Cook DuPage Corridor Action Plan
September 12, 2008

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Action Plan

Regional Transportation Authority

September 12, 2008
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The Cook DuPage Corridor Initiative
1. The Cook DuPage Corridor Initiative

Introduction

The Cook DuPage Corridor is a transportation study area in the very heart of the six-county Chicago metro region. This study area comprises 300 square miles of urbanized land in 51 west suburban communities and Chicago’s Austin neighborhood. The boundaries of the Cook DuPage Corridor are: the Kane-DuPage County line on the west and IL 50/Cicero Avenue on the east; Metra’s Milwaukee District West line to the north (approximately IL 19/Irving Park Road) and Metra’s BNSF line to the south (US 34/Ogden Avenue).

Hundreds of thousands of travelers make their way to, from or through the Cook DuPage Corridor every day. The junction of I-88, I-290 and I-294 is at the center of the corridor study area, and I-355 is a major thoroughfare in its western portion. With over 13% of the Chicago region’s population and approximately 15% of regional employment, the Cook DuPage Corridor is critical to the economy and livelihood of the Chicago metropolitan area and to the state of Illinois.

Purpose of the RTA Cook DuPage Corridor Study

The Cook DuPage Corridor Study is a collaborative long-range transportation planning effort to identify the most effective and desired solutions to improve mobility in this heavily-traveled portion of our region. The Regional Transportation Authority (RTA) is leading this important program, in cooperation with the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), Chicago Metropolitan Agency for Planning (CMAP), Chicago Transit Authority (CTA), Metra and Pace, Cook and DuPage counties, and the many communities in the study area. The purpose of this study is to reach consensus on a set of future transportation improvements that address the increasingly prevalent travel patterns of intersuburban and reverse commute work trips, while achieving local and regional goals.

An important milestone has been reached. A shared, high-level vision for the future transportation system of the Cook DuPage Corridor has been developed. This consensus vision was developed through an extensive travel market analysis, a consideration of a broad range of potential system options, and meaningful dialogue between elected officials, practitioners and civic leaders.

The Cook DuPage Corridor vision is comprised of two distinct components:

1. A carefully crafted combination of proposed major capital investments that work together as a system to serve the corridor’s large and specific commute travel markets; and

2. A set of relatively less capital-intensive network enhancements for the corridor’s many dispersed trips that are made for a full range of trip purposes - including the major commute travel markets.

Extensive work is needed before we can consider implementing any of the envisioned system. The major capital projects and network enhancements must be further refined, evaluated and prioritized for implementation through follow-on study. The most cost-effective and beneficial elements of the system will need to be further considered in conjunction with other regional priorities. Major transit projects are likely to require a rigorous alternatives analysis for potential Federal Transit Administration (FTA) “New Starts” funding consideration. However, there is a great deal of action that we can take now while we simultaneously move forward with needed study of longer term projects. Heightened awareness, support and continued cooperation are critical ingredients to advancing mobility in the Cook DuPage Corridor.
**Mobility Challenge: Reverse and Intersuburban Commute**

The six major employment centers in the western suburbs are the focus of our mobility concern. These employment centers continue to grow and attract many of the 750,000 workers commuting to jobs in the Cook-DuPage Corridor each day:

1. Warrenville/Naperville/Lisle
2. Yorktown (Lombard)/Oak Brook area
3. Schaumburg
4. Elmhurst/Addison
5. Thorndale Ave. Corridor (west of O’Hare)
6. Loyola University Medical Center/Hines VA Hospital/Circuit Court (Maywood)

These employment centers are located adjacent to major expressways, a proximity that is attractive to businesses and communities alike. But most expressways in the Chicago region are not proximate to residential areas and suburban downtowns by design, and are far from the commuter rail service network. With transit not a currently viable option for nearly all intersuburban and reverse commute trips to the major employment destinations of the Corridor, the result is one with which we are all too familiar - heavily congested roadways. The congestion in the Cook DuPage Corridor negatively impacts the entire metropolitan area by causing long travel times and environmental pollution - a situation that harms both the economy and citizens’ quality of life.

The daily, extreme congestion on the Eisenhower Expressway (I-290) is a case in point. Automobiles, buses, commercial vehicles, commuters and pass-through travel are all causes of, and negatively impacted by, congestion on I-290. Increased reliance on parallel facilities to I-290, such as Roosevelt Road and Cermak Road, only compounds congestion for local travel - affecting even more cars, buses and commercial vehicles.

The grid of arterial roadways in the Cook DuPage Corridor is heavily relied upon by commuters, yet it too needs vast improvement. These roads - typically two lanes in each direction, with traffic signals and posted speed limits of 30-45 miles per hour - provide the most direct path between home and work for most intersuburban and reverse commuters. But even those who take an expressway rely on the arterial system for their first and last mile, or more. The overburdened and poorly performing arterials can easily double anticipated travel time during peak hours. Railroad crossings further exacerbate and contribute an unpredictable effect on delays. In DuPage, the more widely spaced grid of arterials concentrates traffic on fewer roadways. There, intersections test the patience of drivers, as it may take several cycles of a traffic signal for a commuter to get through.

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**Problem Statement**

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 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.
Currently, transit service is unavailable or is an inconvenient alternative to reach the corridor’s major employment centers. The existing commuter rail lines are not proximate to suburban primary workplaces. And while bus service in the corridor is available for some near west suburban commuters, bus options are less available and offer less frequent service west of Harlem Avenue. Slow speeds and multiple transfers lead to unreasonably long travel times relative to the distance traveled.

Corridor Challenge: Develop a Shared Vision of Future Transportation Investment in the Corridor
In December of 2005, the RTA published the Cook DuPage Corridor Travel Market Analysis, an in-depth research report that examined the six major employment centers, identified specific patterns of travel and uncovered key mobility issues. The information from this first study phase provided a solid foundation for a collaborative and informed approach to plan for improved mobility.

Elected officials, government agencies and civic organizations established a set of goals and objectives against which to weigh possible solutions. With the support of technical consultants, 35 potential projects - most of which were drawn from our region’s long range transportation plan - were combined to form 11 alternative future systems. The projects included a broad range of potential highway, transit and multi-modal projects, including: commuter rail, bus rapid transit, high occupancy vehicle lanes, expressway expansions, automated guideway transit, and rapid transit. Each of the systems examined represented a potential big picture approach to improving mobility in the Cook DuPage Corridor and responded to the identified travel patterns, mobility problems, goals and objectives. Ultimately, the many participants of this planning process have successfully reached consensus for a system of projects to undergo further development.

Outcome: a Multimodal System of Transit and Highway Capital Investments and a Bold View of Strengthened Networks
The outcome is a comprehensive, future transportation system that can make a real difference for the Cook DuPage Corridor. The outcome, presented in Section 2: Our Transportation Vision is that of a multi-modal system of transit and highway investments working together - and with the existing transportation system - to form a cohesive whole. The Cook DuPage Corridor vision redirects attention to needed strengthening of arterial, bus and last mile distribution networks - important mobility improvements that the region can begin to achieve in a short timeframe. A set of actions and policies to define the next steps were also unanimously agreed upon, providing the framework for Section 3: The Action Plan.

Purpose of the Cook DuPage Corridor Action Plan
This Action Plan is intended to communicate to officials throughout the region and across the state the potential, future transportation system advanced by the Cook DuPage Corridor Policy Committee in May 2008. This action plan describes how the overall system addresses the Corridor’s mobility needs, goals, and objectives; and when and by whom the next steps must be taken for further refinement. It presents information about each individual major capital improvement, as well as networked systems of smart corridors, connectors, circulation/distribution services and strategic roadway improvements. The action plan also identifies a subset of prioritized actions, the accomplishment of which will directly improve mobility.
Community Collaboration and Leadership

Things can get done without collaboration, but usually not as well as when a broad range of people share their talents and perspectives to arrive at a decision together. An inclusive process also ensures that decision making is open and transparent.

Over 50 leaders across the Cook DuPage Corridor worked continuously over two years to develop this vision together. With many stakeholders and jurisdictions in the Corridor, a committee structure was needed for effective and meaningful participation. Committee members played a critical role in the process and provided balanced perspective in the development of the future transportation system for the Cook DuPage Corridor.

Elected Officials

Eleven elected officials from municipal and county governments in the Cook-DuPage Corridor, including the city of Chicago, have contributed their time and talent to the Policy Committee, a special decision-making body that serves as the executive group for this initiative. The Policy Committee was designed to provide balanced, accountable representation on behalf of the following local, elective units of government:

- Three mayors/presidents appointed by the West Central Municipal Conference
- Three mayors/presidents appointed by the DuPage Mayors and Managers Conference
- One designee on behalf of the city of Chicago Mayor’s Office
- Two Cook County Board commissioners
- Two DuPage County Board Members

Policy Committee members are committed to an informed decision-making process and to ensure educated dialogue on behalf of peer local governments. As a representative body, these leaders come together to communicate varied perspectives and to develop meaningful solutions.

Federal, State, Regional and Local Governments

Many professionals from local government and other governmental agencies worked together to shape the foundation of this vision through a great deal of technical work. The expertise and insight of the 24 senior planning staff who serve on the Technical Committee provided technical guidance and consensus-based, technical recommendations for the further consideration of the Policy Committee.

- Municipal staff (7 committee members)
- Council of Mayors Planning Liaisons (3)
- County staff (2)
- Regional planning agencies (2)
- Local and regional transportation agencies (4)
- State transportation agencies (4)
- Federal transportation agencies (2)

Technical Committee members contributed data, shaped goals, objectives and evaluation criteria, reviewed consultant analysis, and ensured coordination with other transportation planning activities. This committee effectively identified and addressed technical concerns arising throughout the study process.

Cook DuPage Corridor Action Plan, 09/12/08
Social, Civic and Professional Organizations

The Citizen Advisory Committee is comprised of 17 members representing a wide variety of organizations, including: chambers, visitor bureaus, professional and civic organizations and human service organizations. The members of the Citizen Advisory Committee donated their time to offer citizen-perspective guidance to the Policy Committee. They reviewed and monitored outreach strategies, shaped public materials and events, and promoted public awareness.

Participation Opportunities for the General Public

The entire Cook DuPage Corridor community has been welcomed to participate in any committee meeting or to submit their input at any time throughout the planning process. Three 30-day public comment periods have been held to date in conjunction with project milestones, in September 2005, June 2006 and March 2008. Public meetings were held during these public comment periods at geographically dispersed locations throughout the corridor. A project website (www.cook-dupagecorridor.com) makes available on a round-the-clock basis a full range of information about the study and decisions at-hand, and offers the public an electronic means for providing input. Many comments were received from the general public and have been incorporated into the project work.

Regional Planning Context

RTA Corridor Planning Program

The RTA initiated its corridor planning program at the turn of the millennium with the Northwest Corridor Study, as a way to solve complex, regional transportation problems. At that time, a primary mission of the RTA Planning Department was to develop a greater local orientation.

In 2003, the Cook DuPage Corridor was an area of our region with differing perceptions of mobility problems and a long list of potential projects that stood in the way of collective decision making. When asked by IDOT and the North Central Council of Mayors to objectively examine alternatives to proposed I-290 High Occupancy Vehicle (HOV) lanes, the RTA laid forth an intensive, three-step corridor planning process: (1) travel market analysis (completed December 2005); (2) options feasibility study (completed May 2008); and (3) system analysis (upcoming). The corridor committee structure was designed to engage the talents and knowledge of highway and transit agencies, local and regional governments, and civic organizations. The structure also empowered a geographically-balanced committee of elected officials to make final decisions. The RTA engaged the technical expertise of Cambridge Systematics, Entran, Wilbur Smith and Associates, and Dovetail Communications for various aspects of this undertaking, with IDOT sharing in the cost.

RTA Strategic Plan

In late 2005, when the Cook DuPage Corridor Travel Market Analysis was published, a financial crisis for regional transit was coming to a head. The State’s Auditor General scoured the capital, financial and operating budgets of the RTA, CTA, Metra and Pace and confirmed what had become only too apparent - that transit was underfunded and could not sustain the current level of service. The RTA advanced the second planning study phase Cook DuPage Corridor cognizant of the funding crisis at-hand, yet pragmatic that planning for the future must continue.

To enhance regional planning, the RTA is authorized to adopt subregional corridor plans and is required to undertake alternatives analysis for any newly proposed transit expansion project, per Public Act 95-708 of the Illinois General Assembly, effective January 18, 2008.
RTA Strategic Vision:

Provide a world-class public transportation system that is convenient, affordable, reliable and safe, and is the cornerstone of the region’s growing business opportunities, thriving job market, clean air and livable communities.

Goals

1. Provide Transportation Options
   - Provide public transportation choices that link to jobs and deliver cost-effective, dependable and on-time commutes.
   - Reduce regional dependence on peak-period automobile use, the resulting congestion and impediments to goods movement, and national dependence on oil by increasing the use of public transportation.
   - Facilitate the use of public transportation for medical, shopping, cultural, educational, and recreational purposes.
   - Connect communities within Northeastern Illinois and beyond, and facilitate connections among different modes of transportation.
   - Ensure that the passenger experience is of a seamless public transportation system.

2. Ensure Financial Viability
   - Ensure the sustained financial viability of public transportation as intrinsic to the region’s multimodal transportation system.
   - Seek investments in public transportation that maximize beneficial returns.
   - Demonstrate measurable achievement in the provision of clean, attractive, affordable, safe, reliable and convenient public transportation services.
   - Continually enhance efficiencies through effective management, innovation and technology.

3. Enhance Livability and Economic Vitality
   - Provide a public transportation system that protects the environment and supports the livability and economic vitality of the region.
   - Look for new opportunities to:
     - Encourage growth in corridors that support existing and planned vibrant and interconnected centers, discourage sprawl, and reduce the cost of new infrastructure.
     - Provide employers with access to a broader workforce, enhancing their competitiveness.
   - Support opportunities to realize economic development goals and plans.
   - Provide mobility to aging populations and people with disabilities.
   - Preserve and provide access to open space and natural resources.

4. Demonstrate Value
   - Create and sustain public understanding of the benefits of public transportation to individual health and well-being, regional economic vitality and sustainability, and as a catalyst for new opportunities for users and non-users alike.
In 2007, the RTA published the Regional Transportation Strategic Plan, a key component of its Moving Beyond Congestion (MBC) initiative. The MBC strategic plan provides a rich view of transit service needs and costs in order to maintain, enhance and expand the regional transit system. It also lays forth a clear set of goals (see previous page) to be advanced through all RTA activities, including the Cook DuPage Corridor study.

In large part due to the MBC Plan, the state legislation that created and defines the RTA was revised in January 2008. The revised legislation ensures the financial viability of current transit operations through an increase in the regional sales tax. However, capital needs were not addressed. The current legislation also codifies the RTA's responsibilities to, among other things: regularly update the strategic plan, undertake corridor planning, develop evaluation criteria for transit projects and enhance coordination with the Chicago Metropolitan Agency for Planning.

**CMAP: GO TO 2040**

During this same early-mid 2000 time period, the Chicago Metropolitan Agency for Planning (CMAP) was created through the legislated merging of two agencies: Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC). CATS, the region’s primary transportation planning entity and Metropolitan Planning Organization (MPO), completed its final regional plan in 2003; the 2030 Regional Transportation Plan (2030 RTP). This plan, and subsequent minor updates to it, identified the Cook DuPage Corridor initiative as a recommended corridor for further analysis and listed several project proposals to include in the corridor evaluation process.

In 2005, NIPC completed the 2040 Regional Framework Plan, the region’s current land use plan that defines specific strategies to guide future growth in northeastern Illinois. A key element of the Framework Plan is a system of transportation corridors and supportive land uses meant to connect the region's centers and improve quality of life through improved mobility.

As a merged agency, CMAP is equipped with a broad range of expertise in transportation planning, community development, housing, natural resources and land use planning. CMAP is currently undertaking their first comprehensive planning process for our region: Go To 2040. The RTA and CMAP will ensure that the Cook DuPage Corridor Initiative progresses as a shared responsibility. The proposed Cook DuPage Corridor system and strategies will also be formally forwarded to CMAP for further consideration and integration with the regional comprehensive planning process.

**State and Federal Funding**

In the meantime, the lack of funding for major capital projects is threatening to become a new crisis for our state. Without state capital funds to match federal funding, our region will not be able to provide the roadway and transit facilities it needs to sustain itself.

As this Cook DuPage Corridor Action Plan is being written, State legislators continue to grapple with the size and timing of a State capital bill, in light of the receding national and state economy. This issue, as well as the 2009 reauthorization of the six-year federal transportation bill, weighs on our minds. While the major transportation investments envisioned in the Cook DuPage Corridor Initiative are a few years off from being “ready” for implementation, lack of funding for the envisioned network enhancements may impact many of the actions laid forth for the 1-3 year timeframe.

Heightened awareness, close coordination and effective staging of actions are critical for efficiently advancing the Cook DuPage Corridor vision.
Our Transportation Vision
2. Our Transportation Vision

A Shared Vision for Corridor Mobility

A vision is a conceptualization of a desired future. The Cook DuPage Corridor vision is a collectively held conceptualization of a future transportation system that improves mobility by providing new transportation options to employment centers for intersuburban and reverse commuters. The vision of the Cook DuPage Corridor is two-fold; it calls for: (1) an expansion of the regional transportation system to address specific commute patterns to the six major employment centers, and (2) an enhanced network of "smart" arterial corridors, new connector bus services and employment center distribution services to more broadly improve the Corridor's existing transportation system. This vision rests on a foundation of shared goals, objectives and community planning standards.

The seven goals listed below are the cornerstone of the consensus vision for improved mobility. These goals - and an extensive set of associated objectives - played a key role in screening alternative transportation systems. These goals will also be used in the RTA's upcoming system analysis, as we refine and further assess the potential corridor investments included in the vision.

Cook DuPage Corridor Goals for Mobility Improvements

Increase Availability and Efficiency of Transit for Reverse Commuters to Major Suburban Employment Centers

For reverse commuters, the objectives are to increase transit access to existing and potential employment centers; to increase connectivity between employment centers and residential locations; to increase the opportunity to serve multiple travel markets and non-work trips; and to reduce the number of transfers.

Increase Availability and Efficiency of Transit for Intersuburban Commuters to Major Suburban Employment Centers

The objective of this goal is the same as above, but intersuburban commuters are the target market rather than reverse commuters.

Improve Roadway and Transit Service Quality in I-290 Travel Corridor

For both intersuburban and reverse commuters, the goal seeks to reduce travel times on I-290 (eastbound and westbound) for auto and transit users; to reduce travel times for multi-modal/multi-vehicle trips; and to improve the travel experience and safety of transportation system users.

Increase Community and Corridor Benefits

The goal seeks to reduce adverse impacts on and promote positive benefits to existing communities, neighborhoods and people; to enhance economic development/redevelopment opportunities; to consider extent of and minimize adverse impacts of land acquisition; and to achieve Corridor Planning Standards that reflect shared local values and preferences.

Increase Regional Benefits

The goal seeks to increase the use of and integration with regional transportation system; to ensure consistency with regional goals presented in the 2030 RTP and 2040 Regional Framework Plan; and to reduce negative impacts and increase access for disadvantaged communities and populations.

Reduce Adverse Environmental Impacts

The goal seeks to ensure that all applicable air quality standards are met; to reduce operating noise and vibration levels; and to avoid and reduce adverse impacts to wetlands; floodplains, critical habitats, sensitive land uses, historic properties and open space.

Increase Cost Effectiveness

The goal seeks to increase potential benefits, compatibility with and capacity of existing, local, state, and federal funding sources for both capital and operating costs; and to reduce construction costs and long term operating costs.
Complexity of Corridor Travel Patterns

The RTA's *Cook DuPage Corridor Travel Market Analysis* identified nine distinct travel markets impacting the corridor. Travel markets are many people making trips that are similar in purpose and geography. The travel markets and their general location, direction of travel flow during the a.m. peak period and proportional number of trips are represented conceptually on the following page.

The Travel Market Analysis concluded that the reverse commute and all intersuburban travel markets are not well served by the existing transportation system. Particularly poorly served are Travel Markets 2, 3, 5, 6 and 7.

Collectively, the nine travel markets reflect nearly 40% of all work travel in the Cook DuPage Corridor. The majority of Corridor work trips are dispersed and overlap with the nine travel markets, as do non-work trips and commercial vehicle traffic.

Six major employment centers in or near the Cook DuPage Corridor sustain a local and regional workforce:

- Thorndale
- Schaumburg
- Addison/Elmhurst
- Oak Brook/Yorktown
- Maywood/Loyola
- Lisle/Naperville/Warrenville

The 2000 Census data indicates that collectively, these six major employment centers attract over 300,000 intersuburban and reverse commuters each day. And all six employment centers are expected to grow into the future (*Travel Market Analysis*, RTA 2005).

New and improved access to these job centers for the intersuburban and reverse travel markets is the key focus of the proposed future transportation system.

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### The Travel Markets of the Cook DuPage Corridor

<table>
<thead>
<tr>
<th>Travel Market</th>
<th>Trips per Day</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Traditional Commute</strong></td>
<td><strong>426,000</strong></td>
</tr>
<tr>
<td>Trips in this travel market begin in the corridor and surrounding suburbs with destinations in Chicago, crossing Cicero Ave. eastbound in the morning. This is the single largest travel pattern affecting the corridor, accounting for 23% of all work trips made from the Cook portion of the Corridor and 9% of all work trips made from the DuPage portion.</td>
<td></td>
</tr>
<tr>
<td><strong>2 Reverse Commute</strong></td>
<td><strong>246,000</strong></td>
</tr>
<tr>
<td>Mirroring the Traditional commute, Reverse Commute trips begin in the City of Chicago with destinations in the western suburbs, crossing Cicero Ave. westbound in the morning. All six corridor employment centers, and O'Hare and Midway airports are destinations of this market.</td>
<td></td>
</tr>
<tr>
<td><strong>3 Central DuPage</strong></td>
<td><strong>69,000</strong></td>
</tr>
<tr>
<td>This inter-suburban travel market is comprised of work trips that originate west of IL 53 in DuPage, and in Will county and that are destined for east-central DuPage. The Yorktown/Oak Brook employment center is the main destination of this travel market.</td>
<td></td>
</tr>
<tr>
<td><strong>4 South Central Cook</strong></td>
<td><strong>26,000</strong></td>
</tr>
<tr>
<td>Trips of this travel market originate between the Tri-State Tollway (I-294) and Cicero Ave south of the Metra UP-West line and have destinations in east-central DuPage. The Yorktown/Oak Brook employment center is the main destination of this travel market.</td>
<td></td>
</tr>
<tr>
<td><strong>5 East Central DuPage</strong></td>
<td><strong>113,000</strong></td>
</tr>
<tr>
<td>This is a bi-directional travel market of north-south work trips east of Gary Ave. Southbound trips are destined for the Oak Brook/Yorktown area, Lombard and Lisle; northbound trips are destined for Elmhurst/Addison, Thorndale and Schaumburg. This is the largest of the intersuburban markets.</td>
<td></td>
</tr>
<tr>
<td><strong>6 Far West DuPage</strong></td>
<td><strong>34,000</strong></td>
</tr>
<tr>
<td>This travel market originates in the western two-thirds of DuPage County and northwest Will County. The main destination of this travel market is the Lisle/Naperville/Warrenville employment center in west central DuPage.</td>
<td></td>
</tr>
<tr>
<td><strong>7 North DuPage</strong></td>
<td><strong>52,000</strong></td>
</tr>
<tr>
<td>This travel market consists of short, overlapping trips originating in Kane, northwest Cook and northern DuPage and are destined for northern DuPage, particularly to the Thorndale and Elmhurst/Addison employment centers.</td>
<td></td>
</tr>
<tr>
<td><strong>8 North Central Cook</strong></td>
<td><strong>12,000</strong></td>
</tr>
<tr>
<td>This travel market is comprised of trips from the far west and northwest sides of Chicago and the near-west suburbs of Cook county that are destined for suburban communities located south/southeast of O'Hare International Airport.</td>
<td></td>
</tr>
<tr>
<td><strong>9 West Central Cook</strong></td>
<td><strong>48,000</strong></td>
</tr>
<tr>
<td>The West Central Cook travel market consists of north-south travel in Cook County that takes place between Mannheim Road and Cicero Avenue.</td>
<td></td>
</tr>
</tbody>
</table>
### Employment Centers

<table>
<thead>
<tr>
<th>Employment Centers</th>
<th>2000 Employment (Census)</th>
<th>2030 Employment (Projected)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thorndale</td>
<td>90,700</td>
<td>98,700</td>
</tr>
<tr>
<td>Schaumburg</td>
<td>62,400</td>
<td>91,100</td>
</tr>
<tr>
<td>Addison/Elmhurst</td>
<td>56,900</td>
<td>62,900</td>
</tr>
<tr>
<td>Oak Brook/Yorktown</td>
<td>48,900</td>
<td>57,700</td>
</tr>
<tr>
<td>Maywood/Loyola</td>
<td>31,100</td>
<td>31,800</td>
</tr>
<tr>
<td>Lisle/Naperville/Warrenville</td>
<td>27,600</td>
<td>38,700</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>317,600</strong></td>
<td><strong>380,900</strong></td>
</tr>
</tbody>
</table>

*Cook DuPage Corridor Action Plan, 09/12/08*
The Transportation Solution

Part 1: Expand the Regional Transportation System

Expansion of the regional transportation system is warranted by the sheer magnitude of travel patterns in the Cook DuPage Corridor and the lack of transportation options to the major employment centers. The corridor’s travel patterns are very complex, and so are any potential solutions. An integrated, multi-modal system - rather than one single project - is needed to address the corridor’s mobility needs.

The mobility goals and objectives bring focus to important community and regional concerns. After a careful examination of eleven alternative future systems - and a broad range of potential highway, transit and multi-modal projects - the clear consensus of study participants is to pursue a “main line” system of new transportation investments to achieve Cook DuPage Corridor mobility goals. The proposed new transportation investments would be fully integrated with the existing regional transportation system, as well as three transit projects impacting the Corridor that are currently undergoing Federal Transit Administration (FTA) New Starts Alternatives Analyses: Metra’s STAR Line and UP-West Upgrade, and the CTA’s Circle Line.

The envisioned main line system establishes a high-performance, multi-modal corridor in a central portion of I-290, linking DuPage and Cook County with new transportation choices. Connecting transit service at each end of the I-290 main line corridor provides reverse and intersuburban commuters access to all six employment centers and a rich mix of activity centers, including O’Hare and Midway Airports. Two additional north-south transit improvements intersect with the core system investments, as well as the three existing Metra commuter rail lines for significant, additional mobility. The Cook DuPage Corridor’s “traditional” commuters - those who work in downtown Chicago - also benefit from improved access to non-Loop workplaces in Chicago that this envisioned system provides.

Eight potential, major transportation projects are key elements of the vision to expand the regional transportation system in the Cook DuPage Corridor. Each project exceeds over $100 million in initial construction cost and is considered a long-term, major capital investment. These projects are proposed for further refinement, technical analysis and effectiveness evaluation, prioritization and phasing consideration through the final step of the RTA corridor study process - a “system analysis”.

The eight proposed projects are presented below and are depicted in the map on the facing page. A brief description of each project can be found on the following pages of this section. The asterisk (*) in the project list below denotes projects for which varying project extents (endpoints) and mode combinations in the I-290/I-88 corridor will be examined.

**Employment Center Access and Collection**
- Elgin-O’Hare East Extension
- J Line BRT (Bus Rapid Transit)
- Mid-City Transitway

**I-290/I-88 Main Line Corridor Projects**
- Blue Line Extension*
- I-290 High Occupancy Vehicle lanes*
- I-290 BRT (Bus Rapid Transit)*

**Additional North-South Transit Elements**
- I-355 BRT (Bus Rapid Transit)
- Inner Circumferential Rail

A great deal remains to be learned about these projects before we can make a wise, long term regional investment. Further refinement and additional analysis will help forecast the potential benefits, costs, demand/ridership, and impacts on the existing system and the environment. While general alignments and presumed modes have been identified through our high-level screening against corridor goals, much more detailed work for each project and project segment is still needed.
Cook DuPage Corridor Proposed Projects for System Expansion

- **Elgin O'Hare East Extension**: I-290 to O'Hare Airport
- **I-355 BRT**: Golf Rd to I-55
- **J Line BRT**: I-290-Thorndale-IL 83-I-88-Diehl-IL 59
- **Mid-City BRT**: Lawrence Ave to I-94 at 87th St

**I-290 / I-88 Main Line Corridor Variations**
- Highland Ave/Yorktown to Cicero Ave
- Various combinations and extents of the following:
  - High Occupancy Vehicle (HOV) lanes
  - Bus Rapid Transit (BRT)
  - Blue Line Extension from Forest Park (Des Plaines Ave)
Elgin-O’Hare East Extension
The Elgin-O’Hare Expressway East Extension would provide an access controlled expressway in northern DuPage for faster and safer travel to the largest of the six Cook DuPage Corridor employment centers - the Thorndale Avenue Corridor - and to O’Hare Airport. This project represents a 4.4 mile upgrade of Thorndale Avenue, from the current terminus of the Elgin-O’Hare Expressway at the I-290 Extension east to York Road, with a further extension to the potential future O’Hare-West Terminal. The upgrade would expand the currently existing Thorndale Avenue to a limited access expressway from four to six lanes with additional right-of-way (ROW) set aside for transit, including the J Line BRT described below. The order of magnitude cost estimate is $1.6 billion. This project is currently under study by IDOT, in conjunction with a new west-O’Hare bypass and considerable community development/land use planning was recently undertaken by DuPage County in conjunction with the communities of the Thorndale Avenue corridor.

J Line Bus Rapid Transit (BRT)
This proposed intersuburban transit service in DuPage County provides access to the five employment centers in the western portion of the Corridor. As originally conceived in the DuPage Area Transit Plan (DuPage Mayors and Managers Conference, 2002), the DuPage J Line would operate with other local transit services as a comprehensive, transit system for DuPage County. As considered in the Cook DuPage Corridor Initiative, the role of the J Line to the region is enhanced through an important connection with I-290 transit services in Oak Brook and potentially, also at Yorktown. This expanded role of the J Line emphasizes its benefits of connecting reverse commuters to DuPage employment centers.

This 40.4 mile Bus Rapid Transit (BRT) line is the most extensive of the proposed projects, though not the most costly. From its northwestern terminus in Schaumburg, the J Route follows a path along I-290, from IL 58 to Thorndale Avenue; it then follows Thorndale Avenue east to O’Hare, and also begins a trip down IL 83 to Oak Brook. The J Route also includes an east west segment from Oak Brook along I-88 to Naperville Road, where it then continues west along Diehl Road to IL 59. At IL 59, the J Route heads south to 95th Street/STAR Line. This $1.1 billion BRT service is envisioned to operate primarily on improved shoulders, which would be shared with emergency vehicles. However, along two segments - Thorndale Ave and IL 59 - the BRT would be operated on exclusive, median lanes. Additional refinement and analysis is anticipated to understand potential phasing of this project, and to examine alternative assumptions regarding route facilities and station locations.

Mid-City Bus Rapid Transit (BRT)
The Mid-City Transitway has long been studied by the Chicago Department of Transportation (CDOT) as a much enhanced north-south corridor to better serve mobility in the Cicero Avenue corridor, as well as areas southeast of Midway Airport. A wide range of modes and alignments have been examined. In light of cost and potential interoperability benefits, the Cook DuPage Corridor Initiative presently envisions the Mid-City as an elevated, Bus Rapid Transit (BRT) service. However, other viable modes and alignments warrant further consideration, including “rapid transit” (see picture on following page) and BRT operating on Cicero Avenue at grade level.

The Mid-City BRT is superbly located for collecting Cook DuPage Corridor reverse commuters who live just east of the corridor, as well as from numerous CTA rapid transit and bus lines with which the proposed BRT line intersects. The Mid-City is anticipated to interface with the I-290 Main Line Corridor at a hub station, connecting passengers to the I-290 main line transit service and provide reverse commuter access to all six major employment centers in the Cook DuPage Corridor. The Mid-City also provides improved access to jobs at and/or travel from Midway Airport and O’Hare Airport. It would also expand transportation options for traditional commuters to non-Loop
locations, both in conjunction with the proposed I-290 mainline, and with existing public transit services, including Metra commuter rail lines, CTA rapid transit and Pace bus routes.

This 25.3 mile BRT line is planned to travel on a grade-separated (elevated) BRT facility parallel to, and just to the east of Cicero Ave., from I-90 to Midway Airport. The Mid-City BRT continues southeast from Midway to the CTA Red Line/87th Street station. The preliminary order of magnitude cost estimate of the Mid-City BRT Line is $1.3 billion, although CDOT indicates that their more detailed cost estimates are somewhat higher. Further planning study is needed to identify potential phasing of this project, alternative assumptions regarding alignments, station locations, potential branch termini, and the potential interface with I-290/I-88 Main Line Corridor Alternatives.

**I-290/I-88 Corridor (Variations)**
The I-290/I-88 Corridor provides the vital link between the J Line and the Mid-City. This major, multi-modal thoroughfare is envisioned to serve reverse commuters as well as DuPage-bound commuters from the near west Cook County suburbs. Transportation options in this corridor would provide new access to jobs and recreational activities in east-central DuPage County and likewise, allow retail and service sector employers to tap additional, transit reliant labor pools.

From what we have learned so far, several potential investments in the I-290 main line corridor show promise in meeting our local and regional goals. Further examination of various extents and combinations of rail, high occupancy vehicle (HOV) lanes and bus rapid transit (BRT) in the I-290/I-88 corridor is needed through a system analysis to determine the best solution for the Cook DuPage Corridor mainline system and for the region, overall.

**Blue Line Extension**
The Blue Line Extension is envisioned as a grade separated, heavy rail rapid transit service in the median of I-290 and in some places, within a new right of way to the north or south of it. The proposed Blue Line extension would serve the future system by providing a high frequency, high capacity option for reverse and near west intersuburban commuters to the Loyola Hines/Maywood employment center, and potentially as far west as Oak Brook and Lombard. A Blue Line extension to Oak Brook or further west would also directly interface with the J Line and multi-modal hubs.

Several potential Blue Line extents are desired to undergo further examination, in various combinations with BRT and HOV lanes on I-290 to identify the best solution for the I-290 corridor. The full 11 mile extension of the existing Blue Line/Forest Park Branch to Yorktown has an initial, order of magnitude cost estimate of $2.32 billion. This is very high; however, the alternatively shorter termini have considerably lower costs. Order of magnitude cost estimates for a 7.4 mile extension to Oak Brook or a .6 mile extension to 1st Ave are $1.5 billion and $159 million, respectively. Further planning study needs to refine assumptions regarding station locations, service and operating assumptions; as well as to examine express or zoned service delivery strategies and a potential upgrade of the existing Blue Line to the Loop.

**I-290 High Occupancy Vehicle (HOV) Lanes**
The Illinois Department of Transportation has long proposed HOV lanes on I-290 (Eisenhower Expressway) as a regional mobility improvement, as far west as St. Charles Road on the Eisenhower Extension. A prior improvement of I-290 between Mannheim Road and the Hillside Interchange was designed and constructed by IDOT to allow for future HOV accommodation.
The envisioned system of the Cook DuPage Corridor calls for further examination of I-290 HOV lanes with varying termini. In one scenario, we seek to examine a 9.4 mile HOV facility between Cicero Avenue and the Hillside I-88/I-294 Interchange. In an alternative scenario, we seek to examine a shorter 4.3 mile HOV facility from IL 171/1st Avenue to Hillside. The order of magnitude cost estimate of these alternative facilities is $306 million and $140 million, respectively. Both alternatives anticipate one new lane in each direction for High Occupancy Vehicles (HOV) for 3+ passenger vehicles, in addition to buses and potentially higher-performance I-290 BRT (see following project description). The shorter version of the HOV facility assumes consideration in conjunction with a Blue Line extension to at least 1st Avenue, at the point where the HOV lanes would terminate from the west. Further planning and design work is needed to examine HOV and BRT access points, potential termini, lane separation strategies, integration with general traffic lanes at facility termini, and facility use and impacts.

**I-290 Bus Rapid Transit (BRT)**

An I-290 BRT is proposed as a transit connection between the Mid-City BRT and the J Route BRT. This 12.2 mile segment BRT service would operate on the proposed I-290 HOV lane (described above), between approximately Cicero Avenue and IL 83. BRT service on I-290 would add a cost of $56 million to the HOV cost (full extent). This added cost reflects BRT ramps, stations and vehicles; because it operates on a shared-use HOV lane, there is no facility cost for runningway. Alternatively, we intend to consider a shorter 7.3 mile BRT service on I-290, from 1st Ave to IL 83 with center median stations that would operate on I-290 HOV lanes at a cost of $48 million. The assumptions of stations, ramps, vehicles and shared-use facility remain the same, although the BRT service would terminate with the HOV lanes at 1st Avenue, and offer a transfer opportunity at a newly extended terminus of the Blue Line.

**I-355 Bus Rapid Transit (BRT)**

The I-355 BRT corridor is one of two north-south enhancements to the core mainline system. This BRT investment in central DuPage would provide a direct transit option to the Schaumburg and Thorndale employment centers in an existing tollway corridor from Lisle, Naperville, Downers Grove, Woodridge and places as far south as Will County. This 25.9 mile I-355 Bus Rapid Transit line would provide service on I-355 from an I-55 park-and-ride to the junction of I-355 and I-290, continuing north on I-355 and I-290/IL 53 and IL58 (Golf Road) to the Northwest Transportation Center in Schaumburg. Operating in mixed traffic, the order of magnitude cost estimate for the I-355 BRT corridor is approximately $134 million.

**Inner Circumferential Rail Line**

The Inner Circumferential Rail Line is the second of two additional north-south corridor enhancements to the Main Line System. This passenger rail service would provide north-south mobility in west Cook, providing access to many industrial sector jobs that are not located in the corridor’s major employment centers, as well as a transit option to O'Hare and Midway for nearly all residents of the corridor. Considerable station area planning was undertaken by the affected communities prior to the Cook-DuPage Corridor Initiative and Metra has undertaken preliminary service analysis in this corridor, as well.

The Inner Circumferential is proposed as a Diesel Multiple Unit (DMU) train line, similar to Metra’s planned STAR Line currently under federal New Starts consideration. The Inner Circumferential would operate in the Indiana Harbor Belt (IHB) freight railroad corridor, roughly parallel to 25th Avenue; and head east to Midway Airport in the Belt Railway of Chicago (BRC) corridor, parallel to 55th Street. The 21 mile, $1.08 billion Inner Circumferential Rail Line would operate on its own new track in the IHB and BRC corridors from Metra’s North Central Service O’Hare transfer station to Midway Airport. Further analysis of this project would help establish potential demand, identify economic benefits, and finalize station locations.
redevelopment opportunities and determine how best to integrate new passenger service with existing and potentially increasing freight traffic. The IHB is a key corridor of the CREATE plan, the Chicago Region Environmental and Transportation Efficiency (CREATE) program—a nationally recognized set of Chicago-area freight rail system improvements that was developed cooperatively by the Association of American Railroads, Chicago Department of Transportation, IDOT, Burlington Northern Santa Fe, Canadian National, Canadian Pacific, CSX, Norfolk Southern and Union Pacific.

**Part 2: Enhance Existing Transportation Networks**
We don’t need to wait for major capital projects to greatly improve mobility in this part of the region. Our vision for the Cook DuPage Corridor Initiative also identifies potential near term enhancements to the existing system that would benefit the identified travel markets, as well as the many other users of the transportation system. Smart corridors, connectors, distribution services and strategic roadway improvements would provide faster travel times, better connectivity and more choice for the full spectrum of Corridor travelers. These low-capital "network enhancements" reflect a system-wide approach to easing Corridor travel and are irrespective of - but complementary to - any of the proposed major capital investments. The four types of improvements are depicted on the following map and assume further prioritization, refinement and phased implementation. A general description of each follows, below.

**Smart Corridors**
Smart corridors are key arterial roadways where information technology, intersection improvements and traffic management strategies are undertaken to speed the flow of traffic for all users: autos, transit, commercial and truck. In smart corridors, a customized family of low-capital improvements would be applied to individual roadways. Examples of potential smart corridor improvements are: signal coordination/interconnects, access control, time of day parking restrictions, real time transit information, transit vehicle priority at traffic signals and intersection improvements for turning movements.

A universe of potential smart corridors has been identified based on travel patterns and origin-destination densities. The smart corridors are listed on the following page and presented on the following map. Many of the smart corridors span the entire corridor and beyond, as does travel to and from the Cook DuPage Corridor. The entire identified network comprises 627 linear miles of roadway. No cost estimates have been developed at this time, as existing and needed smart treatments are unique to each roadway and no such inventory exists.

**Connectors**
Connector services are 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. These services are intended for intra-corridor travel spanning multiple communities. The anticipated reliability and safety of connector services is increased by their planned operation in smart corridors (described above) and reflected in the Network Enhancement map on the following pages. Approximately 258 route miles of connector services have been identified and await prioritization for phased, further study.

**Employment Center Distribution/Circulation Options**
Safe and convenient last-mile access to suburban work places is needed for commute by transit to be a truly viable option. Multimodal distribution system service areas (e.g., transit, bicycle, pedestrian and/or other) are recommended at each of the six major employment centers. Transit circulators (e.g., mini-bus shuttles, etc.) are recommended to serve the six employment centers in conjunction with new access provided by major capital investments and connectors.

The cost for the entire network of proposed connectors and employment center circulators is roughly estimated at $109-115 million in capital cost (vehicles and station shelters) and $152-160 million of annual operating cost.

*Cook DuPage Corridor Action Plan, 09/12/08*
<table>
<thead>
<tr>
<th><strong>North-South Smart Corridors and Connectors</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cicero Avenue (IL 50)</td>
</tr>
<tr>
<td>Austin Blvd.</td>
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<tr>
<td>Harlem Avenue (IL 43)</td>
</tr>
<tr>
<td>Cumberland Avenue/1st Avenue (IL 171)</td>
</tr>
<tr>
<td>Des Plaines River Road</td>
</tr>
<tr>
<td>25th Avenue</td>
</tr>
<tr>
<td>Mannheim Road/LaGrange Road (US 12/20/45)/Archer Avenue</td>
</tr>
<tr>
<td>York Road/Garfield Avenue/Madison Street</td>
</tr>
<tr>
<td>Kingery Highway (IL 83)</td>
</tr>
<tr>
<td>Cass Avenue</td>
</tr>
<tr>
<td>Addison Road</td>
</tr>
<tr>
<td>Arlington Heights Road/Biesterfield Road</td>
</tr>
<tr>
<td>Main Street (Downers Grove)/Highland Avenue/Main St. (Lombard)</td>
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<tr>
<td>Rohlwing Road (IL 53)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>East-West Smart Corridors and Connectors</strong></th>
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</thead>
<tbody>
<tr>
<td>Irving Park Road (IL 19)</td>
</tr>
<tr>
<td>Lake Street (US 20)</td>
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<tr>
<td>Belmont Avenue/Franklin Avenue</td>
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<tr>
<td>Grand Avenue/Fullerton Avenue</td>
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<tr>
<td>Army Trail Road</td>
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<tr>
<td>Schick Road</td>
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<tr>
<td>Lies Road</td>
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<tr>
<td>North Avenue (IL 64)</td>
</tr>
<tr>
<td>Geneva Road</td>
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<tr>
<td>Chicago Avenue</td>
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</tbody>
</table>
Cook DuPage Corridor Proposed Network Enhancements

Note: Please see page 20 for a list of proposed Strategic Roadway Improvements that correspond with the numbered items, above.
**Strategic Roadway Improvements**

Eleven Strategic Roadway Improvements have been identified to enhance the connectivity of the Cook DuPage Corridor’s existing roadway network or to relieve traffic bottlenecks. While by no means an exhaustive list of needed roadway improvements in the Cook DuPage Corridor, these Strategic Roadway Improvements are proposed specifically in light of commuter travel patterns and system use. Each of the proposed projects warrants further careful consideration, as the feasibility of these improvements was not determined.

Collectively, the eleven proposed Strategic Roadway Improvements are estimated to cost roughly $653 million. Individually, most of these proposed capital projects cost less than $100 million. The proposed Strategic Roadway Improvements are listed below, and can be located on the preceding Network Enhancement map by cross-referencing the number indicated by each project.

<table>
<thead>
<tr>
<th>Strategic Roadway Improvements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Eola Rd: extend to IL 38 through Fermilab property</td>
<td>7. Franklin Ave: improve interchange with Mannheim Rd</td>
</tr>
<tr>
<td>2. IL 59: widen from 2 to 3 lanes in each direction</td>
<td>8. Wolf Road: extend over UP Railroad Proviso Yard</td>
</tr>
<tr>
<td>3. Elgin O’Hare Expressway: extend one interchange west to County Farm Road</td>
<td>9. 25th Ave: widen from 1 to 2 lanes in each direction</td>
</tr>
<tr>
<td>4. Fullerton Ave/Grand Ave Corridor: extend west to Main Street (Glen Ellyn) and east to Grand Avenue</td>
<td>10. I-290: major rehabilitation, Mannheim Rd to Cicero Ave.</td>
</tr>
<tr>
<td>5. 22nd Street: widen from 2 to 3 lanes in each direction</td>
<td>[Entails rehabilitation and modernization of all bridges, interchanges, pavement, auxiliary lanes, shoulders, ramps, ramp metering and traffic surveillance equipment]</td>
</tr>
<tr>
<td>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</td>
<td>11. Central Ave: extend over BNSF Railroad’s Cicero Yard</td>
</tr>
</tbody>
</table>

Cook DuPage Corridor Action Plan, 09/12/08
Implementation Issues

This shared, high-level vision for the future transportation system of the Cook DuPage Corridor is an important milestone toward greatly improving mobility in the Cook DuPage Corridor. It is a long-term vision and of a scale requiring further prioritization and careful, phased implementation.

The RTA, our study partners and the citizens who crafted and support this vision are realistic. We know that the proposed main line system and network enhancements may not all be implemented, or at least not exactly how they are currently planned. In the course of our dialogue, we have discussed key implementation issues that will shape what we achieve.

Cost

The total, preliminary cost estimate of all major capital investments in the vision is $5.5 – 7.9 billion. These major projects would require special federal funding for engineering and construction through federal earmarks. Some projects, such as the major transit projects, will need to compete nationally in federal discretionary programs. State and local funds will be required to match federal funding in the order of 30-50% of each project’s cost. The amount or portion of “local share” required depends largely on the federal program through which funding is provided, and would require our State and region to dedicate funds for these projects. The operating cost of new investments - whether major capital projects or network enhancements - would be a new, on-going responsibility of the operating agency and beneficiaries of the project or service (e.g., the users).

The capital and operating cost of network enhancements, such as smart corridors, vehicles and service for connectors and circulators, and strategic roadway improvements, could be funded over time through regular formula funds (e.g., CMAQ, STP), motor fuel tax revenue, regional sales tax, or other state or local sources. However, funding these improvements with monies regularly available to our state and region means prioritizing these improvements over other capital needs in the region and state.

The RTA and our partners are very cognizant that there is a major opportunity cost in the commitment of regional and state funds for any proposed improvement. And the longer and bigger the commitment, the greater the opportunity cost to our communities, our region and our state. While the amount of funding available changes each year - some years up, some years down - on an annual basis, we are colleagues at the table of a zero sum game. We need to make wise decisions regarding what is funded and select what is most beneficial for our shared citizenry.

We hope for increased resources in the next federal transportation bill and future state capital bills. We are committed to further evaluating our proposed investments and identifying the most cost effective and beneficial elements for consideration in conjunction with other state, regional and service board priorities. We will also explore alternative funding sources and/or cost recuperation strategies.

Timing

All of the Cook DuPage Corridor transportation improvements are needed now; however, realistically, they must be prioritized and phased in over time. Even if staged, completion of the first major capital investments is at least three to seven years in the future, with others proceeding perhaps twenty years in the future.
The proposed transportation improvements reflect known 2000 travel patterns and travel projections for the horizon year 2030. As the projects are queued for phased implementation, they may need to be modified from their present assumptions to ensure that they are designed to address current realities, including unforeseen needs and updated projections.

We look forward to Chicago hosting the 2016 Summer Olympics. The impact on the Cook DuPage Corridor would be considerable by virtue of its location and hospitality sector resources. There are many hotels located in the corridor’s major employment centers, and around the two airports that are just to the north and south of it. The influx of visitors will look to public transportation, taxis and rented vehicles to access lodging, spectator sports, restaurants and visitor attractions. They will need to rely on mass transit services, arterials and expressways in and around the entire Chicago metro area.

Key pieces of the envisioned system would help our region support the athletes and audience of the 2016 Summer Olympics. But if Chicago hosts the Olympics one thing is very certain - 2016 will not be the summer to undertake major reconstruction of the Eisenhower. And during that summer, we should not be experimenting with traffic management, initiating our first smart corridors, or laying railroad ties to connect the major airports to suburban activity centers. It would be too disruptive and we will have missed an enormous regional opportunity.

**Developing the System in an Urbanized Area**

Expanding a transportation system in an urbanized area is more complex than constructing in a “greenfield” or exurban area. There will be disruption to the users of the existing system and to the communities. Homes and businesses may be displaced. Established - and in some cases protected - historic, environmental, cultural, religious, and educational resources may be threatened or negatively impacted. Costs estimates are likely to rise, as acquisition and mitigation costs are discovered and factored in.

In recognition of these challenges, the Cook-DuPage Corridor’s envisioned transportation system is intentionally planned within or adjacent to existing transportation corridors. As the major capital projects and network enhancements are further developed, much more will be learned about potential impacts to people, property and places. Complications will arise and require careful examination as to whether and how to best move forward with our plans.

**Protecting and Improving the Environment**

When we expand our transportation system, we have an obligation to protect the environment, wildlife habitats and other natural resources. When we reconstruct our infrastructure and redevelop land around it, we have an opportunity for substantial environmental improvement.

Minimizing adverse impacts on the environment is one of the seven major goals for improving transportation for reverse and intersuburban commuters in the Cook DuPage Corridor. To the extent that proposed system expansions can occur within existing rights of way and avoid environmentally sensitive areas, we must do so. We will also further consider the net effects of expansion programs on air quality and public health.

We know that people will tolerate congestion, contributing to our region’s poor air quality - we see it everyday. So providing increased capacity may mean that over time, demand on a newly expanded roadway may increase until congestion is again at an intolerable level - unless some other disincentive or exclusion affects behavior, such as tolls, managed lanes or high fuel costs. And while major transit
improvements are intended in part to take vehicles “off the road”, fixed guideway systems require additional land for exclusive right-of-way corridors. And all transit systems require energy to operate; and they vary in energy source, amount, and efficiency relative to passenger through-put. We will need to carefully consider the “net environmental benefit” to understand how well our transportation improvements protect or improve the environment, locally as well as regionally.

Reconstruction and redevelopment brings with it an opportunity to improve the environment. It’s an opportunity to take advantage of more environmentally friendly materials and engineering techniques. It’s an opportunity to reuse land for more environmentally sustainable industries and to construct modern facilities that take advantage of more energy efficient operating systems.

Cost, timing, feasibility and environmental considerations are key implementation issues that will impact what, when and how we implement the envisioned transportation system. The more efficient and effective we are in our prioritization, scheduling and implementation, the greater the benefit will be to the corridor, region and state.

Sustaining and expanding the strong base of support, cooperation and participation that exists are critical to moving forward and making tough but wise decisions. The Cook DuPage Corridor vision requires unprecedented interagency coordination. Meaningful action, strong stewardship and shared responsibility are the key ingredients to future success.
The Action Plan
3. The Action Plan

Introduction

The economic vitality of the Chicago region and our quality of life depend on significant improvement to mobility in the Cook DuPage Corridor. The envisioned future transportation system is very complex and achieving it will require the continued support, cooperation and coordination of many government agencies and local jurisdictions. This action plan communicates specific strategies that have been recommended by our partners to advance the desired mobility improvements in the Cook DuPage Corridor. It is intended to promote a shared understanding of what needs to be done, when, and by whom.

Strategies for Achieving our Vision

As explained in Section 2: Our Transportation Vision, there are two parts to the overall vision for future transportation in the Cook DuPage Corridor. The first part is to “expand the regional transportation system”. The second part is to “enhance existing transportation networks”. The strategies in this action plan advance both parts of the transportation vision.

Our action strategies are organized by the following topics:

1. Major capital investments
2. Smart corridors
3. Connectors
4. Employment center distribution
5. Strategic roadway improvements
6. Policy initiatives

Strategies presented for major capital investments (topic 1, in the above list) reflect our intended steps and approach to advance the first part of the vision, “expand the regional transportation system”. Strategies presented under the topics listed as 2-5 (above) describe our steps and approach to advance the second part of the vision, “enhance existing transportation networks”. Strategies presented under the last topic, policy initiatives, advance both parts of the Cook DuPage Corridor vision and may also benefit or affect the entire Chicago metropolitan region.

Timeframes

Each strategy has been assigned an anticipated timeframe. There are three timeframes, with some strategies spanning more than one:

- Short term: within one year (1 Year)
- Mid term: not the first year, but within three years (1-3 Years)
- Long term: beyond the first three years (3+ Years)

This time schedule facilitates the organization and staging of strategies for near term action. But it is important to recognize that the long-term timeframe extends without a final horizon. The strategies assigned to this timeframe largely depend on the outcome of short- and mid-term actions, and the implementation issues described in Section 2. The implementation of major capital investments, for example, may occur in phases over the next 10 to 20 years; and some proposed projects - in whole or in part - may not be constructed at all, in light of preceding detailed evaluation, prioritization outcome and/or funding availability.
Strategy Leaders and Key Participants
Potential lead organizations and key participants are also identified for each strategy. This does not signify a commitment on behalf of the lead organization(s) listed, nor is it intended to be an exhaustive list of potential participants. Rather, the entities listed reflect an initial presumption regarding potential leaders, based on each organization’s expertise and jurisdictional responsibilities. The lead and key participants are presented as a starting point for discussion this summer, when commitment to pursue short-term strategies will need to be made.

Strategic Integration of Actions
An integrated schedule of all strategies is presented at the end of Section 3 on page 39. This provides a bird’s-eye view of how the strategies are staged and serves as an overall roadmap for future action.

There is a high degree of inter-relatedness between actions in successive timeframes. Actions preceding and horizontally adjacent to others by timeframe either must occur first, or can significantly enhance the effectiveness of the action in the following timeframe. Among some actions, there is vertical (within a same timeframe) inter-relatedness, as well; this is more challenging to capture. The six action categories are “stacked” in an order that helps communicate this and to facilitate integration of the strategies. For example, connector strategies are presented under the smart corridors strategies within a single timeframe. Because the connectors are anticipated to operate within smart corridors, the respective actions to prioritize smart corridors and to prioritize connectors are related and will benefit from coordination.

Policy initiatives both rely upon and advance the strategies in many other categories. While the integrated schedule does not capture this well, the broad value of these important actions will be evidenced as we move forward.

Critical Actions
Finally, a set of ten “critical actions” are highlighted throughout this section and are presented on the facing page. These are target actions for our partners and regional stakeholders. Achievement of these critical actions is likely to directly improve mobility for commuters of the Cook DuPage Corridor. Dialogue items present strategies and additional ideas to discuss with our partners to advance the implementation of these important actions.

The critical actions also provide a common denominator between this section of the Action Plan and Section 4: Conclusion and Next Steps. While no critical action can be accomplished in the Short term, important precedent strategies to achieve them are expected to be completed during the first year. The first year strategies and the critical actions that they support are the focus for our next steps.
<table>
<thead>
<tr>
<th>Critical actions</th>
<th>Category</th>
<th>Why this is a critical action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prioritize, refine and implement selected major capital investments on a phased</td>
<td>Major capital investments</td>
<td>Projects and even project segments will need to be phased in for feasible, effective and efficient implementation.</td>
</tr>
<tr>
<td>basis.</td>
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<tr>
<td>Undertake community development and land use planning with development of major</td>
<td>Major capital investments</td>
<td>Planning for community development hand-in-hand with transportation investments optimizes the overall investment.</td>
</tr>
<tr>
<td>capital investments.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implement smart corridors.</td>
<td>Smart corridors</td>
<td>Benefits automobile, bus and commercial users, as well as emergency personnel and transportation system operators.</td>
</tr>
<tr>
<td>Implement connectors in conjunction with smart corridor improvements.</td>
<td>Connectors</td>
<td>High quality bus service must operate in an improved environment of speed and reliability for the benefit of its passengers.</td>
</tr>
<tr>
<td>Implement transit distribution systems at major employment centers with new</td>
<td>Employment center distribution</td>
<td>Getting people efficiently to their actual place of work is necessary for transit to be a viable option.</td>
</tr>
<tr>
<td>connector or mainline transit services.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide sidewalk network at employment centers and along Connector routes.</td>
<td>Employment center distribution</td>
<td>Safe access to the system is a paramount objective for all.</td>
</tr>
<tr>
<td>Implement strategic roadway improvements.</td>
<td>Strategic roadway improvements</td>
<td>Strategic, new roadway connectivity will provide more direct travel paths and relieve localized congestion.</td>
</tr>
<tr>
<td>Demonstrate/experiment with managed lane strategies and pricing policies.</td>
<td>Policy issues</td>
<td>Exploring these strategies before broad application ensures effective and informed policy making.</td>
</tr>
<tr>
<td>Support successful integration of transportation and land use planning.</td>
<td>Policy issues</td>
<td>It is incumbent upon local and regional governments to proactively support the integrated use of scarce resources.</td>
</tr>
<tr>
<td>Achieve a user-perceived seamlessness of the transportation system.</td>
<td>Policy issues</td>
<td>An integrated, efficient and effective multi-modal transportation system reduces travel time and improves the experience and quality of life of the traveling public.</td>
</tr>
</tbody>
</table>
**Actions and Strategies**

**Major Capital Investment Actions**

Big investments cost big dollars and can have enormous positive results. But national experience shows that this isn’t always the case. Before committing to a major investment, we want to carefully consider: the cost-effectiveness of anticipated ridership, the appropriate mode to suit the operating environment, the required service levels to ensure that ridership is realized, and how to avoid negative impacts on communities and the region as part of the solution. It is important to dedicate time and resources to figure this out.

Evaluating alternative, potential capital investments takes money, skills, cooperation and commitment. We will never know everything, but we want to be sure that we know enough to be confident in our long term investment decisions.

Through the region’s Unified Work Program, $600,000 has been designated for follow-on study. The RTA will work closely with CMAP to undertake regional modeling of the proposed system and individual projects to establish demand/ridership projections, as well as any potential impacts on our existing system. This is much needed information to help determine and prioritize the strongest segments based on regional and community benefits and the full range of important goals that have been established for the Cook DuPage Corridor mobility improvements. The prioritized segments of the system will then undergo careful mode, alignment and system access analysis, in conjunction with land use/community development planning.

An important guiding and overarching strategy is to move forward in the most efficient and fiscally responsible way possible. Not every project can come first and we must leverage regional analysis by coordinating with other efforts that are underway, such as CTA’s Circle Line/MidCity Alternatives Analysis, IDOT’s Elgin-O’Hare-Western ByPass project, and the I-290 HOV Corridor Preliminary Engineering and Environmental Analysis.
## Major Capital Investments

<table>
<thead>
<tr>
<th>Critical Actions and Key Strategies</th>
<th>Timeframe</th>
<th>Lead and Key Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prioritize, refine and implement selected major capital investments on a phased basis.</strong></td>
<td>Short Term 1 Year</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Mid Term 1-3 Years</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Long Term 3+ Years</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td><strong>RTA, CMAP, all partners</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Model system and projects to determine anticipated ridership or use, and to determine potential impacts on the existing regional transportation system, local road network, regional air quality, environmental justice communities, and the social, cultural and natural environment.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>As a Transportation System Management alternative, model a scenario of all recommended circulator/distribution services, connectors, smart corridors and existing rail line service improvements; Also model a second TSM alternative comprised of a strategic [select] subset of circulator/distribution services, connectors, smart corridors and existing rail line service improvements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Further refine recommended projects in terms of proposed and alternative alignments, cross sections, physical/operating/service parameters, and cost assumptions.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ensure that the planning and implementation of recommended projects move forward in the most efficient and fiscally responsible way possible.</td>
<td></td>
</tr>
<tr>
<td><strong>Undertake community development and land use planning with major capital investments.</strong></td>
<td>Short Term 1 Year</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>Mid Term 1-3 Years</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td><strong>CMAP, RTA, municipalities, COGs, counties, transportation agencies</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ensure the continued application of approved Corridor Planning Standards in future planning, evaluation and design of major investments.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Undertake community development and land use planning in conjunction with future analysis/development of major capital investments to establish potential impacts and opportunities.</td>
<td></td>
</tr>
</tbody>
</table>
**Smart Corridor Actions**

Smart Corridors benefit public, personal and commercial vehicle travel by improving roadway efficiency through technological strategies and intersection improvements. Through a systematic process of designation, prioritization, assessment and implementation we can immediately reduce travel times for a great portion of the traveling public.

IDOT, ISTHA, DuPage County and CDOT have applied technologies to their roadway systems for years, as have several municipalities. However there has not been a systematic prioritization of roadways and in some cases, jurisdictional sensitivities have hampered broad application.

A multi-jurisdictional team should work quickly to designate and prioritize the smart corridors identified in the Cook DuPage Corridor study. Assessment of a full range of treatments may require additional outside expertise. Implementation should be phased, focusing on a small set (5-7 corridors) each year, with implementation superceding study of a subsequent set.

Participants in the Cook DuPage Corridor study are as concerned with the on-going performance of smart corridors as with the initial implementation. Programs to provide for routine monitoring and long term optimization as IDOT developed with its Signal Coordination and Timing (SCAT) program, are necessary to attain the full benefits of a smart corridor network.

<table>
<thead>
<tr>
<th>Critical Corridors</th>
<th>Timeframe</th>
<th>Lead and Key Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Short Term</td>
<td>Mid Term</td>
</tr>
<tr>
<td></td>
<td>1 Year</td>
<td>1-3 Years</td>
</tr>
<tr>
<td><strong>Implement smart corridors.</strong></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Prioritize Cook DuPage smart corridors, establish specific treatments/improvements needed and develop an implementation plan.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Implement smart corridors in conjunction with upcoming roadway improvements, where financially feasible and opportunities exist to maximize cost-savings and minimize traffic disruptions.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Establish routine monitoring programs on a strategy or smart corridor basis (e.g., IDOT’s SCAT – Signal Coordination and Timing program).</td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Connector Actions

Connectors are envisioned as high performance bus services that operate in smart corridors to provide convenient and reliable service. These new bus services are envisioned to offer skip-stop, zoned or express services throughout the corridor to serve longer travel needs on key arterials.

Currently, regional bus service in urbanized areas suffers from discontinuity of route due to service boundaries, and closely spaced stops. The combination of operating environment and local-only bus routes results in service that is slow and unreliable, two undesirable characteristics that would only be compounded by lengthening existing routes.

CTA and Pace - the likely providers of connector service - have insights to share based on their extensive, systemwide experience. CTA’s new Turbo Transit is an opportunity for further learning as we move toward implementation in the Cook DuPage Corridor.

Connector routes will need to be highly coordinated and effectively operated to provide the “super grid” of bus service for which they are intended. The specific operators of these cross-cutting bus routes is unknown and, should be determined based on service requirements, efficiency and potential effectiveness.

<table>
<thead>
<tr>
<th>Connectors</th>
<th>Timeframe</th>
<th>Lead and Key Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical Actions and Key Strategies</td>
<td>Short Term</td>
<td>Mid Term</td>
</tr>
<tr>
<td>Implement connectors.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Prioritize and implement connectors, establish connector service standards and develop implementation plan.</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Identify Connector service operators.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Implement connectors in conjunction with smart corridor improvements, where financially feasible and opportunities exist to maximize technological integration between roadway and transit technologies.</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Initiate an automated monitoring program for connector services that interface with regional Transportation Management Centers (TMCs).</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Employment Center Distribution Actions

The "last-mile" of a commuter’s trip must be effectively addressed for transit to be a viable option to the six major employment centers of the Cook DuPage Corridor. Loyola University Medical Center, McDonald’s Corporation and Allied Van Lines are examples of companies in three different employment centers that have attempted to fill this gap for their own employees, for quite some time.

Clearly, places of employment in suburban centers are not as concentrated as in the Chicago central business district. The proposed connectors and major capital investments will not be able to efficiently provide convenient access to the many work places within each employment center. Integrated, zoned circulators are a requisite to assure the viability of the mainline transit services. Transit distribution options at employment centers must be carefully coordinated with connecting, higher-capacity transit services in order to achieve a seamless transportation system.

However, transit circulators may not be our only option. A full range of distribution systems should be explored to offer people choices that help shoulder demand during peak periods and to ensure that at least one option exists during off-peak periods.

Several innovative or privately provided services have generated interest during the course of the Cook DuPage Corridor Initiative. Examples include station cars, traditional-reverse commuter car sharing, membership-based bicycle-sharing systems and even Segways. The Center for Neighborhood Technology (CNT), the Chicagoland Bicycle Federation (CBF) and other organizations have expertise and research upon which to draw for further learning and informed conversation.

Critical Action:
Implement transit distribution systems at employment centers

Dialogue Items:
- Refine service area and determine service delivery strategy for each employment center; identify minimum operating requirements and fare strategy
- Compare service plan to any existing or planned local services for potential coordination/integration
- Integrate/coordinate with connecting services and alternative distribution services
- Investigate private sector sponsorship programs, but fund and oversee employment center transit service as part of the regional transit system
- RTA
- Pace
- COGs
- Municipalities

Critical Action:
Provide sidewalk network at employment centers and along connectors

Dialogue Items:
- Develop and maintain inventory of sidewalks within major employment centers
- Develop implementation plan for adjacent, contiguous sidewalk at each employment center and along first phase priority connector routes
- Coordinate, plan and program sidewalk improvements through STP, CMAQ, and jurisdictional capital improvement programs
- COGs
- Municipalities
- Roadway jurisdictions
<table>
<thead>
<tr>
<th>Critical Actions and Key Strategies</th>
<th>Timeframe</th>
<th>Lead and Key Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Implement transit distribution systems at employment centers.</strong></td>
<td></td>
<td>RTA, Pace, COGs, municipalities, counties</td>
</tr>
<tr>
<td>Further develop and refine employment center distribution areas and service assumptions.</td>
<td>X</td>
<td>RTA, COGs, municipalities, Pace, CTA</td>
</tr>
<tr>
<td>Encourage Councils of Governments and affected communities that are currently operating or planning</td>
<td>X</td>
<td>RTA, COGs, municipalities</td>
</tr>
<tr>
<td>circulator/distribution services to incorporate identified employment centers into circulator service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>areas, where relevant.</td>
<td>X</td>
<td>CMAP, CNT, CBF, RTA</td>
</tr>
<tr>
<td>Explore flexible reverse commute distribution systems (e.g., ZipCar and I-Go car sharing programs</td>
<td>X</td>
<td>RTA, Pace, COGs, municipalities, counties</td>
</tr>
<tr>
<td>and Velo’V bicycle sharing program).</td>
<td>X</td>
<td>CMAP, CNT, CBF, RTA</td>
</tr>
<tr>
<td>Require transit distribution systems at employment centers in conjunction with implementation of</td>
<td>X</td>
<td>RTA, Pace, COGs, municipalities, counties</td>
</tr>
<tr>
<td>connectors or major capital investments.</td>
<td>X</td>
<td>CMAP, CNT, CBF, RTA</td>
</tr>
<tr>
<td><strong>Provide sidewalk network at employment centers and along connectors.</strong></td>
<td>X</td>
<td>COGs, municipalities, roadway jurisdictions</td>
</tr>
<tr>
<td>Provide sidewalk network along all connector routes and within major employment center distribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>areas.</td>
<td>X</td>
<td>COGs, municipalities, roadway jurisdictions</td>
</tr>
</tbody>
</table>
Strategic Roadway Improvement Action
Greater connectivity of the roadway network is needed to serve the Corridor’s intersuburban and reverse commute trip patterns. The Cook-DuPage Corridor Initiative has identified a set of strategic roadway projects to enhance mobility for the major travel markets by filling in gaps to the existing grid roadway network and by eliminating major bottlenecks. Please see pages 19 and 20 for the map and list of Strategic Roadway Improvements.

The feasibility and design of the eleven proposed Strategic Roadway Improvements are best suited to the expertise of each respective roadway jurisdiction. The RTA will forward the recommended strategic roadway improvement to the respective implementing agencies, noting the unanimous consensus and support of the Cook DuPage Corridor Policy Committee.

In cases where timing, funding or other obstacles may have prevented past implementation, the obstacles should be revisited for current relevance. With the support and cooperation of other Cook DuPage Corridor partners, we are hopeful that new opportunities exist to advance and implement these strategic connectivity improvements to the highway network.

<table>
<thead>
<tr>
<th>Critical Actions and Key Strategies</th>
<th>Timeframe</th>
<th>Lead and Key Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement strategic roadway improvements.</td>
<td>Short Term 1 Year</td>
<td>X</td>
</tr>
<tr>
<td>Forward recommended roadway improvements to respective implementing agencies, noting general consensus and support of the Cook DuPage Corridor Policy Committee.</td>
<td>Mid Term 1-3 Years</td>
<td>X</td>
</tr>
<tr>
<td>Evaluate and implement strategic roadway improvements where feasible.</td>
<td>Long Term 3+ Years</td>
<td>X</td>
</tr>
</tbody>
</table>
Policy Initiatives Action

Innovative techniques and new paradigms of thinking are needed to significantly improve our transportation system. We must find ways to achieve greater mobility from the system that we have and attain the highest return possible from future transportation investments. Policy actions can play a critical role in spurring innovations.

Every day, hundreds of thousands of individuals make decisions about what time to begin a trip, what path to take, what lane to drive in, and where to park. The objective of these decisions is basically two-fold: (1) to avoid the frustrations of congestion as much as possible, and (2) to strike an acceptable balance of speed, reliability and convenience with the cost that the individual is willing to incur, in terms of both time and money. These objectives are also critical in a person’s choice to take transit.

New approaches to more actively manage transportation facilities and services can guide and improve the outcome of these daily individual decisions, while improving system performance for all of its users. The key is to make sure that people have options in how and when they travel and the cost that they may incur.

Experimenting with lane management policies and pricing strategies in the next few years would offer considerable insight into their effectiveness in the Chicago region. Timely demonstration would also help develop reasonable and practicable assumptions to aid the modeling of potential project alternatives, such as operating the HOV lanes as tolled lanes for non-qualifying (non-HOV) passenger cars or commercial vehicle users, or to consider the application of pricing strategies to one or more existing lanes on I-290 in conjunction with new transit options. It is widely believed by transportation professionals involved in the Cook DuPage Corridor Initiative that peak period pricing strategies alone or in conjunction with high occupancy vehicle (HOV) lanes or transit may be more effective than HOV lanes alone; however, much more needs to be learned before we can reach consensus on a regionally preferred approach.

The envisioned Smart Corridors and Connector bus services will require heightened system management strategies to be successful; such strategies may include interagency maintenance and performance monitoring programs, enhanced access management, strategic peak-period traffic restrictions and bus lanes at intersections.

There are regional examples from which to maximize our learning. The Tollway has introduced pricing policies for cost recuperation and roadway maintenance, and has also applied time of day differentials to encourage off-peak period use by commercial vehicles. The city of Chicago provides dedicated bus lanes in the Loop for greater transit reliability, and will soon implement bus lanes in four non-Loop corridors as an initial demonstration for a larger planned arterial Bus Rapid Transit (BRT) network. IDOT is managing some express lanes to improve travel for longer distance trips by allowing vehicles to by-pass local traffic and to adjust capacity by time of day. Parking strategies of both the public and private sector in Chicago and Naperville are also a rich resource for our learning. Finally, private sector involvement may also help determine the value of transportation services, facilities and amenities, as well as how to best reinvest any new revenue that results.

Cook DuPage Corridor Action Plan, 09/12/08
An important, long term action is the successful integration of transportation and land use planning to simultaneously benefit the transportation system and the communities that it serves. This means that on an ongoing basis, we must integrate community development planning with transportation planning. The region and corridor must continue to lead the macro view of what we connect, why and how. We also must work hand-in-hand with impacted municipalities on the micro view - to determine specifically where connections are made and what this means for travelers, and to identify local development opportunities. Successful integration is achieved when local governments revise their local comprehensive plans to reflect project alignments, station areas, access, land use and zoning changes arrived at through the transportation planning process.

The Chicago region will also need to achieve a seamlessness of the transportation system in the long term if it is to be efficiently used and relied upon by the traveling public. Coordinated fare/fee policies and fare collection instruments, service boundaries, performance measures, transfer enhancements and traveler information must be advanced to more seamlessly provide transit services. The RTA is a key steward of this action and will focus on coordination among its three transit service boards. A first, important step is the development of RTA’s new Innovation, Coordination and Enhancement (ICE) program that will make $10 million available on an annual basis to units of local government, transportation agencies and service boards for projects that enhance the coordination and integration of public transportation or that develop and implement innovations to improve transit service quality and delivery.

The vision of a seamless transportation system in the Cook DuPage Corridor is multi-modal and goes well beyond transit services; it calls for close coordination in both planning and service delivery between: bus service operators, IDOT and ISTHA; smart corridors and connector routes; connectors and employment center distribution services; sidewalks and transit services. These actions require pooled, multimodal information and action. Leadership by RTA, CMAP, counties and COGs will be needed to achieve a seamless delivery of all transportation services in the Chicago region.
<table>
<thead>
<tr>
<th>Critical Actions and Key Strategies</th>
<th>Timeframe</th>
<th>Lead and Key Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Demonstrate/experiment with managed lanes and pricing policies.</strong></td>
<td>X</td>
<td>IDOT, ISTHA, CMAP, affected counties and municipalities, RTA, CTA, Pace</td>
</tr>
<tr>
<td>Explore Public Private partnerships.</td>
<td>X</td>
<td>IDOT, ISTHA, RTA, CMAP, counties, MPC</td>
</tr>
<tr>
<td>Encourage managed lane strategies and pricing policies.</td>
<td>X</td>
<td>CMAP, Cook DuPage Corridor elected officials, RTA, IDOT, ISTHA</td>
</tr>
<tr>
<td>Demonstrate/experiment with pricing policies.</td>
<td>X</td>
<td>IDOT, ISTHA, CDOT, CMAP</td>
</tr>
<tr>
<td>Permit bus shoulder riding.</td>
<td>X</td>
<td>Pace, RTA, IDOT, ISTHA</td>
</tr>
<tr>
<td><strong>Support successful integration of transportation and land use planning.</strong></td>
<td>X</td>
<td>CMAP, RTA, municipalities, all partners</td>
</tr>
<tr>
<td>Develop and apply access management policies.</td>
<td>X</td>
<td>Municipalities, counties, IDOT, ISTHA</td>
</tr>
<tr>
<td>Support successful integration of transportation and land use planning both regionally and locally.</td>
<td>X</td>
<td>CMAP, municipalities, all partners,</td>
</tr>
<tr>
<td><strong>Achieve a user-perceived seamlessness of the transportation system.</strong></td>
<td>X</td>
<td>RTA, CMAP, counties, CDOT, CTA, Metra, Pace, IDOT, ISTHA, municipalities, private providers</td>
</tr>
<tr>
<td>Implement all strategies cooperatively among partners.</td>
<td>X</td>
<td>RTA, CMAP, counties, CDOT, CTA, Metra, Pace, IDOT, ISTHA, municipalities, private providers</td>
</tr>
<tr>
<td>Integrate infrastructure, service and information elements of highway and transit systems that</td>
<td>X</td>
<td>RTA, CMAP, counties, CDOT, CTA, Metra, Pace, IDOT, ISTHA, municipalities, private providers</td>
</tr>
<tr>
<td>are visible to the traveling public.</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Regional Leadership Strategy

RTA Leadership, in Coordination with CMAP
The Cook DuPage Corridor Initiative is a complex planning effort of regional importance. The RTA is committed to continuing its overarching leadership role as we advance the potential major capital investments for further study. We are also committed to sharing leadership and resources with CMAP, as we value the enhanced skills and knowledge that the metropolitan planning organization can bring to bear in support of upcoming technical analysis, community development/land use planning and the network enhancements outlined in this Action Plan.

Stewardship of agencies and local governments
Successful implementation of the Cook DuPage Corridor Initiative relies upon the continued stewardship of many participating agencies, local government and elected officials. This Action Plan indicates several strategies that will require our partners to take the reins and to contribute a great deal of their time. We will further expand participation to tap additional talents and expertise, as we move forward.

Strategic Action Schedule
The strategies presented in this Action Plan to advance the envisioned transportation system of the Cook DuPage Corridor are interrelated. Some are strategic precursors to others, in that they will make a successive action more effective; some are necessary precursors, in that they must be accomplished before a successive action can be achieved.

The anticipated timeframes of all strategies and actions are shown in the following table. The Strategic Action Schedule serves as a roadmap for staged implementation. The ten “critical actions” are shown in bold with a yellow background.
<table>
<thead>
<tr>
<th>Major capital investments</th>
<th>Short Term 1 Year</th>
<th>Mid Term 1-3 Years</th>
<th>Long Term 3+ Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure that recommended projects move forward in the most efficient and fiscally responsible way possible.</td>
<td>Further refine recommended projects in terms of alignments, cross-sections, physical and service parameters and cost.</td>
<td>[Continue to refine and ultimately, implement selected major capital investments]</td>
<td></td>
</tr>
<tr>
<td>Model projects to determine potential utilization and physical, social, cultural and environmental impacts.</td>
<td>Prioritize, refine and implement selected major capital investments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop and model two TSM scenarios.</td>
<td>Implement smart corridors in conjunction with upcoming roadway improvements, where feasible and cost savings can be maximized.</td>
<td>Establish routine monitoring programs on a strategy or smart corridor basis.</td>
<td></td>
</tr>
</tbody>
</table>

**Undertake community development and land use planning with development of major capital investments.**

| Smart corridors | Prioritize Cook DuPage smart corridors, establish specific treatments needed and develop an implementation plan. | Implement smart corridors in conjunction with upcoming roadway improvements, where feasible and cost savings can be maximized. | Establish routine monitoring programs on a strategy or smart corridor basis. |
| Connectors | Prioritize Cook DuPage connectors, establish connector service standards and develop implementation plan. | Implement connectors in conjunction with smart corridor improvements. | Initiate automated monitoring program with regional TMC interface. |
| Identify Connector service operators. |  |  |  |

| Employment center distribution | Explore flexible reverse commute distribution systems. | Require transit distribution systems at major employment centers with new connector or line-haul transit services. | Provide sidewalk network at employment centers and along Connector routes. |
| Further develop and refine employment center distribution areas and service assumptions. |  |  |  |
| Encourage incorporation of identified employment centers into locally planned/operated circulator services. |  |  |  |

| Strategic roadway improvements | Forward recommended roadway improvements to respective implementing agencies. | Evaluate and implement strategic roadway improvements where feasible | Implement strategic roadway improvements |
|  |  |  |  |

| Policy Initiatives | Explore Public Private partnerships. | Demonstrate/experiment with managed lanes and pricing policies. | Support successful integration of transportation and land use planning. |
| Encourage managed lane strategies and pricing policies. | Permit bus shoulder riding |  |  |
| Develop and apply access management policies |  |  |  |
| Integrate infrastructure and service elements of highway and transit systems that are visible to public |  | Achieve a user-perceived seamlessness of the transportation system. |  |
| Implement all strategies cooperatively among partners |  |  |  |
Conclusion and Next Steps
4. Conclusion and Next Steps

Significance of Corridor Vision to the Future of the Chicago Region

The Cook-DuPage Corridor covers a critical portion of the Chicago metropolitan area. A growing number of people chose to work, live or both in the suburbs. In the year 2000, the Cook DuPage Corridor had a population of over 1.1 million and approximately 750,000 jobs; by 2030, these figures are projected to increase by 4% and 20%, respectively.

As the area comprising the Cook-DuPage Corridor continues to flourish, transportation congestion increasingly affects commuters, citizens, businesses, and the environment. The Regional Transportation Authority (RTA), in cooperation with the Illinois Department of Transportation (IDOT) and many other state, regional and local transportation agencies, elected officials, business and community leaders have come together to reshape our transportation future through the Cook DuPage Corridor study.

The Cook DuPage Corridor study began in August 2003 as a long-range planning effort comprised of three phases. The first phase, the Travel Market Analysis, was completed in December 2005 and provided essential data and analysis of travel patterns, as well as a comprehensive picture of demographics, transportation options, and key mobility issues impacting the study area.

The second phase, the Options Feasibility study, began in January 2006 and was completed in May 2008. In this phase, our partners developed shared goals, objectives and corridor planning standards for the corridor. We used these measures to develop and evaluate a broad range of potential transportation improvement options for our future.

We have reached consensus on a vision - or conceptualization - of a future transportation system of the Cook DuPage Corridor. The vision is comprehensive and complex. It includes a phased, long term expansion of the regional transportation system with major capital investments, as well as a significant enhancement of our current arterial roadways and bus services. This Action Plan presents the consensus vision to improve future mobility in the Cook DuPage Corridor and the actions that we intend as we now move forward.

In the coming months, we will begin a third phase of study: a System Analysis. Major capital investments from our shared vision will be submitted for very detailed analysis. Corridor municipalities and regional planning bodies will be asked to review a set of very similar alternatives, along with computer modeling results and a comparison of each detailed alternative against the corridor’s goals and objectives. Concurrent with the technical analysis, we will assist local communities in planning transit-supportive land use and development policies.

Shared Responsibility for Action

This action plan represents a starting point, rather than a final or an exclusive set of strategies. As we initiate these strategies, we will learn a lot; and we will adjust and revise our path along the way. Ten “critical actions” have been identified as important milestones toward achieving substantial mobility improvement. What we learn along the way may alter how we get there.

Addressing Implementation Issues

Key implementation issues will impact what, when and how we implement the envisioned transportation system. Of primary concern are cost, timing, feasibility and environmental considerations. These implementation issues will need to be addressed as we prioritize, refine and schedule projects for implementation.
We are committed to evaluating our proposed transportation system to identify the most cost effective and beneficial elements. We are cognizant that our plans will need to be considered in the context other regional and state projects, at a time when capital funding is not currently sufficient to sustain the existing system. We will also explore alternative funding sources and/or cost recuperation strategies and keep a close eye on timing impacts and opportunities with the potential 2016 Summer Olympics.

The major capital investments in the Cook DuPage Corridor Initiative are anticipated to be phased in over a long time period, 20 years or more. Because the proposed transportation projects reflect known 2000 travel patterns and travel projections for the horizon year 2030, each long-term capital project may need to be modified and potentially, even reconsidered based on future, more current information.

Expanding a transportation system in an urbanized area disrupts users of the existing system and communities. As the major capital projects and network enhancements are further developed, much more will be learned about potential impacts to people, property, places and the environment. To the extent that proposed system expansions can occur within existing rights of way and avoid or mitigate environmental impacts, we will make sure to do so. We will also consider the net effects of expansion programs on air quality. A full range of potential consequences will be carefully examined and affect whether and how to move forward with our plans.

**Next Steps**

Our immediate next steps beginning summer 2008 are to:
- determine and detail the scope of the System Analysis
- coordinate with CMAP on responsibilities and resources
- investigate and embrace opportunities to coordinate technical analysis to advance mutual goals
- ask our partners to confirm and commit to leadership of specific strategies
- initiate dialogue on critical actions that have the greatest impact on our future mobility.

Then, beginning late fall 2008 and throughout the coming year, we will tackle the Year 1 strategies described in Section 3 of this Action Plan (and highlighted with boldface type on the facing page). These Year 1 strategies are crucial precursors to ten critical actions that are expected to have a direct impact on mobility.

The Cook DuPage Corridor System Analysis is targeted to begin in December 2008. The RTA will lead the System Analysis effort to refine, evaluate and prioritize the projects and/or project segments within the envisioned future Main Line system, and to select the preferred improvements for a potential first phase of implementation. The projects will be refined in terms of: mode, alignment, design, operating strategy and cost, and the system will be re-evaluated with the Cook DuPage Corridor goals and objectives. We will leverage the past and on-going planning and engineering studies of our partners where more detailed project work has been undertaken by project sponsors. The major capital investments of the envisioned system will undergo travel modeling to determine potential demand, likely impacts on the existing regional transportation system, and key points of access; and environmental study will identify the occurrence and severity of potential environmental impacts. The preferred, priority projects resulting from the System Analysis may require specialized studies by project sponsors for federal approvals and to qualify for federal funding. For example, major transit projects are required to undergo a very specific type of Alternatives Analysis to be considered for funding under the Federal Transit Administration’s New Starts program; and highway projects must complete several distinct, successive phases of engineering and federal reviews.

Improving mobility in the Cook DuPage Corridor is critical to the economy and the livelihood of the Chicago metropolitan region and the state of Illinois. Implementing the consensus solutions contained in this Action Plan will require the continued participation of our many partners and a shared sense of stewardship for the strategies and improvements that the Cook DuPage Corridor Initiative entails.
<table>
<thead>
<tr>
<th>Category</th>
<th>Next Steps: Year 1 Strategies</th>
<th>Critical Action Advanced</th>
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| Major capital investments        | • Model projects to determine potential utilization and physical, social, cultural and environmental impacts.  
• Develop and model two TSM scenarios.  
• Ensure that recommended projects move forward in the most efficient and fiscally responsible way possible.  
• Ensure the continued application of approved Corridor Planning Standards in future planning, evaluation and design of major investments.  
• Undertake community development and land use planning in conjunction with future analysis/development of major capital investments to establish potential impacts and opportunities. | • Prioritize, refine and implement selected major capital investments on a phased basis.  
• Undertake community development and land use planning with development of major capital investments.  
• Support successful integration of transportation and land use planning. |
| Smart corridors                  | • Prioritize Cook DuPage smart corridors, establish specific treatments needed and develop an implementation plan.                                                                                                         | • Implement smart corridors                                                                                                                                                                                                  |
| Connectors                       | • Prioritize Cook DuPage connectors, establish connector service standards and develop implementation plan.  
• Identify Connector service operators.                                                                                                                                                                              | • Implement connectors in conjunction with smart corridor improvements.                                                                                                                                                     |
| Employment center distribution   | • Further develop and refine employment center distribution areas and service assumptions.  
• Encourage incorporation of identified employment centers into locally planned/operated circulator services.  
• Explore flexible reverse commute distribution systems.                                                                                                                                                               | • Implement transit distribution systems at major employment centers with new connector or mainline transit services.  
• Provide sidewalk network at employment centers and along Connector routes.                                                                                                                                         |
| Strategic roadway improvements   | • Forward strategic roadway improvements to respective implementing agencies.                                                                                                                                                     | • Implement strategic roadway improvements                                                                                                                                                                                   |
| Policy issues                    | • Encourage managed lane strategies and pricing policies.  
• Explore Public Private partnerships.  
• Implement all strategies cooperatively among partners  
• Integrate infrastructure and service elements of highway and transit systems that are visible to the traveling public.                                                                                         | • Demonstrate/experiment with managed lane strategies and pricing policies.  
• Achieve a user-perceived seamlessness of the transportation system.                                                                                                                                                  |
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- Policy Committee
- Technical Committee
- Citizen Advisory Committee
- Planning Standards Working Group

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