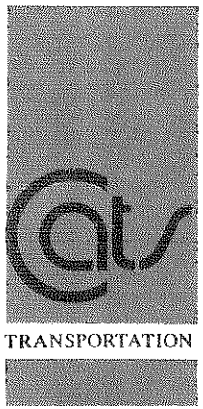
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2010 TRANSPORTATION SYSTEM DEVELOPMENT PLAN

FOR NORTHEASTERN ILLINOIS



CHICAGO AREA TRANSPORTATION STUDY

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Division Administrator
FEDERAL HIGHWAY ADMINISTRATION

UMTA

JOEL P. ETTINGER
Area Director
URBAN MASS TRANSPORTATION ADMINISTRATION

Secretary–**ARISTIDE E. BICIUNAS**
Executive Director
Chicago Area Transportation Study

Prepared by the Chicago Area Transportation Study sponsored by the agencies on the Policy Committee. Transportation Study Data Utilized in part by the U.S. Department of Transportation, Federal Highway Administration and the Urban Mass Transportation Administration and authorized by the State of Illinois.

2010
TRANSPORTATION SYSTEM DEVELOPMENT PLAN

Prepared by

CHICAGO AREA TRANSPORTATION STUDY

In cooperation with

NORTHEASTERN ILLINOIS PLANNING COMMISSION

JUNE 1990

Preface

This document is the regional transportation plan for the six-county northeastern Illinois area (Cook, DuPage, Kane, Lake, McHenry and Will counties). The plan was adopted by the Northeastern Illinois Planning Commission on March 16, 1989 and endorsed by the Regional Transportation Authority on April 6, 1989. The Chicago Area Transportation Study endorsed the plan as the region's official long range plan on April 12, 1989.

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A good transportation system is needed for the social, economic and environmental well-being of all citizens of northeastern Illinois. Unfortunately, the provision of good transportation service is expensive, and funds are limited. Therefore, it is important that we plan our future transportation improvements to ensure the best system possible for the money spent. Transportation services need to be mutually supportive and coordinated with overall regional goals to yield optimum results. The impacts of transportation decisions reach far into the future and can have both positive and negative consequences for many aspects of community life. These conditions establish the need for a regional long range transportation plan.

This plan describes improvements necessary to meet the travel needs of northeastern Illinois, which are expected to increase substantially between now and 2010. On the other hand, the plan's discussion of financial forecasts indicates that there may not be enough funds simply to maintain our existing transportation system in good operating condition, let alone expand it. Current funding levels are insufficient to meet the transportation needs of the region. Ways must be found to fund transportation needs through either traditional sources or innovative techniques. Under any reasonable funding scenario the region is faced with hard choices relative to transportation investment. This plan begins the process of making these choices.

The plan was primarily developed for the purpose of addressing the long range transportation needs of northeastern Illinois. In order for the region to be eligible for federal funds for improving the highway and transit systems it must have a long range transportation plan developed according to specific federal guidelines. This plan meets those federal requirements and continues the region's eligibility for federal transportation funding.

The next chapter, Background, gives a brief history of regional transportation planning, discusses the 2010 socio-economic forecasts and the technical planning process, and describes the public involvement portion of the plan development process. The following chapter, Goals and Objectives, describes the framework guiding the plan and the evaluation measures used to select projects.

The succeeding chapters are the Highway System Plan and Transit System Plan chapters, which are the gist of the plan. The proposed major new facilities, such as freeways and rail lines, are delineated in these chapters. These major facilities will have significant financial implications as well as land use and transportation impacts on many communities. These projects also require a substantial lead time for implementation. The proposed facilities must not be construed as recommending precise alignments or specifications. Rather, they indicate corridors where a major new facility will relieve existing prob-

lems or increase the available transportation supply to meet anticipated future needs.

The development of the rest of the region's ground transportation system, exclusive of the major facilities, is dealt with in a more generalized fashion. The plan attempts to provide the guidance necessary to address issues and concerns of a regional nature, but recognizes that decisions on smaller scale projects should be made in a subregional or local planning context. In this vein, the plan proposes a strategic regional arterial system. This system consists of roads designated to supplement the expressway system in handling long haul, high volume traffic. The plan does not prescribe specific standards or propose specific improvements for these roads. The purpose, rather, is to provide a unified regional framework for building programs to address traffic congestion problems.

The plan also recognizes that the performance of the transportation system depends on how it is used and how it is operated. In the Transportation Demand and System Management chapter the plan suggests means by which users and operators can make the system work more efficiently. In light of the financial situation the plan strongly recommends that these relatively low cost techniques be vigorously pursued.

The final chapter in the document is Financial Considerations. This section is not a financial plan, in that it does not attempt to prescribe ways to generate financial resources. Instead, this chapter provides cost estimates for meeting transportation needs and contrasts them with estimates of possible levels of financial resources.

TRANSPORTATION PLAN HISTORY

The first regional transportation plan for northeastern Illinois was published by the Chicago Area Transportation Study (CATS) in 1962. This highway and transit plan had a target year of 1980 and covered Cook County and a portion of DuPage County. Three smaller subregional planning studies followed in 1969, the Fox River Valley Transportation Study, the Joliet Area Transportation Study and the Lake County Transportation Study. In 1971 CATS' original plan and proposals generated by the subregional studies and the city of Chicago's Comprehensive Plan were combined into an Interim Plan covering the six-county area. The first full six-county area planning effort culminated with the 1995 Transportation System Plan adopted in 1974. This was followed by the Year 2000 Transportation System Development (TSD) Plan, which was adopted in 1980. The Year 2000 Plan was updated in 1981 and 1983 and republished in 1984, incorporating the results of those updates. The Year 2000 TSD Plan was the official regional transportation plan for the six-county northeastern Illinois area until this 2010 TSD Plan was endorsed in 1989.

Substantial progress has been made on implementing the major facility proposals included in the Year 2000 TSD Plan. The extension of the Chicago Transit Authority's West-Northwest rapid transit line from Jefferson Park to O'Hare has been completed. The Dan Ryan/State Street subway connection and the Southwest Corridor rapid transit line are under construction. On the highway side a significant portion of the Lake-Will South facility has been constructed as a tollway (from Army Trail Road to I-55) and its northerly extension to Lake Cook Road is under construction. Some construction activities have also begun on the Lakefront Expressway in Lake County.

With the progress made in implementing the Year 2000 TSD Plan, changes in growth and development trends in the region and the fact that the horizon year of the plan was less than fifteen years away, the need for a new long range plan became clear. A schedule for developing the 2010 Transportation System Development Plan was approved in the spring of 1986. The two year plan development effort began as scheduled in January 1987.

An interagency agreement sets the responsibilities for developing regional transportation plans. CATS and the Northeastern Illinois Planning Commission (NIPC) have the prime responsibilities for developing the plan. Through CATS and NIPC, many other regional and local interests were represented in the planning process. Membership on the CATS Policy Committee and NIPC are shown in Figure 1. The Illinois Department of Transportation (IDOT) and the Regional Transportation Authority (RTA) also have certain prescribed roles. The CATS Work Program Committee and the NIPC Planning and Policy Development Committee directed the plan develop-

FIGURE 1

CATS POLICY COMMITTEE MEMBERSHIP

ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
CITY OF CHICAGO
COUNCIL OF MAYORS
COOK COUNTY
DuPAGE COUNTY
KANE COUNTY
LAKE COUNTY
McHENRY COUNTY
WILL COUNTY
NORTHEASTERN ILLINOIS PLANNING COMMISSION (NIPC)
REGIONAL TRANSPORTATION AUTHORITY (RTA)
CHICAGO TRANSIT AUTHORITY (CTA)
SUBURBAN BUS BOARD (PACE)
COMMUTER RAIL BOARD (METRA)
FEDERAL HIGHWAY ADMINISTRATION (FHWA)
URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA)
ILLINOIS STATE TOLL HIGHWAY AUTHORITY (ISTHA)
MASS TRANSIT DISTRICTS
RAILROAD COMPANIES
PRIVATE TRANSPORTATION PROVIDERS

NIPC MEMBERSHIP

ASSEMBLY OF MAYORS	ELECTING 7 COMMISSIONERS
GOVERNOR OF ILLINOIS	APPOINTING 5 COMMISSIONERS
MAYOR OF CHICAGO	APPOINTING 5 COMMISSIONERS
COOK COUNTY BOARD PRESIDENT	APPOINTING 3 COMMISSIONERS
DuPAGE COUNTY BOARD CHAIRMAN	APPOINTING 1 COMMISSIONER
KANE COUNTY BOARD CHAIRMAN	APPOINTING 1 COMMISSIONER
LAKE COUNTY BOARD CHAIRMAN	APPOINTING 1 COMMISSIONER
McHENRY COUNTY BOARD CHAIRMAN	APPOINTING 1 COMMISSIONER
WILL COUNTY BOARD CHAIRMAN	APPOINTING 1 COMMISSIONER
CTA BOARD	APPOINTING 1 COMMISSIONER
RTA BOARD	APPOINTING 1 COMMISSIONER
METRA BOARD	APPOINTING 1 COMMISSIONER
PACE BOARD	APPOINTING 1 COMMISSIONER
METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO	APPOINTING 1 COMMISSIONER
ILLINOIS ASSOCIATION OF PARK DISTRICTS	APPOINTING 1 COMMISSIONER
CHICAGO PARK DISTRICT	APPOINTING 1 COMMISSIONER

ment effort. The CATS Work Program Committee established subcommittees on socioeconomic/scenario development, public involvement, financial considerations, alternative generation and evaluation.

SOCIOECONOMIC FORECASTS

Forecasts of 2010 socioeconomic factors including population, households, households with relatively low incomes, employment and selected land uses were allocated to the quarter section level (approximately one-half mile by one-half mile) by NIPC in cooperation with each county and many of the region's municipalities. These results show regional growth in population (15%), households (29%) and employment (23%) over the 1980 to 2010 time period. This growth represents the addition of over one million new residents, almost three-quarters of a million households and over three-quarters of a million new jobs. Within these overall regional totals are changes in the spatial pattern of activity which have implications for transportation. Three-quarters of the population growth will occur in the five collar counties (see Table 1). These counties will grow from 26 percent of the region's population to 33 percent. Household size will continue to decline, from an average of 2.8 persons per occupied housing unit in 1980 to 2.5 in 2010. While no community is forecasted to experience a decline in households, lower household size will result in population losses in the older, more fully developed areas of the region. Employment will increase across the region, with the largest absolute gains in suburban Cook, Chicago and DuPage (see Table 1). The growth in Chicago employment is caused by dramatic growth forecasted for Chicago central area employment that more than offsets a decline in the remainder of the city. Employment in the Chicago central area will grow from 650,000 in 1980 to 890,000 in 2010. In 2010 this area will contain 21% of the regional employment, compared to 19% in 1980.

Through the use of computer models these forecasts were translated by CATS into expected 2010 travel demand including both person trips and truck trips. Overall travel demand was calculated to increase 23% between 1980 and 2010. Computer simulations of this 2010 travel over alternative network configurations were used to evaluate project proposals at various stages in the process.

The planning process must be concerned with the impacts of growth and change. As the preceding discussion indicates, the northeastern Illinois area will experience growth which will be very significant in some areas. However, what cannot be ignored is that most of the 2010 economic activity will occur in the same areas that it is now. For instance, Cook County, while it will have a very small population growth rate compared to those of the collar counties, will still contain two-thirds of the region's population in 2010. The needs of all the region's residents, not just those in growth areas, have been taken into account in this planning process.

TABLE 1

POPULATION and EMPLOYMENT FORECASTS

POPULATION

AREA	1980	2010	GROWTH ABSOLUTE	GROWTH PERCENT
COOK	5,245,810	5,501,738	255,928	4.9%
CHICAGO	3,010,012	3,157,411	147,399	4.9%
SUB. COOK	2,235,798	2,344,327	108,529	4.9%
DU PAGE	662,794	972,735	309,941	46.8%
KANE	279,594	433,084	153,490	54.9%
LAKE	440,582	598,545	157,963	35.9%
McHENRY	148,102	222,514	74,412	50.2%
WILL	325,054	449,743	124,689	38.4%
TOTAL	7,101,936	8,178,359	1,076,423	15.2%

EMPLOYMENT

AREA	1980	2010	GROWTH ABSOLUTE	GROWTH PERCENT
COOK	2,697,015	3,050,956	353,941	13.1%
CHICAGO	1,583,028	1,682,783	99,755	6.3%
SUB. COOK	1,113,987	1,368,173	254,186	22.8%
DU PAGE	284,658	561,621	276,963	97.3%
KANE	119,055	159,535	40,480	34.0%
LAKE	162,030	224,494	62,464	38.6%
McHENRY	47,009	67,521	20,512	43.6%
WILL	91,672	106,862	15,190	16.6%
TOTAL	3,401,439	4,170,989	769,550	22.6%

Source: NIPC quarter section forecast allocation files consistent with forecasts endorsed by NIPC, March 1988.

ALTERNATIVE SCENARIO

The states of Illinois and Indiana are currently in the process of site selection and master planning studies for an additional commercial airport serving northeastern Illinois and northwestern Indiana. A recently completed tri-state study conducted under the auspices of the Airport Capacity Policy Committee concluded that there is a need to plan for such a supplemental airport in the southeastern part of the region. The Airport Capacity Policy Committee concluded that such an airport should be located at one of these potential sites:

- Gary Airport
- Bi-state site, located in Illinois and Indiana northeast of Beecher, Illinois
- Peotone site, located in Will County between the towns of Peotone and Beecher
- Kankakee site, in Rock Township, Kankakee County near the Will County line.

A site selection study currently underway is intended to recommend the selection of one of the above sites for detailed analysis and design.

The 2010 Transportation System Development Plan process assumed that all commercial aviation activity to 2010 would be accommodated at O'Hare and Midway airports. Accordingly, neither socioeconomic nor transportation impacts of a new supplemental airport were considered. The Airport Capacity Study concluded that there will be an eventual need for a supplemental airport to accommodate all the aviation demand and that this airport may have to be placed in service as soon as 2000. Once the need is verified for a new supplemental airport by 2010 and the site selection study for the supplemental airport is completed, new socioeconomic forecasts will be developed and the 2010 TSD Plan will be modified as appropriate.

PUBLIC INVOLVEMENT

During the entire plan development process an extensive effort was made to involve public officials and the general public. Three separate rounds of presentations at public meetings and a series of formal public hearings were included. The presentations were given at Council of Mayor meetings, county planning and transportation committee meetings and to other public interest groups.

The initial round of public presentations was held during April, May and June of 1987 and had several functions. The first was to inform the public that the process to develop a new plan was beginning, allowing them the time to formulate ideas and alternatives to be considered in the planning process. The second was to review the current plan, presenting an example of the scope and type of material included in a regional plan, and to provide a review of the actual policies and projects proposed in the current plan. The third function was to inform the local officials about the types of input that would be requested

later in the planning process in order to provide time to create and discuss ideas locally. The fourth function was to outline the schedule, including the future rounds of public meetings. The last function was to collect input and comments for the Goals and Objectives section of the 2010 Plan, which would provide overall plan direction and guide decisions on individual proposals. This was accomplished by passing out a mailback form, on which the public could register comments.

The second round of presentations was held in October, November and December of 1987. A status report on plan development activities and the results of the formulation of the Goals and Objectives portion of the plan were presented, including the measures to be used in evaluating proposals. The major activity of this round was to solicit proposals for new major capital facilities that should be considered for inclusion in the plan. The Year 2000 TSD Plan was reviewed in order to provide guidance as to the type and scope of proposals desired. Many proposals were received as a result of these meetings.

The third round of presentations was held in May and June of 1988. By this time the original set of proposals for major facilities (over 200 in all) had been screened to a total of 53 projects still under consideration. The reason why projects had been dropped from consideration was explained in the presentation. The remaining candidate projects had been subjected to a detailed evaluation, including a simulation of 2010 travel. The results of this work were included in the presentations. Additionally, a map of the proposed strategic regional arterial system was distributed and comments were requested.

During the entire process the comments and suggestions received at the public presentations were relayed to the committees working on developing the plan. In addition to the three rounds of public presentations, an open house on the 2010 Plan was held at CATS on November 6, 1987 and a press briefing was held June 1, 1988.

A final round of public involvement took place during January 1989. Five formal public hearings were held at geographically diverse locations around the region from January 23 through January 27, 1989. At each hearing CATS and NIPC staff briefly presented the recommended plan before the hearing was formally opened to allow testimony. Approximately one thousand people attended the hearings and over 200 people and organizations submitted oral or written testimony. A summary of the testimony was forwarded to the CATS and NIPC committees before either took action on the recommended plan.

Public decisions always require a balancing of different goals. In the case of transportation, the public officials who make the decisions are well aware that this balancing is difficult, but essential. The goal of providing a high quality transportation system must be constantly weighed against the goal of minimizing public expenditures and taxes. Similarly, the goal of quality transportation must also be balanced against the effects a particular project might have on the adjacent neighborhood.

This section not only provides a framework for plan development, but will also be used in making decisions on plan implementation. The decision to construct a project should be based in part on an assessment of whether it is consistent with the long range transportation planning framework. Likewise, the design, environmental assessment, and regional clearinghouse review stages of plan implementation should use the goals and objectives presented here to review projects.

In any complete and realistic plan, goals and objectives will sometimes compete with one another. The framework presented below should not, therefore, be viewed as a rigid set of rules to be applied strictly in all situations. Rather, it is a set of guidelines against which projects can be individually reviewed to determine if they meet both local and regional needs prior to an implementation decision. The analysis of any given area should consider all modes of transportation and all methods of efficiently managing the transportation system. The decisionmaking process should include all affected units of local government.

There are seven goals established for the 2010 TSD Plan. No priority ranking is implied by their order of listing. For each goal, statements of objectives supporting that goal are given.

GOAL:

Provide personal and business users with safe, economical and efficient transportation service in response to their needs.

OBJECTIVES:

Minimize travel times and costs.

Minimize traffic congestion.

Maximize system security, safety and reliability.

Develop a system that responds to both existing and new travel patterns.

Maximize opportunities to transfer between different modes and services of the same mode.

Promote cost-effective alternatives to private auto travel.

Provide for pedestrian and bicycle travel needs.

Maintain the high accessibility to and improve distribution within the Chicago Central Business District.

Improve access to and distribution within the region's major employment centers.

Added 1/20/88

not in minutes as adopted 12/3/87

GOAL:

Develop a transportation system which fosters economic development.

OBJECTIVES:

Provide transportation services that help to retain existing businesses and attract new business enterprises to the region.

Enhance the Chicago region's position as a major hub of national and international passenger and freight travel.

GOAL:

Develop a transportation system which promotes desirable social impacts.

OBJECTIVES:

Promote a transportation system that improves travel opportunities for mobility limited persons.

Maximize accessibility to jobs and services for the economically disadvantaged.

Minimize the displacement of people and businesses.

Maximize access to open space and recreational opportunities.

GOAL:

Develop a transportation system which minimizes undesirable environmental impacts.

OBJECTIVES:

Promote long term improvement in air quality.

Develop a transportation system that uses energy efficiently and is adaptable in response to possible energy shortages.

Protect environmentally sensitive lands.

Encourage the preservation of prime agricultural lands consistent with local land use plans.

Protect waterways from pollution and excessive runoff.

Minimize the noise and vibration levels of the transportation system.

Promote visually pleasing facilities.

GOAL:

Give priority to the preservation of the useful portions of the region's existing transportation system and to the maximization of its people and freight carrying capacity.

OBJECTIVES:

Optimize the operating condition of the useful segments of the existing transportation system.

Encourage operating policies and small scale capital improvements that can enhance the capacity of the existing system.

GOAL:

Minimize the cost of creating and maintaining the transportation system and ensure that transportation plans are financially attainable.

OBJECTIVES:

Use capital and operating funds cost-effectively.

Actively pursue funding to maintain the transportation infrastructure.

Consider operating and maintenance costs during the investment decision making process.

Maximize the region's share of federal and state transportation funds.

Develop alternative transportation financing mechanisms.

Develop public-private partnerships to provide and operate transportation services.

Develop and maintain an environment which encourages private operators to provide unsubsidized transportation services to the maximum extent possible.

GOAL:

Encourage land use planning and demand management techniques that are supportive of efficient provision of transportation service.

OBJECTIVES:

Increase transit use by encouraging intensive developments to locate within easy access to existing or planned mass transit service.

Reduce congestion in the vicinity of expressway interchanges through local planning and zoning policies that promote development compatible with the interchange function.

Coordinate transportation plans with the provision of utilities and municipal services to reflect adopted regional forecasts and municipal, county and regional plans.

Promote intergovernmental cooperation in the coordination of land use and transportation developments.

Promote transit accessible site design in major land developments.

Promote site designs which minimize the adverse impacts of site access on the transportation system.

Minimize peak hour auto work trips by land use planning and demand management techniques.

Encourage local governments to limit development to levels which are compatible with the provision of transportation service.

Promote dedication or reservation of adequate transportation rights-of-way in the land development process.

In the development of the major facilities component of the plan a set of evaluation measures derived from the Goals and Objectives was used. Network measures, shown in Figure 2, were used to compare the overall performance of alternative transportation networks which included both highway and transit components. Project measures, shown in Figure 3, were used to assess the performance of individual projects.

FIGURE 2

NETWORK EVALUATION MEASURES

- Average time per passenger trip.
- Average time per truck trip.
- Average user cost per trip.
- Average time per work trip.
- Vehicle miles of travel exceeding level of service "D".
- Percent of households within one hour of fifty percent of all jobs.
- Average time for all trips if auto mode were generally not available.
- Average travel time of households to selected points within the Chicago Central Business District.
- Percent of households in low income areas within 60 minutes of fifty percent of all jobs by transit.
- Number of people and jobs displaced by transportation facility development.
- Number of acres of regional open space and recreational facilities accessible by transit.
- Daily fuel consumption on the highway network.
- Number of acres of environmentally sensitive land appropriated for transportation facilities.
- Number of acres of prime agricultural land reduced by expansion of transportation system.
- Capital cost of new transportation facilities.
- Average annual expenditure of capital needed to maintain the network.
- Percent of route miles of service on new transportation facilities within county/municipal planned urban areas.

FIGURE 3

PROJECT EVALUATION MEASURES

For transit projects:

AM peak two hour maximum load point volume.

Daily boardings.

Passenger miles of travel.

Number of home to work trips using the project.

Number of acres of regional open space and recreational facilities accessible.

For highway projects:

Daily traffic volume at highest volume point.

Average traffic volume.

Vehicle miles of travel on project.

For all projects:

Capital cost of project.

Number of people and jobs displaced by the transportation project.

Number of acres of environmentally sensitive land appropriated by the project.

Number of acres of prime agricultural land reduced by the project.

Percent of route miles of the project within county/municipal planned urban area.

The highway system carries the vast majority of person trip travel and is an important part of the freight movement system. Roads also provide the right-of-way for buses, making the highway system an integral part of the public transportation system.

MAJOR FACILITIES

All existing expressways are expected to continue to provide service throughout the plan period. Maintaining these existing roads in a state of good repair is an important part of the plan. New expressways are planned only where future traffic will exceed the capacity of the road system and where an expressway is judged as the best solution. Expressways are considered to be multi-lane highways, grade separated, with limited access points via ramps. The exact alignment, number of lanes and interchange locations will be determined by project-specific detailed studies.

The major facility component is shown in Figure 4. The black lines on the map represent the existing and committed expressway system. Committed facilities are those that were previously planned and are under construction or strongly committed to construction by the responsible implementor. The committed expressways are the North-South Tollway in DuPage County from Army Trail Road to Interstate 55, the extension of Route 53 north to Lake Cook Road, the Thorndale Expressway from the O'Hare Airport area to East Bartlett Road and the Lakefront Expressway in Lake County from Grand Avenue to Buckley Road. The red lines represent the proposed new expressways. The number next to each project is the project number referenced in the descriptions below.

The proposed new expressways are:

Lake-Will Expressway South (FAP 431) - Project Number 1

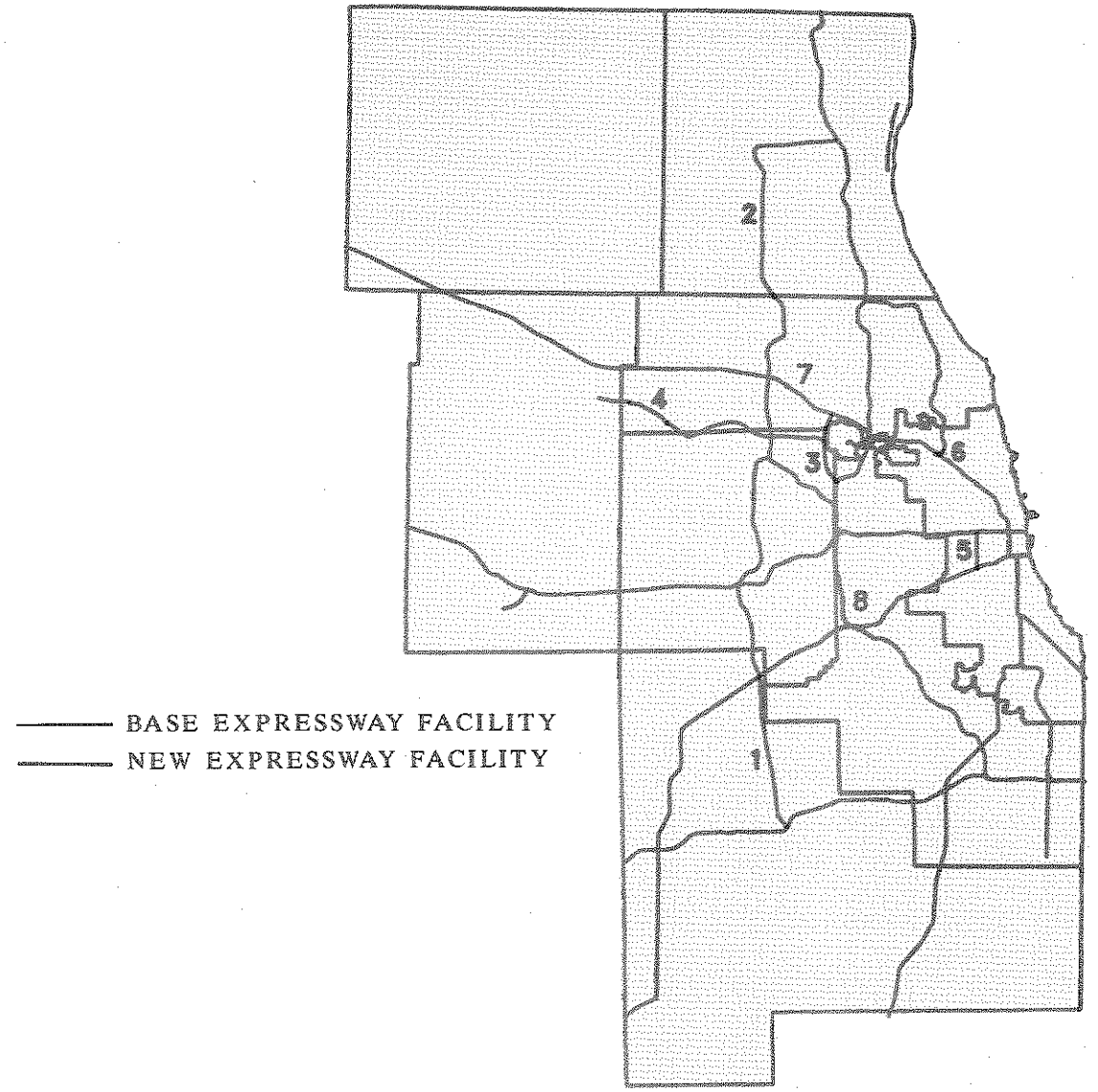
The Lake-Will South would extend the North-South Tollway from I-55 in Bolingbrook south to I-80 just east of New Lenox. This link is expected to open up development in the area east of the Des Plaines River between Joliet and Bolingbrook. The daily traffic volume projected for 2010 averages 25 thousand over the length of the project with a peak of 30 thousand vehicles. The capital cost is estimated at $260 million.

Lake-Will Expressway North (FAP 432) - Project Number 2

The Lake-Will North would extend the Route 53 highway north from Lake Cook Road into central Lake County. The facility would swing eastward along IL 120 to the Tri-State Tollway (I-94). The east-west section of this project was originally a portion of the proposed Richmond-Waukegan Expressway. This project would provide north-south highway capacity to rapidly growing central Lake County. The daily traffic volume projected for 2010 averages 56 thousand over the length of the project with a peak of 92 thousand vehicles. The capital cost is estimated at $250 million. The demonstrated transportation demand occurs in a corridor with sensitive environmental conditions and long standing low density land use objectives.

FIGURE 4

2010 EXPRESSWAY NETWORK



NOTE: Facility locations are general and do not represent alignments

This project is being included in the plan for the purposes of permitting protective buying to preserve the right-of-way and updating the environmental impact statement. A fully revised environmental impact statement should be completed within three years. Also, it is recommended that a cooperative study to examine growth control in the corridor should be completed in the next 18 months, seeking land use and boundary compacts and mutual adoption of environmental ordinances. Upon completion and concurrence in an updated environmental impact statement by the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study Policy Committee, those same agencies must then approve the facility before construction can proceed. Such approval shall be forthcoming from NIPC after review, compliance and concurrence with NIPC Resolution No. 89-3 (Appendix A).

West O'Hare Expressway - Project Number 3

This project would be a new bypass expressway facility to the west of O'Hare Airport, connecting the Northwest Tollway (I-90) in the vicinity of York Road, to the Tri-State Tollway (I-294) south of the airport. This project provides an alternate route to the users of this heavily traveled corridor and provides a connection for the committed Thorndale facility and for possible western access to O'Hare Airport. The daily traffic volume projected for 2010 averages 46 thousand over the length of the project with a peak of 65 thousand vehicles. The capital cost is estimated at $263 million.

Elgin-O'Hare Expressway Extension (FAP 426) - Project Number 4

The Elgin-O'Hare Expressway extension would start at the western end of the committed expressway at East Bartlett Road and go west into the US 20 bypass at Elgin. The construction of this link and the committed Thorndale Expressway would provide a continuous expressway from Randall Road in Kane County to the O'Hare Airport area. The daily traffic volume for 2010 averages 61 thousand over the length of the project with a peak of 66 thousand vehicles. The capital cost is estimated at $125 million.

Stevenson-Eisenhower Expressway Connection - Project Number 5

This expressway segment would connect the Eisenhower (I-290) and Stevenson (I-55) expressways in the vicinity of Western Avenue. This expressway connection could utilize railroad property for a portion of the right-of-way. This facility would provide a bypass of the Chicago Central Area for some through traffic and serve the adjacent industrial area which is a high generator of heavy truck traffic. The daily traffic volume for 2010 averages 106 thousand over the length of the project with a peak of 113 thousand vehicles. The capital cost is estimated at $90 million.

Other major facility highway projects are:

Edens–Kennedy Expressway Connection – Project Number 6

This improvement to the Edens–Kennedy interchange would allow traffic from the southbound Edens direct access to the westbound Kennedy, and traffic from the eastbound Kennedy direct access to the northbound Edens. The trips described are currently forced to exit and re–enter the expressway system, thus causing congestion and increased travel times. If it is not possible to build this connection without significant disruption to the adjacent community, it should be dropped from consideration for implementation. The capital cost is estimated at $30 million.

Northwest Tollway (I–90) Widening – Project Number 7

This project would add one additional lane in each direction to the Northwest Tollway (I–90) between Route 53 and the Tri–State Tollway (I–294). The area this facility serves is one of the fastest growing areas in the region. This project provides additional highway capacity at minimal cost. The capital cost is estimated at $100 million.

Tri–State Tollway (I–294) Widening – Project Number 8

This project would add one additional lane in each direction for the Tri–State Tollway (I–294) between Dempster Street and the Stevenson Expressway (I–55). This capacity addition will provide a needed improvement of service to users of this heavily traveled corridor. The capital cost is estimated at $351 million.

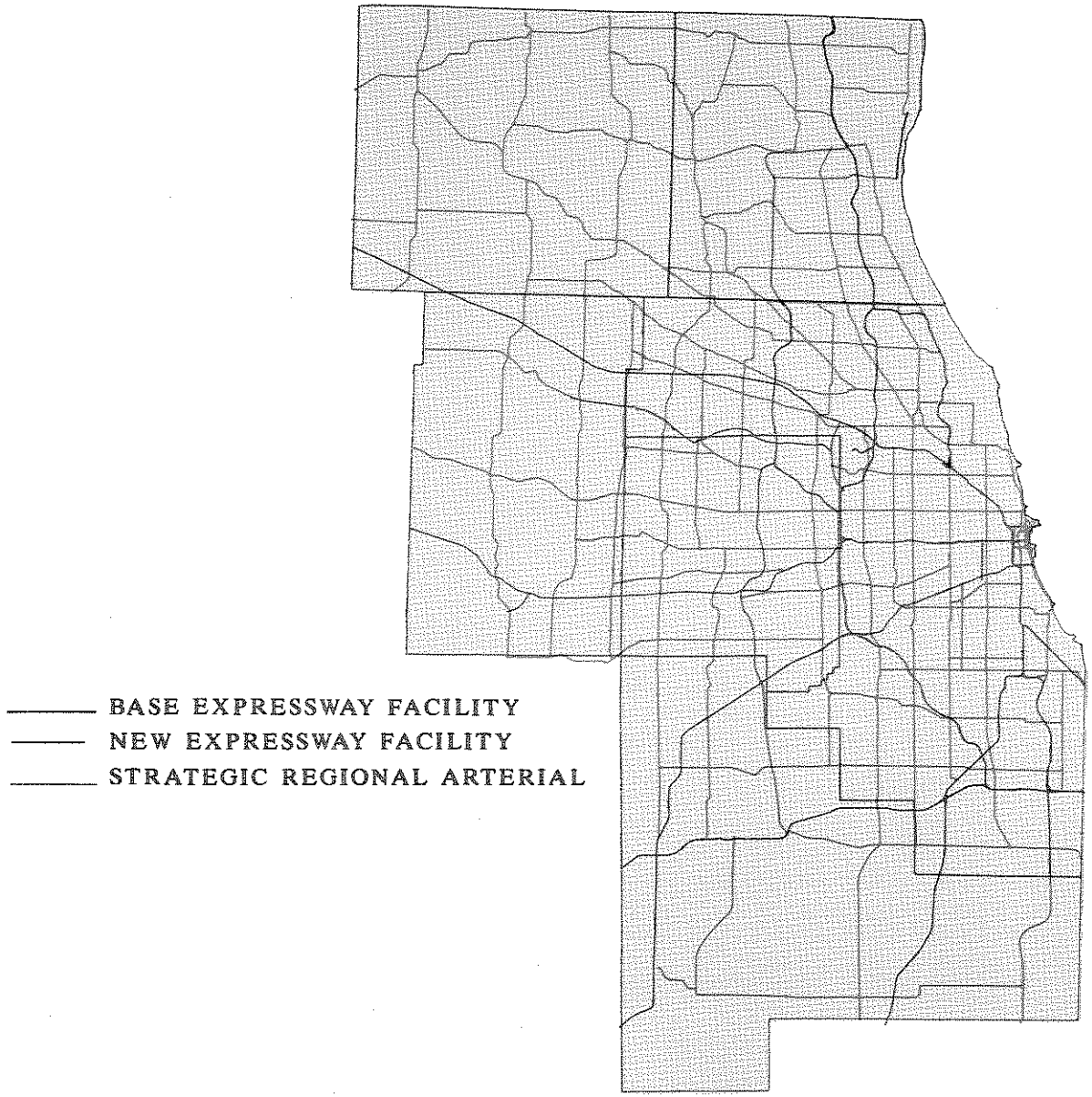
STRATEGIC REGIONAL ARTERIALS

It is recognized that it is not possible to accommodate all long distance high volume auto and commercial vehicle traffic on the freeway system. The arterial system will have to handle some of this traffic. A designated system of strategic regional arterials is proposed to address this need to supplement the freeway system most effectively from both a traffic and funding perspective. Figures 5, 6 and 7 present two maps and a list of roads in the system.

From a traffic perspective, the purpose of strategic regional arterials will differ somewhat, depending on the area in which they are located. In densely urbanized areas the system is almost without exception composed of existing routes with minimal expansion possibilities. Improvements to relieve bottlenecks such as intersections, on–street parking and low clearance on structures will be stressed. In developing parts of the region, expansion of existing roads, new construction, and corridor traffic management may be desirable to accommodate growing traffic and serve major traffic generators. The ability to preserve right–of–way for expansion and the ability to control and restrict access are important considerations. In rural areas the system would facilitate the through movement of traffic so as not to disrupt the character of the area. The ability to preserve right–of–way and control access would be used for this purpose as well as to allow for future needs. In all areas the compatibility of the road design with the needs of public transit should be considered. There is no single design that

FIGURE 5

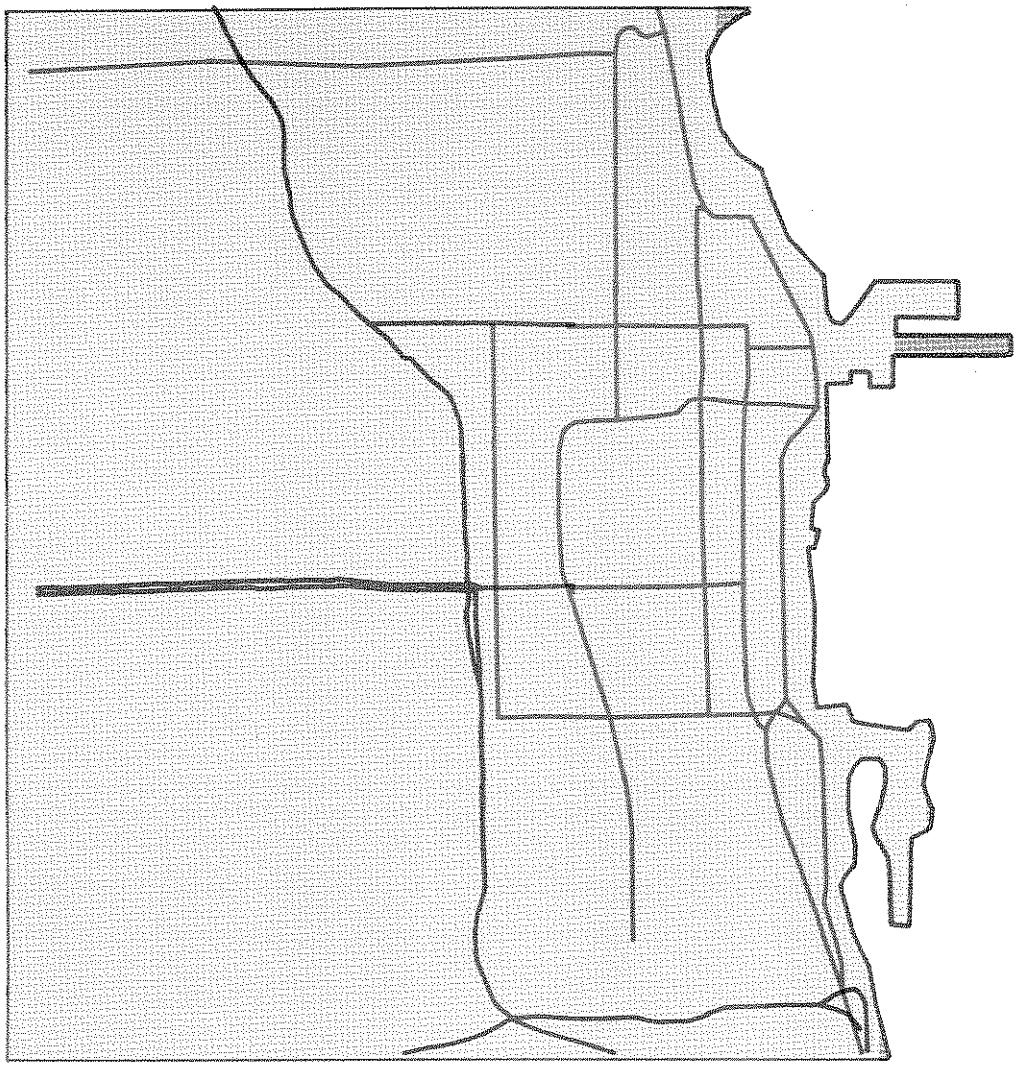
2010 STRATEGIC REGIONAL ARTERIAL SYSTEM



NOTE: Facility locations are general and do not represent alignments

FIGURE 6

2010 STRATEGIC REGIONAL ARTERIAL SYSTEM
(CHICAGO CENTRAL AREA)



STRATEGIC REGIONAL ARTERIAL

BASE EXPRESSWAYS

FIGURE 7

STRATEGIC REGIONAL ARTERIAL SYSTEM LIST

ROAD	FROM	TO	COUNTY
127th/130th Street	IL 83	Torrence Avenue	Cook
1st Avenue/Cumberland	I-90	I-55	Cook
55th Street	I-55	Morgan Drive	Cook
75th Street	US 34	IL 83	DuPage
87th Street	IL 50 (Cicero)	I-94	Cook
Archer Avenue	IL 50 (Cicero)	Pershing Road	Cook
Barrington Road	IL 62 (Algonquin)	US 20	Cook
Bell Road	IL 83	Cook-Will line	Cook
Bell Road	Will-Cook line	IL 7	Will
Bloomingdale	DuPage-Cook line	IL 64 (North Ave.)	DuPage
Charles Road	Lamb Road	IL 120	McHenry
Church Street	US 20	Jefferson Street	DuPage
Columbus Drive	Ontario St.	LSD @ Roosevelt Rd.	Cook
Congress Parkway	Franklin St.	Columbus Drive	Cook
Cornell Drive	Lake Shore Dr. @ 57th	67th Street	Cook
County Farm Road	Army Trail Road	IL 38	DuPage
Dixie Highway (Vincennes)	Western Avenue	US 30	Cook
Dunham Road	IL 25	Kirk Road	Kane
Euclid Avenue	Roselle Road	Quinten Road	Cook
Fabyan Parkway	Randall Road	Kane-DuPage line	Kane
Fabyan Parkway	DuPage-Kane line	IL 38	DuPage
Farnsworth Road	IL 56	US 34	Kane
Highland Avenue	IL 56	I-88	DuPage
Hollywood Avenue	US 14 (Ridge)	Lake Shore Drive	Cook
Huntley/Algonquin Road	IL 47	IL 31	McHenry
IL 1	IL 394 (Calumet Expwy.)	Will-Kankakee line	Will
IL 7 (159th St.)	IL 53	Will-Cook line	Will
IL 7 (159th St.)	Cook-Will line	US 6	Cook
IL 19 (Irving Park Road)	West O'Hare Bypass	Lake Shore Drive	Cook
IL 21 (Milwaukee Ave.)	FAP 432 @ IL 120	Lake Cook Road	Lake
IL 21 (Milwaukee Ave.)	Lake Cook Road	IL 43	Cook
IL 22	US 14	McHenry-Lake line	McHenry
IL 22	Lake-McHenry line	US 41 (Skokie Hwy.)	Lake
IL 23	US 14	McHenry-DeKalb line	McHenry
IL 25	IL 62	Dunham Road	Kane
IL 31	US 12	Randall Connector	McHenry
IL 38	Fabyan Parkway	DuPage-Cook line	DuPage
IL 38 (Roosevelt)	Cook-DuPage line	I-294	Cook
IL 43 (Waukegan)	Lake Cook Road	Oakton	Cook
IL 43 (Oakton)	Waukegan	Harlem	Cook
IL 43 (Harlem)	Oakton	US 30	Cook

ROAD	FROM	TO	COUNTY
IL 47	McHenry-Wisconsin line	Raycraft Road	McHenry
IL 47	US 14	McHenry-Kane line	McHenry
IL 47	Kane-McHenry line	Kane-Kendall line	Kane
IL 50 (Cicero)	I-94 (Edens Expwy.)	I-57	Cook
IL 53	I-80	Wilmington-Peotone	Will
IL 56 (Butterfield)	Kirk Road	Kane-DuPage line	Kane
IL 56 (Butterfield)	DuPage-Kane line	Highland Avenue	DuPage
IL 58 (Golf Road)	IL 62 (Algonquin)	IL 43 (Waukegan)	Cook
IL 58 (Dempster St.)	IL 43 (Waukegan)	McCormick Blvd.	Cook
IL 59	IL 173	US 12 (Fox Lake)	Lake
IL 59	US 12 (Wauconda)	Lake Cook Road	Lake
IL 59	Lake Cook Road	Cook-DuPage line	Cook
IL 59	DuPage-Cook line	DuPage-Will line	DuPage
IL 59	Will-DuPage line	I-55	Will
IL 60	IL 176	US 41 (Skokie Hwy.)	Lake
IL 62	IL 31	McHenry-Kane line	McHenry
IL 62	Kane-McHenry line	Kane-Cook line	Kane
IL 62 (Algonquin)	Cook-Kane line	IL 58 (Golf Road)	Cook
IL 64	Kane-DeKalb line	Kane-DuPage line	Kane
IL 64 (North Ave.)	DuPage-Kane line	DuPage-Cook line	DuPage
IL 64 (North Ave.)	Cook-DuPage line	LaSalle Drive	Cook
IL 72	Kane-DeKalb line	US 20	Kane
IL 72 (Higgins Rd.)	IL 25	Kane-Cook line	Kane
IL 72 (Higgins Rd.)	Cook-Kane line	Touhy Ave. @ Lee St.	Cook
IL 83	Lake Cook Road	Cook-DuPage line	Cook
IL 83	DuPage-Cook line	DuPage-Cook line	DuPage
IL 83	Cook-DuPage line	127th Street	Cook
IL 120	Charles Road	McHenry-Lake line	McHenry
IL 120	Lake-McHenry line	US 45 @ FAP 432	Lake
IL 120	I-94 (Tri-State)	US 41 (Skokie Hwy.)	Lake
IL 132 (Grand Ave.)	IL 59	I-94	Lake
IL 137	Peterson Road	FAP 437 @ Sheridan	Lake
IL 173	McHenry-Boone line	McHenry-Lake line	McHenry
IL 173	Lake-McHenry line	Lake-Wisconsin line	Lake
IL 176	US 12/IL 59	IL 60/83	Lake
IL 176	IL 23	IL 47	McHenry
IL 394 (FAP 132)	FAP 411 (Calumet)	Cook-Will line	Cook
IL 394 (Calumet Expwy)	Will-Cook line	IL 1	Will
Illinois/Grand Corridor	Columbus Drive	Lake Shore Drive	Cook
Jefferson Street	Church Road	Army Trail Road	DuPage
Jefferson/DesPlaines Corr.	Roosevelt Road	Ohio/Ontario	Cook
Joliet-Naperville Road	Naper Blvd.	Weber Road	Will
Kirk Road	Dunham Road	IL 56	Kane
Lake Shore Drive	Hollywood Ave.	Cornell Dr. @ 57th	Cook

ROAD	FROM	TO	COUNTY
Lake Cook Road	US 12 (Rand Road)	US 41 (Skokie Hwy.)	Cook
Lamb Road	Charles Road	US 14	McHenry
Larkin Avenue	Weber Road	I-80	Will
LaSalle Drive	Wacker Drive	LSD	Cook
McCormick Blvd.	Dempster St.	US 41 (Lincoln Ave.)	Cook
Michigan Avenue	Oak @ LSD	Roosevelt Road	Cook
Midway Plaisance	Morgan Drive	Cornell Drive	Cook
Morgan Drive	55th Street	Midway Plaisance	Cook
Naper Blvd.	US 34	87th Street	DuPage
Naper Blvd.	87th Street	Joliet-Naperville Rd.	Will
Naperville Road	IL 38	US 34	DuPage
Ohio/Ontario Corridor	I-90/94	Columbus Drive	Cook
Orchard Road	Randall Road	US 30	Kane
Palatine Road	US 14 (Northwest Hwy.)	I-94 (Edens Expwy.)	Cook
Peotone Road	I-55	IL 1	Will
Pershing Road	Archer Avenue	I-90/94	Cook
Peterson Road	FAP 432	IL 137	Lake
Pulaski Road	I-55	US 12/20	Cook
Quinten Road	US 12	Lake Cook Road	Lake
Quinten Road	Lake Cook Road	Euclid Avenue	Cook
Randall Connector	Randall Road	IL 31	McHenry
Randall Road	Randall Connector	McHenry-Kane line	McHenry
Randall Road	Kane-McHenry line	Orchard Road	Kane
Raycraft Road	IL 47	Charles Road	McHenry
Renwick Road	IL 59	IL 7 @ IL 53	Will
Roosevelt Road	Lake Shore Drive	I-90/94	Cook
Roselle Road	Euclid Avenue	Cook-DuPage line	Cook
Sheridan Road	IL 173	FAP 437 (Amstuts Hwy.)	Lake
South Loop Connector	Congress @ Wacker	Cermak Road	Cook
Stearns Road	Dunham Road	Kane-DuPage line	Kane
Stearns Road	DuPage-Kane line	US 20	DuPage
Stony Island Ave.	67th Street	I-94	Cook
Torrence Avenue	US 12/20	I-80/94	Cook
Touhy Avenue	IL 72 @ Lee St.	I-94 (Edens Expwy.)	Cook
US 6	IL 7	Torrence Avenue	Cook
US 12	McHenry-Wisconsin line	McHenry-Lake line	McHenry
US 12 (Rand Road)	Lake-McHenry line	Lake Cook Road	Lake
US 12 (Rand Road)	Lake Cook Road	IL 58 (Golf Road)	Cook
US 12/20	US 45	Cook-Indiana line	Cook
US 14	McHenry-Wisconsin line	McHenry-Lake line	McHenry
US 14 (Northwest Hwy.)	Lake-McHenry line	Lake Cook Road	Lake
US 14 (Northwest Hwy.)	Lake Cook Road	Palatine Road	Cook
US 14	IL 43	Hollywood Avenue	Cook
US 20	FAP 426	North-South Tollway	DuPage

ROAD	FROM	TO	COUNTY
US 20	IL 72	FAP 426	Kane
US 20	McHenry-Boone line	IL 23	McHenry
US 30 (Lincoln Hwy.)	IL 47	US 34 (Kendall Co.)	Kane
US 30 (Lincoln Hwy.)	I-80	Will-Cook line	Will
US 30 (Lincoln Hwy.)	Cook-Will Line	Cook-Indiana line	Cook
US 34	US 30 (Kendall Co.)	Kane-DuPage line	Kane
US 34	DuPage-Kane line	75th Street	DuPage
US 34 (Ogden Ave.)	North-South Tollway	DuPage-Cook line	DuPage
US 34 (Ogden Ave.)	Cook-DuPage line	IL 50 (Cicero)	Cook
US 41 (Lincoln Ave.)	McCormick Blvd.	Peterson	Cook
US 41 (Skokie Hwy-FAP 120)	IL 120	FAP 436(Edens Expwy)	Lake
US 45	Lake-Wisconsin line	FAP 432 @ IL 120	Lake
US 45	Touhy Avenue	Cook-Will line	Cook
US 45	Will-Cook line	Will-Kankakee line	Will
Wacker Drive	Lake Shore Drive	Congress Parkway	Cook
Weber Road	Joliet-Naperville Road	Larkin Avenue	Will
Western Avenue	US 14 (Peterson)	Dixie Highway	Cook
Yorkhouse Road	I-94 (Tri-State)	Sheridan Road	Lake

Notes:

All existing, committed and proposed expressways, along with the strategic regional arterials, are considered to be the overall system to serve regional traffic.

lst Avenue/Cumberland and IL 43 (Harlem) between I-90 (Kennedy) and I-55 (Stevenson) are both included as strategic regional arterials. Subsequent studies will determine if one or the other or both routes should remain on the system.

The north-south strategic regional arterial in DuPage County which includes sections of Roselle, Bloomingdale and Naperville roads and Naper Blvd. has a gap between IL 64 (North Ave.) and IL 38 (Roosevelt Road). It is recognized that there should be a continuous route in this area. The county and municipalities should work together to find an acceptable route.

will be appropriate for all designated roads. The desired configuration for each road will be determined by a separate detailed study that will invite participation by the county and municipalities through which it passes. These studies have commenced and will be done for each strategic regional arterial.

From a funding perspective, a designated system of strategic regional arterials will help differentiate regional traffic carrying funding needs from local congestion and access concerns. This differentiation should enable equitable mechanisms for raising needed funding to be more easily instituted.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies and input from transportation agency representatives. A desirable spacing between strategic regional arterials was determined by the projected 2010 level of travel demand in the area. Spacing ranged from about three miles apart in the most dense areas to about eight miles in more rural areas. A draft system was then developed by selecting roads from the candidate list which approximated the desired spacing. This draft system was presented in a series of public meetings during the spring of 1988. Comments received from that review were considered in drafting the network shown in the public hearing document. Comments from the public hearing process led to further refinement.

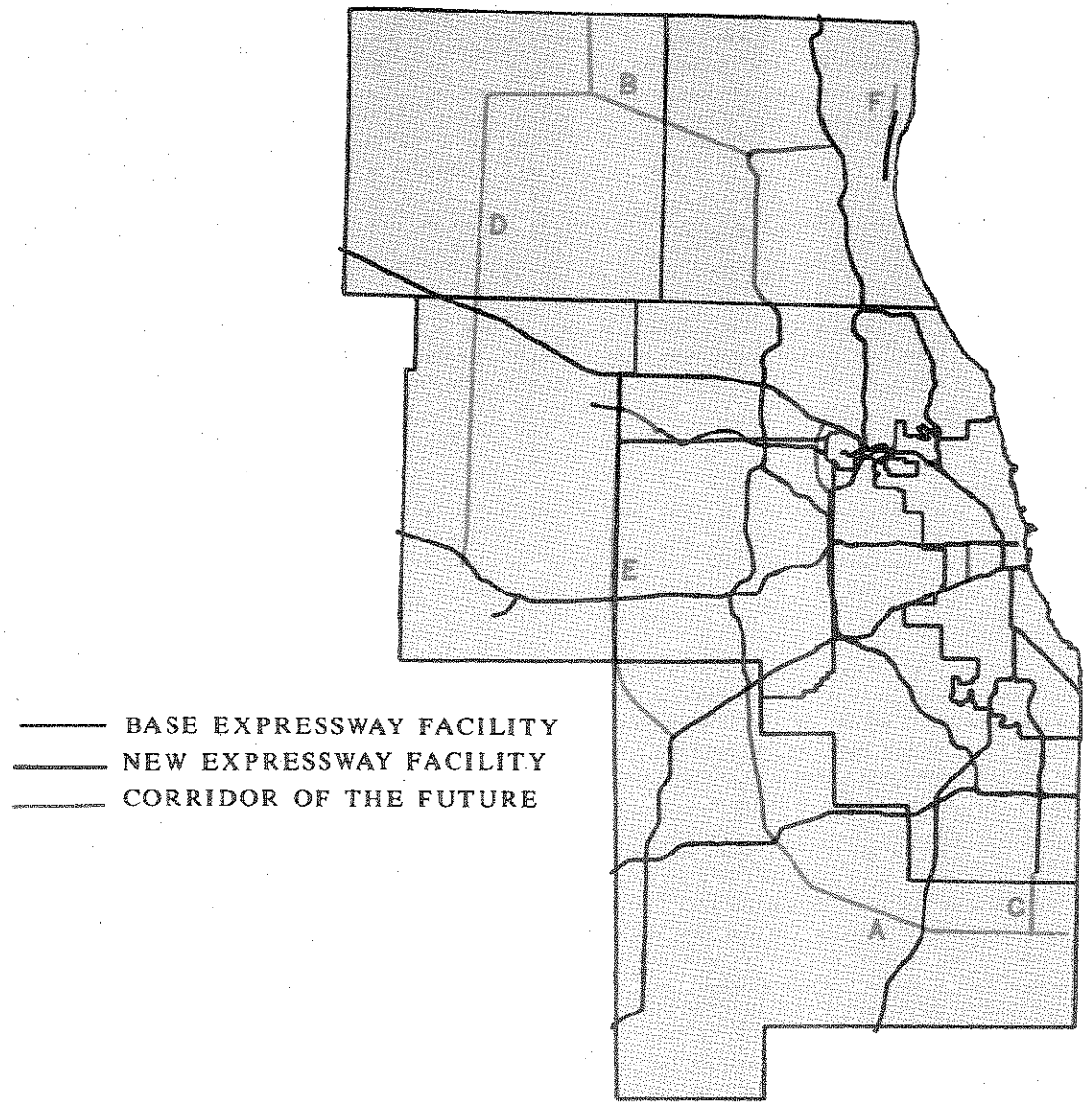
CORRIDORS OF THE FUTURE

Rapid development in currently undeveloped areas can quickly make the right-of-way for needed expressways prohibitively expensive or otherwise impossible to obtain. The corridors designated in this section are not being recommended for expressways within the 2010 timeframe, based on current projections. However, post-2010 development or a change in anticipated development patterns could make these corridors desirable for possible expressway construction. The intention of this plan is to preserve the option of constructing expressways in these corridors. This would be accomplished by conducting an engineering study to establish the alignment for a possible expressway and the subsequent public purchase of strategic parcels in the alignment threatened by new development. Figure 8 is a map of the corridors of the future. Expressways are not being proposed for construction during the plan period in these corridors. The letter next to each corridor on the map is the project code referenced in the descriptions below.

It is the clear intention of the plan that these corridors of the future are of a lower priority than the proposed expressways and other major facility projects discussed above.

FIGURE 8

2010 EXPRESSWAY NETWORK CORRIDORS OF THE FUTURE



NOTE: Facility locations are general and do not represent alignments

The corridors of the future are:

South Suburban Expressway – Project A

The South Suburban Expressway would start at I–80 east of New Lenox (at the end of the Lake–Will South project number 1) and go southeast to I–57 and then east to the Indiana border. There would be a connection to the proposed Calumet Expressway extension corridor of the future (project C). There exists a reasonable possibility that a third major Chicago area commercial aviation airport will be located in this area in the future. Airport related traffic as well as traffic generated by airport induced development could make this facility an important need. The right–of–way for this facility should be protected until a decision on the siting of an airport is made and the transportation impacts are studied.

Richmond–Waukegan Expressway (FAP 420) – Project B

The Richmond–Waukegan Expressway would start at the proposed Lake–Will North facility (project number 2) at IL 120, go west to the Lake/McHenry border, and then northwest into Wisconsin at US 12. Traffic projections for this facility based on the development forecast used in the planning process are not high enough to warrant the inclusion of this project in the proposed expressway category. However, if the rapid development in southern McHenry and central Lake counties spreads to the northwest this facility may be needed after 2010. It is proposed that the right–of–way be protected to keep this option open.

The recorded centerline of the Richmond–Waukegan Expressway bisects the Volo Bog State Natural Area. The Illinois Nature Preserves Commission concluded in 1976 that the three bogs, containing 23 endangered plant species, cannot escape serious degradation if the highway is built as planned. The Illinois Department of Transportation should relocate the recorded centerline of this facility to safely bypass this National Natural Landmark.

Calumet Expressway (IL 394) Extension – Project C

The Calumet extension would improve the current facility from the end of the expressway to the proposed South Suburban Expressway (project A). The comments concerning the impact of a third major commercial aviation airport on the South Suburban Expressway apply also to this project.

Outer Belt Expressway – Project D

The Outer Belt Expressway would start at the Richmond–Waukegan Expressway in McHenry County, go west to the vicinity of IL 47, and then run south to the East–West Tollway (I–88) near Sugar Grove. Traffic projections for this facility based on the development forecast used in the planning process are not high enough to warrant the inclusion of this project in the proposed expressway category. Protection of the right–of–way is proposed. This corridor passes through a predominantly agricultural area. The corridor study which will establish the alignment for this project should recognize the agricultural nature of this cor–

ridor, and minimize the acquisition of prime agricultural land and its conversion to urban uses.

Fox Valley Expressway – Project E

This facility would run from the Northwest Tollway (I–90) in northwestern Cook County, through western DuPage County to the intersection of DuPage, Kane, Kendall and Will counties, and then run southeast into I–55 north of Joliet. Traffic projections for this facility were just marginally under those necessary to warrant consideration of this facility as a proposed expressway. The right–of–way for this facility should be protected and the development of the corridor monitored for possible future consideration as a proposed expressway in the regional plan. The corridor study which will establish the alignment for this project will need to resolve the concerns and development conflicts of the towns through which it would pass.

Lakefront Expressway North Extension (FAP 437) - Project F

This project is an extension of the existing portion of the Lakefront Expressway in Lake County, running north from Greenwood Avenue to Wadsworth Road near the Illinois Beach State Park. Construction and operation of the committed southern portion of the Lakefront Expressway will provide a basis for a decision on this extension. For now, it is proposed that the right–of–way be protected to preserve future options.

HIGH OCCUPANCY VEHICLE LANES

High Occupancy Vehicle (HOV) lanes are road lanes designated for use only by multi–occupant autos or transit vehicles. HOV lanes can have the effect of encouraging carpooling and transit use, thereby reducing the number of autos on heavily congested roads. HOV lanes are used on downtown oriented expressways in other cities in the country which have little or no rail transit. The northeastern Illinois area has an extensive downtown oriented rail network with rail lines in most of the downtown oriented expressway corridors. In the development of this plan, HOV lanes on several expressways were evaluated. The results did not warrant their inclusion in the plan. The lack of any HOV lanes in the plan does not imply a permanent rejection of the HOV concept. Promising HOV proposals should be considered in future planning efforts.

Northeastern Illinois has one of the best and most extensive public transit systems in the country. The system is, however, faced with significant challenges. The advanced age of the system and past underinvestment will require a major effort to maintain the present system in good operating condition. At the same time the system will have to be modified to respond to regional growth and changing demographics. The recommendations in this chapter suggest major additions to respond to these future needs. The last chapter in this plan discusses the financial problems in attempting simultaneously to maintain the system and expand it to meet future needs.

EXISTING SYSTEM EXPANSION

The socioeconomic forecasts, including the employment forecast used in the plan development process, were discussed earlier, in the Background chapter. This employment forecast will result in an overall growth in work travel and continued change in its pattern. Work trips will increase 27% over their 1980 levels. The increased concentration of employment in the Chicago Central Business District (CBD) will result in a 46% gain in CBD oriented work travel. Transit, the dominant mode in this market, will experience a 55% increase in CBD work trip demand and a small increase in share. The largest absolute increases in work travel will occur in non-CBD markets, which accounted for three-quarters of 1980 work trips. In these markets the number of transit work trips on the existing system will be essentially flat, with transit's market share declining from 9.7% to 8.1%. Overall, the rate of increase in transit work trip demand will exceed the rate of growth in total work travel.

Increased work travel demand will exceed the current capacity of the transit system. Capacity constraints will be most acute on the commuter rail system, which connects growing suburban populations with growing CBD employment. The bus and rapid transit systems will require more modest increases in capacity to accommodate demand growth. The costs of existing system capacity expansion to accommodate peak period demand growth are presented in Table 2.

TABLE 2

CAPITAL COST OF EXISTING TRANSIT SYSTEM EXPANSION

(millions of 1987 dollars)

Rail Systems	
Rolling Stock	$266
Guideway and Facilities	128
Bus Systems	41
Total	$435

Increased rail rolling stock is the primary component of these capacity costs. Also included are upgrades of service on the Norfolk Southern and Heritage lines. Not included are any costs associated with policy driven expansions in the bus system which would be necessary to serve the large growth in non-CBD

travel markets currently dominated by auto. Pace policy dictates serving areas where there is a market for public transportation and providing varying levels of paratransit service in areas incapable of supporting fixed route bus. Both fixed route bus and paratransit services will require additional capital not identified in this plan in support of this policy and new market penetration efforts.

MAJOR FACILITIES EXPANSION

While maintenance of the most important parts of the current system and capacity expansion would meet a significant portion of current and future needs, it is by no means adequate for meeting all of the region's pressing public transportation needs. Expansion of the existing system through the addition of new major facilities which would serve the large growth in non-CBD travel and the expanding CBD market merits consideration as an option for transit. The recommendation is presented in two parts – Priority Projects and Corridors of the Future. The first group of projects were judged to be the most promising candidates for system expansion. The second group consists of projects with sufficient potential to merit consideration over the planning horizon and the preservation of options in these corridors for potential use beyond 2010. Preservation actions primarily involve the acquisition of threatened rights-of-way. The best projects in this group are only marginally less attractive than the priority projects.

These recommendations are of a general nature; alignments are generalized and, unless otherwise indicated, no specific mode or technology is recommended. Before a project proposed in the plan comes to fruition it must be subjected to detailed financial, environmental, operational and engineering studies. A number of these projects are currently the subject of more detailed examination under Metra's Rail Alternatives Planning Study.

Comparisons of the recommended projects with the existing system are given for three selection criteria in Figure 7. The criteria shown in the figure were not the only criteria used. In particular, the ability of a project to serve non-CBD trips, a market not now well served by rail transit, was considered.

MAJOR FACILITY PRIORITY PROJECTS

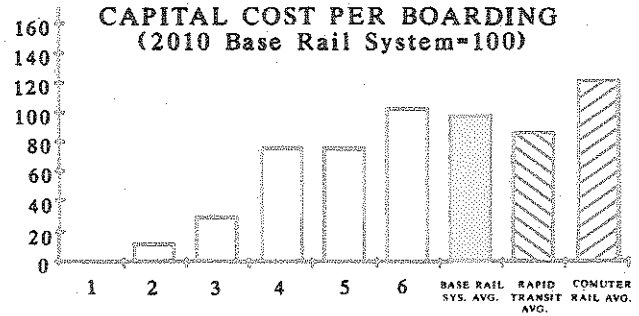
The major facility priority projects are shown in Figures 10 and 11 and described below. The black lines in Figures 10 and 11 represent the existing and committed rail system. The red lines represent the proposed projects with the project number as referenced in the description.

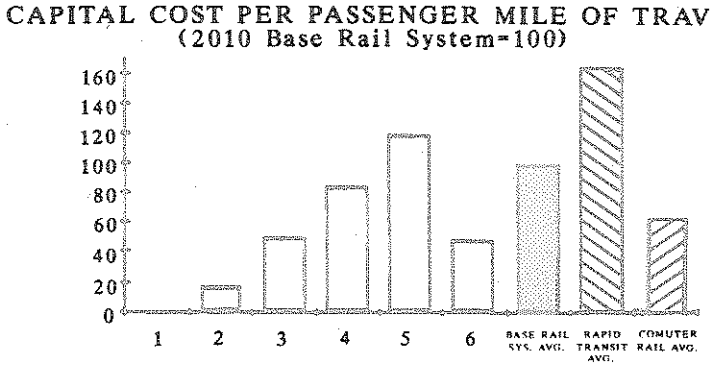
CBD Distribution – Project Number 1

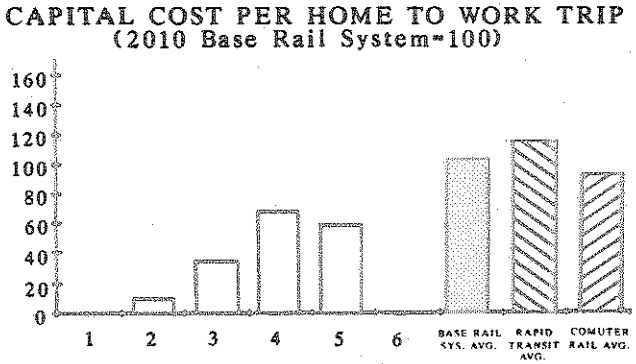
Continued growth and geographic expansion of the CBD has resulted in a need for improved distribution/circulation systems. CBD oriented travel is currently, and will continue to be, transit's largest and strongest market. In order to protect and enhance transit's share of this important market, access to areas of high growth to the north, west and south of the Loop needs to be improved.

FIGURE 9

TRANSIT PROJECT EVALUATION COMPARISON







Evaluation measures were not produced for project 1.
Work trip measures were not available for project 6.

Note: The numbers on the X axis are the project numbers referred to in Figure 10.

Major studies are in progress that will set priorities on lines for future implementation. The RTA-funded Central Area Distributor Project is a public-private planning effort coordinated by the Metropolitan Planning Council (MPC). This study will recommend a comprehensive system plan, identify the most promising lines for early implementation, and develop and build consensus around a financing proposal which will include significant private sector participation. The MPC study will be followed by a more detailed study conducted by the Chicago Department of Public Works. Central area distribution alternatives were not evaluated during the 2010 Plan process, due to the geographic scale of analysis employed; however, ridership forecasts for existing and new transportation facilities were predicated on an improved CBD distribution system. A total of $150 million was estimated to be an equitable public share of the cost of implementing such a system.

South Lakefront Service Improvement and Rationalization - Project Number 2

This corridor, stretching south along the lakefront from the Loop to 115th Street, exhibits a high level of transit demand and has high levels of service, provided by express bus and rail modes. Utilization of these services is unbalanced, with some services experiencing capacity problems and others having significant excess capacity. Service quality is negatively affected on the congested lines.

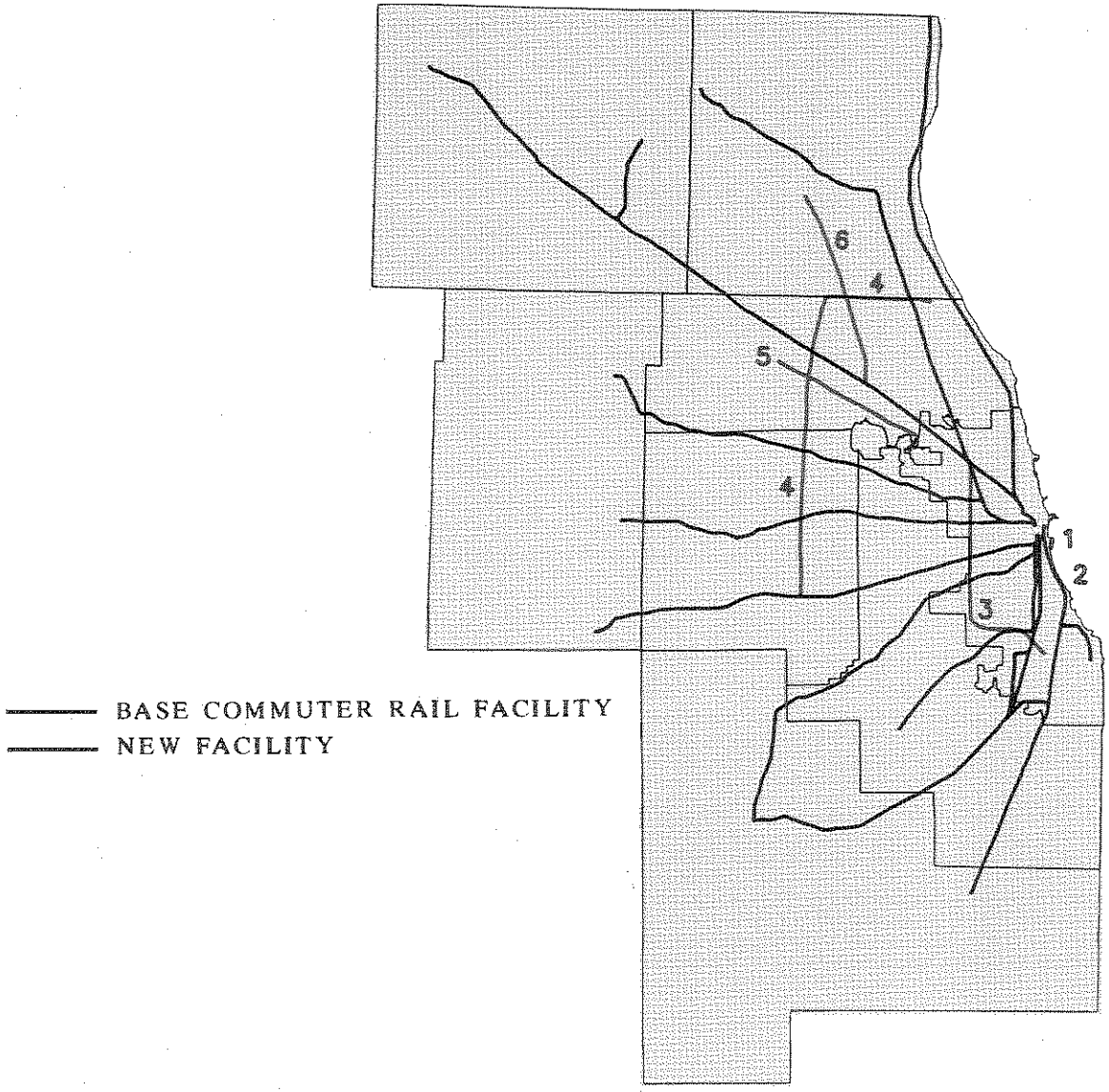
Network/service opportunities appear to exist for achieving better balance in the utilization of available capacity and providing improved service to the corridor's residents. As part of the plan process, two alternatives were tested which involved expansion of service on the Metra Electric mainline and South Chicago branch, combined with restructured bus routes and fare integration. The results of these tests were encouraging, supporting the widely held belief that cost effective options for achieving these objectives exist. However, this process did not consider the full range of options available, nor did it explore the complex operational and financial aspects of the situation. A detailed study of this corridor will be initiated. The estimated capital cost associated with implementation of this project is $70 million.

Cicero Avenue O'Hare/Ryan Interline Connector - Project Number 3

This facility is a new 22 mile inner circumferential line that would run between the O'Hare rapid transit line (connecting at the Jefferson Park or Montrose station) and the Dan Ryan rapid transit line at 87th Street. The north-south portion of this line parallels Cicero Avenue; and the east-west portion parallels 74th Street as far east as Halsted, where the line proceeds southeast to 87th and the Dan Ryan. Connections are provided to the Southwest line, Ford City, and a number of the five commuter rail and three rapid transit lines which it intersects.

FIGURE 10

2010 TRANSIT NETWORK
(COMMUTER RAIL BASE)



NOTE: Facility locations are general and do not represent alignments

This line, which was tested with a high level of service, was the best performing major transit facility evaluated in the 2010 Plan development process. Significant daily boardings were forecast, with over two-thirds of the work trips carried having non-CBD destinations. This line would serve major travel movements which are not well served by either expressways or existing radial rail lines, and has the potential to relieve traffic congestion on parallel arterial streets and expressways. A variant of this project, which involved through service via Wisconsin Central RR right-of-way, also performed well in network evaluations, reinforcing the existence of significant travel demand in this corridor. The capital cost of this project is estimated at $565 million.

Middle Circumferential Corridor - Project Number 4

This 37 mile circumferential corridor follows Lake Cook Road west from US 41 and then south through northwest Cook County and east-central DuPage County to the BN Railroad. Generalized north-south alignments in both the IL 53 and IL 83 corridors are possible. The middle circumferential corridor connects employment and population centers along Lake Cook Road, west of O'Hare airport, and around either the Woodfield or Oak Brook activity centers. Connections are provided with five existing and three proposed lines, serving suburb to suburb, inbound and reverse commuting needs.

This line, which was tested with moderate service levels, produced substantial daily boardings. Approximately 70% of the forecast boardings involved work travel, with over two-thirds of the work trips carried having non-CBD destinations. More detailed study of specific alignments and costs in this promising corridor is warranted. The capital cost is estimated at $273 million.

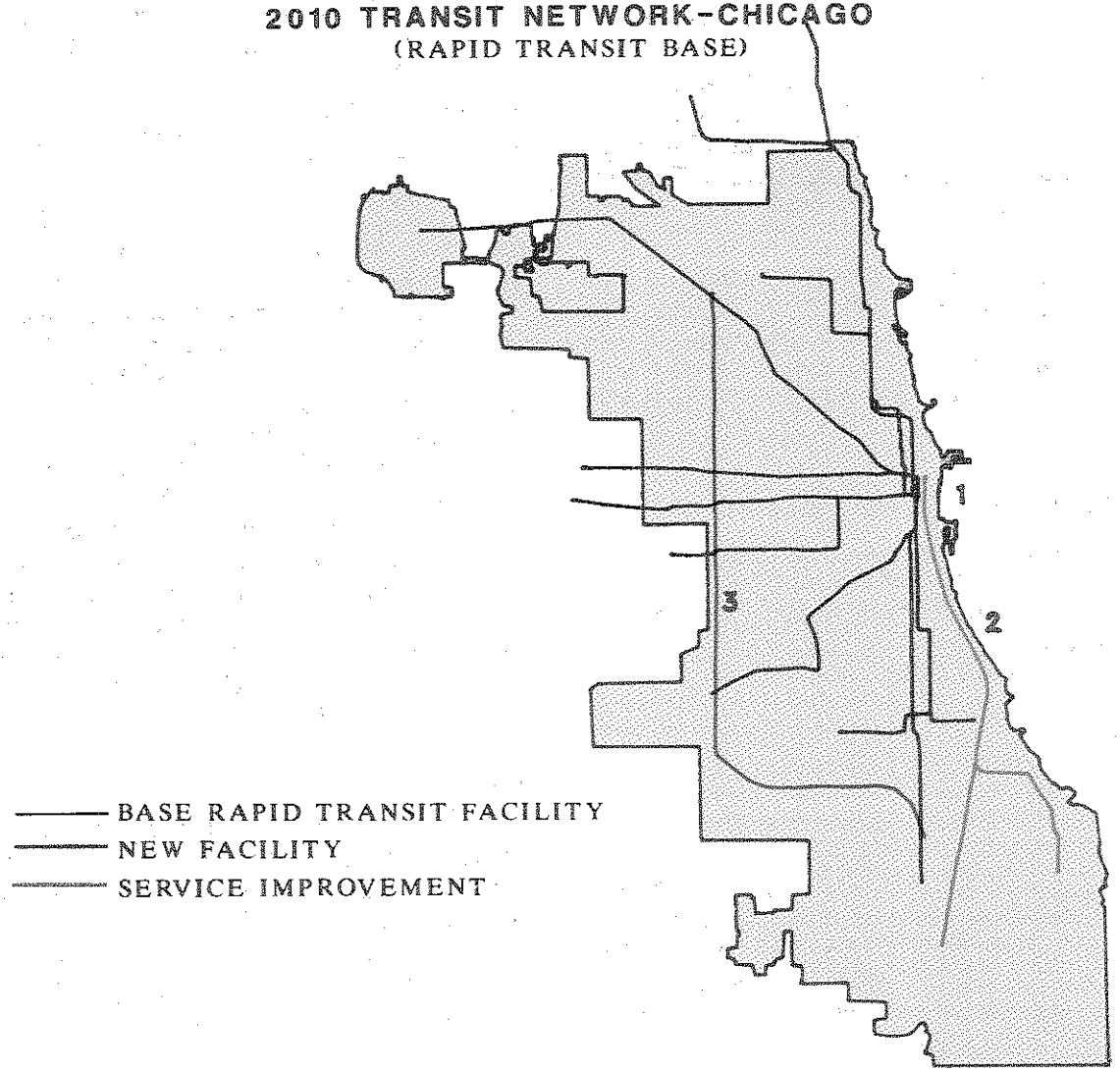
Northwest-O'Hare to Schaumburg - Project Number 5

This project is a nine and one-half mile line in the Northwest Tollway corridor which would connect the Schaumburg/ Woodfield activity center with the O'Hare area and existing transit service. Potential connections in the airport area include the O'Hare rapid transit line at River Road, the proposed east people-mover south of Devon Avenue and the proposed western access airport terminal.

This line, which was tested with a moderate level of service, primarily serves work travel, with over half the work trips carried having non-CBD destinations. Forecast passenger loads are directionally balanced, providing improved reverse commuting opportunities to the growing employment areas west of the airport and inbound radial service to residents of the corridor. The capital cost is estimated at $165 million.

FIGURE 11

2010 TRANSIT NETWORK-CHICAGO
(RAPID TRANSIT BASE)



NOTE: Facility locations are general and do not represent alignments

Wisconsin Central – Mundelein – Project Number 6

This 17 mile radial line between Mundelein and the Chicago CBD would serve seven new stations in Cook and Lake counties. Service would be provided over the Wisconsin Central Railroad (formerly SOO Line) from Mundelein to Des Plaines and then via the CNW northwest line to the CBD.

This line, tested at full commuter rail service levels, performed well, primarily serving CBD destined work trips. This project has already been the subject of a Metra-commissioned detailed feasibility study. The capital cost estimate is $57 million.

CORRIDORS OF THE FUTURE

The projects proposed as Corridors of the Future are recommended for consideration within the planning horizon and for preservation of right-of-way for potential use beyond 2010. The projects are mapped in Figures 12 and 13 and are described below using the same format as the major facility priority projects.

East West-Forest Park to Oak Brook – Project A

This project is a 15 mile east-west line from the Des Plaines Avenue station of the Congress rapid transit line to the proposed middle circumferential line. This line would serve the Oak Brook activity center and provide a means of reverse commuting to that center and the growing employment areas in the I-88 research corridor. This line, which was tested with a moderate level of service, primarily serves work travel, with over 40% of the work trips carried having non-CBD destinations. The best performing of the Corridors of the Future projects, this line exhibits modest levels of diversion from existing commuter rail lines.

Union Pacific/CSX to Crete – Project B

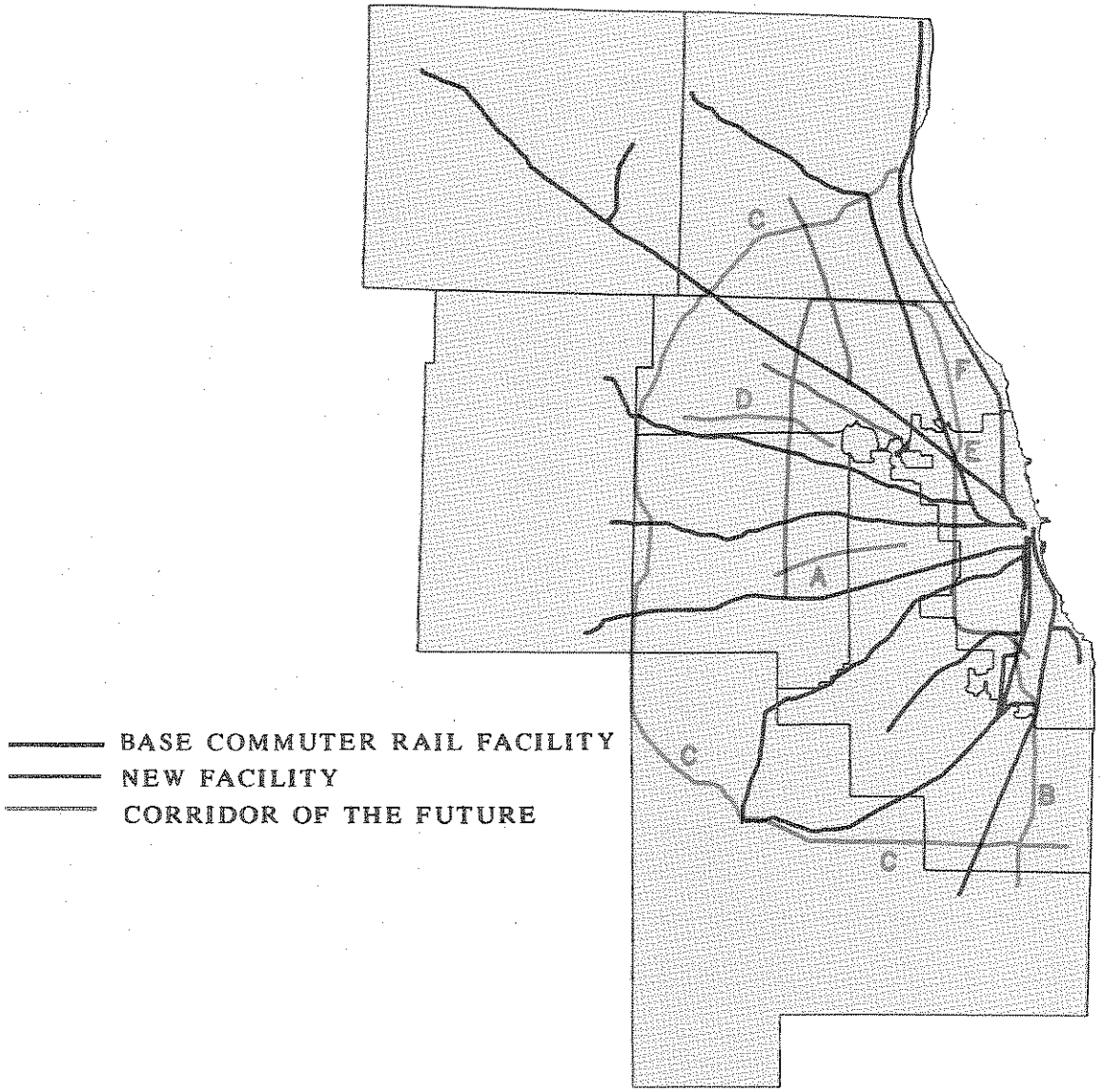
This project is a 32 mile radial line between Crete and the Chicago CBD serving nine stations in southern Cook County. This service would use the UP/CSX railroad alignment and other existing trackage to either LaSalle Street or Union stations in the CBD. This line, tested as a full service commuter rail line, performed well, primarily serving CBD destined work trips. One area of concern was the potentially significant diversion of riders from existing commuter services. This project has good potential and could be enhanced by the economic development associated with building a commercial aviation airport in its market area.

EJ&E Circumferential – Project C

This 105 mile outer circumferential line would use the Elgin, Joliet & Eastern railway right-of-way and connect with nine commuter rail lines. The EJ&E corridor forms a semi-circle around the metropolitan area, passing through many communities, including Park Forest, Joliet, Aurora, West Chicago, Elgin, Lake Zurich and Waukegan. Tested with a moderate service level, the line exhibited a lower level of usage comprised almost entirely of non-CBD work trips. This line has longer range potential for

FIGURE 12

2010 TRANSIT NETWORK CORRIDORS OF THE FUTURE
(COMMUTER RAIL BASE)



NOTE: Facility locations are general and do not represent alignments

serving cross-regional travel at a modest capital cost.

Elgin-O'Hare (Thorndale) - Project D

A 20 mile line from Elgin to O'Hare airport along the Elgin-O'Hare expressway, this line would connect growing employment areas and the airport with growing residential areas to the west. Highway right-of-way is being preserved for potential use as a transit or High Occupancy Vehicle (HOV) facility.

Skokie-O'Hare Connector - Project E

This project would extend the Cicero Interline Connector (project number 3) six miles north to the Dempster station on the Skokie Swift. This line would improve accessibility to non-CBD employment and activity centers from north shore locations as well as provide reverse commuting opportunities. The line, tested with a higher level of service, performed well, with two-thirds of the work trips carried being to non-CBD destinations.

Skokie Swift Extension - Project F

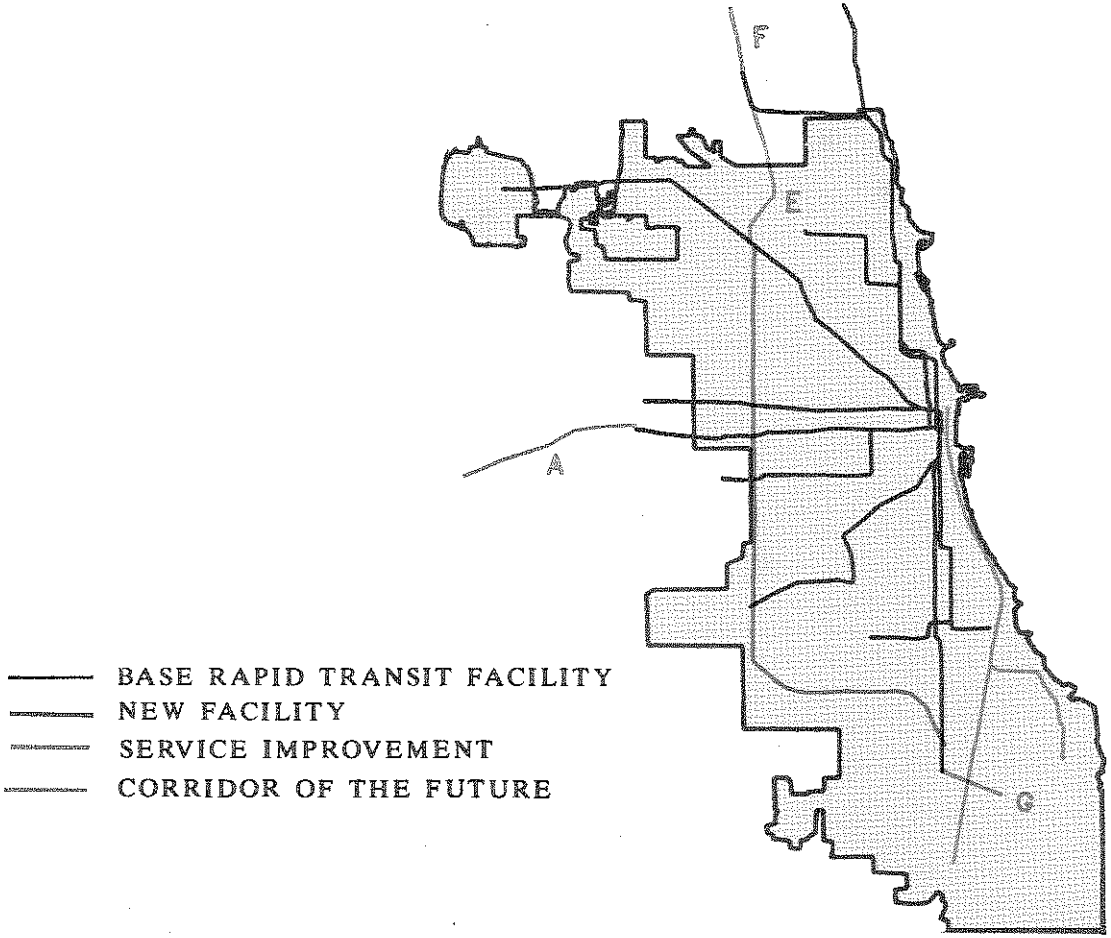
This project is an eight mile extension of the Skokie Swift north to Lake Cook Road, which would provide reverse commuting opportunities to a growing employment center and improve transit access to non-CBD employment centers for residents of the corridor. This project was tested in a "bare bones" configuration with only one intermediate station and a service level lower than the existing Skokie Swift. This line primarily serves non-CBD destined work trips. The performance of this project is greatly enhanced by the presence of the Skokie-O'Hare Connector (project E).

Ryan East Extension - Project G

This project is a three mile extension of the Dan Ryan rapid transit line, from its present terminal at 95th Street to 103rd Street and Stony Island Avenue. This extension would provide capacity relief for the congested 95th Street terminal and improve transit access for residents of the corridor. Tested with a high level of service, this line yielded good ridership levels comprised primarily of CBD destined work trips. The project's primary weakness is its high capital cost. Large scale development of the Lake Calumet area would significantly improve this project's attractiveness.

FIGURE 13

2010 TRANSIT NETWORK–CHICAGO CORRIDORS OF THE FUTURE
(RAPID TRANSIT BASE)



NOTE: Facility locations are general and do not represent alignments

This plan encourages demand and system management techniques that support the efficient provision of transportation service. Demand management techniques are policies and strategies that attempt to alter the level and character of travel demand to make better use of the capacity of the transportation system. Properly employed system management techniques can insure the system operates at its full capacity. These measures can help relieve congestion, increase public transit usage, maximize fuel efficiency and reduce air pollution levels.

LAND USE MANAGEMENT

The plan encourages land use design features that reduce the need for automobile usage in congested areas. Site planning, complementary land use planning and density management, and parking controls are techniques that serve this policy objective.

Site planning – The plan recommends that site plans be designed to accommodate transit by providing direct access to key points within developments. Buildings should be located so that workers can access bus service with a safe and convenient walk. To accommodate pedestrian movements, sidewalks or pathways should be provided within developments and along arterials connecting developments.

Density management and mixing of complementary land uses – Localized employment densities sufficient to support transit service are important to maintaining a viable transit service. By providing commercial/retail facilities near employment centers, the need for mid-day trips can be reduced and densities can be maintained to support transit.

Parking controls – Limiting the parking supply can be an effective method to manage transportation demand since there is a strong correlation between parking availability and automobile usage. Preferential parking areas should be made available at low cost for high occupancy vehicles, short term auto parking, and bicycle parking. Subsidized parking programs in all areas and monthly parking contracts in the Chicago central area should be discouraged and peripheral parking with convenient feeder transit service to employment areas should continue to be expanded.

RIDESHARING

Carpooling and vanpooling programs should be created wherever possible. The public sector should continue to encourage ridesharing by providing a carpooling data base for computerized matching systems, running demonstration programs and advertisements, and developing and implementing incentives to promote the use of high occupancy vehicles. The private sector should appoint transportation management coordinators to administer company ridesharing programs, provide preferential parking facilities for high occupancy vehicles, actively encourage ridesharing promotions and in some cases sponsor company vanpool programs.

Carpool and vanpool programs are an efficient way to reduce congestion, especially in areas where transit facilities are not readily available. However, these measures should be carefully managed in areas where they would compete directly with transit. Given proper management, ridesharing strategies can be used to complement mass transit.

VARIABLE WORK HOURS

Variable work hours can reduce congestion by reducing the number of trips occurring during the peak hour and allowing workers to adjust their schedules to coincide with transit availability or coordinate with others in ridesharing programs. Employers can provide flextime or staggered work hours programs for their employees. Flextime permits each individual employee to arrive and depart from work at a different time, so long as all employees are available during a "core time" and work a specific number of hours. Staggered work hours refers to a company-wide operating schedule other than the normal 9 to 5 routine. Work hours can be adjusted from 15 minutes to an hour earlier or later to help avoid peak hour traffic.

TRANSPORTATION MANAGEMENT ASSOCIATIONS

In order that some of the techniques described above may be implemented to derive their maximum benefit, the formation of transportation management associations may be useful in some areas. These associations are generally comprised of public officials, employers, developers and retailers in the same geographic area. Such groups allow public and private sectors to address problems collectively at a local level. These groups could foster public awareness and educate people about transportation issues. Local legislation could be passed to support transportation demand management techniques and these techniques could be implemented with the help of the transportation management associations. These groups could also be responsible for monitoring and enforcing such legislative solutions to transportation problems.

BICYCLE USE

To encourage alternatives to automobile use and reduce congestion and air pollution, efforts should be made to accommodate bicycles on roadways and separate facilities. There are in excess of 7,000 regular bicycle commuters in northeastern Illinois. Many others would ride bicycles to work and for other purposes if the transportation system were made more accessible. Planning, education and funding must focus on this mode.

Various strategies can be employed to better accommodate bicycles on roadways. One of these strategies is the widening of the outside travel lane or the paving of shoulders without "rumble strips". Other strategies to increase bicycle use include: bicycle safe drainage grates; special markings for the merging of traffic at intersections; various warning signs; bicycle and pedestrian traffic signal pushbuttons, or bicycle-sensitive loop detectors; and on-road and separated bikeways.

Good bicycle parking facilities, combined with adequate bicycle access to area roadways could increase transit usage. The service area of the bicycle is approximately 16 times as great as that of the pedestrian, trip time being equal. Suburban employment could be better served by public transit if secure bicycle parking were provided at suburban stations.

Also recommended is the development of a comprehensive regional bicycle plan to address the obstacles and opportunities inherent in the integration of bicycles into the transportation system. This plan should be coordinated with the planning of the Prairie Trail Authority and should address issues such as bicycle access during highway construction, the suitability of roadways for bicycling, bicycle access to transit stations, and bicycle funding and implementation mechanisms.

TRAFFIC SIGNAL TIMING AND COORDINATION

The plan encourages the development of programs to interconnect traffic signals along high volume routes to improve traffic flow. Signal timing programs should also be developed for central business districts and suburban activity centers.

TRAFFIC SURVEILLANCE SYSTEMS

Expansion of traffic system surveillance and control programs should be considered for segments of the expressway system in growth areas. Incident management programs, such as the highly successful Emergency Patrol, should be investigated as to their relevancy along major suburban arterial corridors.

TRAFFIC ENGINEERING TOOLS

The entire spectrum of tools available to the designer and engineer should be actively considered, including: one-way streets; dual left turn bays at high volume intersections; continuous turn lanes in commercial areas; bus turnouts and bays; and high occupancy vehicle treatments.

TRANSIT ENCOURAGEMENT

The tailoring of services to serve markets in a cost effective manner is encouraged. Efforts to provide effective transit linkages to suburban areas in concert with the private sector are essential. Park-and-ride programs, especially where developed jointly with the private sector, can be cost effective methods of reducing congestion in certain corridors.

TRANSIT FARE POLICY

Transit fare policy is a tool which has potential for improving capacity utilization, serving growing non-CBD travel markets currently dominated by auto, and improving regional mobility. As part of the plan development process, an alternative fare structure was tested. In this alternative test, fares were integrated across transit modes and were generally lower in non-CBD oriented travel markets. Results were encouraging, with strong ridership impacts in non-work and non-CBD work travel markets.

No specific transit fare recommendations are made in this plan. Development of such recommendations would have to be based on consideration of the complex financial and operational aspects of alternative fare structures. The test results do, however, highlight the need to consider fare structure changes as transit seeks to serve the region's changing travel patterns.

INFORMATION PROGRAMS

Information provided to the transportation system user must be as current as possible. Continued close working relationships with traffic reporting systems and consumer information programs should be maintained and expanded. Use of highway advisory radio, electronic information signs and transit platform and vehicle communications programs are all positive in managing the flow of people and vehicles.

ACTIVE MANAGEMENT OF MAJOR CONSTRUCTION PROJECTS

The region faces the problem of a system which is mature and in need of maintenance and reconstruction. Active management programs aimed at reducing trip making and providing alternatives during construction should continue to be implemented. The skills of professionals in public relations, law enforcement, incident management, traffic engineering, transit planning and construction must all be present.

INTRODUCTION

Money for capital transportation improvements comes from federal, state and local sources. The federal funds are derived primarily from the federal tax on gasoline. Federal funds for projects are available through a variety of programs, most of which pay for 50 to 90 percent of the total project cost. The remainder, termed local match, is provided by the sponsors of the project. The state relies heavily on a motor fuel tax for transportation revenue, but also derives funds from vehicle registrations and the general revenue fund. Local sources also include motor fuel taxes, vehicle registration fees and in some areas, property taxes. The Illinois State Toll Highway Authority generates funds for operating and capital costs from tolls. The Regional Transportation Authority derives revenue from a sales tax, although this money is used mainly to meet operating costs. A successful operating cost containment policy will increase the amount of these revenues available for capital projects.

The approach this plan takes to financial considerations considers two divergent views. One view states that anticipated financial resources should be forecasted and that the plan should be constrained by the expected available resources. It is argued that only in this way will the plan be realistic and therefore useful. Another view is that the role of the plan is to determine future transportation needs and how those needs should be met. The cost to meet those needs then becomes a basis for developing the scale of necessary funding mechanisms. This plan recognizes merit in both views. A plan that calls for improvements well in excess of what is reasonably affordable becomes useless as a guide to investment. On the other hand, if the plan does not give some indication of the travel needs that should be met, there is no basis for determining what level of funding should be sought. To respond to these divergent views, this plan looks at the cost of meeting future travel needs and compares that cost to forecasted financial resources.

CAPITAL COSTS

The capital costs to be incurred in improving the transportation system can be divided into two categories. One category is the cost of maintaining the existing system. These costs include, for highways, the resurfacing of roads and structural renewal. For transit, these costs include rolling stock replacement and maintenance of track, yards, stations, structures, garages and other support facilities and equipment. The other capital cost category is the cost of adding capacity to the system. This includes expanding existing facilities, building new facilities, and purchasing additional rolling stock.

The costs for maintaining the existing highway system were developed from road and structure inventories compiled by the Illinois Department of Transportation. The cost to maintain the highway system in good condition for the plan period (1988 to 2010) is estimated at $10.1 billion in 1987 dollars.

Because of past underinvestment and the advanced age of transit's capital assets, bringing the current public mass trans-

portation asset base up to good condition would require extensive capital improvements. A preliminary RTA engineering assessment of the capital asset base concluded that $10.4 billion in 1987 dollars would be required between now and 2010 to bring the existing capital assets to good condition and maintain them at that level. This assessment is consistent with service board evaluation and independent engineering studies. For both highways and transit, the costs of maintaining the existing system are substantial, reflecting the fact that northeastern Illinois is a mature urban area and has an extensive system in place.

The cost of expanding the capacity of the system is based on future travel needs derived from travel demand simulations. Capacity expansions on the highway system include widening and intersection improvements on existing roads as well as some new facilities, including the major new facilities discussed earlier. The total cost of new expressways is estimated at $1.4 billion. A total of $1.5 billion was allocated for other capacity expansions and $100 million for right-of-way preservation for the Corridors of the Future.

Expansion of the existing transit system will be needed to accommodate growth in demand. This will cost an estimated $435 million. As discussed in the Transit System Plan chapter, no money has been included in this estimate for any possible bus service expansion to increase market share. The costs of the new major transit facilities described earlier total $1.436 billion and $64 million has been allocated for right-of-way preservation of the transit Corridors of the Future.

The total dollar needs associated with highways is $13.1 billion and transit $12.3 billion. Table 3 summarizes the components of these needs.

TABLE 3

FINANCIAL NEEDS

(In millions of 1987 dollars for the period 1988 to 2010)

	HIGHWAY	TRANSIT
Capital Maintenance	$10,100	$10,400
Major Facility Expansion	1,400	1,436
Other Expansion	1,500	435
Right-of-Way Preservation	100	64
Total	$13,100	$12,335

Notes

Capital Maintenance costs include maintaining the entire transportation infrastructure at a good condition and eliminating deferred maintenance. For highways, specific costs include the resurfacing and maintenance of roads and the reconstruction or rehabilitation of structures. For transit, costs include rolling stock replacement and rehabilitation, and maintenance of tracks, guideways, yards, stations, structures, garages and other support facilities.

Major Facility Expansion costs include the costs of the expressways and transit major facility priority projects proposed in the Highway System Plan and Transit System Plan chapters. The costs of the individual facilities are given in the descriptions of those projects. This category also includes the costs of committed expressways and rail lines that will be incurred during the plan period. The committed major facility projects included are, for highways, the Illinois 53 extension to Lake Cook Road and the Lakefront and Thorndale expressways, and for transit, the Southwest Corridor transit line.

Other Expansion costs include arterial expansion and capacity improvements on the highway network and the transit capacity additions discussed in the Transit System Plan chapter and detailed in Table 4.

Right-of-Way Preservation costs include, for highways, the purchase of some key parcels of land to preserve the proposed Corridors of the Future. For transit, preservation will usually take the form of a purchase or some other arrangement to preserve freight rail rights of way for the transit Corridors of the Future.

FINANCIAL FORECASTS

Three forecasts of financial resources were prepared and are summarized in Table 4. The pessimistic forecast assumes no expansion of existing funding sources and accounts for the eroding effects of inflation. For both highways and transit this forecast falls substantially short of the needs discussed in

the preceding section. If resources no higher than this forecast were actually realized, our future transportation system would provide considerably decreased mobility compared to that provided now. The second forecast represents a cautiously optimistic extrapolation of historical trends for financial resources from traditional sources. This forecast recognizes the termination of certain federal programs and the eroding effects of inflation, but assumes some new funding from traditional sources. For both the transit and highway modes this forecast of resources is well short of estimated needs. A third forecast was prepared using a different philosophy. This forecast attempted to answer the question "What is a reasonable level for the maximum financial support that could be sought?" On the highway side this forecast resulted in a dollar level that was adequate to cover the needs. On the transit side this was still not the case.

TABLE 4

FINANCIAL FORECASTS

(In millions of 1987 dollars for the period 1988 to 2010)

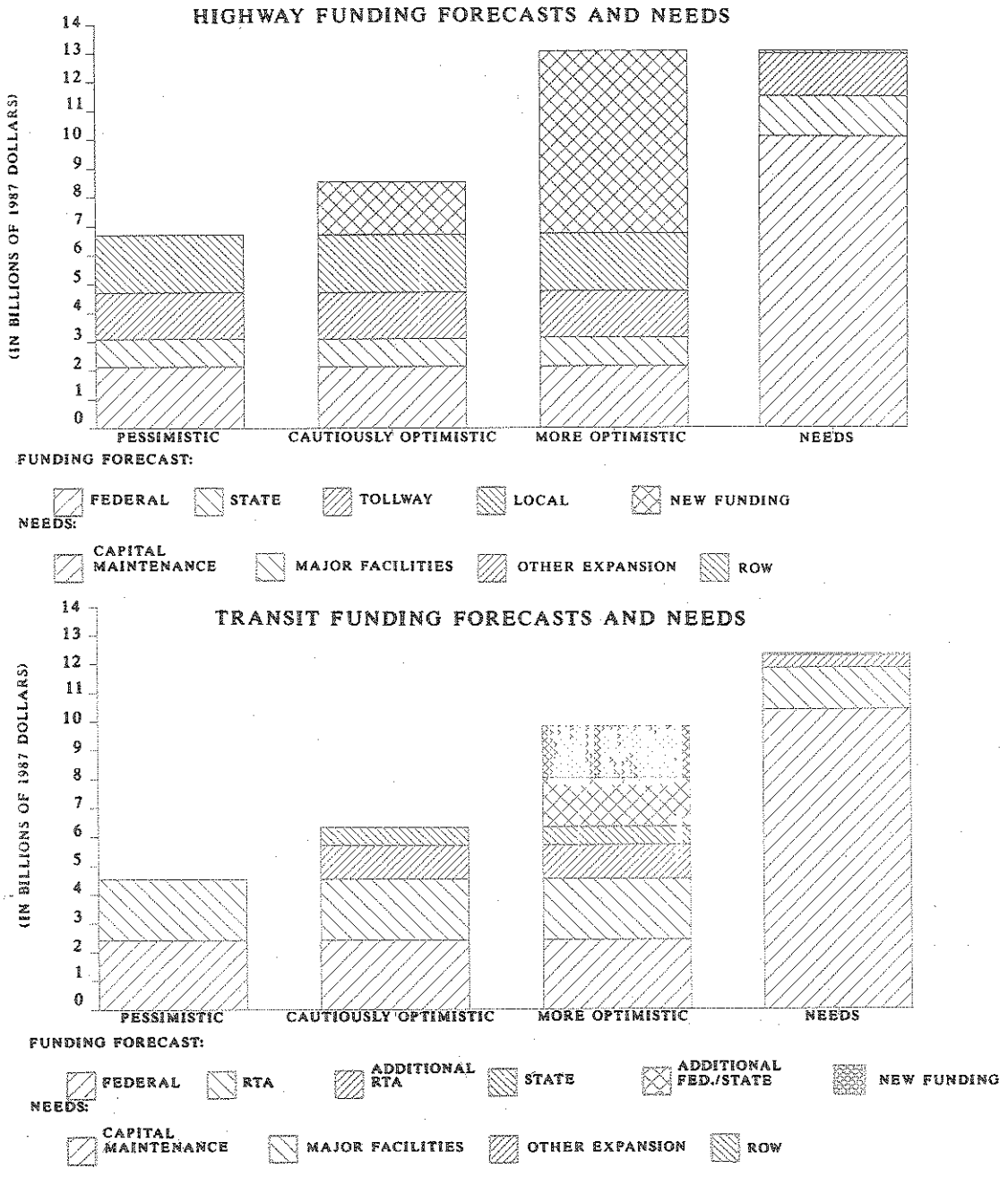
	Highways	Transit
Pessimistic Forecast	$ 6,700	$ 4,530
Cautiously Optimistic Forecast	8,500	6,300
More Optimistic Forecast	13,100	9,800

Figure 14 presents a comparison of the three financial forecasts with the costs discussed in the previous section. In all three scenarios for transit and in all but the most optimistic scenario for highways there would not be enough money to cover all costs. This result points out the severe financial problem facing the region's transportation system. In order to afford desired capacity expansions, trade-offs with capital maintenance needs will have to be made. This, in fact, is what has been done in the region's capital transportation program over the last several years.

For the highway system the trade-offs concern the desire to provide capacity improvements to alleviate congestion versus the need to maintain the existing system in good condition. Abandonment of parts of the existing system is not a realistic option. The option of constructing major new facilities with direct use fees (tollways) is an option that will need to be considered.

Even the most optimistic scenario on transit will require $2.5 billion in trade-offs. It thus becomes obvious the region is faced with hard choices relative to transit. To guide these choices, it is critical that the region proceed expeditiously with developing detailed planning and engineering assessments of the major components of the existing transit system and more detailed evaluations of the most promising additions to the system as identified in this plan.

FIGURE 14


HIGHWAY FUNDING FORECASTS AND NEEDS
(IN BILLIONS OF 1987 DOLLARS)
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
PESSIMISTIC
CAUTIOUSLY OPTIMISTIC
MORE OPTIMISTIC
NEEDS
FUNDING FORECAST:
FEDERAL
STATE
TOLLWAY
LOCAL
NEW FUNDING
NEEDS:
CAPITAL MAINTENANCE
MAJOR FACILITIES
OTHER EXPANSION
ROW
TRANSIT FUNDING FORECASTS AND NEEDS
(IN BILLIONS OF 1987 DOLLARS)
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
PESSIMISTIC
CAUTIOUSLY OPTIMISTIC
MORE OPTIMISTIC
NEEDS
FUNDING FORECAST:
FEDERAL
RTA
ADDITIONAL RTA
STATE
ADDITIONAL FED./STATE
NEW FUNDING
NEEDS:
CAPITAL MAINTENANCE
MAJOR FACILITIES
OTHER EXPANSION
ROW

APPENDIX A

NORTHEASTERN ILLINOIS PLANNING COMMISSION

RESOLUTION NO. 89-3

In regard to the approval for construction of FAP 432 north.

WHEREAS, the proposed extension of FAP 432 north into Lake County has raised a number of concerns regarding both direct and indirect environmental and developmental impacts; and

WHEREAS, the Northeastern Illinois Planning Commission has conditioned its acceptance of the facility as a part of the Year 2010 Transportation System Development Plan only for purposes of permitting continued protective buying of right-of-way and to initiate a full Environmental Impact Statement; and

WHEREAS, the Year 2010 Transportation System Development Plan states that "after completion of an updated Environmental Impact Statement, the Northeastern Illinois Planning Commission...must then approve the facility before construction can proceed";

THEREFORE BE IT RESOLVED that: The Northeastern Illinois Planning Commission, upon its concurrence with the findings of a full Environmental Impact Statement for the north extension of FAP 432 in Lake County, will approve construction of the facility, as proposed, based upon the following criteria:

a. Consistency with the appropriate adopted plans, policies, and model ordinances of the Commission.

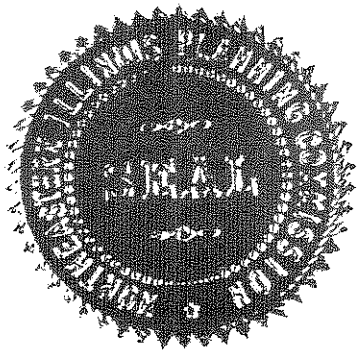
b. Adherence by the agency eventually responsible for construction to the Federal Highway Administration standards, as they relate to environmental protection, in existence at the time of permit review.

c. Evidence that effective monitoring and enforcement provisions pertaining to environmental impact mitigation plans will be instituted.

d. Development of an intergovernmental land use planning process, involving all agencies with zoning/land use authority over property within a defined corridor of 1/2 mile from the centerline with the purpose of reaching intergovernmental agreement, and pertaining to future land uses, jurisdictional boundaries, environmental regulations and the design characteristics, including interchange location, of the proposed highway facility itself.

Failure of the Commission to approve will signify that construction of the expressway facility as proposed is not consistent with the Year 2010 Transportation System Development Plan.

This Resolution adopted this 16th of March, 1989.



President

Assistant Secretary

CATS WORK PROGRAM COMMITTEE

MARTIN G. BUEHLER, Chairman
Director of Transportation
LAKE COUNTY

STATE

KIRK BROWN
Director, Planning and Programming
ILLINOIS DEPARTMENT OF TRANSPORTATION

CESAR NEPOMUCENO
Program Manager
District 1, Division of Highways
ILLINOIS DEPARTMENT OF TRANSPORTATION

LINDA M. WHEELER
Director, Division of Public Transportation
ILLINOIS DEPARTMENT OF TRANSPORTATION

RICHARD A. FORBES
Manager, Control Programs
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

REGIONAL

PAUL MULDOON
Manager, Capital Programming
REGIONAL TRANSPORTATION AUTHORITY

PHILLIP D. PETERS
Deputy Director
NORTHEASTERN ILLINOIS PLANNING COMMISSION

REPRESENTATIVES OF LOCAL GOVERNMENTS

JACK WILLIAMS
President, Village of Franklin Park
Representing, CATS COUNCIL OF MAYORS

JOHN RITA
Chairman, South Suburban Mass Transit District
Representing, MASS TRANSIT DISTRICTS

ROBERT R. FOENER
Assistant Advance Planning Engineer
COOK COUNTY HIGHWAY DEPARTMENT

RICHARD HANKETT
Deputy Commissioner, Department of Public Works
CITY OF CHICAGO

HAROLD L. CRANE
Chief of Transportation Planning
DuPAGE COUNTY

TERRENCE HEFFRON
Transportation Planner
KANE COUNTY

NANCY BAKER
Transportation Planner
McHENRY COUNTY

MICHAEL BROWN
Planner
WILL COUNTY LAND USE DEPARTMENT

TRANSPORTATION OPERATORS

MARTIN JOHNSON
Manager, Capital Development
CHICAGO TRANSIT AUTHORITY

THOMAS A. ZAPLER
Chicago and Northwestern Transportation Company
Representing, RAILROAD COMPANIES

FLORENCE BOONE
Chairman
SUBURBAN BUS BOARD–PACE

MICHAEL WAGNER
Alpha School Bus
PRIVATE TRANSPORTATION PROVIDERS

PHILIP PAGANO
Assistant Executive Director
COMMUTER RAIL BOARD–METRA

ANTOINE KARAM
Chief Engineer
STATE TOLL HIGHWAY AUTHORITY

FEDERAL

H. RICHARD McLANE
Division Office Planning and Research Engineer
FEDERAL HIGHWAY ADMINISTRATION

DONALD E. GISMONDI
Director, Grants Assistance
URBAN MASS TRANSPORTATION ADMINISTRATION

PLANNING AGENCIES

RAFAEL RIOS
Deputy Commissioner, Department of Planning
CITY OF CHICAGO

THOMAS L. CARMICHAEL
Associate Director
NORTHWESTERN INDIANA REGIONAL
PLANNING COMMISSION

ARISTIDE E. BICUNAS
Executive Director
Chicago Area Transportation Study

Secretary– **ANDREW V. PLUMMER**
Deputy Director
Chicago Area Transportation Study