APPENDIX H

Transportation System Inventory

RTP

2026
Regional Transportation Plan

Chicago Metropolitan Agency for Planning

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Introduction

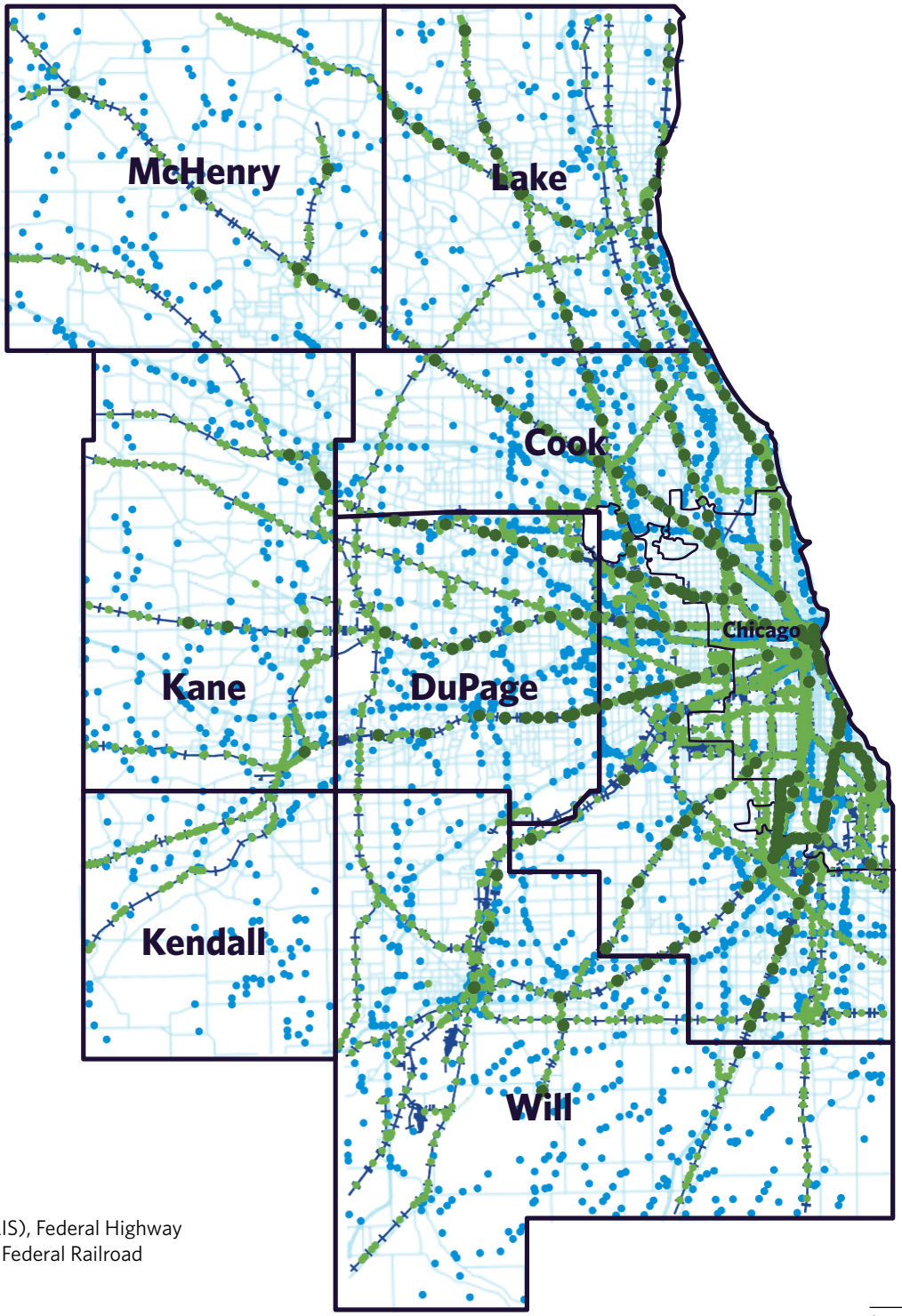
Overview

Northeastern Illinois is served by an extensive and long-established transportation system. The region has invested in the development, operation, and ongoing maintenance of transportation infrastructure for more than a century. Today, northeastern Illinois supports a large and highly connected multimodal network that facilitates both passenger and freight movement, serving as the region's backbone as a nationally and internationally significant transportation hub. Continued investment in the preservation and modernization of this infrastructure is critical to maintaining system performance, supporting economic growth, and advancing the region's long-term goals.

The following sections describe the existing transportation system by mode, including the infrastructure and services that support both passenger and freight travel. Each section summarizes the current extent of the system and the services provided by that mode.

Figure 1: The northeastern Illinois transportation system

- **34,423 miles of roads**
- **3,660 bridges**
- **7,200 miles of rail lines**
- **1,646 rail crossings**
- **391 train stations**



Source: Illinois Roadway Information System (IRIS), Federal Highway Administration's National Bridge Inventory, and Federal Railroad Administration's Rail Network, 2025.

Roads

Miles of interstates, highways, and arterials in northeastern Illinois

Interstates
424.9 miles

Highways and principal arterials
1,735.7 miles

Minor arterials
2,247.9 miles

Overview

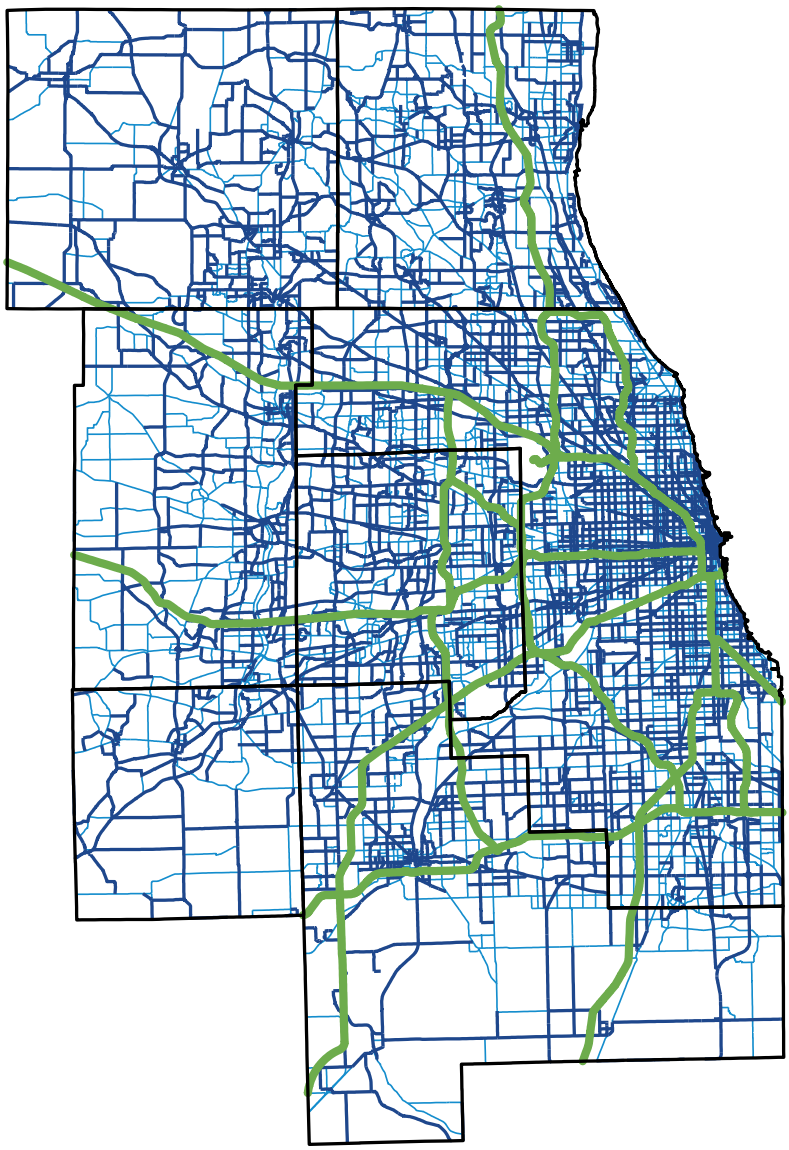
The roadway network in northeastern Illinois includes approximately 34,423 miles of public roadways spanning all functional classifications. The roadway network ranges from limited access interstate highways that support regional and interregional travel to local streets that provide direct access to residential and commercial land uses.

Roadways are assigned a functional classification based on a framework developed by the Federal Highway Administration (FHWA) and implemented by the Illinois Department of Transportation (IDOT). Functional classification is used to inform planning and investment priorities, determine federal-aid eligibility, and categorize roads by their primary roles within the regional transportation system, balancing mobility and access to destinations.

Figure 2: Functional Class I roads in northeastern Illinois

Road types

- Interstate
- Highways and principal arterials
- Local and minor arterials



Source: Illinois Roadway Information System (IRIS), 2025.

Functional Class I roads

Within this network, the region contains over 4,400 miles of functional Class I roads, including interstates, highways, principal arterials, and minor arterials.[1] These facilities form the backbone of regional travel, carrying a substantial share of passenger and freight trips and providing connections to major employment centers, intermodal terminals, and airports.

Interstate roads represent the highest level of mobility in the functional hierarchy. These roadways are designed for uninterrupted travel over long distances. They are characterized by full access control, divided highways, and grade-separated interchanges.

Freeways and expressways (noted in Figure 2 as highways), are similar to interstates in that they are designed to maximize mobility and generally do not serve adjacent land uses. They are either fully or partially access controlled, and along with interstates, are critical for supporting high volumes of passenger vehicles, long-haul freight, and interregional travel.

Principal arterials are roadways that serve major development centers and provide a high degree of mobility, however, surrounding land uses are served more directly. While not always fully access controlled like interstates and freeways, principal arterials connect major urban centers, employment concentrations, and transportation hubs. They facilitate substantial intraregional travel and link with the broader principal arterial network across both urbanized and rural areas.

Minor arterials provide connectivity between principal arterials and the lower-tier collector network. They support moderate-length trips, serve smaller geographic areas than their principal arterial counterparts, and offer connectivity to the higher arterial/expressway system. In urban areas, minor arterials help distribute traffic from principal arterials to surrounding communities. In rural settings, they provide interregional or inter-county service.

Table 1: Northeastern Illinois counties' mileage by functional classification I, 2022

Subarea	Total functional Class I miles	Interstate miles	Highways and principal arterials miles	Minor arterials
Chicago	536.4	64.1	172.2	300.0
Suburban Cook	1,236.6	149.8	460.0	626.7
Total Cook	1,772.9	213.9	632.3	926.8
DuPage	505.4	54.3	197.9	253.3
Kane	454.1	35.0	172.1	247.0
Kendall	157.0	0.0	59.6	97.4
Lake	644.7	25.6	255.9	363.3
McHenry	316.2	9.0	203.2	103.9
Will	558.3	87.2	214.8	256.3
Total	**4,408.5**	**424.9**	**1,735.7**	**2,247.9**

Source: IDOT, Illinois Highway Information System Roadway Information & Procedure Manual, 2026.

1 Illinois Department of Transportation, "2022 Illinois Travel Statistics," 2022, https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/travel-stats/2022-its-original-website.pdf.

Functional Class II roads

Functional Class II roads include major and minor collectors and local roads or streets. These roadways provide a critical link between the arterial network and destinations where trips begin and end.

Major and minor collectors gather traffic from local roads and funnel it to the arterial network. They balance mobility and access, primarily serving intra-county travel, with shorter travel distances than those that occur on arterial routes. Collectors are broken down into two categories: major collectors and minor collectors. Major collector routes are longer, have lower driveway densities, higher speed limits, and higher traffic volumes than minor collectors.

Local roads constitute the remainder of the roadway system. Local roads provide direct access to properties and connect with higher classified routes. These roadways have lower speeds and are focused on providing high accessibility to local destinations.

Table 2: Northeastern Illinois counties' mileage by functional classification II, 2022

Subarea	Total functional Class II miles	Major collectors miles	Minor collectors miles	Local roads and streets miles
Chicago	3,859.4	460.9	54.7	2,807.5
Suburban Cook	8,585.0	656.3	236.7	6,455.5
Total Cook	12,444.4	1,117.1	291.3	9,263.1
DuPage	3,626.9	272.3	110.9	2,738.3
Kane	2,852.9	236.6	138.8	2,023.4
Kendall	1,075.3	137.0	26.2	755.0
Lake	3,381.9	273.6	52.9	2,410.7
McHenry	2,472.8	286.0	88.5	1,782.1
Will	4,160.7	328.6	120.5	3,153.3
Total	**30,014.8**	**2,651.3**	**829.0**	**22,125.8**

Source: IDOT, Illinois Highway Information System Roadway Information & Procedure Manual, 2026.

Fun fact

If all the roadways in northeastern Illinois were lined up consecutively, they would span four times the diameter of the earth.[2]

2 National Aeronautics and Space Administration, "Facts About Earth," accessed April 2026, https://science.nasa.gov/earth/facts/.

Bridges

Overview

Bridges are a critical component of the regional transportation system, enabling roadway and rail networks to cross rivers, roadways, and other barriers. The region has 3,660 bridges as of 2024.

Bridge condition

CMAP maintains a regional bridge inventory dataset, which classifies bridges by condition rating as good, fair, or poor. The number and share of bridges in each condition category are shown in Table 3.[3]

Table 3: Northeastern Illinois bridge condition status

Bridge condition	Number of bridges in CMAP region	Percent of bridges in CMAP region
Good	1,322	36%
Fair	1,897	52%
Poor	441	12%
Total	**3,660**	

Source: CMAP Regional Bridge Inventory Dataset, 2025.

Did you know?
1 in 8 bridges in northeastern Illinois are in poor condition.

Bridge condition ratings follow federal performance management standards established by the FHWA's 2017 rule on pavement and bridge condition measures.[4] These standards evaluate bridge condition using inspection-based measures of key bridge components and overall integrity.

Bridge condition is categorized as:

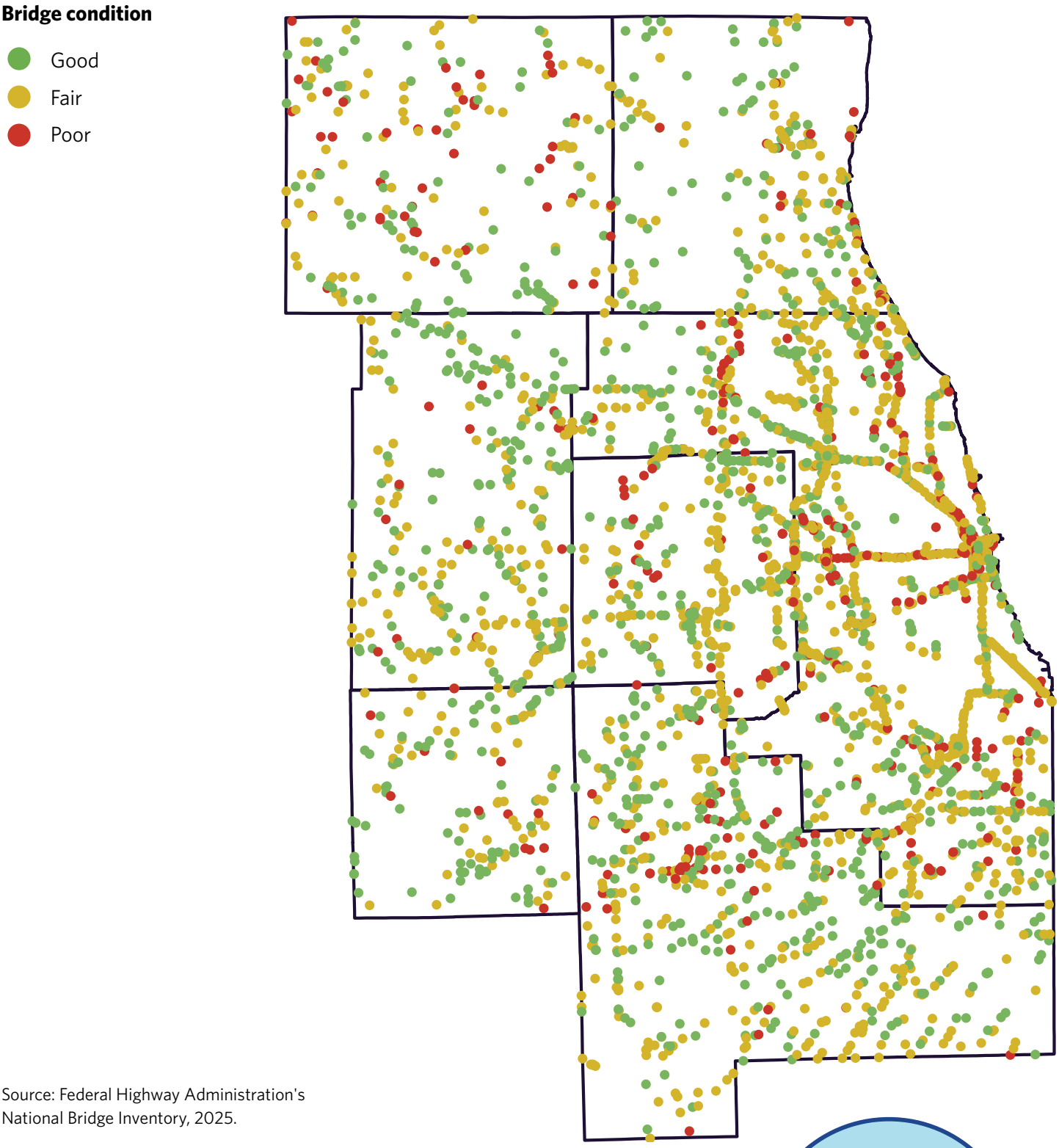
- **Good:** The bridge is in sound condition, with no significant deterioration and minimal maintenance needs.
- **Fair:** The bridge shows minor deterioration and may require preventive maintenance or rehabilitation but remains structurally adequate for service.
- **Poor:** The bridge exhibits advanced deterioration that may reduce structural capacity and typically requires major rehabilitation or replacement.

Monitoring bridge condition supports the region's assets, helps to prioritize preservation and rehabilitation needs, and informs investment decisions aimed at maintaining safety and reliability.

3 Chicago Metropolitan Agency for Planning, "ON TO 2050 Indicators: Percentage of NHS Bridge Area in Poor Condition," https://cmap.illinois.gov/regional-plan/resources/indicators/percentage-of-nhs-bridge-area-in-poor-condition/.

4 Federal Highway Administration, "National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program," January 2017, https://www.federalregister.gov/d/2017-00550.

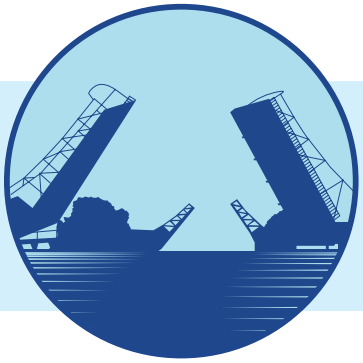
Figure 3: Northeastern Illinois bridge condition status



Source: Federal Highway Administration's National Bridge Inventory, 2025.

Fun fact

The CMAP region has eight times the number of bridges in Venice, Italy, and Chicago is home to the highest number of movable bridges of any city in the world.

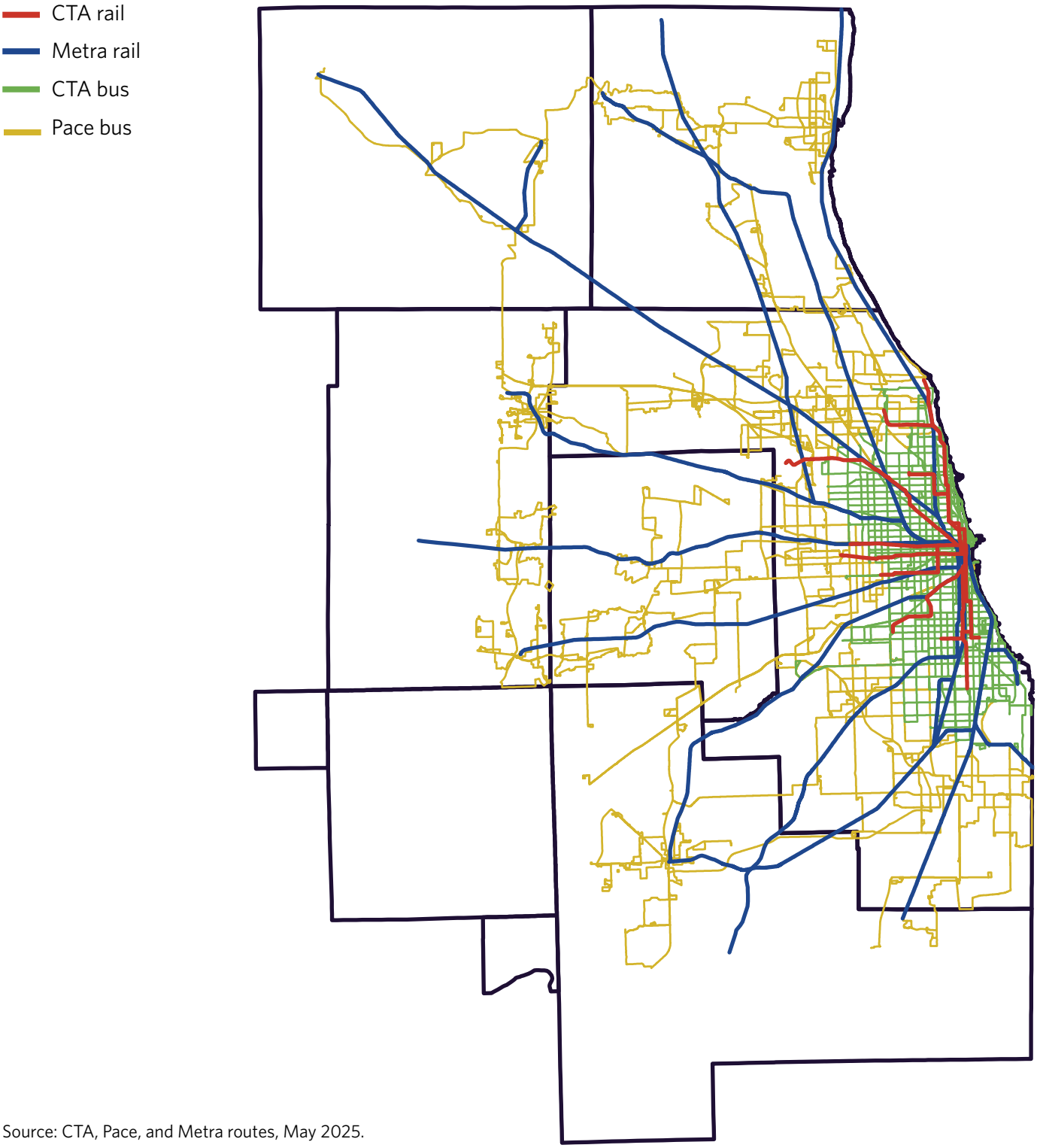


Transit

Overview

Northeastern Illinois is served by an extensive public transit network, including 11 commuter rail lines, 8 rapid transit rail lines, and 273 bus routes.

Figure 4: Public transit routes in northeastern Illinois



Source: CTA, Pace, and Metra routes, May 2025.

Transit agencies

In 2024, transit riders in the region took 367.6 million unlinked passenger trips,[5] ranking third nationwide in total transit usage, behind the New York City and Los Angeles metropolitan areas.[6]

Northeastern Illinois is served by three primary transit agencies: Chicago Transit Authority (CTA), Metra, and Pace. Additional transit services are provided by smaller operators, including the Chicago Water Taxi and Kendall County Transit.

The CTA operates 8 rail lines and 127 bus routes, primarily within Chicago, with some service extending into adjacent suburbs. The CTA operates the nation's second largest heavy rail system and the third largest bus system by ridership.[7] In 2024, the CTA provided over 300 million unlinked annual passenger rides. CTA rail service accounted for 41 percent of these trips, while CTA bus service accounted for 59 percent of those trips.

Metra provides commuter rail service on eleven lines, connecting communities throughout the region with downtown Chicago. Metra is the fourth-largest commuter rail system in the United States by ridership. In 2024, Metra provided more than 35 million unlinked passenger trips. Together, CTA and Metra rail operations include 391 passenger rail stations in northeastern Illinois.

Pace operates 146 suburban bus routes, including local and regional services, as well as limited express service to downtown Chicago. In addition to fixed-route service, Pace provides paratransit and on-demand services that support mobility for older adults and residents with disabilities. As the designated provider of paratransit services in the Regional Transportation Authority (RTA) service area, Pace completed more than 2.5 million paratransit trips in 2022. Additional on-demand services are provided by local governments, including municipalities, townships, and counties.

The Chicago Water Taxi provides ferry service along the Chicago River. It operates seven days per week, providing service between Ogilvie Transportation Center, Union Station, Michigan Avenue, and Chinatown. The system operates 3 revenue vessels, providing 384,914 unlinked passenger trips annually.

Kendall Area Transit serves Kendall County, providing on-demand services for Kendall County residents, providing 32,051 unliked passenger trips in 2024.

The Northern Indiana Commuter Transportation District (NICTD) also serves portions of the region. The NICTD operates the South Shore Line, which runs between Millennium Station in downtown Chicago and South Bend Airport station in South Bend, Indiana. While the line primarily serves northwest Indiana, it also stops at six permanent stations and one special event station in northeastern Illinois.

Table 4: Northeastern Illinois transit agency statistics, 2024

Transit agency	Annual unlinked trips	Annual passenger miles traveled
CTA	309,197,026	1,223,298,041
Metra	35,051,943	762,111,032
Pace	21,121,330	140,761,517
Chicago Water Taxi	384,914	691,607
Kendall Area Transit	32,051	N/A

5 This total includes South Shore Line trips originating in northwest Indiana that are allocated to the Chicago Urbanized Area in the National Transit Database.

6 Federal Transit Administration, "2022-2024 NTD Annual Data - Metrics," October 2025, https://data.transportation.gov/Public-Transit/2022-2024-NTD-Annual-Data-Metrics/ekg5-frzt/about_data.

7 Ibid.

Transit agency	Annual unlinked trips	Annual passenger miles traveled
Northern Indiana Commuter Transportation District	1,771,513	57,773,167
Total	**367,558,777**	**2,126,862,197**

Source: National Transit Database, 2025.

Note: Only a small portion of the NICTD service area falls within the region's boundaries, and thus, these trips are not included in the total line.

Access to transit

The AllTransit Metrics from the Center for Neighborhood Technology (CNT) evaluate transit system performance across the United States using measures related to jobs accessibility, economy, equity, health, transit quality, and mobility. Using CNT's composite scoring methodology, the region receives an overall transit performance score of 5.4 out of 10. On average, households in the CMAP region have 2,422 transit trips per week and 5 transit routes within one-half-mile of their residence. Using AllTransit's accessibility measures, this level of service corresponds to an average of 222,065 jobs accessible within a 30-minute transit trip. Regionwide, over 11 percent of commuters use transit and nearly 73 percent of jobs are located within one-half mile of transit.[8]

However, transit access and service levels vary across the region. AllTransit scores range from 9.2 in Chicago to 0 in Kendall County. Chicago's score of 9.2 ranks fourth among U.S. cities, highlighting high connectivity, frequent service, and strong access to jobs. On average, Chicago households have access to more than 6,000 potential weekly transit trips within one-half mile and can access over 500,000 jobs via transit. While these metrics represent citywide averages, transit service levels vary widely between neighborhoods.

Table 5: AllTransit metrics by county, Center for Neighborhood Technology, 2023

County	Score	Average accessible jobs	Jobs within ½ mile of transit	Average trips/week within ½ mile	Commuters who use transit
Chicago	9.2	545,242	98.2%	6,082	25.1%
Cook	7.3	339,626	88.7%	3,716	16.6%
DuPage	2.5	35,696	55.5%	199	6.0%
Kane	2.7	17,745	56.4%	278	2.0%
Kendall	0.0	77	1.4%	2	1.0%
Lake	2.9	16,557	42.5%	249	3.9%
McHenry	1.3	4,277	37.0%	72	1.9%
Will	1.3	7,926	32.0%	100	3.2%
Total	**5.4**	**222,065**	**N/A**	**2,422**	**11.4%**

Source: Center for Neighborhood Technology, 2025.

Notes: Average accessible jobs is an average number of jobs accessible via transit within a 30 minute transit commute throughout the noted geography. The average trips/week within ½ mile measures the number of transit trips per week in each geography.

Fun fact

The "L" began service in 1892, making it the second oldest rapid transit system in the U.S.

8 Center for Neighborhood Technology, "AllTransitRankings," accessed April 2026, https://alltransit.cnt.org/rankings.

Intercity rail and bus

Overview

Intercity passenger rail and bus services provide important regional connections between northeastern Illinois and destinations across Illinois, the Midwest, and the United States. These services provide an affordable, longer distance mode of travel for residents and visitors. They expand mobility options for households without access to a private vehicle while strengthening the region's role as a national transportation hub.

Intercity rail

Northeastern Illinois is a major hub for Amtrak intercity passenger rail, with fifteen Amtrak routes servicing Chicago Union Station. In total, there are eight Amtrak stations located in the region. In 2024, Amtrak stations in northeastern Illinois served over three million passengers. Chicago Union Station alone ranked as the fourth busiest Amtrak station in the United States in 2024.[9]

Table 6: Northeastern Illinois Amtrak ridership by station

Station	2024	2023	2022	2021	2020	2019
Chicago	3,011,972	2,722,448	2,359,084	1,336,525	1,688,452	3,331,513
Glenview	56,587	47,591	38,221	20,571	31,551	62,347
Homewood	40,820	35,220	26,722	10,299	22,994	36,588
Joliet	70,113	60,583	54,905	28,348	35,319	64,752
La Grange	8,892	7,157	8,407	4,712	6,673	10,773
Naperville	30,704	25,987	26,991	16,598	22,563	40,902
Plano	5,289	4,237	4,746	2,679	3,588	6,269
Summit	19,749	16,697	15,111	8,310	9,607	14,516
Total	**3,244,126**	**2,919,920**	**2,534,187**	**1,428,042**	**1,820,747**	**3,567,660**

Source: Bureau of Transportation Statistics, 2024.

Intercity bus

Northeastern Illinois is also served by several intercity bus operators that provide scheduled service to destinations across Illinois, the Midwest, and the United States. Greyhound is the most prominent intercity bus operator in the region, though additional carriers provide service through shared facilities and curbside pickup locations.

In 2025, Chicago advanced plans to purchase the existing intercity bus terminal and convert it into a city-owned facility that would be available for use by all intercity bus operators.

9 Bureau of Transportation Statistics, "Amtrak Ridership," accessed April 2026, https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/amtrak-ridership.

Table 7: Intercity bus services in northeastern Illinois

Carrier	Stops in region	Major destinations from northeastern Illinois
Greyhound	Chicago Greyhound terminal, Naperville, Elgin, 95th Red Line station	Indianapolis, Cincinnati, Cleveland, Detroit, Memphis, St. Louis, St. Paul
Flixbus	Chicago Greyhound terminal, Naperville, Elgin, 95th Red Line station	Detroit, St. Paul
Coach USA/Van Galder	Chicago Union Station, O'Hare multimodal facility	Madison, Milwaukee
Barons	Chicago Greyhound terminal	Indianapolis, Cincinnati, Cleveland, Detroit, Memphis, St. Louis, St. Paul
Peoria Charter	Des Plaines, O'Hare multimodal facility, Midway, Northbrook, Skokie, Matteson, Downers Grove, Oak Brook, Schaumburg	Peoria, Bloomington-Normal, Champaign-Urbana, West Lafayette
Amtrak Thruway	Chicago Union Station	Peoria, Nashville, Louisville, Indianapolis, Madison
Tornado Bus	Chicago	Memphis, Texas
UI Ride	University of Illinois Chicago	Champaign-Urbana

Note: Services as of May 2025.

Aviation facilities

Overview

Northeastern Illinois is home to a diverse network of aviation facilities that support regional and international travel, air cargo, and broader economic activity. The region's aviation system includes major commercial service airports as well as smaller general aviation facilities.

Passenger airline activity

In 2023, airports in the region served nearly 49 million enplanements (airplane boardings), a 5 percent increase from the prior year, according to the Federal Aviation Administration.[10]

Most aviation activity in northeastern Illinois is concentrated at two facilities: O'Hare International Airport and Midway International Airport. O'Hare ranks among the nation's busiest airports for passenger boardings, with the fourth-highest number of enplanements in the U.S. in 2023. Midway also plays a significant role in the regional aviation system, ranking 31st nationally in enplanements.

10 Federal Aviation Administration, "Passenger Boarding (Enplanements) and All-Cargo Data for U.S. Airports," accessed April 2026, https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger.

Table 8: Northeastern Illinois enplanements by airport

Airport	2023 enplanements	2024 enplanements
O'Hare International Airport	35,843,104	38,575,693
Midway International Airport	10,659,520	10,360,093
Chicago Executive Airport	273	1,146
Waukegan National Airport	91	126
DuPage Airport	136	105
Lewis University Airport	12	26
Aurora Municipal Airport	32	11
Bolingbrook's Clow International Airport	8	4
Schaumburg Regional Airport	0	2

Source: Federal Aviation Administration CY 2024 Passenger Boarding Data, 2025

Air freight activity

O'Hare International Airport and Midway International Airport also support significant freight activity and serve as key components of the national and international freight network. In 2024, O'Hare ranked as the seventh busiest airport for air freight activity.[11]

Table 9: Northeastern Illinois air freight activity, 2024

Airport	O'Hare International Airport	Midway International Airport
Domestic freight metric tons	634,701	15,669
International freight metric tons	1,439,304	0
Total freight metric tons	**2,074,006**	**15,669**
Domestic cargo aircraft operations	12,609	0
International cargo aircraft operations	16,852	0
Total cargo aircraft operations	**29,461**	**0**

Source: Chicago Department of Aviation, 2024.

Note: Freight includes volumes on domestic passenger flights.

Fun fact

In 2025, Chicago's O'Hare International Airport was the busiest airport in the U.S. by aircraft operations, according to preliminary data.[12]

11 Chicago Department of Aviation, "Air Traffic Data," accessed April 2026, https://www.flychicago.com/business/CDA/factsfigures/Pages/airtraffic.aspx.

12 USA Today, "Busiest airport in America is not in Atlanta anymore. See where it is," January 2026, https://www.usatoday.com/story/travel/airline-news/2026/01/22/america-busiest-airport-chicago-ohare/88204007007/.

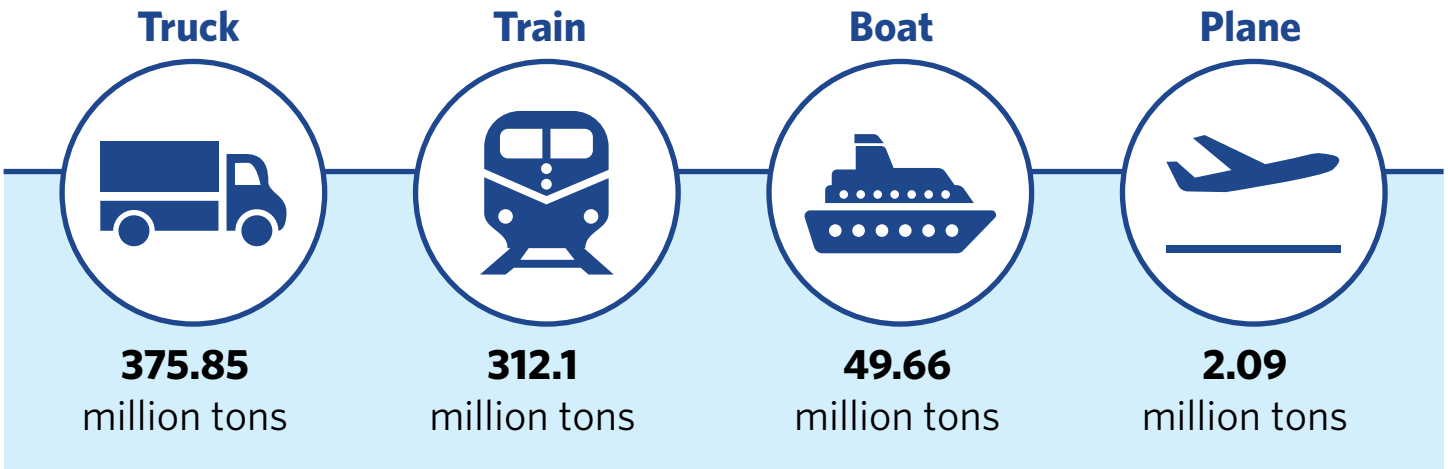
Freight network

Overview

Freight movement is a critical element of northeastern Illinois' economy and transportation system. In 2023, the region's freight network moved nearly 700 million tons of goods to, from, and within the region, with a total value of more than $1 trillion based on Freight Analysis Framework (FAF) data. FAF uses a broader definition of the Chicago region that extends beyond CMAP's seven-county planning area.[13]

The freight network is a key source of jobs in the region, providing more than 210,000 jobs in 2024, primarily in trucking and freight-supportive industries like warehousing and arrangement, but also in the rail, maritime, pipeline, and aviation industries. The freight network supports more than 14,000 freight and freight support establishments in 2022.

Figure 5: How do 737 million tons move through the region?



Freight rail

Northeastern Illinois is the nation's busiest rail hub and is served by an extensive rail network comprising 3,900 miles of rail lines. All six Class 1 freight railroads operate in northeastern Illinois, along with numerous regional and short-line railroads. Short-line railroads serve an important role in connecting rail-served industrial sites and providing first-mile/last-mile freight rail access to shippers. All railroads that run through northeastern Illinois are shown in Table 10.[14]

Table 10: Northeastern Illinois freight railroads, 2023

Railroad class	Reporting mark	Railroad name
Class I railroads	BNSF	BNSF Railway
	CN	Canadian National Railway
	CPKC	CPKC
	CSXT	CSX Transportation
	NS	Norfolk Southern
	UP	Union Pacific Railroad

13 Bureau of Transportation Statistics, "Freight Analysis Framework," February 2026," https://www.bts.gov/faf.
14 Association of American Railroads, "Freight Rail Facts and Figures," accessed April 2026, https://www.aar.org/resources/#1-facts-amp-figures.

Railroad class	Reporting mark	Railroad name
Class II railroads	IAIS	Iowa Interstate Railroad
	WSOR	Wisconsin and Southern Railroad
Class III railroads	CSS	Chicago, South Shore, and South Bend Railroad
	IR	Illinois Railway
Switching and terminal railroads (Class III)	AVRR	Ag Valley Railroad
	BJRY	Burlington Junction Railway
	BRC	Belt Railway Company of Chicago
	CCUO	Chicago Chemung Railroad
	CERR	Cicero Central RR
	CJR	Chicago Junction Railway
	CLCY	Chessie Logistics Co.
	CPRR	Chicago Port Railroad
	CRL	Chicago Rail Link
	CSPX	Chicago, St. Paul & Pacific Railroad
	IHB	Indiana Harbor Belt Railroad
	MWRD	Metropolitan Water Reclamation
	SCIH	South Chicago & Indiana Harbor

Source: CMAP Regional Freight Assessment, 2025.

Freight trucks

Freight trucking is the primary mode for moving consumer and business goods within the region. Freight trucks provide critical first-mile/last-mile connections to rail terminals, ports, warehouses, and industrial areas. The region's trucking industry includes more than 12,000 establishments with 108,000 employees.[15]

Trucks are commonly categorized by weight class:

- **Light-duty trucks:** Gross vehicle weight (GVW) up to 10,000 pounds
- **Medium-duty trucks:** GVW up to 26,000 pounds
- **Heavy-duty trucks:** GVW greater than 26,000 pounds

As of 2021, the region registered a combined 128,000 medium-duty trucks and 166,000 heavy-duty trucks.

15 Chicago Metropolitan Agency for Planning, "Regional Freight Assessment: The Freight Landscape," October 2025, https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/CMAP_FreightLandscapeSummary.pdf.

Table 11: Northeastern Illinois commercial vehicles, 2021[16]

Truck	Vehicle class	Gross weight	Estimated Illinois statewide vehicles from the 2021 Vehicle Inventory and Use Survey
Medium-duty	Class 3	10,001 – 14,000 lbs.	63,330
	Class 4	14,001 – 16,000 lbs.	24,257
	Class 5	16,001 – 19,500 lbs.	19,496
	Class 6	19,501 – 26,000 lbs.	21,136
Heavy-duty	Class 7	26,001 – 33,000 lbs.	21,145
	Class 8	> 33,000 lbs.	144,659

Source: U.S. Census 2021 Vehicle Inventory and Use Survey (VIUS), 2021.

Ports and waterways

Northeastern Illinois is served by three ports and six navigable waterways, which support commerce by facilitating the transport of industrial materials and bulk commodities into, out of, and through the region. In 2023, the Illinois International Port received and shipped more than 9 million tons of commodities, making it the busiest port in the region. The Joliet Regional Port followed closely, handling over 7 million tons.

Maritime freight moves through the Chicago Area Waterway System on a variety of vessels. The count of these vessels within northeastern Illinois is shown in Table 12.[17] Vessels over five tons are categorized as follows:

- **Decked barge:** a barge topped with a platform on which equipment and other cargo can be placed. It can be used not only for moving equipment, but also sometimes as a work location for bridge or waterway work.
- **Covered dry cargo barge:** a barge that carries loads of solid bulk cargo, such as agricultural goods or building materials, that need to be kept dry.
- **Open dry-cargo barge:** a barge that carries bulk cargo that does not require protection from the weather.
- **Tank barge:** a barge that carries liquid products.
- **Towboat**: a motorized vessel that moves barges along the waterways.

Table 12: Count of maritime cargo vessels based in northeastern Illinois, 2022

Type of vessel	Count of vessels
Decked barges	107
Covered dry-cargo barges	288
Open dry-cargo barges	99
Tank barges	5
Towboats	66
Total	**565**

Source: CMAP Regional Freight Assessment, 2025.

Note: Information was not available for lake-wise vessels. No active lakers or salties are based in the region, though they call at the port regularly.

16 U.S. Census Bureau, "2021 Vehicle Inventory and Use Survey," accessed April 2026, https://www.census.gov/programs-surveys/vius.html.

17 CMAP analysis of U.S. Army Corps of Engineers, Institute for Water Resources, "Vessel Company Summary and Vessel Characteristics," 2022, https://usace.contentdm.oclc.org/utils/getfile/collection/p16021coll2/id/14468

The two most important anchors for maritime freight in northeastern Illinois are the Calumet Harbor and Lake Calumet and the Illinois River. Calumet Harbor and Lake Calumet provide access to the Great Lakes and the Saint Lawrence Seaway, while the Illinois River connects the region to the Mississippi River waterway. As a result, these waterways carry the highest freight tonnages in the region.[18]

Aside from the two anchor waterways, overall maritime freight volumes are highest on the Chicago Sanitary and Ship Canal and the Calumet-Sag Channel, where through-movements between connecting waterways represent a large share of traffic.

Table 13: Tonnages for selected waterways in northeastern Illinois, by direction, 2022 (millions)

Waterway	Through	In	Out	Local	Total
Calumet Harbor and River	2.4	4.8	1.7	0	**8.9**
Lake Calumet	0	1.0	0.1	0	**1.1**
Illinois River	6.5	5.5	17.7	0.4	**30.1**
Chicago Sanitary and Ship Canal	4.4	3.2	2.2	0.9	**10.7**
Calumet-Sag Channel	3.8	0.3	0.1	0	**4.2**

Source: CMAP Regional Freight Assessment, 2025.

Active transportation

Overview

Active transportation infrastructure, including bicycle facilities and sidewalks, are a critical resource in the region, supporting short-distance travel, first-mile/last-mile connections to transit, and access to jobs, schools, and services. These facilities also play an important role in improving transportation safety, expanding mobility options, and supporting regional public health and environmental goals.

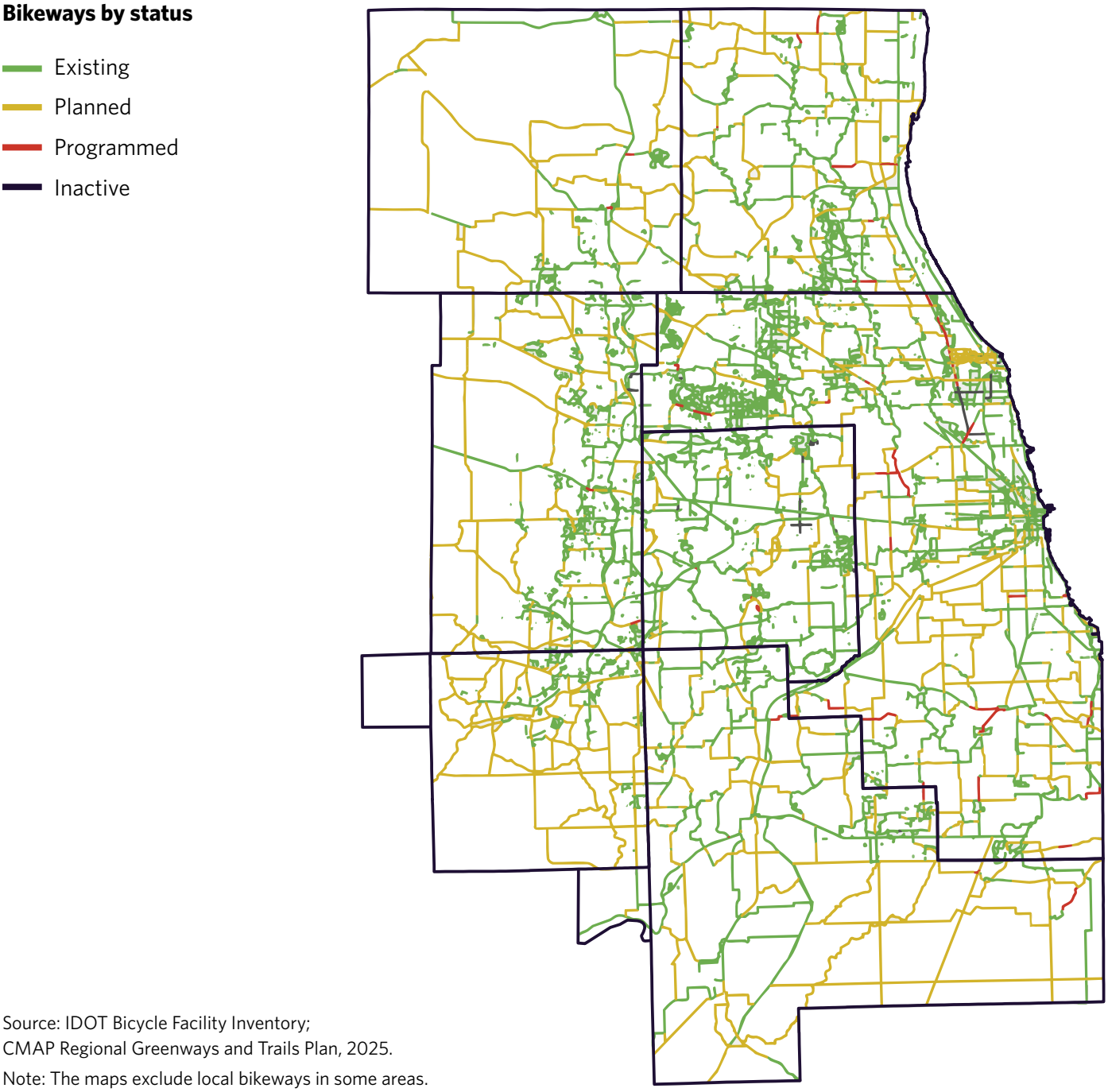
Bike network

Northeastern Illinois has a growing bicycle network, consisting of on-street bikeways, off-street shared-use paths, and regional trail corridors. These facilities provide local connections within communities. Existing and proposed bikeways in the CMAP region are shown in Figure 6.[19]

18 CMAP analysis of U.S. Army Corps of Engineers, Institute for Water Resources, Waterborne cargo and trips data files (manuscript files), WCSC 2022 cargo for Mississippi Valley/Gulf Coast (14576) and Great Lakes (14575).

19 Illinois Department of Transportation, "Bicycle Facility Inventory," accessed April 2026, https://bfis.app.dot.illinois.gov/; Chicago Metropolitan Agency for Planning Regional, "Greenways and Trails Plan," accessed April 2026, https://cmap.illinois.gov/focus-areas/transportation/walking-and-biking/greenways-and-trails/.

Figure 6: Active and proposed bikeways in the CMAP region



Source: IDOT Bicycle Facility Inventory;
CMAP Regional Greenways and Trails Plan, 2025.
Note: The maps exclude local bikeways in some areas.

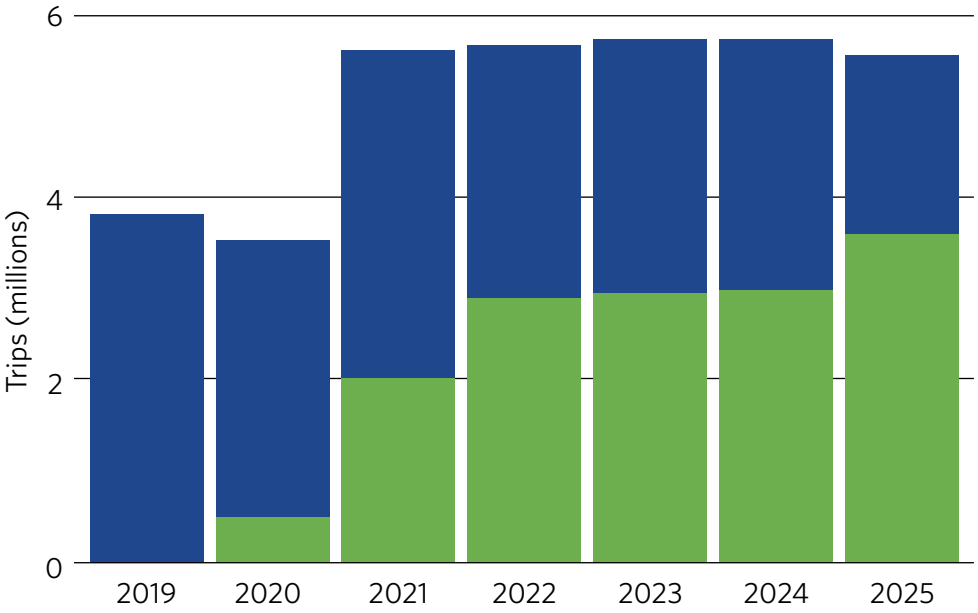
Bike share programs

Northeastern Illinois is home to one of the largest bike share programs in North America. Divvy, operated by Lyft, primarily serves Chicago and provides service in several municipalities in Cook County.

In 2025, Divvy recorded more than 5.5 million combined classic bike and e-bike rides, representing an increase of approximately 45 percent compared to 2019. Divvy ridership has shifted over time with the introduction and expansion of e-bikes, which were first rolled out in July 2020 and have grown to represent a larger share of the bike share inventory and total trips.[20]

20 City of Chicago Data Portal, "Divvy Trips," accessed April 2026, https://data.cityofchicago.org/Transportation/Divvy-Trips/fg6s-gzvg.

Annual Divvy ridership by bike type (2019 – 2025)



Source: Chicago Data Portal, 2026.

Table 14: Annual Divvy trips (by bike type)

Bike type	2019	2020	2021	2022	2023	2024	2025
Classic	3,818,004	3,036,938	3,563,371	2,778,688	2,774,298	2,735,510	1,948,041
E-bike	0	504,745	2,031,692	2,889,029	2,945,579	2,980,510	3,604,953
Total	**3,818,004**	**3,541,683**	**5,595,069**	**5,667,717**	**5,719,877**	**5,716,020**	**5,552,994**

Source: Chicago Data Portal, 2026.

Note: E-bikes were first rolled out in July 2020 and have progressively become a larger portion of the Divvy bicycle fleet. Scooter data is not included in Table 14 or in the chart above.

Sidewalks and pedestrian infrastructure

Sidewalks and pedestrian infrastructure play a key role in nearly every trip with an origin or destination in the region. As of 2023, northeastern Illinois includes more than 39,000 miles of sidewalks.[21] Cook County alone contains nearly 20,000 miles of sidewalk. Sidewalk availability and continuity vary across the region, reflecting differences in development patterns, roadway ownership, and historical investment levels.

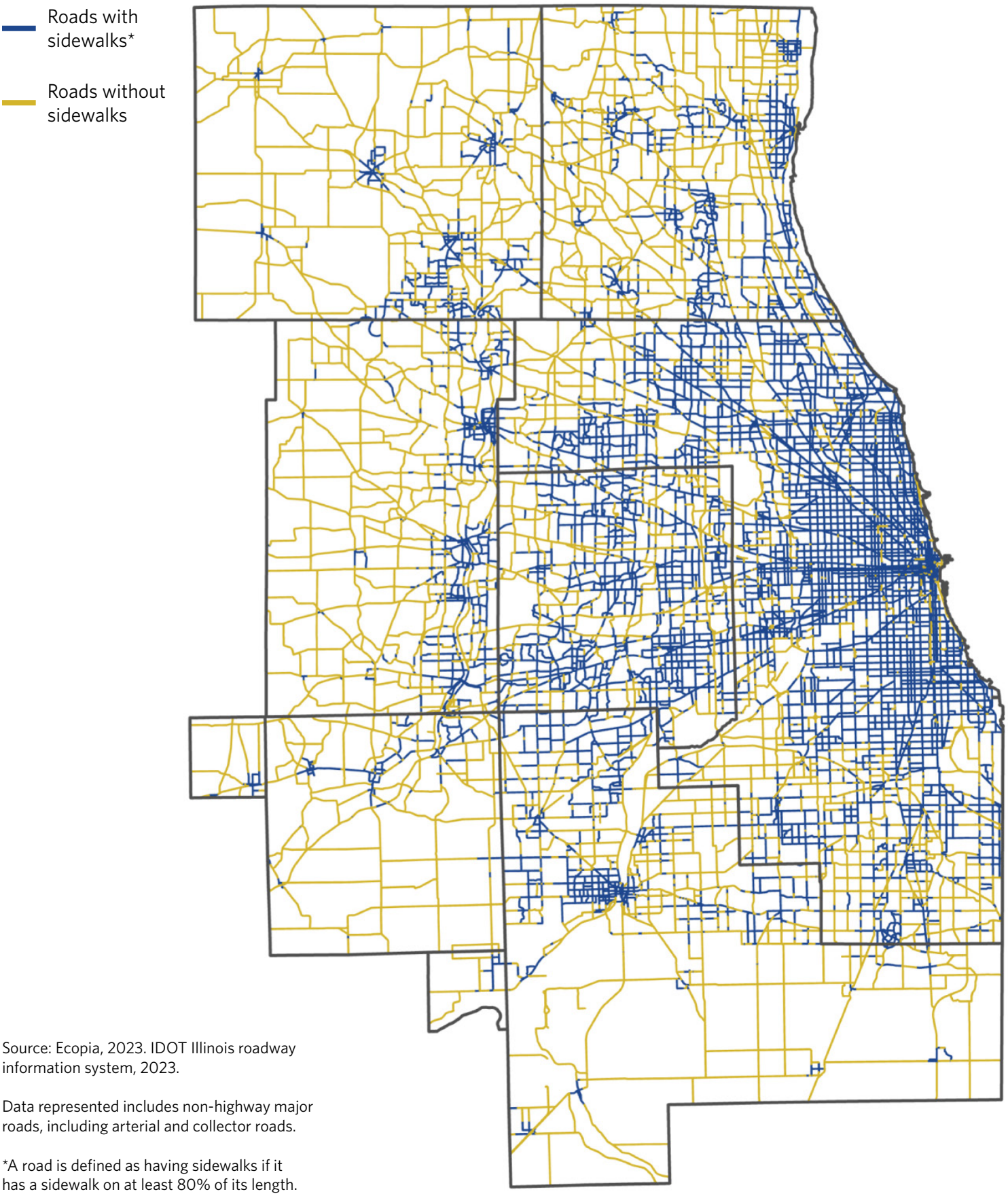
Table 15: Miles of sidewalk by county, 2023

County	Miles of sidewalk	Sidewalk miles per sq mile
Cook	19,711.4	20.84
DuPage	5,589.0	16.73
Kane	3,219.3	6.19
Kendall	909.3	2.83
Lake	3,564.7	7.96
McHenry	1,621.9	2.69
Will	4,533.4	5.42
Total	**39,148.9**	**9.76**

Source: Ecopia, 2023.

21 CMAP analysis of Ecopia sidewalk data, 2023

Figure 7: Sidewalk coverage in northeastern Illinois



Source: Ecopia, 2023. IDOT Illinois roadway information system, 2023.

Data represented includes non-highway major roads, including arterial and collector roads.

*A road is defined as having sidewalks if it has a sidewalk on at least 80% of its length.

2026 Regional Transportation Plan

FY26-0030

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See **cmap.illinois.gov** for more information.

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400