Cook DuPage Corridor Public Meeting

Public Input Event:
March 10, 2008

Regional Transportation Authority
Suite 1550
175 W. Jackson Blvd.
Chicago, Illinois

Open House 12:00 – 1:00PM
Presentation 12:15 PM

What You Will Learn

- About the Cook DuPage Corridor study
- Schedule and progress to date
- Preliminary recommendations
- How to provide input
• 13% of region’s population; 1.1 million in 2000

• 15% of region’s employment; 750,000 jobs

• 4% expected growth in population by 2030; 20% expected growth in employment
Three Planning Phases

Select Priority Markets

Travel Market Analysis

Options & Feasibility

Shortlist of Options

System Alternatives Analysis

Select Preferred Improvements

Corridor Travel Markets

62k jobs

90k jobs

57k jobs

49k jobs

28k jobs

31k jobs

Cook DuPage

North DuPage

Central DuPage

South Central Cook

West Central Cook

Far West DuPage

Central DuPage

North Central Cook

Traditional

Continue

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

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

Cook DuPage Corridor Study Timeline
Updated January 2008

Problem Statement
Goals & Objectives
Purpose and Need for Mobility Improvement
Conceputal Options
Public Meetings (June '06)

Incorporation of Public Comment
Detailed Options
Corridor Planning Standards

Evaluation
Technical Committee Recommendations
Preparation of materials for non-technical audience
Corridor Planning Standards Guidebook

Policy Committee Recommendations
Public Meetings
Incorporation of Public Comment
Final Recommendations

Travel Market Analysis
Jan. 2006
Transport System Alternatives Analysis
Jan. 2007
Options Feasibility Study
Jan. 2008
We Are Here

Progression

INPUT
35 projects
11 combinations
(system options)

OUTCOME
1 system comprised of 8 improvements
recommended for further study
Alternative Solutions

Main Line System

Concentric System

Radial Reliant System

Preliminary Recommendations

Mid-City BRT

I-355 BRT

Inner Circumferential Rail

J Line BRT

Elgin-O'Hare East Extension

I-290 / I-88 Main Line variations

- HOV lanes
- Bus Rapid Transit (BRT)
- Blue Line Extension from Forest Park (Des Plaines Ave)
Supporting Recommendations

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

Smart Corridors, Connectors, Distribution Services and Strategic Roadway Improvements

Nine distinct travel markets in the Cook DuPage Corridor reflect travel patterns of such magnitude that warrant potential major capital investments. Yet collectively, the nine travel markets account for less than 20% of all work trips in the Cook-DuPage Corridor. The vast majority of Corridor work trips are dispersed and vary in direction, trip length and end points. This disparity of work trips overlaps with home 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.

Prepared by RTA
December 18, 2007

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

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 large and essential grid of public transportation for work and non-work trips. 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 workplaces is needed for the viability of trip-making by transit. Multimodal distribution system service areas (e.g., transit, bicycle, pedestrian and/or others) are recommended at each of the six major employment centers.

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

- Public Comment Period - March
- Final Policy Committee Decision – May
- System Alternatives Analysis - Summer

Why we need your input today

- How to improve corridor mobility
  - Transportation plan with 8 transportation improvements
  - Actions and policies
- Input to further development and refinement of major projects
### Preliminary recommendations for review and comment

- System recommendations
- Supporting recommendations

### How to provide input this afternoon

- Sign in
- Pick up materials
- Provide written comments on comment sheets
How to provide input through March 31

• Comment forms or letters
• Provide to RTA at today’s meeting, or
• US Mail through March 31:

Regional Transportation Authority
Cook DuPage Corridor Study
Attn: Bill Lenski, AICP
175 W. Jackson Blvd., Suite 1550
Chicago, IL  60604

More ways to comment...

• Electronic comment form on:
  www.cook-dupagecorridor.com

• E-Mail (include your name, address) to:
  lenskiw@rtachicago.org
Thank you for your time and input!

- The Regional Transportation Authority