Preliminary

Supporting Recommendations

The recommended transportation system is very complex and its success would depend upon the continued support, cooperation and coordination of many government agencies and local jurisdictions. A clear articulation of strategies and anticipated next steps will facilitate progress by the many partners involved.

On February 13, 2008, the Policy Committee approved the attached “supporting recommendations”, in addition to their proposed system recommendations. Their approval of both the supporting recommendations and the system recommendations are preliminary and will not be finalized until May 2008, once public comments have been reviewed and considered.

The attached “supporting recommendations” articulate strategies to advance mobility improvements in the Cook DuPage Corridor. These recommendations are action-oriented and can be implemented by the Policy Committee and other Cook DuPage Corridor Study participants.

Supporting recommendations have been developed for the following topics:

- Policy Issues
- Major Capital Investments
- Smart Corridors
- Connector Services
- Circulation/Distribution Services at Employment Centers
- Strategic Roadway Improvements

An action plan for recommendations approved by the Policy Committee will identify specifically how, when and by whom (entity) the next steps should be undertaken. The action plan is anticipated to be included in the RTA’s final report for the Cook DuPage Options Feasibility Study.

Enclosures (2):

1. Preliminary Supporting Recommendations of the Policy Committee;
2. Supplemental information: connectors, smart corridors, strategic roadway investments, employment center distribution/circulation area.
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Policy Issues

Proposed Supporting Recommendations:

1. Encourage managed lane strategies and pricing policies.
   AND
2. Demonstrate/experiment with pricing policies.
   AND
3. Explore Public Private partnerships.
   AND
4. Permit bus shoulder riding.
   AND
5. Support successful integration of transportation and land use planning both regionally and locally.
   AND
6. Achieve a user-perceived seamlessness of the transportation system.
Major Capital Investments

Proposed Supporting Recommendations:

1. Ensure that the planning and implementation of recommended Options move forward in the most efficient and fiscally responsible way possible.

AND

2. Further refine recommended Options in terms of proposed and alternative alignments, cross sections, physical/operating/service parameters, and cost assumptions.

AND

3. Model recommended Options 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.

AND

4. As a Transportation System Management (TSM) 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.

AND

5. Undertake community development and land use planning in conjunction with future analysis/development of major capital investments to establish potential impacts and opportunities.

AND

6. Ensure the continued application of approved Corridor Planning Standards in future planning, evaluation and design of major investments.
Smart corridors

Proposed Supporting Recommendations:

1. Prioritize Cook DuPage smart corridors, establish specific treatments/improvements needed and develop an implementation plan.
   AND
2. Implement smart corridors in conjunction with upcoming roadway improvements, where financially feasible and opportunities exist to maximize cost-savings and minimize traffic disruptions.
   AND
3. Encourage routine monitoring programs on a strategy or smart corridor basis (e.g., IDOT’s SCAT – Signal Coordination and Timing program).

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1 Smart corridors are arterial roadways upon which to focus Intelligent Transportation System (ITS) technology implementation, intersection improvements and traffic management strategies to improve mobility for all users.
Connector Services

Proposed Supporting Recommendations:

1. Prioritize Cook DuPage connectors, establish connector service standards and develop implementation plan.
   AND
2. Identify Connector service operators.
   AND
3. Implement connectors in conjunction with smart corridor improvements, where financially feasible and opportunities exist to maximize technological integration between roadway and transit technologies.
   AND
4. Initiate an automated monitoring program for connector services that interface with regional Transportation Management Centers (TMCs).

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2 Connector services are new coordinated bus service with limited stops for an essential grid of public transportation throughout the Cook-DuPage Corridor.
Proposed Supporting Recommendations:

1. Further develop and refine employment center distribution areas and service assumptions. AND

2. Encourage Councils of Governments and affected communities that are currently operating or planning circulator/distribution services to incorporate identified employment centers into circulator service areas, where relevant. AND

3. Require transit distribution systems at employment centers in conjunction with implementation of connector or major capital investments. AND

4. Explore flexible reverse commute distribution systems (e.g., I-Go/Share car-Go, traditional-reverse commute car sharing and Velo’V (membership based bicycle sharing system). AND

5. Provide sidewalk network along all Connector routes and within major employment center distribution areas.
Proposed Supporting Recommendation:

Forward recommended strategic roadway improvement to respective implementing agencies, noting general consensus and support of Cook DuPage Corridor Policy Committee.
SUPPLEMENTAL INFORMATION

TO THE COOK DUPAGE CORRIDOR SUPPORTING RECOMMENDATIONS

INDICES AND DEPICTION OF:
  CONNECTORS
  SMART CORRIDORS
  DISTRIBUTION/CIRCULATION SERVICE AREAS
  STRATEGIC ROADWAY INVESTMENTS
Index of Proposed Smart Corridors

Below is a list of proposed smart corridors (as assumed in all system options):

**East-West Arterial Corridors**
- Irving Park Road (IL 19)
- Lake Street (US 20)
- Belmont Avenue/Franklin Avenue
- Grand Avenue/Fullerton Avenue
- Army Trail Road
- Schick Road
- Lies Road
- North Avenue (IL 64)
- Geneva Road
- Chicago Avenue
- Roosevelt Road (IL 38)
- Cermak Road/22nd Street/Butterfield (IL 56)
- Ogden Avenue (US 34)
- 31st Street/Oakbrook Road
- 47th Street/Chicago Avenue/Naperville Rd./Maple Avenue
- 55th Street/Garfield Blvd.
- 75th Street
- Warrenville Road/Ferry Road
- Diehl Road

**North-South Arterial Corridors**
- Cicero Avenue (IL 50)
- Austin Blvd.
- Harlem Avenue (IL 43)
- Cumberland Avenue/1st Avenue (IL 171)
- Des Plaines River Road
- 25th Avenue
- Mannheim Road/LaGrange Road (US 12/20/45)/Archer Avenue
- York Road / Garfield Avenue
- Kingery Highway (IL 83)
- Cass Avenue
- Addison Road
- Arlington Heights Road/Bieste field Road
- Main St (Downers Grove)/Highland Ave./Main St. (Lombard)
- Rohling Road (IL 53)
- Roselle Road/Schaumburg Road/Meacham Road
- Glen Ellyn Road/Park Blvd.
- Naper Blvd./Naperville Road/Main St./Schmale Road
- Gary Avenue
- County Farm Road / Winfield Road
- Washington Street/Knoch Knolls Rd./95th St.
- IL 59
- Eola Road
- Bartlett Road/Stearns Road/Munger Road/Spitzer Road
- Lambert Road/Lorraine St./Hill Avenue
- Leask Lane (Lisle)
- Batavia Road (Warrenville)
- Joliet St. (Lisle)
Index of Major Employment Centers
Corresponding to Distribution/Circulation Services

Below is a list of the six major employment centers impacting intersuburban and reverse commuters of the Cook DuPage Corridor, as identified by the *Cook DuPage Corridor Travel Market Analysis* (RTA, December 2005). While Circulation/Distribution service areas vary for each employment center given their unique geographies, the proposed circulation/distribution supporting recommendations apply to all. The geographic area of each is shown on the attached map. Employment estimates within the identified geographic area of each employment center is shown below for additional information and context.

<table>
<thead>
<tr>
<th>Employment Center</th>
<th>2000 (Est.)</th>
<th>2030 (est.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schaumburg</td>
<td>62,400</td>
<td>91,100</td>
</tr>
<tr>
<td>Thorndale</td>
<td>90,300</td>
<td>98,700</td>
</tr>
<tr>
<td>Addison/Elmhurst</td>
<td>56,900</td>
<td>62,900</td>
</tr>
<tr>
<td>Lisle/Naperville/Warrenville</td>
<td>27,600</td>
<td>38,700</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><strong>Total</strong></td>
<td><strong>317,200</strong></td>
<td><strong>381,000</strong></td>
</tr>
</tbody>
</table>

*Data Source: Chicago Metropolitan Agency for Planning
GIS Analysis: Entran (formerly American Consulting Engineers)*

Index of Proposed Strategic Roadway Investments

Below is a list of proposed Strategic Roadway Improvements for all options. NOTE: The number to the left of each Strategic Roadway Improvement corresponds with a like-numbered graphical representation of the project on the attached map.

1 - Eola Road: extend through Fermilab property to IL 38
2 - IL 59: widen from 2 to 3 lanes in each direction
3 - Elgin O’Hare Expressway: extend one interchange west to County Farm Road
4 - Fullerton Avenue/Grand Avenue Corridor: extend west to Main Street (Glen Ellyn) and east to Grand Avenue
5 - 22nd Street: widen from 2 to 3 lanes in each direction
6 - IL 83 (Kingery Highway): intersection improvement at Riverside Dr. (Elmhurst), widen from 2 to 3 lanes in each direction - US 34 to 55th Street and 63rd Street to Midway Drive.
7 - Franklin Avenue: improve interchange with Mannheim Road
8 - Wolf Road: extend over Union Pacific Railroad Proviso Yard
9 - 25th Avenue: widen from 1 to 2 lanes in each direction
10 - I-290 major rehabilitation (Mannheim Road to Cicero Avenue)
11 - Central Avenue: extend over Burlington Northern Santa Fe Cicero Yard
Smart Corridors, Connectors, Distribution Services and Strategic Roadway Improvements

Nine distinct travel markets in the Cook DuPage Corridor reflect travel patterns of such magnitude that warrant potential major capital investment. Yet collectively, the nine travel markets reflect less than 20% of all work travel in the Cook DuPage Corridor. The vast majority of Corridor work trips are dispersed and vary in direction, trip length and end points. This majority of work trips overlap with travel market flows, and are joined by non-work trips and commercial vehicle traffic.

Smart corridors, connectors, distribution services and strategic roadway improvements are recommended to enhance mobility for the full spectrum of Corridor travelers. These low-capital 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 below and are recommended for further prioritization, refinement and potential phased implementation.

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

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

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

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

1. Eola Rd: extend to IL 38 through Fermilab property
2. IL 59: widen from 2 to 3 lanes in each direction
3. Elgin O’Hare Expressway: extend one interchange west to County Farm Road
4. Fullerton Ave/Grand Ave Corridor: extend west to Main Street (Glen Ellyn) and east to Grand Avenue
5. 22nd Street: widen from 2 to 3 lanes in each direction
6. IL 83: intersection improvement at Riverside Dr (Elmhurst), widen from 2 to 3 lanes in each direction - US 34 to 35th St and 63rd St to Midway Dr
7. Franklin Ave: improve interchange with Mannheim Rd
8. Wolf Road: extend over UP Railroad Proviso Yard
9. 25th Ave: widen from 1 to 2 lanes in each direction
10. I-290: major rehabilitation, Mannheim Rd to Cicero Ave
11. Central Ave: extend over BNSF Railroad’s Cicero Yard

Prepared by RTA
December 18, 2007