**Bus Rapid Transit along I-90**

Pace Bus Service proposes the Bus Rapid Transit (BRT) alternative for the Northwest Corridor. The BRT will operate between Rosemont CTA Blue Line Station and Elgin. Two endpoint stations are planned in Elgin at Randall Road and the current Downtown Terminal. The entire corridor is approximately 31 miles in length. One way running time between Rosemont and Randall Road is approximately 53 minutes.

A dedicated transit facility, with exclusive bus lanes either adjacent to the shoulder of I-90 Northwest Tollway or within major commercial developments, will be utilized between the Rosemont Station and Prairie Stone in Hoffman Estates providing high speed transit access within the corridor.

Bus only lanes/shoulder riding will be used between Prairie Stone and Randall Road with dedicated access lanes to on-line stations. Signal priority will be utilized along routing to Elgin Terminal. Dedicated bus only access ramps will be used at Rosemont Station, access to station locations, bus lanes and at entrance/exit ramps to I-90.

Nine express bus routes are proposed to operate within the corridor. Specific routes may not serve all station facilities based on market conditions. Select routes will operate via arterial streets after exiting dedicated facilities expanding market share beyond the corridor. Additional park & ride locations along arterial streets will be reviewed based on market conditions.

Individual express routes will operate weekday service at 10-20 minute peak period headways and 20-60 minute headways off-peak dependent upon market demand. Weekend/late evening service will meet market demand. Frequent level of service will be provided within the dedicated transit facility corridor.

Service is designed to provide a high level of transit service within the Northwest Corridor. Attractive stations are planned near employment/retail/housing developments. Serving such developments will encourage transit oriented development providing pedestrian access and local connecting services. The BRT alternative effectively serves the "Last Mile" linking transit access to/from passenger's destination or origin location within the corridor.

This option includes the following characteristics: 1) Dedicated transit facility including bus lanes, roadway access ramps/bus lanes and signal priority on arterial streets. 2) Mixed-use development at station locations. 3) Pre-paid boarding areas, park & ride facilities where feasible, arrival/departure information, and connecting services at stations. 4) On-board next stop announcements.

**Proposed Express Routes**
- Randall Road
- Downtown Elgin
- Prairie Stone
- Barrington Road Corridor
- Meacham Road
- Woodfield/Martingale Road
- Itasca
- Elk Grove Village Industrial
- Wood Dale Industrial
STATION LOCATIONS

Rosemont CTA Blue Line Station
- At existing station location.
- Multi-level facility above current station
- Connections to arterial service, Circulator service to Convention Center, hotels, offices and express services operating on I-294 to Oak Brook, Lake-Cook Road/Gurnee

O'Hare Intermodal Center
- At existing Metra North Central Station
- Connections to O'Hare People Mover to terminals, Circulator service to adjacent employment centers, Allstate Arena, Mannheim Road arterial
- Four connecting bus bays

Wolf Road Station
- Southwest corner of tollway at Touhy
- Arterial service Higgins, Wolf Road
- Three connecting bus bays

Oakton/Elk Grove Industrial
- Southwest corner of tollway/Busse
- Arterial service Busse, Higgins, Oakton,
- Four connecting bus bays

Arlington Heights Road
- Southeast corner of Arlington Heights/Tollway in business park
- Arterial service on Arlington Heights Road, circulator service to adjacent employee centers
- Pedestrian connection and north side bus connections with four bays
- Three connecting bus bays at south side station
- Park & ride facility for 800 vehicles

Golf Road - New Wilke Road
- North of Tollway, near New Wilke
- Arterial service Golf Road, New Wilke, circulator service to adjacent employee centers
- Three connecting bus bays

Golf Road Office Corridor
- North of Golf Road within office development
- Arterial service Golf Road, circulator service to adjacent employee centers
- Three connecting bus bays
- Potential elevated pedestrian connection to residential area north of tollway

Woodfield
- At north side of mall
- Retail area expansion to transit center
- Connections to arterial local community service, Circulator service to area retail, hotels, offices, DuPage J Route BRT, and BRT operating on I 53/I-355 to Lake-Cook Road, DuPage County park & ride locations, Bolingbrook, Aurora.
- Ten connecting bus bays
Meacham Road/Convention Center
- at convention center site
- access to west BRT facility via ramp within convention center
- Connections to arterial local community service, Circulator service to area retail, hotels, offices
- Four connecting bus bays

Roselle Road
- At north side of tollway
- Connections to arterial local community service, Circulator service to area retail, hotels, offices
- Four connecting bus bays

Barrington Road Corridor
- at northeast corner of Barrington/tollway
- park & ride facility for 600 vehicles
- Connections to local community service, Circulator service to area hotels, offices
- Four connecting bus bays

Prairie Stone Development
- at north side of tollway inside of office development
- circulator service to adjacent employee centers, residential locations
- Four connecting bus bays

IL 25
- at northeast corner of IL 25/tollway
- local service to Carpentersville, Dundee
- three connecting bus bays

Randall Road
- at northeast corner
- park & ride facility for 1,000 vehicles
- Randall Road arterial service, circulator service to adjacent employee centers, express service to Huntley
- Six connecting bus bays

Downtown Elgin
- At existing Pace terminal
- Intermodal station with connections to Metra Milwaukee West service
- Maintain existing bus bays
NEW MARKETS SERVED

Rosemont/O'Hare Office, Hospitality, Entertainment:
Continue to serve current markets primarily based on reverse connections with the CTA Blue Line. Expanding service with improved connections and local distribution system.

Elk Grove-Wood Dale Industrial:
Continue to serve current markets primarily based on reverse connections with the CTA Blue Line. Expanding service with improved connections and local distribution system.

Arlington Heights/Rolling Meadows Office Complexes:
Continue to serve current markets primarily based on reverse connections with the CTA Blue Line. Expanding service with improved connections and local distribution system.

Woodfield Area Office, Retail, Hospitality
Continue to serve current markets primarily based on reverse connections with the CTA Blue Line. Expanding service with improved connections and local distribution system.

Barrington Road/Prairie Stone Development
Continue to serve current markets primarily based on reverse connections with the CTA Blue Line. Expanding service with improved connections and local distribution system.

Residential markets within corridor:
Continue to serve current markets expanding service with improved connections and local distribution system throughout communities.

New Markets:

Corridor - O'Hare:
Develop employee and traveler market along corridor.

Corridor - Rosemont:
Develop employee, convention, entertainment market to the Rosemont offices, convention center, restaurants, and entertainment venues.

Inter corridor travel:
Develop various inter-corridor trips.

Connecting Service into Corridor:
Provide access for connecting markets into corridor. Markets include Northwest Chicago, DuPage County, Northwest Cook/Lake County, Kane/McHenry.
## Proposed BRT Alignment

<table>
<thead>
<tr>
<th>Segment</th>
<th>Est. Mileage</th>
<th>Est. Travel Time</th>
<th>Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosemont Station - O’Hare Intermodal Station</td>
<td>1.7</td>
<td>3 minutes</td>
<td>Depart from multi-level facility operate in bus-only lanes along I-190 to grade separated flyover CN tracks, busway parallel to existing track into new intermodal station.</td>
</tr>
<tr>
<td>O’Hare Intermodal - Wolf Road</td>
<td>2.0</td>
<td>4 minutes</td>
<td>Busway with fly over onto elevated busway structure on south side parallel to I-90.</td>
</tr>
<tr>
<td>Wolf Road – Oakton/Elk Grove</td>
<td>2.6</td>
<td>5 minutes</td>
<td>Station within busway, connecting buses at street level.</td>
</tr>
<tr>
<td>Oakton/Elk Grove – Arlington Heights Road</td>
<td>1.95</td>
<td>3 minutes</td>
<td>Station within busway, connecting buses at street level. Station within mixed use development. Operates on south side of Elmhurst retention basin.</td>
</tr>
<tr>
<td>Arlington Heights Road – Golf Road/New Wilke</td>
<td>1.2</td>
<td>3 minutes</td>
<td>Station within busway, connecting buses at street level on south side and north side. Station within mixed use development. Walkway over/under I-90 to north side facility. Grade separated over/under I-90.</td>
</tr>
<tr>
<td>Golf Road/New Wilke – Golf Road Office Corridor</td>
<td>1.17</td>
<td>3 minutes</td>
<td>Busway north side of I-90, station within busway, grade separation over I-90 to north side of Golf Road.</td>
</tr>
<tr>
<td>Golf Road Office Corridor – Woodfield</td>
<td>1.2</td>
<td>2 minutes</td>
<td>Grade separated busway on north side of Golf, station within busway. Aerial structure across IL-53.</td>
</tr>
<tr>
<td>Woodfield – Meacham/Convention Center</td>
<td>1.4</td>
<td>3 minutes</td>
<td>Elevated busway within parking area. Station developed within mall retail expansion. Exiting onto dedicated bus only lanes on Meacham to convention center.</td>
</tr>
<tr>
<td>Meacham/Convention Center – Roselle Road</td>
<td>1.7</td>
<td>3 minutes</td>
<td>Bus lanes into convention center, bus lanes through complex onto busway operating on north side of I-90.</td>
</tr>
<tr>
<td>Roselle Road – Barrington Road</td>
<td>3.2</td>
<td>5 minutes</td>
<td>Busway on north side of I-90, station within busway. Station within mixed use development.</td>
</tr>
<tr>
<td>Barrington Road – Prairie Stone</td>
<td>4.2</td>
<td>6 minutes</td>
<td>Busway on north side of I-90, station within busway. Station within mixed use development.</td>
</tr>
<tr>
<td>Prairie Stone – IL 25</td>
<td>2.0</td>
<td>4 minutes</td>
<td>Station within development complex, mixed use development. Bus only lane at toll collection facility.</td>
</tr>
<tr>
<td>Segment</td>
<td>Est. Mileage</td>
<td>Est. Travel Time</td>
<td>Alignment</td>
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</tr>
<tr>
<td>IL 25 – Randall Road</td>
<td>3.96</td>
<td>6 minutes</td>
<td>Bus only shoulder lanes on I-90, ramps at station. Bus only lane at toll collection facility.</td>
</tr>
<tr>
<td>IL 25 – Downtown Elgin</td>
<td>2.57</td>
<td>6 minutes</td>
<td>Bus only lanes, signal priority on Dundee, Highland, Chicago. Existing terminal.</td>
</tr>
<tr>
<td>Randall Road</td>
<td></td>
<td></td>
<td>Bus only lanes, ramps into station. Station within mixed use development.</td>
</tr>
</tbody>
</table>

Estimated one-way mileage: 30.85 miles
Estimated one-way travel time:
- Randall Road – Rosemont: 50 minutes
- Downtown Elgin – Rosemont: 50 minutes
- Woodfield – Rosemont: 23 minutes
- Randall Road – Woodfield: 27 minutes

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