal should include mass transit needs, non-motorized transportation, and the “Oak Park Cap” proposal.¹⁴⁶ Economic development, including transit-oriented developments being planned in Maywood and Hillside, should be evaluated. Historic concerns, including Columbus Park, the Gunderson Historic District, and other sites should also be considered.

Because this is an intensively developed transportation corridor, securing rights-of-way for future multi-modal improvements should be a priority.

The 2030 RTP includes strategies for effectively managing and operating the region's transportation system.

The I-290 High-Occupancy Vehicle (HOV) Facility is intended to provide increased through person-travel capacity in a congested travel corridor by providing capacity for transit and other high-occupancy vehicles.

The corridor has long been congested, partly because of a lane imbalance at both project termini. In addition, increasing numbers of trips along the corridor are not CBD-oriented, making them less amenable to diversion to existing transit.

Substantially reducing congestion along I-290 is unlikely. Therefore, priority lanes are proposed as an efficient and cost-effective solution to managing high demand. Priority access lanes are well-suited for transit service and carpools for dispersed suburban destinations. The priority lanes should be designed to complement existing and proposed transit service in the corridor.

By restricting travel to transit and other high-occupancy vehicles, the proposed I-290 HOV Facility should be intensively managed to operate at significantly higher speeds than adjacent multi-use lanes, thereby encouraging travel by these more efficient modes. Geometric improvements are also planned for the existing facility to improve safety and operations.

Evaluation of the proposal should also consider objectives to ameliorate the environmental and community impact the freeway has had on the adjacent communities, and supports planned development centers in Maywood and Hillside. ¹⁴⁷

This project parallels the Blue Line Forest Park Branch, which is also proposed to be extended in the RTP and whose service is integrated into the “Circle Line” proposal. Several other transit services are also in the project corridor. The RTP recommends updating the status of each of these interrelated proposals in individual corridor project studies. For existing and future transit services, non-motorized access to transit should be improved.¹⁴⁸ Particular attention should be paid to providing safe walking and bicycling access across the I-290 corridor from adjoining neighborhoods and feeder bus services to existing and proposed transit services.

This proposal is heavily dependent on effective transportation management techniques, particularly the management of the facility to maintain high speeds and support transit operations.¹⁴⁹

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

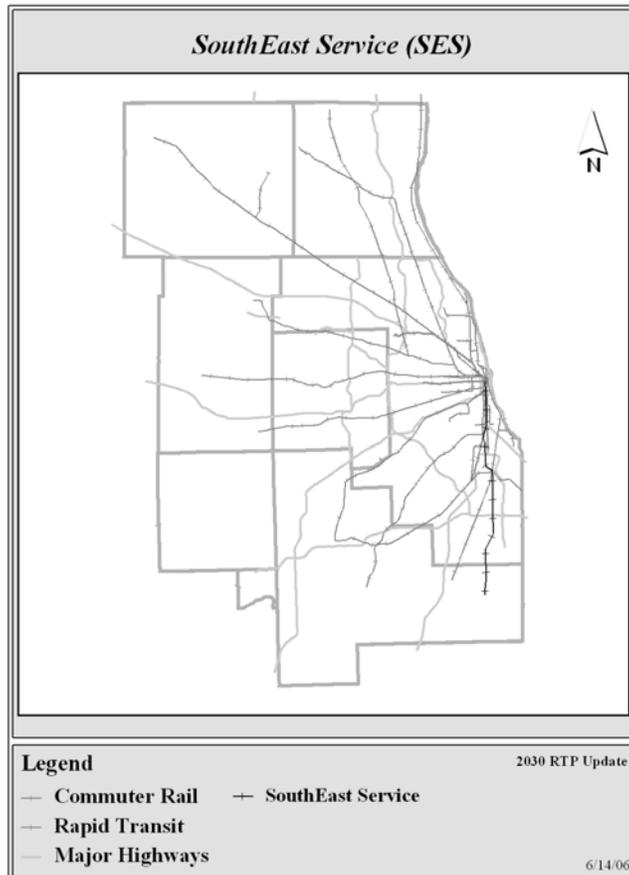
C. Expanding the transportation system to manage growth and change

The RTP’s goal of using transportation to sustain the region recognizes the need to promote transportation proposals that accommodate urban growth while protecting and improving environmental quality, building strong communities, encouraging economic development and providing a variety of transportation choices to all travelers.

Introducing new transportation facilities may also indicate the need for special attention to mitigating negative community and environmental impacts. These projects also present an opportunity to enhance the quality of existing communities by close coordination with community planning efforts.

1. New transportation to serve the region's major employment centers

Multimodal access to the region's major employment centers is necessary to sustain a large and diverse employment pool.

a) **SouthEast Service****Figure 47: Southeast Service**

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County.

The initial proposal is for a new 33-mile commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs. The proposed route runs north from Crete using primarily UP/CSX right-of-way, joining the Metra Rock Island District at Gresham to LaSalle Street Station.

(1) Project Planning Status

Initial feasibility studies for the SouthEast Service Line are complete.¹⁵⁰ Several communities along the proposed line have evaluated station sites for the proposed service¹⁵¹.

Alternatives analyses are currently underway.

Complementary transportation improvements are being evaluated for the Red Line

Extension and freight improvements associated with the CREATE Program.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

Funding for construction is anticipated through discretionary federal grants made based on the proposal's merits.¹⁵²

The 2030 RTP includes the proposal as a "project recommendation".

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project crosses streams and wetlands associated with Thorn Creek, Butterfield Creek and Plum Creek in the southern Cook/northern Will County segment of the project.

The project is adjacent to Thorn Creek Forest Preserve properties in southern Cook County.

The project is expected to provide additional transit access to jobs from underserved areas and promote local economic development.¹⁵³

The project supports adopted community and environmental strategies by providing additional transportation choices for communities. The proposal is supportive of local

land use strategies. This new line would provide commuting opportunities for a fast growing, underserved corridor of the south suburbs.

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

Alternatives evaluations include consideration of several choices of right-of-way and service patterns, including evaluating the potential to provide local community access along the entire route. The project should be closely coordinated with the proposals to extend the Red Line (rapid transit) and upgrades to the Rock Island District and Southwest Service in this area.

These evaluations should also include examination of providing more frequent service and station locations within Chicago. Commuter parking, linkages to other transit services and non-motorized access to stations are also important to making the line a success.

Management and operations planning should include evaluating opportunities to reduce or eliminate conflicts with freight operations along the line. The project should be closely coordinated with strategic plans for freight rail improvements in the region. The UP/CSX line has been identified as a strategic rail freight corridor for the region by the rail freight industry.

This proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

Project studies should proceed to address strategic guidance, including possible South Suburban Airport (SSA) access, freight accommodation, economic development, and non-motorized access to transit stations.

The project should also be coordinated with other transportation proposals, including the CTA Red Line Extension and potential high-speed intercity rail alternatives.

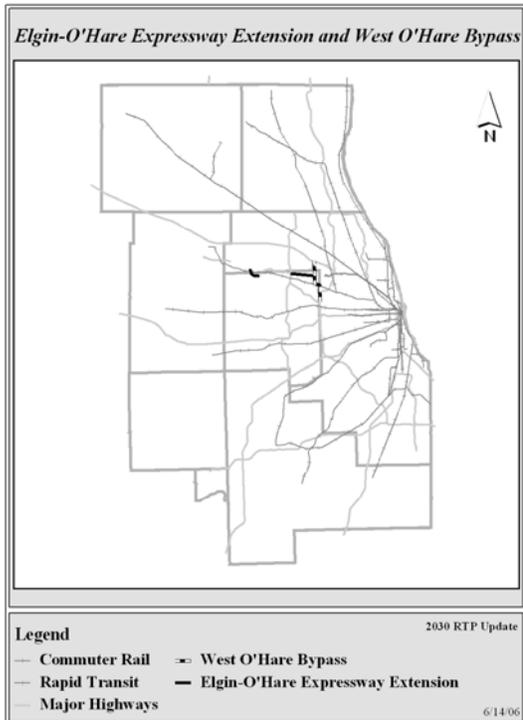
This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

The project has been authorized for evaluation in the current federal authorization

b) **Elgin-O'Hare Expressway Extension and West O'Hare Bypass**

Figure 48: Elgin-O'Hare Expressway and West O'Hare Bypass



The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. The initial proposal is to provide new multimodal highway segments to complete west and east segments of the existing Elgin-O'Hare Expressway and provide new access to and a western bypass of O'Hare Airport.

The proposal is comprised of several distinct phases of implementation. On the eastern end of the existing Elgin-O'Hare facility, an expressway segment is proposed to complete the facility's connection to O'Hare. On the western end of the existing Elgin-O'Hare

facility, a short “near west” expressway segment is proposed to bypass an existing neighborhood and complete the facility’s connection to US20. The remaining western sections¹⁵⁴ are proposed as improvements to US20 to an access-controlled arterial facility.¹⁵⁵

The O’Hare Bypass proposal consists of two sections. On the south, a new spur freeway is proposed to connect from the Tri-State to the extended Elgin-O’Hare expressway and the planned O’Hare western terminal.¹⁵⁶ On the north, a new connection will link the proposed western terminal with the Northwest Tollway.

(1) Project Planning Status

Rights-of-way needed for the new facility have been evaluated, but are subject to ongoing development pressure.¹⁵⁷ Large tracts of right-of-way have been acquired for the project. The 2030 RTP anticipates project planning for the Elgin-O’Hare east extension project to be completed in the medium term, the west extension¹⁵⁸ in the long term.

The 2030 RTP anticipates project planning for the O’Hare Bypass south of Thorndale to be completed in the medium term and north of Thorndale in long term.

The 2030 RTP anticipates that the two elements of the O’Hare Bypass project will be designed and implemented separately.¹⁵⁹

(2) Investment Category

The Elgin-O’Hare extension proposal has been authorized to proceed in the current federal authorization.¹⁶⁰

Funds for construction of the O’Hare Bypass have not been identified.

The south leg of the Bypass is included in the Illinois Tollway Plan “Open Road’s for a Faster Future”.

The 2030 RTP includes the Elgin-O'Hare extension as a "corridor recommendation".

The 2030 RTP includes the O'Hare Bypass south of Thorndale Avenue as a "project recommendation" and north of Thorndale, the project as a "corridor recommendation."

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The eastern section of the Elgin-O'Hare project crosses Salt Creek, Salt Creek Marsh and other properties of the Forest Preserve District of DuPage County. The O'Hare Bypass section may affect a concentration of palustrine wetlands in northeast DuPage County. The bypass may also pass through Silver Creek Forest Preserve, a property of the Forest Preserve District of DuPage County, in the northeast section of the county. The western section of the Elgin-O'Hare Expressway project may affect the numerous wetlands associated with the West Branch of the DuPage River on the north border of DuPage County. The project passes through an area that includes threatened and endangered species.

The area surrounding O'Hare includes mature residential and business communities. Attention should be paid to mitigating the impacts of the road on adjacent residents and businesses, strengthening economic development potential and providing for regional travel needs.

The project should also include close coordination with proposed airside and terminal capacity improvements at O'Hare International Airport.

The 2030 RTP includes strategies for effectively managing and operating the transportation system.

The facility is expected to provide a western access point to O'Hare's passenger terminals, helping manage congestion at the eastern access of the airport. The O'Hare Bypass is ultimately intended to provide a new connection between I-294 and I-90.

For the O'Hare Bypass south of Thorndale, the Tollway proposal includes management and operations strategies consistent with 2030 RTP guidance.¹⁶¹

Several proposals for transit service in the corridor overlap portions of the proposed Elgin-O'Hare Expressway, including the DuPage "J" line transit service and possible elements of the STAR Line. The Elgin-O'Hare Expressway should be planned for multimodal use, including consideration of substantial local and regional transit service options.¹⁶²

This section of the Elgin O'Hare passes through a major industrial and commercial goods distribution center for the region. Freight access management and operations will be important considerations in facility design. In addition, there are existing residential communities adjacent to the corridor that should be considered in mitigating the impacts of the project. Arterial designs should include signal improvements and access control.¹⁶³

Pedestrian and bicycle accommodations and priority facilities for transit service would improve travel options for residents, employees and other corridor users. The safe accommodation of pedestrians and bicycles adjacent to the facility and at arterial connections should be included in the project design as appropriate. Particular attention should be paid to non-motorized access to rail stations and bus services.

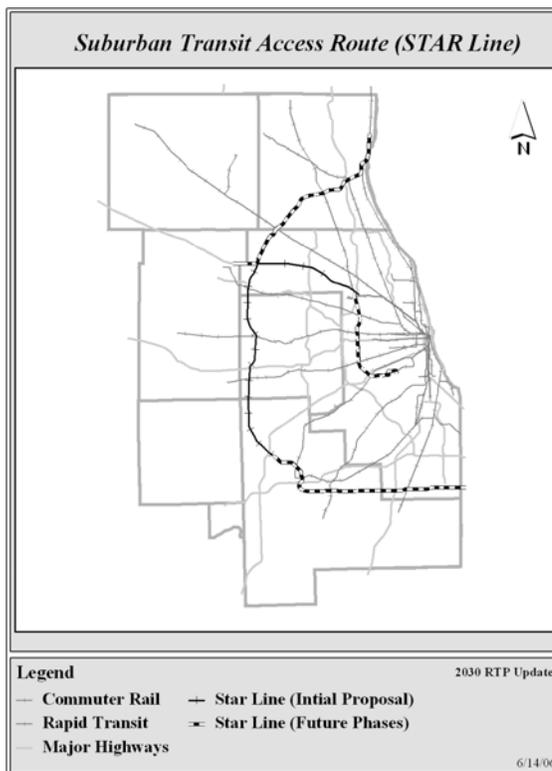
The 2030 RTP recommends that improvements to the existing Elgin O'Hare sections provide a freeway-to-freeway connection between the Elgin-O'Hare and I-290.

However, to the east, while the initial proposal remains a freeway, study of the project should continue, including the possibility for an arterial solution that addresses transit and community development.¹⁶⁴ The 2030 RTP also recommends that further development of the Elgin-O'Hare proposal include consideration of the "J" Line Bus Rapid Transit and potential STAR Line alternatives and extensions.¹⁶⁵

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

c) Suburban Transit Access Route (STAR Line)

Figure 49: Suburban Transit Access Route (STAR Line)



The STAR Line, in its entirety, is a vision for non-radial commuter transit choices in the Chicago region. Anchored along existing circumferential rail facilities, the proposal includes strategic connections to major employment centers.

The initial proposal of the Suburban Transit Access Route (STAR) Line is for new transit infrastructure serving non-radial markets along the Northwest Tollway (I-90) and the Outer Circumferential (EJ&E) Corridor in Cook, DuPage and Will Counties. The proposal also includes potential future phases; east and north segments to serve Lake and Will Counties and an Inner Circumferential Service to serve central Cook County between Midway and O'Hare Airports.

The first phase of the STAR line will, over 55 miles, connect nearly 100 communities. Using two dedicated transportation corridors, the first runs approximately 36 miles along the Elgin, Joliet & Eastern (EJ&E) railroad corridor connecting several suburban communities in western DuPage County with Joliet in western Will County and Hoffman Estates in northwest Cook County. The second corridor runs approximately 19 miles along the Northwest Tollway (I-90) connecting communities in northwest Cook County with O'Hare International Airport.

(1) Project Planning Status

A feasibility study covering the I-90 (Northwest Tollway) portion of the project indicated significant potential for transit ridership in the corridor.¹⁶⁶ A feasibility study for the Inner Circumferential Rail Line is also complete.¹⁶⁷

Following an evaluation of alternatives, the initial O'Hare to Joliet portion of the STAR Line was endorsed by local and regional agencies as the preferred initial segment employing commuter rail-style service using the Northwest Tollway (I-90) from O'Hare

to Hoffman Estates and the Elgin Joliet & Eastern (EJ&E) freight rail line from Hoffman Estates to Joliet. Planning for these future phases of the STAR Line will continue, and should be evaluated for coordination opportunities with other proposed commuter rail improvements.

Corridor-level planning studies have been completed. Early environmental studies, alternatives analyses, and feasibility studies are underway. Complementary projects, including reconstructing and expanding the Northwest Tollway are also being evaluated. Further alternatives analyses of this initial segment are also being conducted.¹⁶⁸

The 2030 RTP anticipates project planning for the initial proposal to be completed in the medium term. The 2030 RTP anticipates project planning for completion of the remainder of the STAR Line proposal over the long term.¹⁶⁹

(2) Investment Category

Funding for construction of the initial proposal is anticipated through discretionary federal grants made based on the proposal's merits.¹⁷⁰ Funding for construction of the remaining extensions has not been identified.

The 2030 RTP includes the initial phase of the STAR Line as a "project recommendation" and the remaining phases of the STAR Line as "corridor recommendations".

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan.¹⁷¹

In Lake County, the STAR Line project is within the Lake Michigan Watershed, identified as very high priority for protection and/or restoration. The project traverses

forest preserves including Old School, McArthur Woods, Cuba Marsh and others, most of which contain threatened and endangered species communities. The project crosses major river and stream systems including the Des Plaines River.

The STAR Line project is also adjacent to three major properties of the Forest Preserve District of north Cook County including Poplar Creek, Paul Douglas and Ned Brown Forest Preserves. The STAR Line project traverses Crab Tree Forest Preserve. The project passes through a concentration of streams and palustrine wetlands associated with the Poplar Creek and Spring Creek Systems and a concentration of threatened and endangered species along the north border of the Ned Brown Forest Preserve and the Crab Tree Nature Center.

In DuPage County, the project traverses major forest preserves, including Pratts Wayne Woods and West Chicago Prairie. The project crosses or is adjacent to major streams including segments of the DuPage River System and Waubensee Creek. The corridor also abuts the Fermi National Accelerator Laboratory (Fermilab).¹⁷²

In Will and south Cook County, the project traverses major forest preserves including Higinbotham Woods, Hickory Creek, Butterfield Creek and Thorn Creek. The project crosses or is adjacent to major streams including the Wolf Creek System, the West Branch of the DuPage River, the Des Plaines River and the Hickory Creek system in Will County, and the Butterfield and Thorn Creek systems in south Cook County. The project is within both DuPage River and Lower Des Plaines River Watersheds, which have been identified as high priority and very high priority for protection and/or restoration.

The portion of this proposal east of Joliet should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

The project will provide transportation choices for major regional activity centers.

Portions of the project will encourage development in areas of existing infrastructure.¹⁷³

Planning evaluations should address supportive land use strategies and non-motorized access to transit in the corridor.

The benefits are expected to include increased accessibility to communities for non-radial travel as well as improved mobility within the corridors. This will provide improved access to jobs and major activity centers which is expected to spur economic development along the project corridor, particularly at station locations.

The STAR Line is the first of its kind proposed to link growing suburban centers with major business, educational and employment opportunities. The proposal is intended to provide a reliable transit alternative to driving.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

Close coordination with plans to reconstruct and widen the Northwest Tollway is important. Particular attention should be paid to providing safe walking and bicycling access along and across I-90 from adjoining neighborhoods and feeder bus services to proposed transit services. Opportunities for transit-oriented development should be explored at proposed stations to strengthen the transit service.

Management and operations planning should include evaluating opportunities to reduce or eliminate conflicts with freight operations along the line. The project should be closely coordinated with strategic plans for freight rail improvements in the region.

The Inner Circumferential (IHB) portion of the STAR Line has been identified as a strategic rail freight corridor for the region by the rail freight industry. Compatibility with adjacent freight operations should be evaluated.

Project development should be accommodated by related highway improvements, including the Northwest Tollway and the Elgin-O'Hare Expressway.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

Funding for alternatives analyses of the initial phase of the STAR Line is included in the current federal authorization.

2. New Transportation Corridors

Identifying new transportation corridors are a means of planning for and managing the pattern of new urban development or redevelopment. The region is expected to gain nearly two million new households and jobs by 2030. In addition, our region's evolving housing and job market affects the choices of an existing population base of eight million. Major capital transportation investment is recognized as a strong mechanism for encouraging future economic and community location decisions to follow a desirable pattern. Passenger rail corridors are intended to foster compact community development and provide alternatives to auto travel. Multimodal highway corridors are intended to

provide high-volume transportation facilities for auto, transit and commercial goods movement.

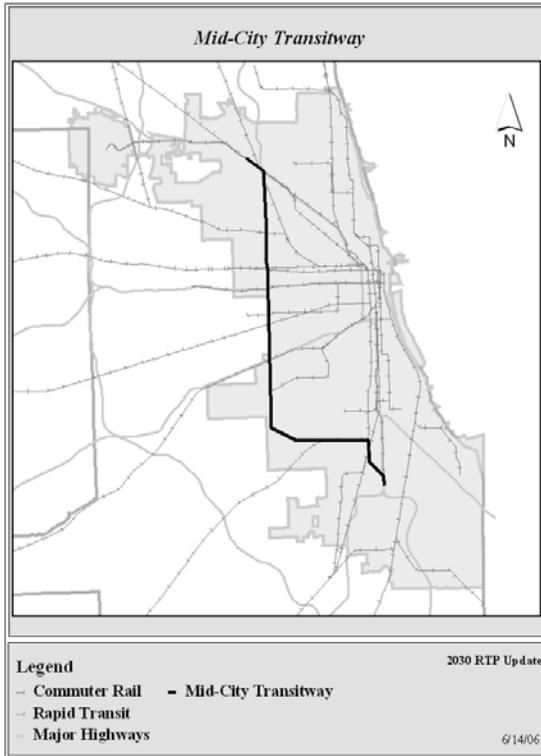
A context-sensitive assessment of the purpose and need for each project will guide evaluation of alternative service levels, facility design and community and environmental priorities

The 2030 RTP recommends that new highways incorporate intensive management, operations and design strategies to optimize multimodal operations. Alternatives evaluation should include a thorough evaluation of the community and environmental and travel demand implications of a wide variety of alternatives, including non-capital and arterial-based solutions. The safe accommodation of pedestrians and bicycles adjacent to the facility and at arterial connections should be included in all project designs. The provision of priority treatments for transit and carpools should also be considered in all appropriate management and operations evaluations.

Transportation demand and system management techniques that provide opportunities to reduce single occupant vehicle travel should be incorporated where appropriate.

a) Mid-City Transitway

Figure 50: Mid-City Transitway



This 21-mile circumferential corridor extends from the Jefferson Park station on the CTA Blue Line south to Midway Airport on the Union Pacific and Belt Railway right-of-way and then southeast and east along the Belt Railway right-of-way to the 87th Street station on the CTA Red Line.

(1) Project Planning Status

Alternative services and alignments are being evaluated, including bus rapid transit, light rail, heavy rail and priority for commercial goods movement. Evaluation of alternatives includes a dedicated bus and commercial vehicle facility or providing transit priority on

existing streets. Complementary freight transportation proposals (including CREATE), are also being evaluated.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(2) Investment Category

Funds for construction of this project have not been identified.

The 2030 RTP includes the Mid-City Transitway as a “corridor recommendation”.

(3) Regional Plan Consistency

The project shows a high level of land use support from the 2040 Regional Framework Plan. The project is expected to enhance economic development opportunities in existing industrial corridors along the route as well as new opportunities for retail, hotel and other commercial uses. Substantial property along the right-of-way is available for redevelopment. Identifying and acquiring right-of-way should be a priority so that community interface and economic development objectives are addressed.¹⁷⁴ Special attention should be given to potential for the line to be a catalyst for new major development in the vicinity of proposed stations. Efforts should be made to mitigate possible negative impacts during both the construction and operations phases of the line. The proposal is intended to provide improved north-south transit access to the west, and improved east-west transit access to the south. The project will have a positive overall benefit to the communities through which it passes, and will be compatible with existing and proposed land uses. New transit service will connect with more than 25 bus routes, several commuter rail lines and most rapid transit routes. This is expected to reduce transit travel times between Chicago neighborhoods, especially between the northwest

and southwest sides and between the Midway Airport area and the southeast and far south sides. The reductions in travel time are expected to have a considerable impact on reducing reliance on autos, thereby resulting in improved air quality.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

Coordination with other passenger and freight services should be evaluated.¹⁷⁵ To maximize the value to riders and the communities served, the latest technological innovations will be considered for rail vehicles and buses.¹⁷⁶

Coordination with other regional transit services are being developed for key transfer stations, and the potential for regional service integration will be evaluated.

b) McHenry-Lake Corridor¹⁷⁷

Figure 51: McHenry-Lake Corridor



The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL120 north extension near Wilson/Fairfield Road.

(1) Project Planning Status

This proposal is substantiated by resolution of the Illinois General assembly in 1993 authorizing its study and evaluation by the Illinois State Toll Highway Authority.

Several arterial bypasses of corridor communities¹⁷⁸ are being planned. These bypasses meet objectives independent of the complete proposal.

The 2030 RTP recognizes that the objectives of this proposal may be met by interim or alternative improvements.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

Funding for construction of this project has not been identified.

The 2030 RTP includes the McHenry-Lake Corridor as a “corridor recommendation”

(3) Regional Plan consistency

The proposal is intended to provide increased highway accessibility to western Lake and eastern McHenry Counties.¹⁷⁹ Recent development in this corridor has been rapid.

Introduction of additional highway capacity in the corridor is constrained by sensitive environmental features¹⁸⁰.

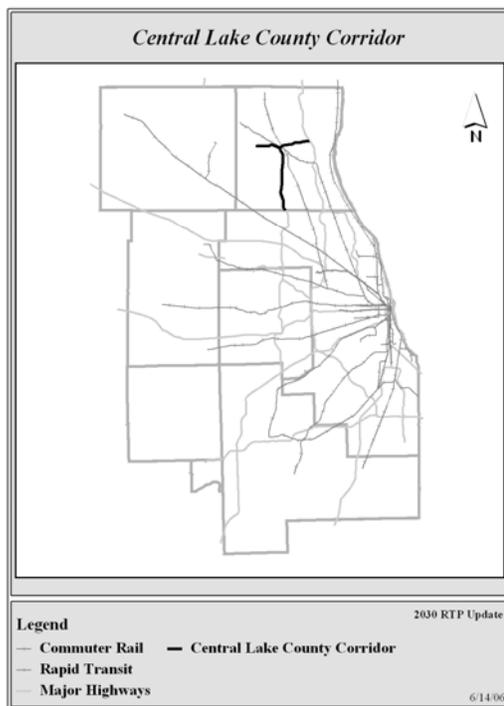
The project is located in the Upper Fox River and Nippersink Creek Watershed, identified as very high priority for protection and/or restoration. The project has high concentrations of palustrine wetlands, streams, and lakes including the Fox River, Chain of Lakes, Volo Bog and Nippersink Creek which contain woodlands and a large number of threatened and endangered species communities. The project is also adjacent to Glacial Park, a McHenry County Conservation District property that also encompasses a high concentration of threatened and endangered species communities. Attention to protecting these unique resources in the project development process is recommended. Consideration of non-motorized travel along and across the entire proposed facility is recommended.

The 2030 RTP includes regional management and operations strategies for new multimodal highways.

Alternative alignments and controlled access arterial solutions may be suited to meeting community and environmental objectives.

c) Central Lake County Corridor

Figure 52: Central Lake County Corridor



The initial proposal is to extend IL53 from its current terminus at Lake-Cook Road to central Lake County. The proposal includes a dual terminus with I-94 to the east and IL120 at Wilson Road to the west¹⁸¹.

(1) Project Planning Status

The proposal is substantiated by resolution of the Illinois General assembly in 1993 authorizing its study and evaluation by the Illinois State Toll Highway Authority.

During the late 1990s, a comprehensive study of Lake County's transportation needs was undertaken. During the study, the effectiveness of various alternatives to address Lake County's most severe transportation problems was evaluated. This effort resulted in a set of two draft alternative transportation scenarios, one including the IL53 extension with a limited set of arterial and transit expansion and another offering an alternative set of more extensive arterial and transit expansion.

Evaluation of a proposal to implement the dual terminus (a.k.a. "IL120 bypass) segment of the initial proposal is underway. The 2030 RTP recognizes that implementation of this portion of the project may function both as an interim improvement to the complete proposal and as an alternative to the complete proposal with independent utility to local communities.

The 2030 RTP anticipates project planning for the IL120 portion of the proposal to be completed in the medium term. Planning for the remaining improvements in the corridor is anticipated to be complete in the long term.

(2) Regional Investment

Funding for construction of the project has not been identified.

The 2030 RTP includes the Central Lake County proposal as a "corridor recommendation".

(3) Regional Plan Consistency

The project showed a high level of land use support from the 2040 Regional Framework Plan. The project crosses areas dense with wetlands, rivers and streams, including the Mill Creek System, the Des Plaines River, Indian Creek and Buffalo Creek in the north-south segment. The project also passes through concentrations of threatened and

endangered species especially dense in the east-west segments of the project. The project has been identified as potentially needing extensive environmental mitigation.

Rapid development in the Central Lake County Corridor has been occurring for decades.

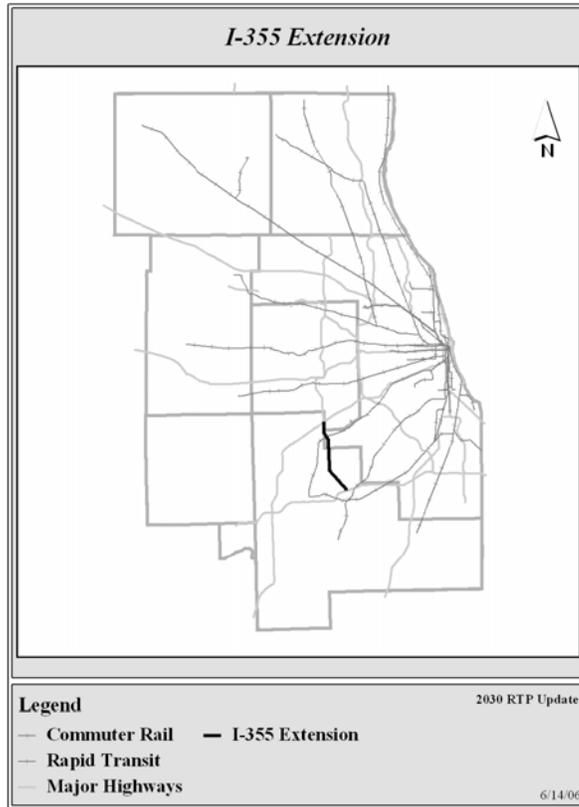
The RTP recognizes concerns raised regarding the compatibility of established communities with the traffic and development effects associated with a conventional expressway facility. The proposal is expected to intensify development patterns throughout the county.

Special attention to non-motorized travel along and across the facility is recommended, in addition to the consideration of express transit service along the corridor.

The 2030 RTP includes strategies for effective management and operation of the transportation summary.

The proposal is intended to provide improved accessibility for Central Lake County. The current terminus of Route 53 at Lake-Cook Road diverts travelers from and through Lake County onto local roadways. While an initial proposal exists to construct a major highway facility, alternatives are still being considered. The 2030 RTP recognizes an alternative proposal, with less limited-access freeway, that includes more extensive arterial and transit expansion. In particular, addressing environmental concerns, ITS, non-motorized transportation, and transit are all important as further studies move forward.

The IL120 Bypass proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

d) I-355 Extension**Figure 53: I-355 Extension**

The proposal is to extend I-355 from its current terminus at I-55 south to I-80 and is intended to provide improved highway accessibility in a rapidly growing part of the region. This project connects to the proposed South Suburban corridor.

(1) Project Planning Status

This proposal is substantiated by resolution of the Illinois General assembly in 1993 authorizing its study and evaluation by the Illinois State Toll Highway Authority.

During the late 1990s, the Illinois Department of Transportation and the Illinois State Toll Highway Authority supplemented the Final Environmental Impact Statement (EIS) for I-355 to address requests by the U.S. District Court. This Supplemental EIS went to public hearing in the fall of 2001, and the Federal Highway Administration approved the record of decision on February 25, 2002, recommending the extension as the selected alternative in this corridor.

The I-355 Extension, between the current I-355 terminus at I-55 and I-80, has entered preliminary construction phases.¹⁸²

The 2030 RTP anticipates project planning for this proposal to be completed over the short term.

(2) Regional Investment

Funding for the extension is fully committed through Illinois Tollway's "Open Roads for a Faster Future"¹⁸³.

The 2030 RTP includes the I-355 project as a "committed recommendation."

(3) Regional Plan Consistency

The project showed a high level of land use support from the Centers included in the 2040 Regional Framework Plan. The project passes through wooded and agricultural areas in northeast Will County. The project also passes through Keepataw Woods and Black Partridge, near concentrations of threatened and endangered species along Will County's northern border with Cook County. The project crosses stream systems associated with the Des Plaines River including Spring Creek and is located in the Lower Des Plaines River Watershed, in an area considered very high priority for protection and/or restoration.

The 2030 RTP recommends that local communities remain active in managing project construction through the local advisory council process.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

The project is designed with Open-Road Tolling, and will employ value pricing.

The project will address needs of non-motorized travel along and across the corridor.¹⁸⁴

Special attention to non-motorized travel along and across the facility is recommended, along with the consideration of express transit service.

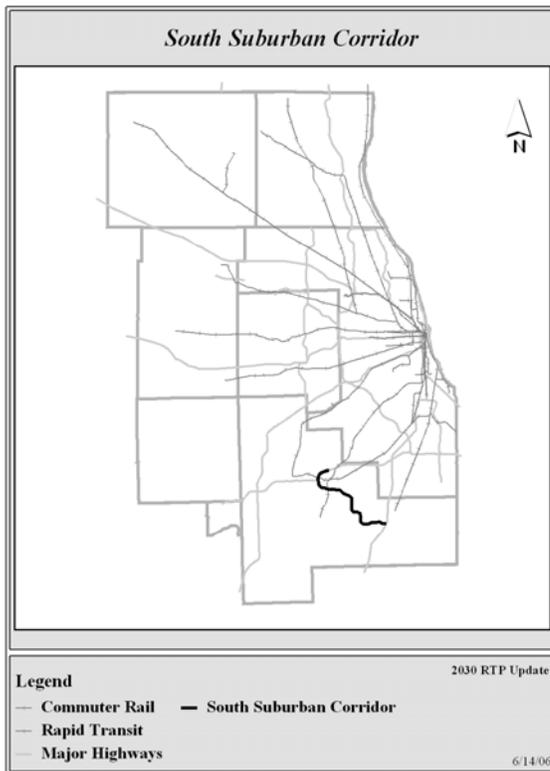
This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

The proposal is included in Illinois Tollway's "Open Roads for a Faster Future" under the auspices of the State of Illinois

e) South Suburban Corridor

Figure 54: South Suburban Corridor



The initial proposal extends from the proposed I-355 south extension to I-80 east to I-57 in order to connect to the proposed I-57/IL394 Connector.

(1) Project Planning Status

This proposal is substantiated by resolution of the Illinois General assembly in 1993 authorizing its study and evaluation by the Illinois State Toll Highway Authority.

A feasibility study undertaken for a toll highway linking I-355 at I-80 to the South Suburban Airport did not identify a preferred alternative, so a centerline was not recorded.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

The 2030 RTP includes the South Suburban proposal as a “corridor recommendation”
Funding for construction of this proposal has not been identified.

(3) Regional Plan Consistency

The project showed a high level of land use support from the 2040 Regional Framework Plan. The project crosses and abuts Hickory Creek and the Forked Creek System, which are “B” quality streams in central Will County; Jackson Creek, a “B” quality stream; and Manhattan Creek, an “A” quality stream.

The South Suburban Corridor is to address accessibility in an arc from I-80 to I-57 in a rapidly developing part of Will County.

The proposal is intended to provide improved highway accessibility for rapidly growing northern Will County. Right-of-way preservation should be considered for the project, owing to the rapid development occurring in the area. Alternative systems of arterial improvements should be considered during project evaluation.

Additional corridor study is necessary to reserve right of way for future improvements.

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This proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

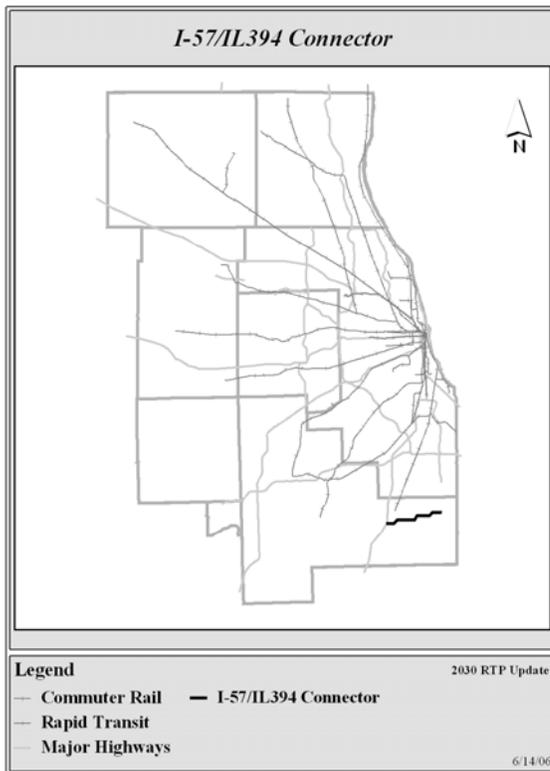
The project is within the Lower Des Plaines River Watershed in northeastern and south Will County, identified as very high and high priority for protection and/or restoration, and the Kankakee Watershed in south Will County, considered very high priority for protection and/or restoration.

The 2030 RTP includes strategies for effective management and operation of the transportation system.

Special attention to non-motorized travel along and across the facility is recommended, along with the consideration of express transit service.

Controlled access arterial solutions¹⁸⁶ should be considered to provide additional feasible alternatives.¹⁸⁷

Implementation of interim or alternative improvements that have independent utility to local communities should be considered.

f) **I-57/IL394 Connector****Figure 55: I-57/IL394 Connector**

The initial proposal is to extend the proposed South Suburban extension from its proposed terminus at I-57 east to IL394 in the vicinity of the proposed South Suburban Airport (SSA). This project connects to the proposed Illiana Corridor. The I-57/IL 394 Connector provides access between these two south suburban highways north of the SSA site. The proposed highway would provide a link between the highways to facilitate travel between the east and west sides of the airport. Connections to the airport itself are also planned.

(1) Project Planning Status

Several studies of the proposed road were undertaken in the context of SSA development planning. The Connector project had been in the airport footprint for which right-of-way was identified and was being acquired. The right-of-way for this planned road was recently removed from the airport footprint. A corridor for acquisition and preservation was identified, but corridor preservation has been delayed. At present, the proposal is not intended for inclusion with the inaugural airport plan.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

Funding for construction of the project has not been identified.

The 2030 RTP includes the I-57/394 Connector as a “corridor recommendation”

(3) Regional Plan Consistency

The project showed a high level of land use support from the 2040 Regional Framework Plan. The project is within the Lower Des Plaines and Calumet River Watersheds in central and southeast Will County, which are categorized as very high priority for protection and/or restoration. The project extends into agricultural areas in south Will County and has concentrations of palustrine wetlands in Will County. The project also traverses the Raccoon Grove Forest Preserve in west Will County.

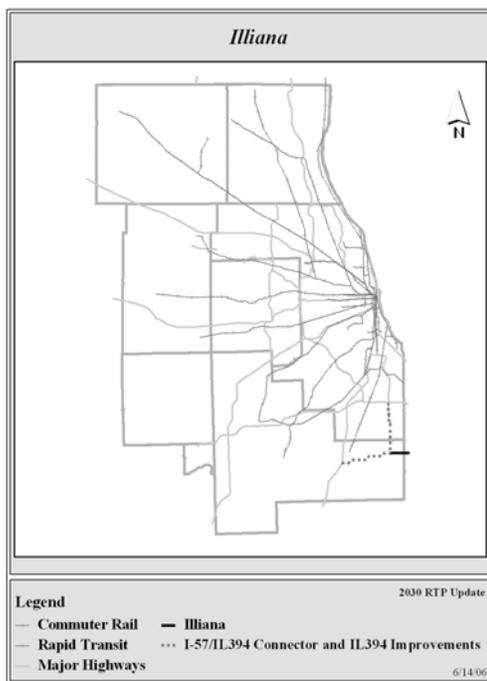
The proposal is intended to provide improved highway accessibility for northern Will County and the South Suburban Airport. The project will support community and economic development through its support of the South Suburban Airport.

The 2030 RTP includes regional management and operations strategies for new multimodal highways.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

g) **Illiana**

Figure 56: Illiana Corridor



The initial proposal is to extend the proposed I-57/IL394 Connector from its proposed terminus at IL394 east to I-65 in Indiana.

(1) Project Planning Status

The Indiana portion of the facility is under consideration for inclusion in the long-range transportation plan by the Northwest Indiana Regional Planning Commission.

Initial feasibility studies of the Indiana proposal are underway.

The 2030 RTP anticipates project planning for this proposal to be completed over the long term.

(2) Regional Investment

Funding for construction of this project in Illinois has not been identified.

The State of Indiana is considering financing construction of the facility using proceeds from its lease of the Indiana Toll Road.

The 2030 RTP includes the Illiana project a “corridor recommendation”.

(3) Regional Plan Consistency

The project crosses Plum Creek System in four places, and is identified as a “C” quality stream. The project also passes Goodenow Grove, a Will County forest preserve that includes a high concentration of threatened and endangered species communities.

The proposal is intended to provide improved highway accessibility for northern Will County and provide a suitable freight route in the area. The project is to provide better access between the two states, and to distribute through traffic to freeway facilities, relieving arterials primarily in Indiana. The project may also strengthen the proposed South Suburban Airport in Illinois by improving highway access to the site. The project may support community and economic development through its support of the South Suburban Airport.

This proposal should be included in evaluations conducted for other plan recommendations in the southern Chicago and the south suburbs multimodal corridor.

The 2030 RTP includes regional management and operations strategies for new multimodal highways.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

h) **Prairie Parkway**

Figure 57: Prairie Parkway



The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties.

(1) Project Planning Status

The metropolitan planning area covered by the 2030 RTP for northeastern Illinois was officially expanded in 2005 to include the entire Prairie Parkway proposal.

Corridor evaluation and alternatives analyses are underway. Two alternative alignments are now being studied, in addition to a “no build” scenario.

In order to preserve threatened right-of-way, corridor preservation is underway.

The 2030 RTP anticipates project planning for this proposal to be completed over the medium term.

(2) Regional Investment

Evaluation of an “I-80 to I-88 North-South Connector in Illinois is included in the current federal authorization.¹⁸⁸

The 2030 RTP includes the Prairie Parkway proposal as a “corridor recommendation”.

(3) Regional Plan Consistency

The project is in a watershed identified as very high priority for protection and/restoration in Kane and Kendall Counties. The project also traverses prime farmland. Consideration of farmland protection is recommended.

The area is rapidly developing with rapid residential and commercial growth. The proposal is to provide improved access between Grundy, Kendall and Southern Kane Counties.

The project is being developed to minimize potential environmental and development impacts.

The RTP recommends that alignment, staging and facility alternatives be considered in the study to address community and environmental concerns.

Early centerlines have been modified to reduce the impacts of the highway on sensitive areas. The cross section includes extensive roadside swales and marshes to manage roadway runoff. The project includes a generous median and careful roadside planning to provide a safe facility for travel.

Local communities are being consulted regarding access issues, particularly regarding community public safety needs. Supportive land use decisions (e.g., school siting to minimize the impact of the road on school travel) are also being evaluated.

Improvements to local and arterial streets are planned as part of the improvement to maintain access.

Other transportation improvements are included in preliminary plans. These include traffic management and travel demand techniques, bicycle trails, expanded bus service, and reserving a right-of-way for a future transit improvement.

This proposal is included in regional analyses that demonstrate 2030 RTP fiscal constraint and conformity with state air quality plans.

(4) Public Priority

Funding for evaluation and partial construction of the Prairie Parkway is included in the current federal authorization.

6. Implementation of the 2030 RTP

As outlined at the beginning of this document, the capital element is organized around an assessment of each project's priority for implementation. These are:

- Project Planning Status
- Regional Investment Category

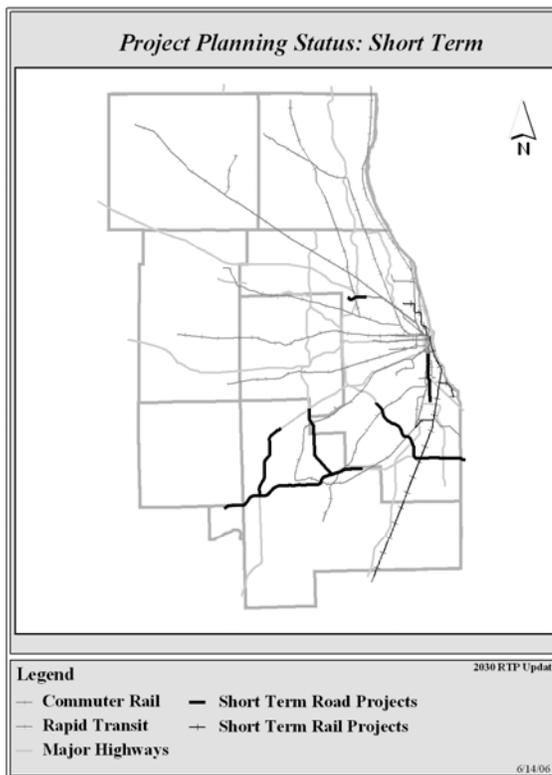
- Consistency with Regional Plans, and
- Public Priority

The following lists summarize project priorities as they appear in the preceding proposal descriptions.

A. Project Planning Status

1. Short term

Figure 58: Short Term Project Planning Status

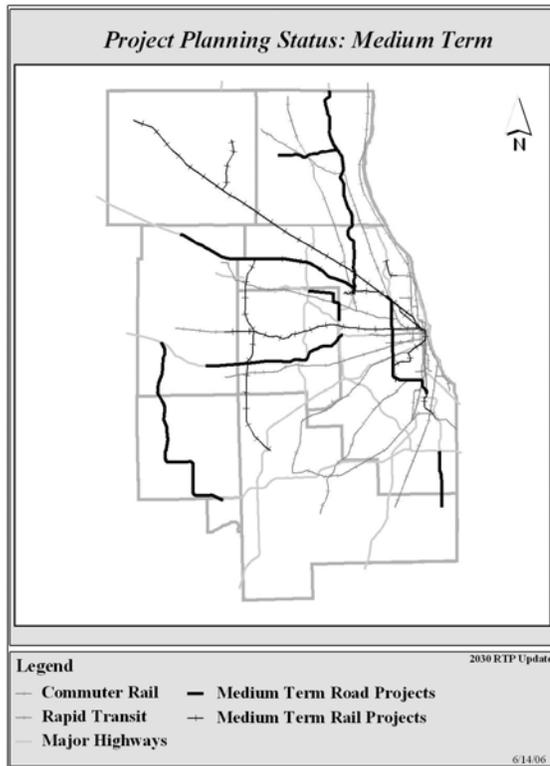


- Brown Line Improvements
- I-90/94 (Dan Ryan) Improvements
- I-80/94 (Kingery) Improvements
- I-190 (O'Hare) Improvements
- I-294 South Improvements
- I-80 Improvements
- I-55 Interim Improvements
- I-355 Extension

- Metra Electric Improvements and Extension

2. Medium term

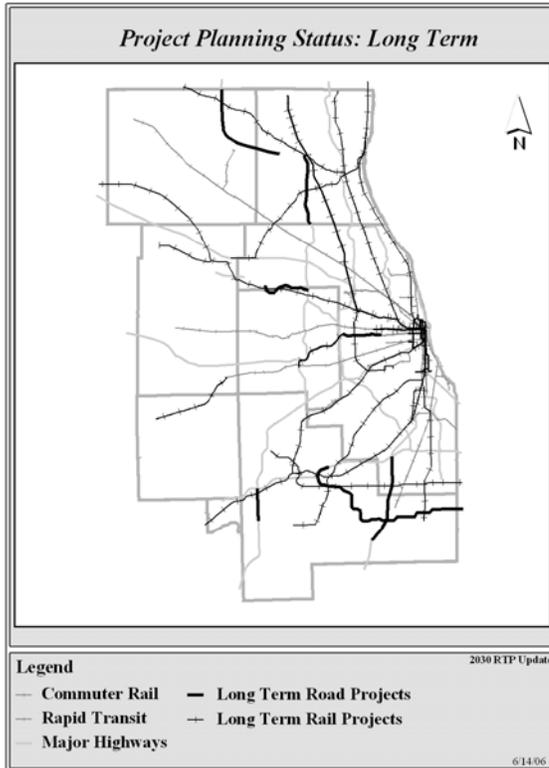
Figure 59: Medium Term Project Planning Status



- Express Airport Train Service
- Orange Line Extension
- Yellow Line Enhancements and Extension
- Red Line Extension
- Union Pacific Northwest Upgrade and Extension
- Union Pacific West Improvements
- I-90 Improvements
- I-88 Improvements
- I-294/94 North Improvements
- IL394 Improvements
- Elgin-O'Hare East Extension
- O'Hare Bypass South
- STAR Line Phase I
- Mid-City Transitway
- Central Lake County Corridor (North)
- Prairie Parkway

3. Long term

Figure 60: Long Term Project Planning Status



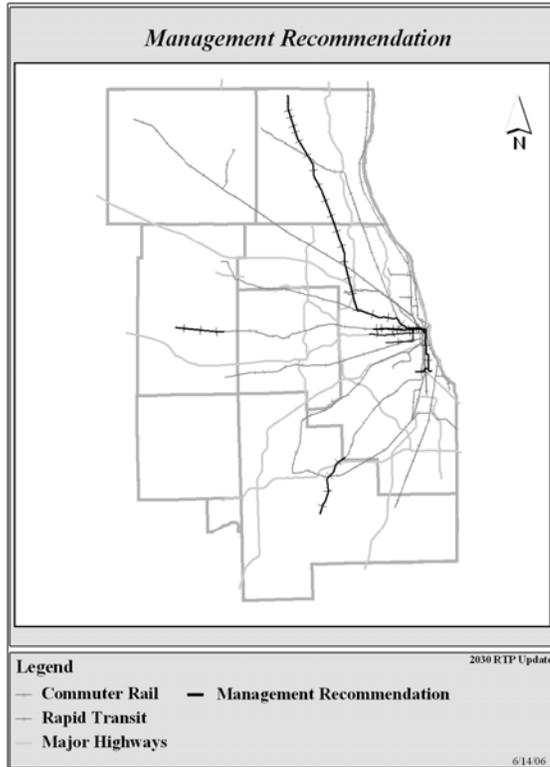
- Circle Line Completion
- West Loop Transportation Center
- Green Line Enhancements
- Blue Line West Extension
- Union Pacific North Upgrades
- Heritage Corridor Upgrades
- Rock Island Improvements and Extension
- SouthWest Service Improvements and Extension
- North Central Service Upgrade
- Milwaukee District West Upgrade and Extension
- Milwaukee District North Upgrade and Extension
- BNSF Railway Extension
- I-57 Improvements
- I-55 Improvements
- Elgin-O'Hare Improvements
- I-290 High Occupancy Vehicle Lanes

- SouthEast Commuter Rail Service
- Elgin-O'Hare West Extension
- O'Hare Bypass North
- STAR Line Completion
- McHenry-Lake Corridor
- Central Lake County Corridor (South)
- South Suburban Corridor
- I-57/IL394 Connector
- Illiana

B. Regional Investment

1. Management recommendations

Figure 61: Regional Investment Management Recommendations



- Circle Line Phase I (Pink Line)
- Blue Line Douglas Branch Rehabilitation
- Green Line Enhancements
- SouthWest Service to Manhattan
- North Central Service Upgrades
- Union Pacific West to Elburn

2. Strategic recommendations

- Central Area Bus Rapid Transit
- DuPage “J” Bus Rapid Transit
- Cermak Road Bus Rapid Transit
- Golf Road Bus Rapid Transit
- Ogden Avenue Transitway
- Pace Arterial Rapid Transit Systems
- CTA Neighborhood Express
- Pace Express Bus Transit Systems
- CREATE Corridors
- NHS Intermodal Connectors

3. Committed recommendations

Figure 62: Regional Investment Committed Recommendations



- Brown Line Improvements
- I-90/94 (Dan Ryan) Improvements
- I-80/94 (Kingery) Improvements
- I-90 Northwest Tollway Improvements
- I-88 East-West Tollway Improvements
- I-294 Tri-State Tollway Improvements

- I-55 Interim Improvements
- I-355 Extension

4. System recommendations

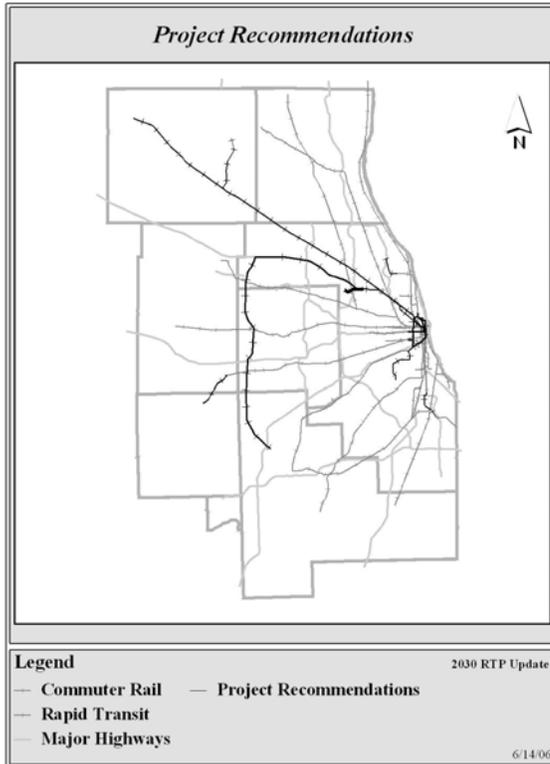
Figure 63: Regional Investment System Recommendations



- Union Pacific North Upgrades
- Rock Island Upgrades
- SouthWest Service Upgrades
- Metra Electric Upgrades
- Union Pacific West Upgrades
- I-190 (O'Hare) Improvements
- IL394 Improvements
- I-57 Improvements
- I-80 Improvements
- I-55 Improvements
- Elgin-O'Hare Expansion

5. Project recommendations

Figure 64: Regional Investment Project Recommendations



- Circle Line Completion
- Orange Line Extension
- Yellow Line Upgrade and Extension
- Red Line Extension
- Union Pacific Northwest Upgrades and Extension
- BNSF Railway to Oswego
- SouthEast Service Commuter Rail
- O'Hare Bypass South
- STAR Line Phase I

6. Corridor recommendations

Figure 65: Regional Investment Corridor Recommendations

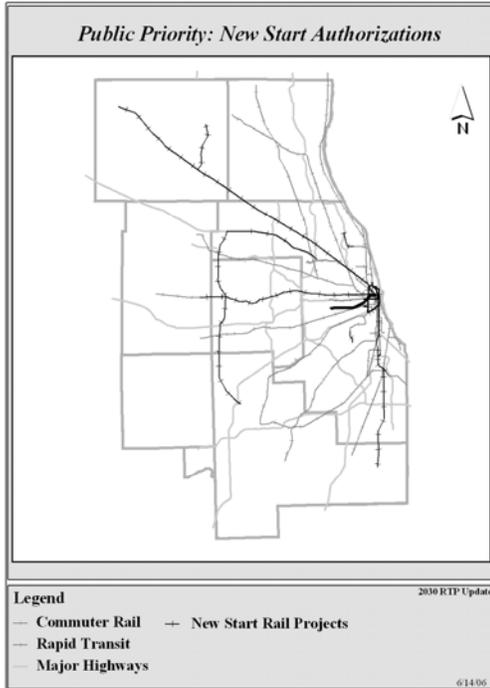


- West Loop Transportation Center
- Express Airport Train Service
- Blue Line West Extension
- Heritage Corridor Upgrades
- Rock Island Extension
- SouthWest Service Extension
- Metra Electric Extension
- Milwaukee District West Extensions
- Milwaukee District North Extensions
- BNSF Railway to Plano
- I-290 High Occupancy Vehicle Lanes
- Elgin-O'Hare Extensions
- O'Hare Bypass North
- STAR Line Completion
- Mid-City Transitway
- McHenry-Lake Corridor
- Central Lake County Corridor
- South Suburban Corridor
- I-57/IL394 Corridor
- Illiana
- Prairie Parkway

C. Public Priority

1. New Start authorizations

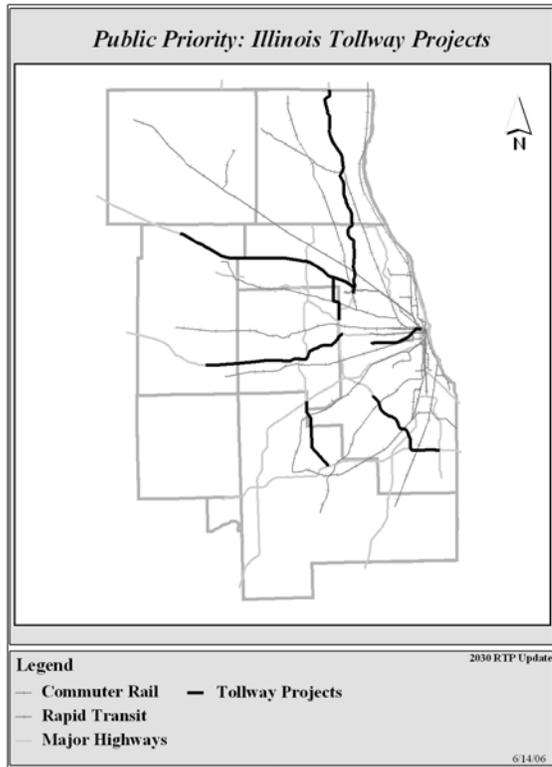
Figure 66: New Start authorizations



- Circle Line
- Ogden Avenue Transitway
- Orange Line Extension
- Yellow Line Extension
- Red Line Extension
- UP West Upgrades
- UP Northwest Upgrades and Extension
- SouthEast Commuter Rail Service
- STAR Line (Phase I)

2. Illinois Tollway

Figure 67: Illinois Tollway Projects

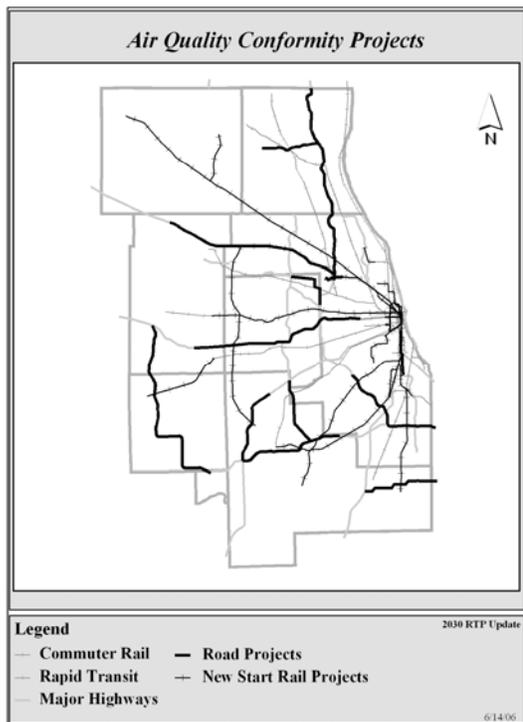


- I-294 Improvements
- I-90 Improvements
- I-88 Improvements
- I-355 Extension
- O'Hare Bypass

3. Air Quality Conformity

The capital element of the 2030 RTP Update is subject to an evaluation that demonstrates conformity with the State Implementation Plan (SIP) for air quality. The air quality evaluation is based on an analysis that estimates mobile source pollution resulting from future travel. For purposes of these analyses, the following 2030 RTP capital projects are included in the analysis. The estimated capital cost of construction of the additional capacity provided by these projects is within the constraint established by anticipated transportation revenues. The projects were selected for evaluation based on project planning activities that anticipate a federal review in the next few years.

Figure 68: Air Quality Conformity Projects



- Circle Line
- Express Airport Transit Service
- Brown Line Improvements

- Orange Line extension
- Red Line extension
- Yellow Line upgrade and extension
- UP West upgrade
- UP Northwest upgrade and extension
- Rock Island Upgrade
- BNSF Railway extension
- SouthWest Service (CREATE Passenger Corridor)
- I-190 upgrade
- I-80/94 Kingery Expressway upgrade
- I-90/94 Dan Ryan Expressway upgrade
- I-55 upgrade
- I-294 upgrade
- I-80 upgrade
- I-88 upgrade
- I-90 upgrade
- I-290 priority lanes
- SouthEast Service
- STAR Line (Phase I)
- I-355 extension
- Elgin-O'Hare extension (east)
- O'Hare Bypass, south
- Central Lake County (IL120 Bypass)
- I-57/IL394 Connector
- Prairie Parkway
- Illiana Extension

4. Public Engagement¹⁸⁹

Regional transportation projects result from long, complex decision making processes. Public participation is an important part of these processes. This report discusses the results of the public engagement effort focused on the 2030 Regional Transportation Plan (RTP) Update. This process involved seven workshops conducted throughout the planning region that utilized a novel public outreach tool that illustrates transportation investment decisions in the form of an engaging board game¹⁹⁰. The tool allows workshop participants to simulate the process decision-makers use to decide on how transportation funds should be invested. The public outreach effort also involved a web-based survey that was used to reach a large regional audience.¹⁹¹

The results of this public engagement effort showed strong support for the themes presented in the 2030 RTP. Three of the seven themes were identified as the most important issues for the region based upon findings from gaming tool and the survey:

- More and better integrated public transit
- Better land use and transportation integration
- Improved transportation congestion management

The desire to improve the public transit system was expressed in terms of project choices from the game and the results of survey. The tool allowed for the participants to choose among numerous regional transportation projects. The project choices made by the workshop participants showed overwhelming support for the expansion of transit lines throughout the region. Of interest, strong support was present for circumferential lines (north-south) that would connect transit lines that radiate outward from downtown Chicago. Likewise, the survey showed that on a scale of 1 (not important) to 5 (very important) the participants ranked the improvement and expansion of the public transportation systems as 4.7.

This tool demonstrated another interesting result; the workshop participants invested on a regional basis rather than investing exclusively in their own areas. Throughout the region, the groups invested heavily in the south suburbs. In a particular meeting in the northwest suburbs, the groups indicated that the investment in the south suburbs was an attempt to bring equity to transportation investment in the metropolitan area. While this comment

may not necessarily apply to other group choices throughout the region, the transportation investment choice in the south suburbs clearly is noticeable.

Likewise, groups put forth strong support for the theme of improved congestion management. Again, no regional projects were outlined that dealt specially with congestion management. Some of the project choices supported this theme in an indirect fashion, and survey responses certainly supported this theme. Using the aforementioned scale, the survey participants provided a score of 2.5 for building new roads. This expressed a below neutral support for building new roads. Similarly, project choices from the gaming exercise showed strong support for improving the existing roadway system as opposed to expanding it. Eighty percent of the groups participating chose to “retrofit” existing roadways to accommodate pedestrians, bicyclists, and transit.

In terms of funding transportation improvements, strong support was expressed for increasing overall levels of funding for transportation. When posed with another question about where the funds should be obtained, a high percentage of the participants thought the funding should come from increased gasoline taxes and to a lesser extent from increased tolls and fares.

Public priorities were ascertained in several ways. First, participants, working in small groups, prioritized the 2030 RTP themes. Second, the investment choices made by the groups were analyzed for relevance to the RTP themes. Additional sub-themes and innovative ideas articulated by the public are reported here.

Although participants noted the importance of each theme and recognized them as interconnected, three themes emerged as consistent priorities. The frequency with which 2030 RTP themes were selected is shown below.

Figure 69: Workshop Participant Priorities

2030 RTP Theme	% of Total Groups
More and better integrated public transit	83.3
Better land use and transportation integration	70.8
Improved traffic congestion management	59.7
More bicycle and pedestrian options	36.1
Improved freight management	25.0
Better service for seniors and people with disabilities	16.7
Safety, with reference to pedestrians	0.0

Each of the themes is assessed below.

a) More and better integrated public transit

The most significant finding from the seven meetings is the strong support for transit investment throughout the region. This support was evident in the prioritization of themes and in the game investments made in all areas of the region. Every group in the region made some transit investment. Sixteen groups invested exclusively in transit. While participants ensured new transit in their own section of the region, they also invested in transit throughout the region in a pattern that coordinated and improved existing transit offerings.

b) Better land use and transportation integration

The positive response to this RTP theme was nearly as widespread, with 71% of tables selecting it, as was the first place choice. Participants faced some of the same challenges that decision makers encounter when trying to articulate the relationship between land use and transportation integration through the selection of major projects. One set of

“purchases” that is illustrative of this priority, however, is the heavy emphasis on purchasing transit stations.

c) Improved traffic congestion management

Participants named congestion management as their third ranked thematic priority and addressed it with a holistic approach, using a variety of techniques. Improved transit, improved land use, safer and more abundant bicycle and pedestrian options, all of which are RTP themes in their own right, contribute to congestion management.

The most significant finding in this area is that over 80% of the tables (the highest single percentage among all choices offered) chose to invest some portion of their funds to retrofit existing arterial highways, and occasionally interstate highways, to better accommodate transit, pedestrian, and bicycle options. This result is related to the theme of land use and transit integration, since full development of multi-modal ways would require street-side reduction of existing curb cut openings to parking, improvements to transit waiting areas, dedication of areas to bicycle parking, and other similar modifications.

d) More bicycle and pedestrian options

This priority most often was expressed through the purchase of multi-modal retrofits for existing roadways. Eighty percent of the groups chose to retrofit arterial roads and occasionally expressed a desire to retrofit interstate highways. The multi-modal choice was the only “project” option available to address pedestrian and bicycle within this version of the game, and it was used creatively.

e) Improved freight management

In addition to many groups selecting freight management as one of three priorities, participants showed a good deal of knowledge of the CREATE (Chicago Region Environmental and Transportation Efficiency Program) Plan. Although the infrastructure offered for “purchase” did not include freight rail, groups applied unique and/or innovative infrastructure to express an interest in funding the CREATE Plan eleven times throughout the workshops. This included “purchasing” several grade separations for CREATE, but not applying them to specific geographies.

***f) Better service for seniors and people with disabilities
and Safety, with reference to pedestrians***

Neither of these themes received emphasis as stand-alone choices when participants were limited to three thematic choices (although the survey results indicate moderate to high priority for all of the themes [see Table 3-1]). Table facilitators report that in conversation about choosing themes, frequent reference was made to these themes as outcomes to improvements in transit, land use, and bicycle/pedestrian options. In at least three instances, paratransit improvements were specified as a Regional Innovation. Eighty percent of the tables choosing to retrofit existing highways into multi-modal corridors also indicates a desire to create travel choices that could be perceived as safe, accessible, and desirable for the young and old and all age and ability levels.

¹ The 2030 RTP was originally adopted in October 2003. At the time, the 2030 RTP and FY2004-09 Transportation Improvement Program (TIP) met federal planning requirements. This document updates the RTP’s capital element. The socioeconomic forecasts and transportation system performance measures associated with the air quality conformity demonstration are found in accompanying documents.

- 2 Chicago Metropolitan Agency for Planning, 233 South Wacker Drive, Suite 800, Chicago, IL 60606 (312) 454-0400.
- 3 The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- 4 That update will address new federal planning requirements. The 2030 RTP Update must be SAFETEA-LU compliant in order to make amendments to the TIP after July 2007.
- 5 Examples of such complex projects include the Chicago Transit Hub and New Transportation Corridor proposals.
- 6 Basic general planning may be accomplished in a shorter time frame for less complex proposals, such as proposals to complete or improve existing facilities. Planning for more complex 2030 RTP proposals that were once priorities but have been deferred may also be updated in this shorter time frame.
- 7 Few major capital projects can be entirely conceived and implemented in this short a time frame.
- 8 Certainty is based, in part, on the extent to which the proposal, in its current state of planning, can provide sufficiently detailed information to reliably estimate construction costs and the risk associated with the planning assumptions upon which it is based.
- 9 The original 2030 RTP was adopted in October, 2003.
- 10 Development of the 2030 RTP was hampered by an overdue federal authorization.
- 11 SAFETEA_LU <http://www.fhwa.dot.gov/legsregs/legislat.html>
- 12 http://www.rpbchicago.org/docs/Files/PlanPriorities_minutes_2-8-06.pdf, <http://www.fhwa.dot.gov/planning/fcindex.htm>
- 13 <http://www.fhwa.dot.gov/ppp/index.htm>
- 14 For comparison, this is the allocation from the original 2030 RTP. The total is \$62.3 B

Category	Allocation (in Billions of dollars)
Committed Major Capital Projects (already funded)	\$1.3 B
Capital maintenance and reconstruction estimate	\$47 B
Strategic recommendations	\$5B
Major Capital Recommendations	\$9B
System (quicker turnaround)	\$1.9B (45% of 4.2 B in projects)
Project (more ready)	\$3.4B (100%)
Corridor (need study)	\$3.7B (30% of \$12.2 B in projects)

- 15 Bus Rapid Transit (BRT) proposals were included in the original 2030 RTP as major capital recommendations. To take advantage of the flexibility offered by this emerging transit mode, the 2030 RTP Update includes BRT proposals as strategic recommendations.
- 16 The 2030 RTP does not specifically identify facilities in this category.
- 17 <http://www.nipc.org/2040/>
- 18 These include SAFETEA_LU earmarks and ISTHA's bond program.
- 19 CMAP, DRAFT Regional Report for the Public Involvement Process for the 2030 RTP Update, July 2006.

20 A strategic regional expressway system (SRES) was originally included in this set to provide guidance for expressway reconstruction projects. This guidance will now be included in the plan's discussion of maintenance and reconstruction priorities.

21 NIPC, p. 59

22 Examples of accommodation and encouragement include sidewalks, easy transit access for pedestrians, bike lanes/paths, vehicle traffic separation and truck or bus priorities.

23 This implies that a good deal of existing miles traveled is discretionary.

24 Loosely adapted from: The Regional Road Corridor Design Guidelines assembled by the Region of Ottawa-Carleton (2000).

25 Pedestrians and bicyclists are more vulnerable to injury when in close proximity to vehicles. Vehicle and roadway safety design standards are heavily documented, replete with warrants and rules. Shared Path 2030 avoids repetition of established practice, instead emphasizing policy direction over which we have some discretion.

26 Community use implies shorter and more discretionary trips. For short trips, efficiently overcoming distance obstacles is a greater challenge.

27 The land use should come to the bus, or the bus should go to the land use.

28 <http://www.dot.il.gov/css/cssguide.pdf>

29 IDOT/CSS. Page 1.

30 The 2010 Transportation System Development (TSD) Plan, adopted in 1989, introduced a Strategic Regional Arterial (SRA) System intended to advance a comprehensively developed design concept, conduct community-based studies for arterial improvements and help prioritize arterial improvements regionwide. The recommendations from individual studies focus on improvements to relieve bottlenecks at intersections, provide alternatives to on-street parking and improve low structural clearances. In developing parts of the region, expansions of existing roads, new construction and corridor traffic management strategies were recommended to accommodate growing traffic and serve major trip generators. Right-of-way preservation, signal coordination, new turn lanes and medians provide for better traffic control and access on suburban arterials. In rural areas, preserving through-movement of traffic so as not to disrupt the character of the area is the priority. The ability to preserve right-of-way and control access are used to minimize disruption and provide for future needs. Strong land development policy is critical to preserving the integrity of the strategic regional arterials in suburban and rural areas. The 2010 TSD SRA System comprised a designated subset (about 1,400 miles) of the existing arterial network. Spacing ranged from about three miles in the more densely developed areas to eight miles in the rural areas. This designated subset provided the base upon which to conduct detailed community-based studies over a period of about 10 years. These studies were still underway during Destination 2020, but are now, by and large, completed. At this point, the designation of a particular part of this "system" has diminished. During Destination 2020, comments and concerns often focused on an arterials "designation" as an SRA, rather than any solutions that intensive planning and design studies could offer.

31 NIPC, 2040 Regional Framework Plan, June 29, 2005, p. 50.

32 Insurance Institute for Highway Safety :

<http://www.iihs.org/research/qanda/roundabouts.html>

WisDOT site with design information and summaries of how they work:

<http://www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabout.htm>

Turner Fairbank Highway Research Center (somewhat out of date and now being revised):

<http://www.tfhrc.gov/safety/00068.htm>

Transportation Research Board. National Roundabout Conference 2005 Proceedings. Transportation Research Circular E-C083. December, 2005. <http://onlinepubs.trb.org/onlinepubs/circulars/ec083.pdf> (To view and print the papers/presentations referenced in this report, click on the appropriate link within the "bookmarks" tab of this PDF, which acts as a table of contents. Use your browser's "Back" button after viewing an associated document to return to the bookmarks in the table of contents.)

- 33 The conflict between freight and commuter rail traffic and vehicular traffic at heavily used at-grade crossings creates delays for both highway and rail traffic. In some communities, these delays have a significant impact on local traffic and create major safety concerns as crossings are blocked for long periods of time.
- 34 At present, a significant number of tollway interchanges are configured in a manner that only allows traffic to enter and exit from one direction. This creates a situation where traffic must travel significant distances from their origins and destinations to reach the tollway, placing a significant burden on local roadways.
- 35 CATS, Transportation System Development Plan, 1989.
- 36 IDOT, SRA Design Concept Report, 1991(?).
- 37 These reports were published individually. CATS is a repository for the entire set.
- 38 Many of these studies, however, are now out-of-date. Evaluation of current conditions should be added to any report recommendations being cited.
- 39 The Will County routes are acknowledged in response to dramatic 2030 growth forecast by the Northeastern Illinois Planning Commission in this area and the planning opportunities offered by the proposed South Suburban Airport and redevelopment of the Joliet Arsenal site. Today, this area remains quite rural, but the transportation and land use pressures that urban growth brings are evident only a few miles away.
- 40 This is an extension of the currently designated SRA: Manhattan-Monee Road from US45 to IL1 in Will County.
- 41 A Strategic Regional Transit (SRT) system was introduced in the 2020 RTP. The SRT system was defined as an "integrated network of existing high capacity rail and bus services vital for mobility, congestion relief and economic development." The SRT concept was modeled after the RTP's SRA system, an element of Operation GreenLight. The SRA system institutionalized itself largely because of IDOT's commitment to fund 10 years of planning studies of each SRA route. The 2020 RTP declared that this would occur for the SRT system, but there is no supporting documentation for this.
- 42 Skip-stop routes reduce in-vehicle time. Longer bus routes can reduce the need for transfers.
- 43 Examples of improved water transit include options such as water taxis, commuter ferries, cruise lines and tour boats. Terminals or docking points should be located at important centers or corridor junctions to make them easily accessible and attractive to passengers. NIPC, p. 51 and p. 53.
- 44 NIPC, p. 69.
- 45 Accessible routes must be provided to bus transit stops. Key rail stations must also be fully accessible.
- 46 NIPC, p. 53.
- 47 NIPC, p. 50.
- 48 Pace Suburban Bus Service, *Pace Development Guidelines*, Revised November, 1999; Metra/NIPC, *Land Use in Commuter Rail Station Areas: Guidelines for Communities*, 1991; and S.B. Friedman & Co., *Approaches to Residential Development in Station Areas*, prepared for Metra, 2000.

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- 49 Private Provider Alternatives for Public Transportation Deficiencies, prepared by CATS' Private Provider Task Force 05-05.
- 50 Government regulations and franchise limitations on private providers exist primarily for the purpose of maintaining public safety. These have the effect of placing some bounds on entry to the private provider market.
- 51 A few in the U.S. are: San Diego: converted 37% of its bus system to competitive contracting since 1979. It now operates more than 100 buses with no public employee layoffs. The program showed 34% less cost below present, publicly funded, operating costs. Las Vegas: converted entire fleet of publicly operated system to competitive contracting. Cost per vehicle hour dropped by 33.3% (inflation adjusted). This is the lowest unit cost of the largest 50 public transit system. Denver: A 1988 Colorado state law required a partial conversion (20%) of Denver's Regional Transportation District. The success of the program has prompted DRT to expand competitive contracting to 25% or more than 180 buses. Indianapolis: competitively contracts 70% of its bus system. Cost per hour savings show a drop 22% with service levels increased by 38%. Indianapolis: competitively contracts 70% of its bus system. Cost per hour savings of 22% with service levels increased by 38%.
- 52 Transportation Cooperative Research Program (TCRP), Report 90, Bus Rapid Transit, Vol. I, 2003.
- 53 DMMC, DuPage Area Transit Plan 2020, October 2002, p. 30
- 54 Pace is working with DuPage County on implementing the "J" line.
- 55 NIPC, p. 57.
- 56 Air quality can be improved by reducing truck interference with automobile traffic.
- 57 Such as the Upper Midwest Corridor study and the tri-state G-C-M Corridor CVS program.
- 58 When rail improvements are made on behalf of commuter rail users, the evaluation of costs and benefits should include the impact on rail freight operations. Likewise, when freight rail improvements are made, the impacts on commuter services should be considered.
- 59 A set of strategic improvements is available from CATS Intermodal Advisory Task Force. It calls for a minimum of 50 grade separations to completed within 10 years and provides other specific guidance.
- 60 Establishing dedicated corridors between the region's major freight facilities may be an appropriate solution. See IATF discussions of the Chicago Gateway proposal.
- 61 These contribute to the region's position as "gateway" to national and international goods markets by improving approximately 55 miles of highway that have been identified as "intermodal" connectors. These connectors are specifically designed for heavy truck use and are not intended to function as "shared-use" facilities.
- 62 The SPEED strategy helps facilitate federal approvals. www.createprogram.org
- 63 NIPC, p. 53.
- 64 NIPC, p. 54.
- 65 23 USC 217 (g)
- 66 Level of service guidance applied during roadway engineering and land development should be employed. Appropriate MUTCD and AASHTO references are available.
- 67 NIPC, Regional Greenways Plan update, 1997.
- 68 FHWA, *Designing Streets for Pedestrian Safety*, CATS Soles and Spokes Workshop, June, 2006.
- 69 <http://www.access-board.gov/prowac/draft.htm>
- 70 City of Chicago, Central Area Plan, 2003.
- 71 Construction of new infrastructure may be staged to permit interim use of new segments.

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- 72 An application for FTA New Starts funding is being prepared.
- 73 The proposed re-built station at Ashland/Archer and additional station at Chinatown-Wentworth provides an opportunity to enhance access to the proposed Chicago River South Branch recreational trail.
- 74 City of Chicago, Central Area Plan, 2003.
- 75 Washington Intermodal Station, Block 37.
- 76 This connector also provides for "Phase I" of the RTP's recommended Circle Line project.
- 77 This indicates that major construction (having occurred during the 1990s) is substantially complete, and that new station planning should be consistent with the 2030 RTP strategic guidance.
- 78 Refer to the Skokie Swift Station Location Feasibility Study prepared by the Village of Skokie.
- 79 The project is expected to encourage transit oriented development adjacent to the existing Dempster station as well as the Oakton Station/Downtown Science and Technology Area.
- 80 Express service would require an additional distance of approximately 20 miles.
- 81 Former CA&E RR right-of-way might be used for this service (as far west as Hillside), allowing infrastructure and service coordination with BRT services west and north of Oak Brook as well as in the Cermak Corridor to the south. Frequent service along a separate right-of-way may be necessary to provide improved accessibility without detriment to competing freight and commuter rail services.
- 82 This area was established by the RTA as Cook, DuPage, Kane, Lake, McHenry and Will Counties in Illinois.
- 83 <http://www.createprogram.org/>
- 84 Corridor, rather than System, because long term priorities for the facility have not been resolved.
- 85 The Illinois Valley Passenger Rail project was authorized for evaluation by SAFETEA-LU.
- 86 Major watershed boundaries are from the United States Geological Survey, with watershed classifications from the Biodiversity Recovery Plan, 1999. The priority watersheds are classified as very high priority for protection and/or restoration; high priority for protection and/or restoration; rehabilitation; or enhancement. For the purposes of this summary, watersheds were noted only if they fell into the high or very high priority categories.
- 87 Stream Classifications are from the Biological Stream Characterization developed by the Illinois Department of Natural Resources and the Illinois Environmental Protection Agency. The streams included in this project are those streams that have the richest concentrations of biodiversity: A, B, and C quality streams. "A" quality streams are identified as Unique Aquatic Resources and "B" quality streams are identified as Highly Valued Aquatic Resources. These two classifications are for streams with the richest concentrations of biodiversity. "C" quality streams are identified as Moderate Aquatic Resources, which are more degraded streams that have opportunities for restoration to higher quality.
- 88 An example of these can be seen in Orland Park's plans to provide a transit-oriented development near the Orland Park 143rd Street Station.
- 89 Examples are elaborated in the "Gray Line Proposal" submitted during Shared Path 2030 public outreach.
- 90 An evaluation of this proposal is being undertaken by Will and Kankakee Counties.
- 91 For example, station and viaduct improvements are being developed and additional major station improvements have recently been completed or are underway at South Shore, South Chicago, and in Hyde Park.
- 92 The extension would use CN right-of-way, joining the existing MED at University Park with stations in Monee and the SSA terminal. The service would run between the new airport and downtown Chicago at the Van Buren Street or Millennium Stations. Continued study should be consistent with strategic

guidance; interim solutions, including bus shuttle services, should be explored to demonstrate demand. In addition, SSA development should be flexible enough to accommodate either stub or through transit service at the terminal.

- 93 Several variations exist for proposals to extend service to the proposed South Suburban Airport (SSA) and beyond including an extension of current service, shuttle service using new technologies, and incorporation of interstate high-speed rail.
- 94 Further planning hinges on a decision regarding high-speed intercity rail service between St. Louis and Chicago high-speed-rail route serving the SSA. This corridor also currently serves Amtrak and freight service south to Kankakee and beyond.
- 95 Some shuttle services are now planned for this project.
- 96 This former Chicago and NorthWestern Railway Line was the first railroad in the region (chartered in 1836), reaching Elgin in 1850 and Belvidere in 1852. The existing single-track lightly utilized freight line turns northwest at this point.
- 97 Formerly the IMRL, CP.
- 98 An evaluation of this proposal is being undertaken by the Rockford Area Transportation Study, the Metropolitan Planning Organization for the Rockford area.
- 99 Extensions specifically include the Rockford proposal.
- 100 Service connects on the "J-Line", where 'J' is for Janesville, Wisconsin.
- 101 An additional proposal includes extending the service to Hebron with a corridor continuing as far northwest as Walworth, Wisconsin.
- 102 The main line tracks run northward to Milwaukee, Wisconsin and beyond. The line is used for both freight and Amtrak trains.
- 103 Examples of reverse commuters could be personemployed at Abbott Labs and the Delaney Road industrial corridor in Gurnee.
- 104 Six Flags/Great America and the Gurnee Mills outlet mall. I-94, which parallels the extension route, routinely sees traffic back-ups of five miles on summer weekends.
- 105 This pattern of demand issimilar to demand patterns found in the Lake-Cook Road area.
- 106 The original 2030 RTP proposal extended the service to Richmond.
- 107 "Metra UP-Northwest Line Core Capacity Upgrades" including an extension to the McHenry Branch as far as Johnsburg.
- 108 An application for FTA New Starts funding is being prepared.
- 109 For example, the Palatine/Barrington area is projected to grow by nearly 28 percent in employment by 2030 and the Des Plaines/Mt. Prospect/Arlington Heights area is expected to add more than 8,000 jobs during the same period. The proposed improvements would address this job growth by improving access to major businesses in the corridor including Ameritech, GE Capital, Motorola, Affinia Corporation, Northern Illinois Medical Center, Northwest Community Hospital and United Parcel Service.
- 110 The increase in demand is anticipated in this corridor due to the an expected employment increase of more than 60 percent by 2030.
- 111 Several communities along the UP-Northwest corridor are pursuing infill development that will complement the improved service.
- 112 An interim bus service is already in place from Aurora to Oswego.

-
- 113 Slower travel times along the existing UP-W Line cause many residents to drive to the BNSF Line for faster express service. A culmination of the proposed improvements would address this issue and provide the additional benefit of easing congestion along the BNSF Line.
- 114 This rail crossing is the busiest in Northeastern Illinois, where the UP-W Line crosses the Milwaukee District West (MD-W), Milwaukee District North (MD-N) and North Central Service (NCS) lines in Chicago. The proposal includes relocating the existing crossing of Union Pacific (West Line and all yard moves) and Milwaukee District (North and West Lines, NCS, and all yard moves) from its present location at Western Avenue (2400 W) to the east near Noble Street (1400 W), between Ogden and Ashland Avenues to the east, away from entrances to the two coach yards. Improved operating efficiencies will enable both revenue and deadhead trains to move through the new crossing point at increased speeds and reduced operating costs, resulting from using simple diamond crossings rather than double-slip switches.
- 115 An application for FTA New Starts funding is being prepared.
- 116 Rail-highway grade separations are under consideration. At a minimum, grade separations at 25th Avenue and 1st Avenue should be considered by this project.
- 117 Consideration should specifically be given to rehabilitation of aging community infrastructure along the right-of-way.
- 118 For example, the Elburn area is projected to grow by more than 650 percent between 2000-2030 and the Winfield/West Chicago area is expected to grow by more than 150 percent in that same time frame. Employment in this segment is anticipated to increase more than 100 percent, and the UP-W Line improvements will provide better access to major businesses in the corridor including General Mills, DuPage Airport, Fermilab, Navistar and the future DuPage Technology Park.
- 119 Such areas could particularly include poor and minority areas.
- 120 In particular, a pedestrian-bicycle facility planned by Northlake between Northlake and Elmhurst along the UP rail right-of-way under I-290 and I-294 should be facilitated by the project. In addition, some pedestrian-car crash clusters appear near Metra stations that need to be addressed cooperatively with local communities.
- 121 Careful planning and engineering are necessary to assure that any additional lanes on the Northwest Tollway do not create a lane balance problem at the interchange with the Kennedy Expressway, Tri-State Tollway, and I-190. Additional attention should be paid to assure that the project takes into account a possible West O'Hare Bypass and western terminal for O'Hare.
- 122 Such proposals particularly include the STAR line, the O'Hare Bypass, the I-294 (Tri-State) widening and the planned Bessie Coleman Drive extension.
- 123 The Tollway is including bicycle accommodation evaluation in the Tollway's development of improvements along I-88.
- 124 Attention should be paid to ensure that additional lanes and interchanges on I-88 do not exacerbate the lane balance problem at the I-290/I-294 interchange that the Hillside Bottleneck project was designed to alleviate.
- 125 Consistent with the Tollway's efforts to implement value pricing are ITS improvements such as I-Pass, integration into the Gary-Chicago-Milwaukee ITS corridor, and open-road tolling.
- 126 The additional lanes project should be extended to the Wisconsin state line (north of Russell Rd.) to match a project planned for medium-range construction in Wisconsin.
- 127 Open-road tolling improvements are completed or underway at Irving Park, Touhy, Cermak, 82nd/83rd, Waukegan and 163rd.
- 128 Construction from I-94/IL 394 to 167th St. is underway and is expected to be complete in 2006. Advance construction from 167th to 95th is complete; construction here is expected to begin in 2006.

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- Complementary improvements, in the south, such as Dan Ryan, Borman, and Kingery Expressway construction, are underway. In the north, improvements in Wisconsin and along I-90 are under study.
- 129 Studies are underway north of Balmoral; construction here is expected in the next several years. Reconstruction with additional capacity from the Edens Spur to Half Day road was implemented several years ago. For adjacent sections of I-94 out of the region, a fourth lane is expected in each direction to I-43/894 by 2015, then through Milwaukee to Whitefish Bay by 2025.
- 130 The right of way for the Connector Road was removed from the South Suburban Airport footprint.
- 131 Strategies may include interim strategic transportation management strategies to control congestion and facilitate mobility.
- 132 A link to the proposed extension of I-355 near New Lenox may be considered.
- 133 Such improvements include US 45 past the proposed I-355 interchange to near US 30, and improvements also in Grundy County.
- 134 The section from U.S. 30 to U.S. 45 should be strategically implemented first with the I-355 extension.
- 135 The I-355 extension will feed into I-80 north of New Lenox. I-355 is in the early stages of construction.
- 136 The major complementary project (e.g., the I-355 extension to I-80) is expected to proceed to construction soon.
- 137 An improvement to facilitate additional freight traffic from Deer Run is being planned.
- 138 Considerations for the project must ultimately be given to environmental issues, to the manner in which pedestrian and bicycling circulation are designed at road crossings, and to accommodating and perhaps providing access to future uses of the EJ&E right-of-way under I-55, including the STAR Line. Concerns addressed by project documentation to date include noise pollution, ambient lighting, barrier medians, and, in the ultimate plan, sufficient shoulders.
- 139 In addition, future uses of the EJ&E right-of-way, including the STAR line and a potential truck-way that will need access to I-55, need to be considered.
- 140 One particular need is for traveler information to inform traveler route choice through variable message signs at approaches to the I-55/I-80 and I-355/I-55 interchanges. Another option to improve freeway operations is to expand the IDOT "Minute-Man" operation to the area to quickly clear incidents and reduce congestion.
- 141 Key focus areas for Intelligent Transportation System design that need to be addressed in preliminary engineering are communications infrastructure and roadside equipment (traffic monitoring equipment [typically loops], variable message signs, and cameras).
- 142 One example includes ramp metering with HOV queue by-pass (the 2030 RTP "supports introducing interchange management improvements as an efficient way to give priority to preferred classes of vehicles on the entire access-control system") and implementing Intelligent Transportation System strategies.
- 143 The terminus for the freeway was established west of Rohlwing Rd. pending final alignments for the east extension over I-290 to O'Hare. Consequently, unusual geometry and signalization occurs. Thus, over two years (2000-2001), about 170 crashes occurred at the intersection and its approaches, with 23 injuries. Study is recommended to improve the operations and safety of the roadway at its eastern terminus on an interim basis; innovative geometric and operations treatments to reduce conflict points are specifically recommended. Interim and spot transportation management improvements to improve traffic flow at the Rohlwing Rd. terminal intersection should be considered. In particular, study is recommended to improve the operations and safety of the roadway at its eastern terminus on an interim basis; innovative geometric and operations treatments (e.g., with a split intersection) to reduce conflict points are specifically recommended. Implementing a freeway to freeway interchange option with I-290 should be studied.

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- 144 The section of the freeway adjacent to Hillside was recently improved with alignment changes and resurfacing. However, the existing pavement in this section will need to be reconstructed; upon reconstruction, the superelevation needs to be fixed to improve highway safety so that the road slopes into the curves, rather than away from the curves.
- 145 The traffic management requirements of HOV suggest that continued evaluation should also include the possibility of toll collection to finance project.
- 146 The Oak Park Cap proposal itself, included in SAFETEA-LU, needs to be addressed. The Cap includes access to transit, non-motorized facilities, additional local road connectivity, air pollution control, and open space. Alternative proposals for the Cap have been developed.
- 147 Including the "Oak Park Cap.
- 148 The Northeastern Illinois Greenways and Trails Plan includes the eastern part of the corridor as a trail improvement; part of this facility is included in the Oak Park Cap proposal.
- 149 A number of issues have been raised that need to be addressed by project engineering, consistent with 2030 RTP strategic guidance. These include: Transit service, an integral element of the corridor, needs to be addressed, including defining right-of-way for an eventual Blue Line extension through the corridor. Service frequency on the existing Forest Park Branch of the Blue Line is expected to double in 2006. In addition, if as intended, fixed-route bus service is established as an interim measure in the HOV lanes, station stops for such a service need to be provided. The specifics of transportation management techniques to be included in the project need to be addressed. In particular, the intent is to provide a facility that will operate at high speed to facilitate transit and high-occupancy vehicle service and to encourage the efficient use of the facility and services. Restrictions (2+, 3+, 4+) should be managed to maintain these high speeds. Consideration should also be given to adding a "value pricing" provision for the facility, again actively managed to control facility speed, but also to finance the project improvements. Lastly, ITS strategies for the project need to be clarified, with roadside equipment and communications needs addressed in project engineering. ITS strategies will be critical in effective implementation of other transportation management strategies.
- 150 A 1999 study by ICF Kaiser. The SouthEast Service Operations Study for the proposed rail line was completed in February 2005 by CANAC for Metra.
- 151 The South Suburban Commuter Rail Corridor Land Use & Local Financing Study was completed for each proposed station site in December 2004 by Wilbur Smith Associates, consultant team for the South Suburban Mayors and Managers Association and the Village of South Holland.
- 152 An application for FTA New Starts funding is being prepared.
- 153 The project will encourage economic development in a part of the region that has lagged behind other areas of the region. The Southeast Service is to provide a commuter rail alternative along the Metra Rock Island and Union Pacific/CSX right-of-way from Chicago south through such towns as Dolton, Thornton, Chicago Heights, Crete, and Beecher.
- 154 Remaining western sections are located between Shales Parkway and East Bartlett Road.
- 155 This portion of the expressway could function as a regional boulevard.
- 156 The O'Hare Bypass is anticipated to be east of York Road as it passes airport property. This is a modification of the original 2030 RTP proposal made to be consistent with the recently adopted plan by the Illinois Tollway.
- 157 Right-of-way acquisition has been on-going for the Elgin-O'Hare extensions. The required right-of-way is more fully acquired for the east than the west extensions. Right-of-way for the O'Hare Bypass has been set aside within Chicago O'Hare International Airport, east of York Rd. No substantial right-of-way north or south of the O'Hare Airport boundary however, has been acquired for the project. This right-of way is now being studied.
- 158 The western section includes arterial improvements to Lake St. west of the second Lake St. crossing.

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- 159 The O'Hare Bypass design concept, scope, and alignment south of Thorndale Avenue/Elgin-O'Hare Extension have been established. This is not the case however, north of Thorndale. The selection of an arterial solution as the preferred alternative is most likely in this corridor. Additional study of operations and alignments by an agency conversant with advanced arterial design is necessary for the north section. For the Elgin-O'Hare extensions, the alignment and logical termini have been established. However, staff understands that the design concept and scope in the initial proposal are being reviewed; an arterial solution in the acquired right-of-way may be proposed.
- 160 SAFETEA-LU has ear-marked \$140,000,000 for the Elgin-O'Hare Extension.
- 161 The project will address the following strategies, among others: context-sensitive solutions; toll revenue financing, using value pricing to maximize efficiency; local advisory councils to serve as a forum for community interaction; the Tollway working with others to leverage and enhance required environmental mitigation into substantial improvements; incident detection and management, highway dynamic message signs, real-time traffic information, and other intelligent transportation system strategies. Progress is expected to continue south of Thorndale. North of Thorndale, how RTP strategies will be addressed should be the subject of further study. In particular, if an arterial solution is proposed, advanced arterial intersection strategies, that accommodate multi-modal travel while reducing delay, should be explored.
- 162 To accommodate multimodal travel, Thorndale Avenue might be considered as a multimodal boulevard as an interim step until full funding is available for the expressway and rail service. An expedited boulevard treatment could quickly meet some of the demand for east-west travel in DuPage County. In addition, widely spaced east- and west-bound road segments would facilitate innovative treatments of left-turn vehicles to reduce signal delay, while avoiding or delaying the expense of grade-separating the roadway. A right-of-way up to several hundred feet wide exists to accommodate this interim step. It will also provide a substantial part of the right-of-way for final construction. The Elgin-O'Hare is proposed to feed into a western bypass of O'Hare International Airport.
- 163 Access control can be enhanced by "backage roads" (access facilities set behind adjacent developments to reduce traffic conflicts near the arterial facility and to preserve right-of-way options adjacent to the arterial facility) and requirements that adjacent developments include motorized and non-motorized access to adjoining land uses, rather than relying strictly on arterial access.
- 164 For such an arterial solution, innovative accommodations of left-turn movements away from congested intersections should be studied to reduce through-movement delay. A "regional boulevard" concept was introduced during the original Shared Path 2030 process.
- 165 Additional study of the east extension of Elgin-O'Hare should determine how to accommodate future transit service envisioned through the DuPage "J" BRT Line or potential future rail service in the right-of-way. For the east extension, outstanding community concerns regarding the project, including the provision of DuPage "J" BRT service, should be addressed. In addition, design deficiencies that may contribute to the large number of crashes at the Rohlwing / Thorndale intersection need to be remedied.
- 166 RTA, Northwest Corridor Feasibility Study, 2000.
- 167 This feasibility study was completed in April 1999 by Metra and STV, Inc. Several communities along the proposed line selected preferred station sites during that study. A preferred alignment has also been selected. The Inner Circumferential Commuter Rail Service Land Use & Community Planning Study was completed for each proposed station site in April 2003 by Parsons Brinckerhoff Quade & Douglas, consultant team for the North Central Council of Mayors and West Central Municipal Conference. The Design Set of Circumferential Rail Alternatives report was completed in March 2005 by the Parsons Brinckerhoff Quade & Douglas, consultant team for Metra. The CREATE Project (not funded) also recommends many improvements to the IHB Railroad. There is no known timeframe as to when this project would be completed.
- 168 While the initial proposal is for access to the O'Hare intermodal station in Rosemont, access to the proposed west terminal for O'Hare is also expected to be studied as an alternative. Western access

would allow access both to a CTA connection at the proposed new western terminal and the proposed STAR Line. The Inner Circumferential line has been identified as a possible future phase of the STAR line. Alternative access to O'Hare is under evaluation.

- 169 For each station proposed by communities along the potential extensions, the STAR Line Potential Future Phases Land Use & Community Planning Study is in the process of being completed by S.B. Friedman & Company, consultant team for the Will County Governmental League and the City of Joliet. The Outer Circumferential Commuter Rail Feasibility Study was completed in April 1999 by TY LIN International BASCOR. There is no known timeframe as to when this project would be completed.
- 170 An application for FTA New Starts funding is being prepared.
- 171 Some work has been already been completed in regards to addressing land use around the proposed STAR Line stations. For example, Parsons Brinckerhoff conducted a prototyping study in 2002 along the Northwest Corridor (O'Hare to Hoffman Estates) for about half of the stations designed to provide general characteristics for these stations. S.B. Friedman & Company completed the STAR Line Phase 1 – EJ&E Portion Land Use & Community Planning Study for each proposed stations site on March 29, 2005 for the Will County Governmental League and the City of Joliet. The Outer Circumferential Commuter Rail Feasibility Study was completed in April 1999 by TY LIN International BASCOR. The STAR Line Feasibility Study was completed in 2003 for Metra. Metra is currently performing an Alternatives Analysis for this project.
- 172 Cooperation between U.S. Department of Energy and project developers is suggested.
- 173 Additionally, the service corridor of the proposed STAR Line, and the lines with which it would integrate, link the most populated areas in our region. Areas with major hospitals, colleges and universities, and business and employment centers will benefit, including key job centers along the Northwest tollway such as Motorola's campus in Schaumburg and Sears' campus at Prairie Stone in Hoffman Estates. Through the STAR Line, Metra would establish key rail connections through the northwest, west and southwest suburbs and even offer an important base for extending suburban rail service in the future. The potential exists to extend service in later phases east from Joliet, north from Prairie Stone at Hoffman Estates, north and south along the Illinois Route 53/Interstate 290 corridor and to link O'Hare and Midway airports.
- 174 By providing for improved public transportation, the Mid-City Transitway would complement investments in over twenty Tax Increment Financing (TIF) districts and five industrial corridors located adjacent to the proposed alignment.
- 175 The location of certain alternatives on right-of-way shared by rail freight will require consideration of the latest Federal Railroad Administration regulations and guidelines. A combination bus-truckway is one of the alternatives under review.
- 176 Stations and rail cars will be accessible for persons with disabilities. Consistent with new stations on other lines, escalators and elevators will be provided. The rail lines will be grade-separated. Stations will be designed to maximize safety of transit patrons. City plans call for coordination of signals, computer monitoring, and other measures to improve traffic flows especially on major arterials, of which the SRA's are a subset. Portions of the LRT and BRT alternatives would operate on SRA's and rely on special measures to provide reliable and fast transit service. These may include signal preemption and dedicated lanes. Rapid transit alternatives under consideration are grade-separated from city streets.
- 177 This project has historically been referred to as "Richmond-Waukegan".
- 178 The corridor communities include Richmond and McHenry.
- 179 Interim improvements to meet accessibility and mobility needs pending long-term project development are suggested. Interim improvements may include bypasses of McHenry and Richmond that are consistent with long-term development of a through facility.
- 180 Examples of sensitive environmental features includes places like Glacial Park and Volo Bog.

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- 181 The proposal includes additional lanes at connections to I-94 and IL120.
- 182 Current activities include right-of-way preparation and preliminary construction activities for the mile-long bridge over the Des Plaines Valley. Local road run-arounds are also being prepared to maintain traffic during construction.
- 183 www.illinoistollway.com
- 184 The Tollway is providing right-of-way and grading for an adjacent bicycle trail, which is being developed through adjacent communities and counties.
- 185 Given the fast pace of development now occurring, many of the corridors identified in the 1990's feasibility work are now being built upon.
- 186 Such solutions should be consistent with a "regional boulevard" framework.
- 187 The intent of such a boulevard would be to provide arterial access, with provision for advanced transportation management strategies to reduce delay, plus non-motorized and transit accommodation.
- 188 The current federal authorization is \$152,000,000.
- 189 The following section is excerpted from the draft "Regional Report for the Public Involvement Process for the 2030 Regional Transportation Plan. This independently prepared report will be made available in its entirety as part of the official record of public comment that will accompany the final adopted 2030 RTP Update.
- 190 TransopolySM developed by the Center for Neighborhood Technology (CNT).
- 191 Emails and websites were the primary means used to notify people about the workshop and internet survey. Six hundred ninety (690) people completed the survey and one hundred fifty-two (152) people attended the workshops. Twenty workshop attendees had already filled out the online survey and were asked not to submit one a second time.