

CAPITAL RECOMMENDATIONS

FROM THE 2030 REGIONAL TRANSPORTATION PLAN FOR NORTHEASTERN ILLINOIS

MAJOR CAPITAL PROJECTS

Shared Path 2030 considered a wide range of benefits and costs associated with the following major capital project recommendations. The opportunities and challenges of planning and implementing each major capital project are discussed at greater length in the full text of the 2030 RTP.

Each of the projects below is coded according to type of recommendation (committed ●, system ✱, project ◆, corridor ■). The symbols for these are also shown in the map legend.

Chicago Transit Hub

The RTP's goal of using transportation to sustain the region's economic health includes specific direction to promote transportation proposals that improve transportation service for Chicago's Central Area.

Circle Line

The Circle Line is composed of new strategic links to Chicago's "L" rapid transit system that will allow more direct connections between most rapid transit and commuter rail lines. The proposal is divided into three phases. Phase I, already underway, restores a section of elevated structure connecting Lake Street and Congress (Forest Park) (●). Phase II involves constructing a new south link between the Douglas (54/Cermak) Branch and the Orange Line (◆). Phase III involves constructing a new north link between Lake Street (Green Line) and the Red Line (■). Implementing each of these phases is accompanied by itinerary changes on existing rapid transit lines serving downtown Chicago.

West Loop Transportation Center

The West Loop Transportation Center introduces a subway under Clinton Street between the Eisenhower Expressway and Lake Street in Chicago. This link provides a fourth leg in a Blue Line subway loop beneath Clinton, Lake Street, Dearborn Street and Congress and allows new transit access to Chicago Union Station, providing improved rapid transit, commuter rail and inter-city train operations at this location (■).

O'Hare and Midway Airport Express Rapid Transit

Airport Express Rapid Transit provides a 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 service will eventually include a new downtown terminal providing passengers with boarding passes and baggage check-in (◆).

Central Area Bus Rapid Transit System

The Central Area Bus Rapid Transit System consists of several components that provide 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 (■).

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 (■).

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.

Passenger rail upgrades and extensions

Improving and extending the rapid transit and commuter rail system serves travelers throughout the region. The region's passenger rail 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.

Rapid Transit

Major proposals for improving and extending the region's existing rapid transit system serve the most densely developed parts of the region.

Brown Line Rehabilitation

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

Blue Line Douglas Branch Rehabilitation (includes Phase I of Circle Line)

The CTA Blue Line Douglas (54/Cermak) Branch elevated structure is being rehabilitated, and the "Paulina Connector" is being restored to provide faster service and more flexible train routing options (●).

Green Line Enhancements

In order 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 (●).

Orange Line Extension

In order 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 (◆).

Yellow Line Enhancements and Extension

In order 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 Yellow Line while maintaining or improving transit service levels. This proposal also includes extending the Yellow Line from the current terminus to a new terminal in the vicinity of the Old Orchard Shopping Center (■).

Blue Line West Extension

In order to provide additional transit choices for travelers, relieve congestion and establish new opportunities for transit-oriented development, this proposal includes extending the Forest Park Branch of the Blue Line further west along or near I-290 and I-88 (■).

Red Line Extension

The initial proposal is to extend the Red Line from the existing terminal at 95th Street to a new terminal at 130th Street and the Bishop Ford Freeway. Alternate alignments and services are also under consideration (■).

Commuter Rail

Major proposals for improving and extending the existing commuter rail system serve a number of corridors throughout the entire region.

Heritage Corridor

The proposal is to upgrade infrastructure and service levels and add stations. The proposal calls for expansion of present service levels up to 60+ trains per day, equivalent to other full-service Metra routes (■).

Rock Island

The initial proposal is to upgrade infrastructure and service levels (●). An extension to Minooka is also proposed to provide transit access to jobs in a growing part of the region (■).

Southwest Service

The proposal is to upgrade infrastructure and service levels and provide an initial extension to Manhattan (●). Successive extensions are also proposed (■).

Metra Electric

The initial proposal is to upgrade infrastructure and service levels. The proposal also includes consideration of alternative urban rail service levels on existing portions of the line. 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 (●). The proposal also includes an 8-mile extension of Metra Electric District Line between University Park and the proposed South Suburban Airport. A possible inter-city rail service to Kankakee has also been proposed for this line (■).

North Central Service

Phase I of the 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 (●). The proposal also calls for ongoing incremental upgrades to infrastructure and scheduling frequencies until full commuter rail service levels are reached (●).

Milwaukee District West

The initial proposal includes a new 11-mile extension of 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 (■).

Milwaukee District North

The proposal includes upgrading infrastructure and service levels with two possible extensions, one to Richmond and another to Watsoworth (■).

Union Pacific Northwest

The proposal provides upgrades to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability of the Union Pacific-Northwest Line (●). The extension to Joliet and later Richmond will allow improved operations on the entire line (■).

Burlington Northern Santa Fe

The initial proposal is to extend the Metra-BNSF Chicago-Aurora Commuter Rail Service from its current terminus in Aurora to Downers. A longer extension terminating in Plano is also proposed (■).

Union Pacific West

The current proposal includes implementing a new 4-aspect signal system to replace the current 2-aspect system, and upgrading existing track, including new crossovers. A third track will be added to an existing double-track portion of the line east of Elmhurst (●). An extension of UP-W from the current terminus in Geneva (Kane County) to a new terminal at Elburn is already underway (●). This new yard will eliminate extensive congestion, freight conflicts and dead-heading between West Chicago and Geneva.

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.

O'Hare Collector/Distributor Road

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

I-90/94 Reconstruction from 15th Street to I-57

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 to the Chicago Skyway Toll Bridge will be enhanced with a flyover to the express lanes north of 63rd Street (●).

I-80/94 from I-294 to US41

The proposal provides additional capacity on I-80/94 from I-294 to US41 plus a major new collector/distributor system servicing the I-294/IL394 interchange. Improved geometry and realignments will substantially improve the operations and safety of the roadway (●).

I-90 (Northwest Tollway)

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 (●).

I-88 (East-West Tollway)

The 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 (●).

I-294/94 (Tri-State Tollway)

The initial proposal is to provide an additional lane in each direction on the Tri-State Tollway from US12/20 (95th Street) to IL394. Additional lanes on the northern segment from Dempster Street to Balmoral are currently being studied for implementation. Additional lanes extending north to IL173 in Lake County are also proposed (●).

IL394

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 ILL, the road would remain a controlled-access arterial road (●).

I-57

The initial proposal is to provide an additional lane in each direction on I-57 from I-80 to the proposed I-57/IL394 connector. The proposal then continues the additional lane from the I-57/IL394 connector to Peotone Road (●).

I-80

The initial proposal is to provide an additional lane in each direction on I-80 from US45 to I-55. The proposal then continues the additional lane from I-55 to the Will County Line (●).

I-55

The initial proposal is to provide an additional lane in each direction on I-55 from Naperville Rd to south of US6 in Will County, where two lanes in each direction are currently provided (●). The portion between Naperville Road and Weber Road is currently programmed for construction (●).

Elgin-O'Hare Expressway

In addition to completing the Elgin-O'Hare east and west, the RTP recommends adding lanes to the existing freeway, which provides two lanes in each direction from US20 to near I-290 (●).

I-290 High-Occupancy-Vehicle Lanes

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. Alternative improvements remain under consideration (■).

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.

Bus Rapid Transit

An emerging transit mode called "bus rapid transit" (BRT) offers transit service on arterial streets or dedicated rights-of-way. Traffic signal priority is a key element of the service. In addition, specially designed vehicles offer rapid boarding and alighting, sometimes from stations where fares are processed prior to boarding, further reducing waiting and speeding service.

Cermak Road Bus Rapid Transit

The project will provide Bus Rapid Transit service from Yorktown Center in Lombard to the CTA Blue Line terminal in Cicero. The BRT would serve the Cicero/Berwyn commercial area, North Riverside Park Shopping Center, Westchester business developments, Oak Brook Center and Yorktown Mall (●).

DuPage "J" Line Bus Rapid Transit

This high-speed corridor provides an important connection between the major regional traffic generators and destinations of O'Hare International Airport and the Woodfield area in Schaumburg with DuPage County's largest concentration of employment and retail activity (Oak Brook) and heavily residential areas in Naperville and Aurora (●).

New transportation corridors

New transportation corridors have been identified as a tool for managing the pattern of new urban development or redevelopment.

Passenger rail

Each of these proposals is intended to establish new high-volume circumferential transit markets as well as integrate service with the region's traditional radial transit system.

Central Lake County

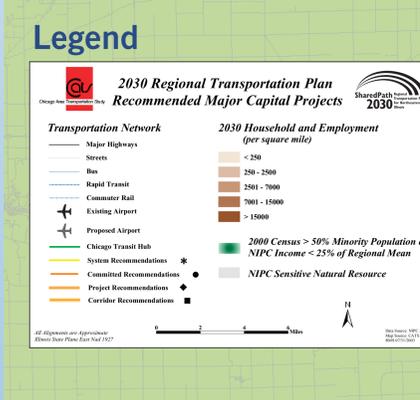
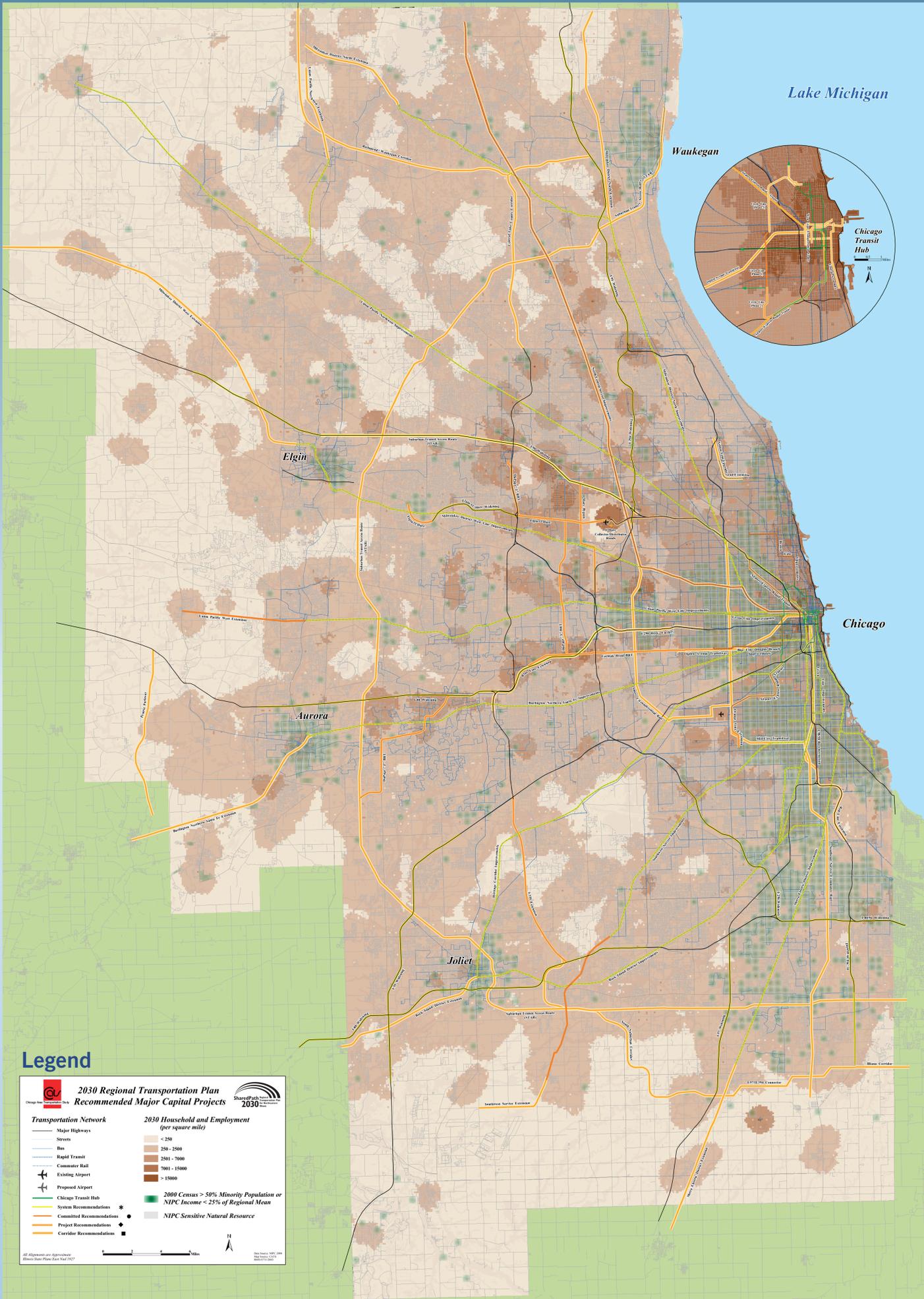
The initial proposal is to extend IL53 from its current terminus at Lake-Cook Road to central Lake County. The proposal includes a dual terminus with I-94 to the east and IL120/Wilson Road to the West. The proposal includes additional lanes on I-94 and IL120. Alternatives to the highway proposal are under consideration (■).

Mid-City Transitway

This circumferential line will extend from the Jefferson Park station on the CTA Blue Line south to Midway Airport on Union Pacific and Belt Railway right-of-way and then southeast and east along the Belt Railway to the 87th Street station on the CTA Red Line. The line will connect with more than 25 bus routes, several Metra lines and most rapid

Southeast Commuter Rail Service

The proposal is to introduce a new commuter rail line serving Chicago's southern Cook County and northeastern Will County, including a possible connection to the proposed



South Suburban Airport. Alternative right-of-way and service patterns are also being considered (■).

Elgin-O'Hare Expressway Completion and West O'Hare Bypass

The initial proposal is to provide new multimodal highway segments to complete west and east segments of the Elgin-O'Hare Expressway and provide new access to and bypass west of O'Hare Airport (●).

Suburban Transit Access Route (STAR)

The initial proposal of the Suburban Transit Access Route (STAR Line) is for new transit infrastructure between O'Hare Airport and Joliet. Additional proposals extend the service east from Joliet and north from Hoffman Estates along the EJE railroad (■).

Multimodal highway

Each of these proposals is intended to establish new multimodal corridors. The RTP recommends that new highways incorporate intensive management, operations and design strategies to optimize multimodal operations.

Richmond-Waukegan

The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL53 north extension near Wilson/Fairfield Road. Alternatives to the highway proposal are also under consideration (■).

Central Lake County

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/Wilson Road to the West. The proposal includes additional lanes on I-94 and IL120. Alternatives to the highway proposal are under consideration (■).

Mid-City Transitway

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transit routes. Evaluation of alternatives may include a dedicated bus and commercial vehicle facility or providing transit priority on existing streets (■).

Inner Circumferential

The initial proposal is for a new commuter rail line along the Indiana Harbor Belt Railroad (IHB) in western Cook County between Midway and O'Hare Airports. The facility will provide suburb-to-suburb and north-south travel, plus connections to existing Metra lines between Midway and O'Hare Airports (■).

Illiana Corridor

The initial proposal is to construct a new facility from the proposed I-57/IL394 Connector east to I-65 in Indiana (■).

Prairie Parkway

The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties. Alternatives to the highway proposal are also under consideration (■).

I-355 Extension

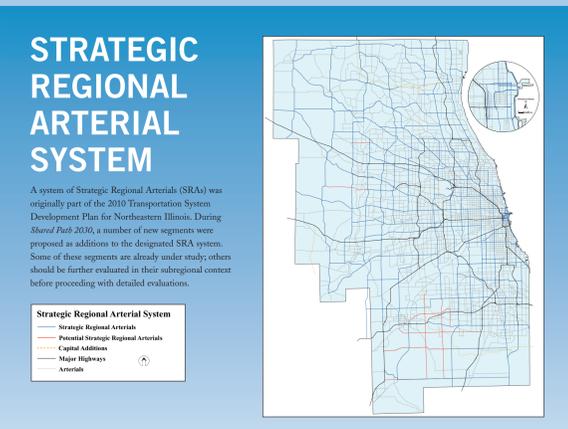
The proposal is to extend I-355 from its current terminus at I-55 south to I-80 and is intended to provide improved highway accessibility in a rapidly growing part of the region (●).

South Suburban

The initial proposal extends from the proposed I-355 south extension to I-80, then east to I-57 in order to connect to the proposed I-57/IL394 Connector (■).

I-57/IL394 Connector

The initial proposal is to construct a new facility between I-57 and IL394 in the vicinity of the proposed South Suburban Airport (■).



A system of Strategic Regional Arterials (SRAs) was originally part of the 2010 Transportation System Development Plan for Northeastern Illinois. During Shared Path 2030, a number of new segments were proposed as additions to the designated SRA system. Some of these segments are already under study; others should be further evaluated in their subregional context before proceeding with detailed evaluations.