Cook DuPage Corridor

Presented to:
Committee Member Pope
January 22, 2008

Regional Transportation Authority

System Recommendations Briefing for Policy Committee Members
A significant increase in population and jobs has occurred in suburban areas of Northeastern Illinois over the past several decades. Major regional employment centers have emerged in and around the Cook-DuPage Corridor, offering new work locations for both city and suburban residents. As a result, both DuPage county and Cook county are currently net importers of workers. Corridor employment growth is anticipated to far outpace population change in the next 30 years.

Suburban growth in population and jobs has brought about a significant change in travel patterns. While the traditional commute from the suburbs to Chicago remains strong, there has been a large increase in intersuburban and reverse commute travel. The existing Corridor transportation system was established to serve the traditional commute to downtown Chicago. The system does not provide a sufficient level of service and/or range of options to address the high growth travel patterns to Corridor employment centers. This deficiency is most acute for reverse and intersuburban travel markets where transit options are limited or non-existent.
Cook-DuPage Corridor Committees

- Policy
- Technical
- Citizen Advisory

Study Schedule

Cook DuPage Corridor Study Timeline

Updated January 2008

Problem Statement
Goal & Objectives
Purpose and Need for Mobility Improvement
Conceptual Options
Public Meetings (June 06)

Incorporation of Public Comment
Detailed Options
Corridor Planning Standards

Evaluation
Technical Committee Recommendations

Preparation of materials for non-technical audience
Corridor Planning Standards Guidebook

Policy Committee Recommendations
Public Meetings
Incorporation of Public Comment
Final Recommendations

OPTIONS FEASIBILITY STUDY

Jan. 2006
Jul.
Jan. 2007
Jul.
Jan. 2008
Jul.

Last Policy Committee Meeting: Dec. 6, 2006
Upcoming Policy Committee Meeting: Feb. 2008
### Progression

<table>
<thead>
<tr>
<th>INPUT</th>
<th>OUTCOME</th>
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<tr>
<td>35 projects</td>
<td>11 combinations (system options)</td>
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<tr>
<td></td>
<td>evaluation</td>
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<td>3 system recommendations forwarded by Technical Committee</td>
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### System Recommendations

- 3 Different designs to improve mobility:
  - Main Line System
  - Concentric System
  - Radial Reliant System

- Package of improvements that collectively meet the goals and objectives
Main Line System Recommendations

The system recommendation focuses mainly on investments in a central main line corridor proximate to I-290. A bus rapid transit (BRT) line in this corridor is additionally recommended for collection and distribution. Some other alternatives for an I-290 Main Line Corridor are recommended for further study, in light of evaluation results.

The Technical Committee recommendation reflects Main Line options 1, 2 and 4.

Concentric System Recommendations

The system recommendation is to improve mobility via six “concentric” north-south transportation corridors, supplemented by a major east-west corridor investment and the extension of the High-Performance Expressway. Main Line options in the I-290/I-88 Corridor are recommended for further consideration.

This system recommendation reflects Concentric option 1 with the following modifications:
- Three I-290/I-88 corridor alternatives replace a BRT project evaluated.
- No I-88 corridor options were recommended.
- A BRT/Highway alternative option was evaluated.
- The Inner Circumferential Rail project was evaluated with Concentric option 1 has been added.

Construction cost estimate: $4.3 - $6.5 billion
Operating cost estimate: $39 - $52 million (annually)
150 linear mile system
System with fewest environmental concerns
Best in achieving goals
The Radial Reliant System Recommendations emphasize major capital investment to expand and enhance the existing radial rail and expressway systems to better serve the needs of intersuburban and reverse commute travel markets. Two north-south capital investments are proposed in the center of the corridor, as well as short westward extensions of the Blue Line to Maywood, to ensure connectivity to the corridor’s identified major employment centers.

The Technical Committee recommendation reflects Radial Reliant option 1.

### Construction cost estimate:
$4.8 billion

### Operating cost estimate:
$137 million (annually)

175 linear mile system

System with the most environmental concerns

**Strong in achieving goals**

#### Pros
- Reliance on existing Metra commuter corridors can leverage investment in these facilities
- Potential for enhanced vitality and economic development of suburban downtowns
- Investment in existing Metra corridors may also benefit traditional commuters

#### Cons
- Relies extensively on land and facilities owned by private railroad companies, requiring their individual cooperation and approval
- Cost and feasibility of Metra line projects are very uncertain and require extensive operational and physical analyses
- Projects are based on a temporary reversible HOV facility on Eisenhower Extension
- The existing radial rail lines are not proximate to corridor employment centers
- Lack of available parking in existing commuter rail stations could result in parking congestion
- Likely requires service reduction to or modification of Metra traditional commuter service
- I-290 widening may require acquisitions of right-of-way, primarily near Oak Park interchange

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**Supporting Recommendations**

- Policy Issues
- Major Capital Investments
- Smart Corridors
- Connector Service
- Distribution/Circulation Services
- Strategic Roadway Improvements
Smart Corridors, Connectors, Distribution Services and Strategic Roadway Improvements

New distinct travel markets in the Cook-DuPage Corridor reflect travel patterns of such magnitude that warrant potential major capital investment. Yet collectively, the data travel trends reflect the best fit of all travel cited in the Cook-DuPage Corridor. The daily majority of Corridor travel trips are inexpensive and non-essential, trip length and end points. This amygal of work trips overlap with travel market laws, and are mixed by commuters trips and commercial vehicle traffic.

Smart Corridors
Smart Corridors are the key arterial roadways where information technology, intersection improvements and traffic management strategies are recommended to enhance travel flow for all users: autos, transit, commercial and truck.

Connector Services
Connector services are the new north-south and east-west bus service with limited stops that provide a basic and essential grid of public transportation for work and non-work trips of the Cook-DuPage Corridor. Reliability and safety of connector services is increased by operating in smart corridors described above.

Distribution Services
Safe and convenient non-auto access to suburban work places is needed for the viability of trip making by transit. Multimodal distribution system services (e.g., transit, bicycle, pedestrian and/or others) are recommended at each of the six major employment centers.

Strategic Roadway Improvements
Strategic roadway improvements would significantly enhance connectivity of the existing network and relieve traffic bottlenecks. These improvements were selected based on travel patterns and system use, and warrant further examination. Please see map at left to locate the corresponding numbered strategic roadway improvements listed below:

1. Eola Rd: extend to IL 38 through Fermilab property
2. IL 59: widen from 2 to 3 lanes in each direction
3. Elgin O’Hare Expressway: extend one interchange west to County Farm Road
4. Fullerton Ave/Grand Ave Corridor: extend west to Main Street (Glen Ellyn) and east to Grand Avenue
5. 22nd Street: widen from 2 to 3 lanes in each direction
6. IL 83: intersection improvement at Riverside Dr (Elmhurst), widen from 2 to 3 lanes in each direction - US 34 to 55th St and 63rd St to Midway Dr
7. Franklin Ave: improve interchange with Mannheim Rd
8. Wolf Road: extend over UP Railroad Proviso Yard
9. 25th Ave: widen from 1 to 2 lanes in each direction
10. I-290: major rehabilitation, Mannheim Rd to Cicero Ave
11. Central Ave: extend over BNSF Railroad’s Cicero Yard

Follow-on Questions

- RTA Staff
  - Michelle Ryan, 312-913-3249
  - Bill Lenski, 312-913-3240

- Technical Committee member

- Technical Committee Officers
  - Patrick Higgins, Chair 708-246-1800
  - Tam Kutzmark, Vice Chair 630-571-0480
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