

1995 TRANSPORTATION SYSTEM PLAN

NORTHEASTERN ILLINOIS-NORTHWESTERN INDIANA REGION

ANNUAL
UPDATE

This report, the 1995 Transportation System Plan Annual Update, was prepared by the Chicago Area Transportation Study. The Study is sponsored by the agencies of the Policy Committee in cooperation with the U.S. Department of Transportation Federal Highway Administration. The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, Urban Mass Transportation Administration, under the Urban Mass Transportation Act of 1964, as amended.

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UPDATE
MARCH 1976

ERRATA SHEET

Page 5

The Illinois Central Gulf South Chicago Branch should not be listed as an Elimination under the Commuter Rail Network

Page 14, 18,

Figure 5, 5d,
The existing Freeway (U.S. 20) shown in the vicinity of South Elgin should be located between Gifford Road on the east and Randall Road on the west going through the south part of Elgin

Page 14, 15, 21

Figures 5, 5a, 5g
The Freeway segment north of the intersection of the Dan Ryan and Chicago Skyway does not exist as shown.

Page 16

Figure 5b
Lake Shore Drive between Monroe Street and Wacker Drive; shown as a proposed Freeway Corridor should be shown as 1995 Arterial.

Page 35

Transit and Corridor of High Accessibility (Renewal and Upgrading - Existing System) Costs for the city of Chicago should read 765.6

Page 35

Aviation (Reconstruction and Capital Improvement - Existing) Costs for the city of Chicago should read 95.0

1995 TRANSPORTATION SYSTEM PLAN

NORTHEASTERN ILLINOIS-NORTHWESTERN INDIANA REGION

**ANNUAL
UPDATE
MARCH 1976**

To the Elected Officials and Citizens of the Northeastern Illinois-Northwestern Indiana Region

LANGMORNE M. BOND, Chairman
Secretary
ILLINOIS DEPARTMENT OF TRANSPORTATION

MILTON PEGASAY
Chairman
REGIONAL TRANSPORTATION AUTHORITY

I am pleased to present the 1976 update of the 1995 Transportation System Plan. This is the first update since the Chicago Area Transportation Study Policy Committee originally adopted it in June, 1974. On February 10, 1976 the Committee reaffirmed its original adoption of the Plan.

The 1995 Transportation System Plan is intermodal and includes public transportation, highways, aviation and freight components. Based upon the same data base as other comprehensive plan elements, it provides a long range transportation development guide for the region.

The updated Plan will serve as a guide for public and private transportation investment until the Year 2000 Plan is completed. The changes shown reflect actual changes in the transportation system or modifications sought by members of official governmental, planning and operating transportation agencies and the CATS Council of Mayors. The Plan is not static and will require continual review and periodic updating. This report prepared by the Chicago Area Transportation Study is intended to describe the update to public officials and interested groups, so that a current guide for future implementation actions is available.

We respectfully recommend that it be reviewed and considered for adoption by appropriate authorities as the Region's transportation plan. We seek your comments and recommendations for implementing a better transportation system for our area.

Respectfully submitted,


Langmorne M. Bond
Chairman
Policy Committee - CATS

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Chairman, Council of Mayors
County Out 4th
Representing, COUNCIL OF MAYORS

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Commissioner, Department of Public Works
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Representing, COOK COUNTY

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CHICAGO AREA TRANSPORTATION STUDY CATS

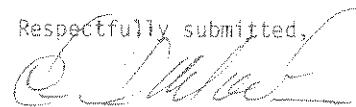
To the Elected Officials and Citizens of Northeastern Illinois - Northwestern Indiana:

We take great pleasure in presenting the first update of the 1995 Transportation System Plan for the Northwestern Indiana - Northeastern Illinois Region. The Commission initially adopted the Plan by Resolution on the 27th day of November, 1974 and reaffirmed that adoption on the 11th day of June, 1975.

The initial Plan was prepared through a cooperative, coordinated, and comprehensive, multi-modal planning process including consideration of social, economic, environmental, transportation service, and comprehensive goals as forecasted and formulated to the Year 1995. This update verifies that the Plan is current and valid to insure systematic, rational, and maximum beneficial decisions on the expenditure of federal, state and local funds.

The Commission believes that a safe, efficient, and resource-conserving transportation system is needed for the social, economic, and environmental well-being of all citizens in Northwestern Indiana, while believing that the Plan is dynamic and subject to change as these conditions dictate. Thus, we would appreciate further comments on this update to insure that future Plan revisions will be reflective of the concerns and desires of the Region's governmental authorities and its citizens.

Respectfully submitted,



COLIN S. MACKENZIE,
Chairman

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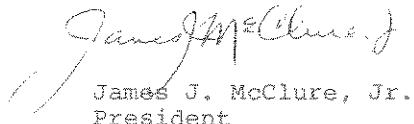
Gentlemen:

The 1995 Transportation System Plan was adopted by the Northeastern Illinois Planning Commission on November 21, 1974. The Commission's action at that time included the adoption of a series of modifications and recommendations to the summary plan document prepared by the Chicago Area Transportation Study, and NIPC staff subsequently initiated discussions relative to the incorporation of these modifications into a single plan document.

With the preparation of the Annual Update of the 1995 Transportation System Plan, all but one of the NIPC recommended modifications have been incorporated into the new plan document or have been addressed satisfactorily. Accordingly, I am pleased to report that at a meeting held February 19, 1976, the Commission approved a recommendation to accept the Annual Update of the plan and acknowledged the accommodation by the Chicago Area Transportation Study of its suggested revisions. Further, it is our understanding that our sole remaining concern will be accommodated by the inclusion of this letter referencing our approval of the Annual Update.

We wish to commend the staff of your agencies for their cooperation and efforts which have resulted in the development of the updated plan document.

Sincerely,


James J. McClure, Jr.
President

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NORTHEASTERN ILLINOIS PLANNING COMMISSION

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INTRODUCTION

Transportation systems are so basic to our society that we sometimes overlook their vital role. Chicago began as a transportation hub and today the region's economy is based on an intricate network of transit, railroads, highways, waterways, aviation and pipelines. It is this network that links housing, manufacturing, commerce, education, recreation and agriculture in and beyond the eight counties of northeastern Illinois and northwestern Indiana.

Transportation problems also are linked. Transit services declined in recent years as farebox revenues met less and less of the maintenance and improvement costs. Commuters have increasingly turned to automobiles, boosting the need for roads and parking facilities and helping to expand distinctive suburban land use and travel characteristics. This development has brought strong financial pressures on the open land needed for recreation, airports and other public uses. The freight system has become overextended and more difficult to operate under current tax and regulatory restraints. All these factors affect and are affected by the problems of pollution, energy supply and fuel costs.

Recognizing these factors, the comprehensive 1995 Transportation System Plan was developed by the Chicago Area Transportation Study (CATS) and the Northwestern Indiana Regional Planning Commission (NIRPC) with the assistance of the Department of Development and Planning of the City of Chicago (DDP) and the Northeastern Illinois Planning Commission (NIPC). The Plan was adopted by CATS, NIRPC and NIPC after legal public hearing and deliberations. This approval qualifies the region for federal transportation funds.

The Plan is a basis for decision making, not a blueprint. Project priorities, alignments and design are determined by the operating agencies.

Changes in the plan include: Eight additional transportation centers in northwestern Indiana; Proposed connection between Interstate 94 in Illinois and the Wisconsin Lake Freeway; An extension of Calumet Expressway from the Sauk Trail to Route 1 in Will County; Addition of intercity rail routes to Figure 8, Airport System; Elimination of a freight terminal cluster proposed for Chicago Heights from Figure 10, Truck Freight and Intermodal Yard System.

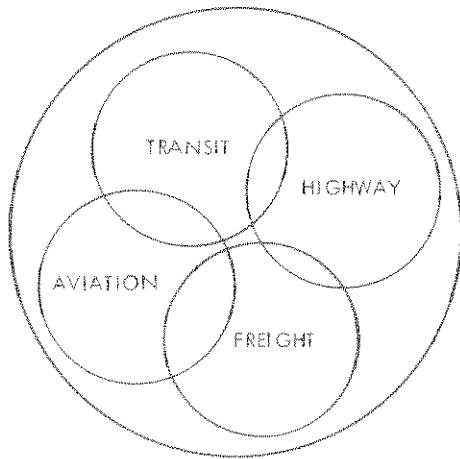
This publication is the product of the first of the annual updates in which the Plan is revised by the planning agencies and local officials to reflect pertinent changes in the region and progress toward implementation.

transportation's basic role

regional plan development

first annual plan update

¹Formerly the Lake-Porter Regional Transportation and Planning Commission.



transportation goals

transportation objectives

energy a factor

GOALS AND OBJECTIVES

The 1995 Transportation System Plan is a coordinated multimodal plan for the improvement of transportation facilities. Measures such as reserved bus lanes, staggered working hours and fare structuring which do not require large capital investments are important elements of any transportation plan and should be added as the plan is detailed during implementation studies.

The modal components of the Plan are:

TRANSIT SYSTEM - commuter railroad, rapid transit, bus

HIGHWAY SYSTEM - freeways, arterials

AIRPORT SYSTEM - commercial and general aviation, intercity ground passenger transportation

FREIGHT SYSTEM - rail, water, truck, energy corridors

The 1995 Transportation System Plan reflects all the goals and policies contained in the following regional comprehensive plans:

1. The Comprehensive Plan of Chicago, Department of Development and Planning, City of Chicago, December, 1966.
2. The Comprehensive General Plan for the Development of the Northeastern Illinois Counties Area, Northeastern Illinois Planning Commission, April 19, 1968.
3. A Comprehensive Plan for the Lake-Porter Region, Indiana, Lake-Porter Regional Transportation and Planning Commission, October, 1970.

In addition to the goals, policies and assumptions implied in these regional plans, the 1995 Transportation System Plan attempts to achieve the following objectives,

Provide citizens with accessibility in response to their needs.

Support the land use and functional plans, policies and forecasts developed by the regional comprehensive planning agencies.

Minimize social and economic disruptions of existing land uses and activities.

Maintain the high accessibility of the Chicago Central Business District (CBD).

Increase the accessibility of low and moderate income families to jobs and services.

Reduce accidents and ensure public safety.

Reduce pollution (air, water and land use) and minimize disruption to the physical (including visual) environment.

Coordinate transfers between modes to optimize accessibility and provide real choice of transportation modes to all segments of society.

Conserve energy resources.

Provide special services to the handicapped and elderly.

The use of energy for transportation was considered in the plan evaluation. The recent energy shortage and the future impact of energy supply on transportation planning however was not fully addressed in this process.

As is shown by the objectives listed above, transportation improvements must be related to social, economic and ecological needs. In the same way, transportation improvements should be linked to other physical development; shopping malls, for example, can be provided with exclusive bus lanes.

TRANSIT SYSTEM PLAN

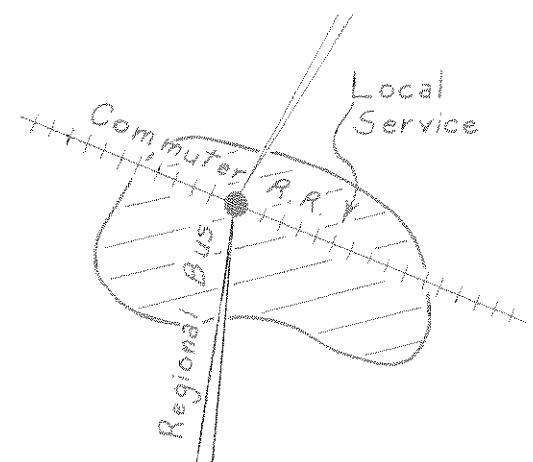
The 1995 Transportation System Plan places special emphasis on expanding and improving the transit service in this region. The transit component of the plan seeks to optimize the use of the existing transit system and increase its capacity within the constraints of the financial capabilities of the region. The proposed transit network configuration and the listing of the recommended changes to the existing transit network are shown in Figure 1.

New vehicles and stations should be designed with consideration for those individuals with limited mobility. Thought should also be given to providing special vehicles and/or demand-activated service to those so severely handicapped that their needs could not be met by modifying transit facilities.

The transit system includes the following components:

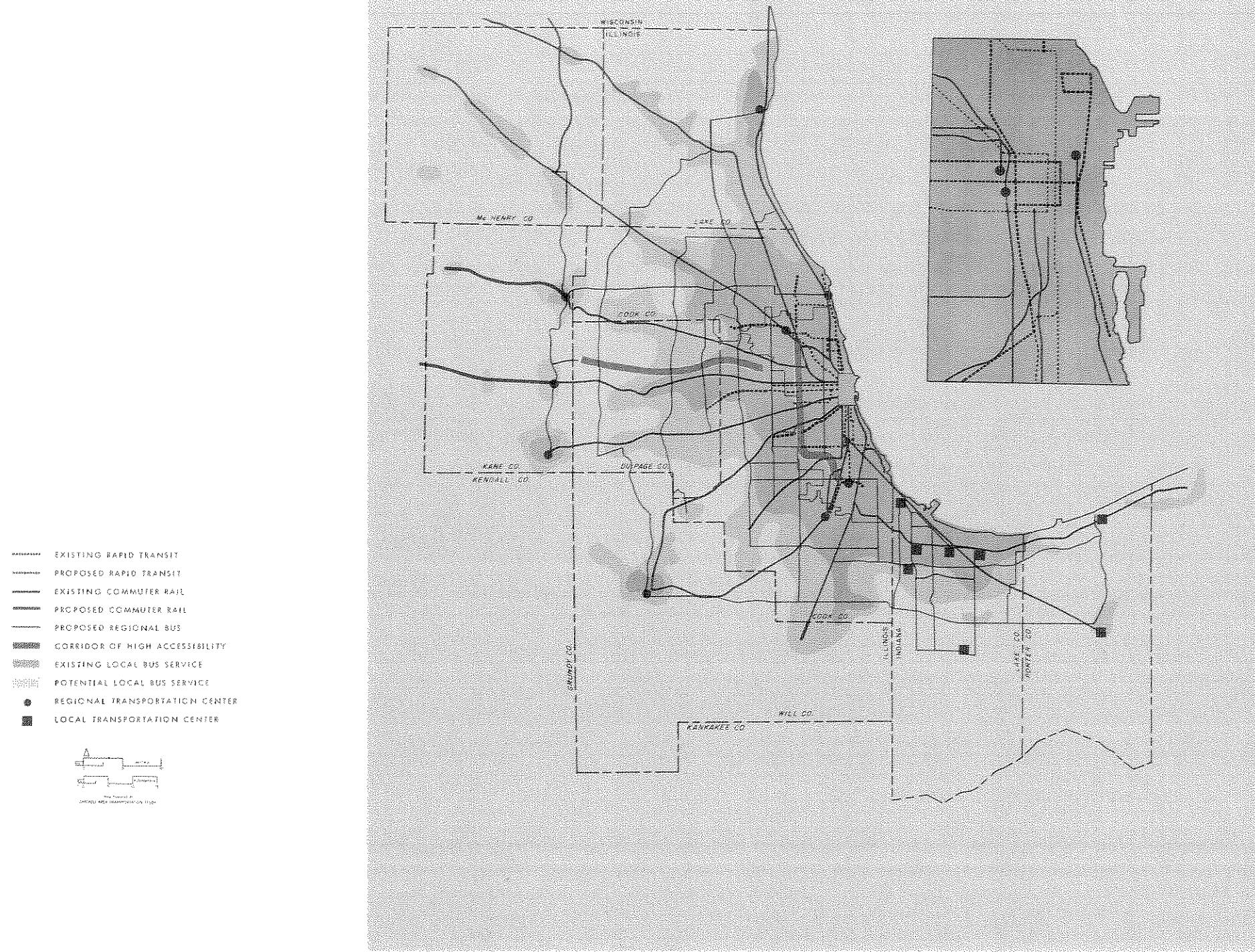
1. **Commuter Rail:** This component is composed of the commuter railroads currently serving the region as reflected in Figure 1. Only minor extensions in the network configuration have been recommended for this component. However, the recommended plan implies an increase of equipment and level of service approximating 30 percent or 4.5 million seat-miles daily. These improvements will be achieved through the purchase of new equipment and upgrading of tracks. Providing a high level of service in a limited area might help discourage inefficient sprawl development.
2. **Rapid Transit:** This network is defined as the rail system currently being operated by the Chicago Transit Authority. The 1995 Transportation System Plan includes recommendations for major additions within the City of Chicago and further extensions of the existing network into suburban Cook and DuPage Counties. Approximately 7.1 million seat-miles daily will have been added to this network, 5.9 million within the City of Chicago and 1.2 million within suburban Cook.
3. **Regional Bus:** The regional bus system provided express service connecting dense pockets of travel destinations in suburban areas with each other and with destinations in the outer areas of Chicago. These buses will make limited stops thus providing rapid service between development corridors without encouraging urban sprawl along the routes. These buses will not provide local service but will connect with it.
4. **Local Bus:** Figure 1 shows the area with existing local bus service and areas forecasted to become sufficiently developed to generate 5,000 trips per square mile by 1995 and thereby reach the level of activity needed to support local service. Areas of lower densities should not, however, be excluded as potential recipients of local bus service. Local needs and desires may justify the provision of service to these areas.
5. **Transportation Centers:** This plan component serves to maximize the coordination of the various modes. The transportation centers in Illinois are to be located at a station site where transfer demand within or between modes is high. They are intended to increase the efficiency of the system and enhance the convenience to users. The plan assumes the continuation of the Chicago Loop and its major commuter facilities as the major transportation center in the region. Improvements in stations and parking facilities should also be made at locations other than transportation centers, but no specific designations are made in this plan.

optimal use
of existing system



transportation center

Figure 1 TRANSIT AND CORRIDOR OF HIGH ACCESSIBILITY SYSTEM



COMMUTER RAIL NETWORK

Eliminations:

Illinois Central Gulf - Blue Island Branch
Illinois Central Gulf - South Chicago Branch

Additions:

None

Extensions:

Milwaukee Road from Elgin to Hampshire
Illinois Central Gulf from Richton Park to Monee
The Chicago and North Western from Geneva to DeKalb

RAPID TRANSIT NETWORK

Eliminations:

None

Additions:

Subway from Harlem Avenue to Franklin Street Connector via Archer Avenue
RapidTransit from Skokie Swift Terminal to Jefferson Park
Subway from Jefferson Park to Chicago CBD via Lawrence Avenue, east-west leg of Ravenswood to Wilson, Sheridan Road and Lake Shore Drive Corridor
Subway - Central Area Loop and Distributor

Extensions:

Milwaukee Service from Jefferson Park to O'Hare
Dan Ryan "B" Service from 95 Street to Blue Island, Illinois via I-57 and ICG Blue Island Branch
Dan Ryan "A" Service from 95th Street to 103 Street via Calumet Expressway
Englewood Service to Midway Airport
Congress Service from Des Plaines Avenue to Ill. 83
Skokie Swift Service to Old Orchard at Golf Road

REGIONAL BUS

Eliminations:

None

Additions:

Between 95th, the Dan Ryan Transit and I-80 via 95th Street and Torrence Avenue
Between Whiting and Dyer via Calumet Avenue
Between Whiting and Crown Point via Indianapolis Boulevard and SR. 8
Between Whiting and Crown Point via Cline Avenue Expressway and SR. 8
Between Gary and Crown Point via Broadway and North Street
Between the Indiana Dunes National Lakeshore and Merrillville via Ind. 51
Between Portage and Valparaiso via Ind. 49
Between East Chicago and Gary via Ind. 12
Between Highland and Glen Park via Ridge Road
Between Crystal Lake and Aurora via Ill. 176, Ill. 25 and Ill. 31
Between Joliet and Valparaiso via U.S. 30
Between Libertyville and Joliet via Ill. 63, Ill. 59, Odgen Avenue, Washington Street and Ill. 53
Between Highland Park and Lemont via Central Avenue, Ill. 43, Ill. 68, Ill. 53, I-55 and Lemont Road
Between Waukegan and Calumet City via Ill. 120, U.S. 45 143rd Street and Ill. 83
Between O'Hare Rapid Transit and Worth via Harlem Avenue
Between the Cicero Corridor of High Accessibility at 79th Street and U.S. 30 via Cicero Avenue
Between Hazel Crest and Port Chester via Ind. 80 and Ind. 49
Between Lawrence Avenue rapid transit and Cicero Corridor of High accessibility at 79th Street via Western Avenue

Extensions:

None

TRANSPORTATION CENTERS

Eliminations:

None

Additions:

Regional	Local
Waukegan	Whiting, Indiana
Evanston	Hammond (2)
Blue Island	Gary (2)
103rd Street	Crown Point
Elgin	Valparaiso
Geneva	Port / Chester
Aurora	
Joliet	

Jefferson Park
Union Station
Northwestern Station
Illinois Central Station

CORRIDOR OF HIGH ACCESSIBILITY

Eliminations:

None

Additions:

Cicero Avenue Corridor
North Avenue Corridor
None

NOTE:

All plan components are generalized. Specific locations for the components will result from the appropriate feasibility, corridor, alignment, master plan and/or design studies which are subject to future public hearings.

Transportation centers in northwestern Indiana are proposed at major transfer points where several transportation modes come together. These centers will provide for auto parking, rail and bus stops, linkage with the region's airports, transfer opportunities, and convenience facilities. Since these facilities will be located at major transfer points, structures of modern design and moderate size will be needed. The purpose of these centers is to facilitate ease of transfer and to provide for comfort, safety and efficiency in use of the transportation system. Improvements will also be required for commuter rail stations and bus shelters should be provided where express bus routes intersect arterial highways of the 1995 Plan.

6. Corridor of High Accessibility: Cicero Avenue and North Avenue are designated as corridors of high accessibility. There is a major person and vehicle movement in these corridors which can apparently be accommodated only by providing a facility or a combination of facilities with a very high capacity. The need for the facilities is defined; the solution and course of action is still unidentified.

Implementation Studies

General plan components must at some point be translated into specific projects. During 1975, preliminary steps in this direction were taken in the form of implementation studies on various aspects of the transit system plan. These studies cover areas such as ridership demand, equipment needs and operating costs.

The following implementation studies are completed or underway:

Regional Bus Study (Underway) A study is being conducted to test the relative functional feasibility of the regional bus lines created in the 1995 Transportation System Plan.

Central Area Access Study (Underway) The study is designed to develop technical procedures to test transportation improvement alternatives contemplated for the central area toward the development of a program.

DuPage County Transportation Study (Underway) a multimodal study designed to respond to subregional planning needs is being conducted. The outcome will be integrated into the regional plan and the short range development program.

Southwest Rapid Transit Study (Planned) to develop a plan and prepare preliminary design for a rapid transit system to serve the need of Chicago southwest corridor and Midway Airport.

The complete transit system as recommended provides for approximately 13.7 million additional daily seat-miles, of which represents an increase in service of approximately 35 percent over the existing network. Of the additional seat-miles, 48 percent occurred in the City of Chicago, 11 percent in the Indiana counties and 41 percent in the Illinois suburban counties. The greatest single increase occurs in the rapid transit system (52 percent). The commuter rail network is increased by 33 percent and the regional bus system 15 percent. The suburban Illinois and Indiana counties received 90 percent of the increase in service of the commuter rail and region bus networks. No estimates for local buses were made. The increased use of commuter rail will require measures that ensure public safety and minimize friction between freight and passenger traffic that utilize the same route. Table 1 shows the distribution of the existing and the proposed additions to the seat-miles of each transit component by suburban county and the City of Chicago.

implementing the plan

major increase in service

TABLE I

Existing and Recommended Addition of Daily Seat-Miles of Transit Service*
(All Figures Are in Thousands)

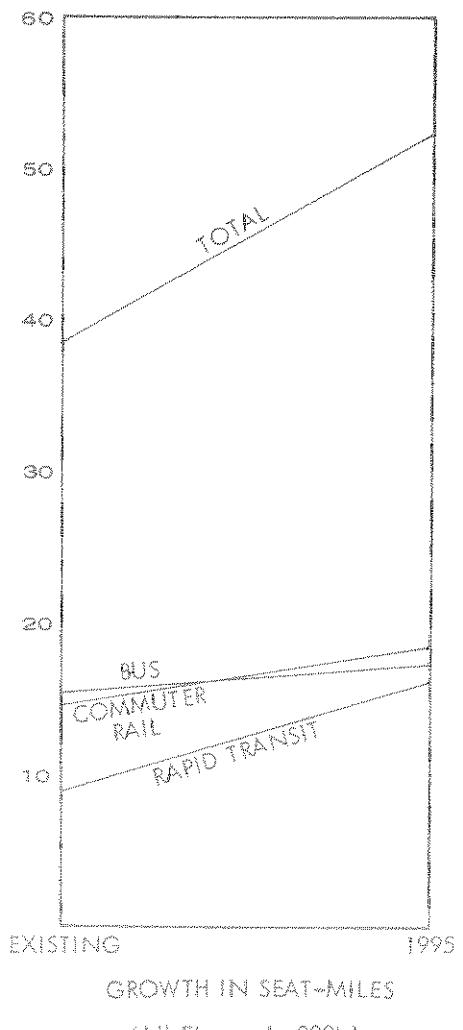
	Bus Existing 1995 Plan	Rapid Transit Existing 1995 Plan	Commuter Rail Existing 1995 Plan	Total Existing 1995 Plan
City of Chicago	12,557	12,762	8,187	26,752
Suburban Cook	1,864	2,469	1,012	6,293
DuPage	92	394	0	1,530
Kane	162	272	0	435
Lake (Illinois)	69	182	0	1,266
McHenry	31	56	0	617
Will	154	254	0	308
Lake (Indiana)	537	949	0	733
Porter (Indiana)	4	119	0	510
TOTAL	15,470	17,457	9,199	38,613
			16,298	52,263
			13,944	18,508

*Excluding corridors of high accessibility and extensions of local suburban bus service.

In discussing service levels, it should be emphasized that the purpose of this plan is to guide capital investment in transportation facilities through 1995. Level of service decisions will be the prime responsibility of the Regional Transit Authority (RTA) which will adjust schedules to meet transportation needs and patronage as the region and the transportation system develop. Similarly, although the plan recommends that the region's transit system have coordinated fares and schedules, and provides for transportation centers to facilitate this, it will be up to the RTA to determine fares, transfer charges and schedules.

The 1995 Transportation System Plan would significantly improve the accessibility to jobs via the transit system. The accessibility to jobs is defined as the number of jobs available within 60 minutes of a place of residence via the transit network. Figure 2 shows the accessibility to jobs in 1995 after the completion of the recommended transit network. Figure 3 shows the accessibility to jobs in 1995 if no improvements are made to the existing transit network and service.

The most striking improvements in transit accessibility to jobs is that offered to residents of the City of Chicago, especially those residing near the CBD, the West, the Northwest, the far South and Southwest sectors of the City. The northeast part of DuPage County, south Lake County (Illinois), south Cook County and north Lake County (Indiana) will also experience improvements in terms of accessibility of jobs.



GROWTH IN SEAT-MILES

(All Figures in 000's)

Figure 2 ACCESSIBILITY TO 1995 JOBS
VIA 1995 TRANSIT SYSTEM

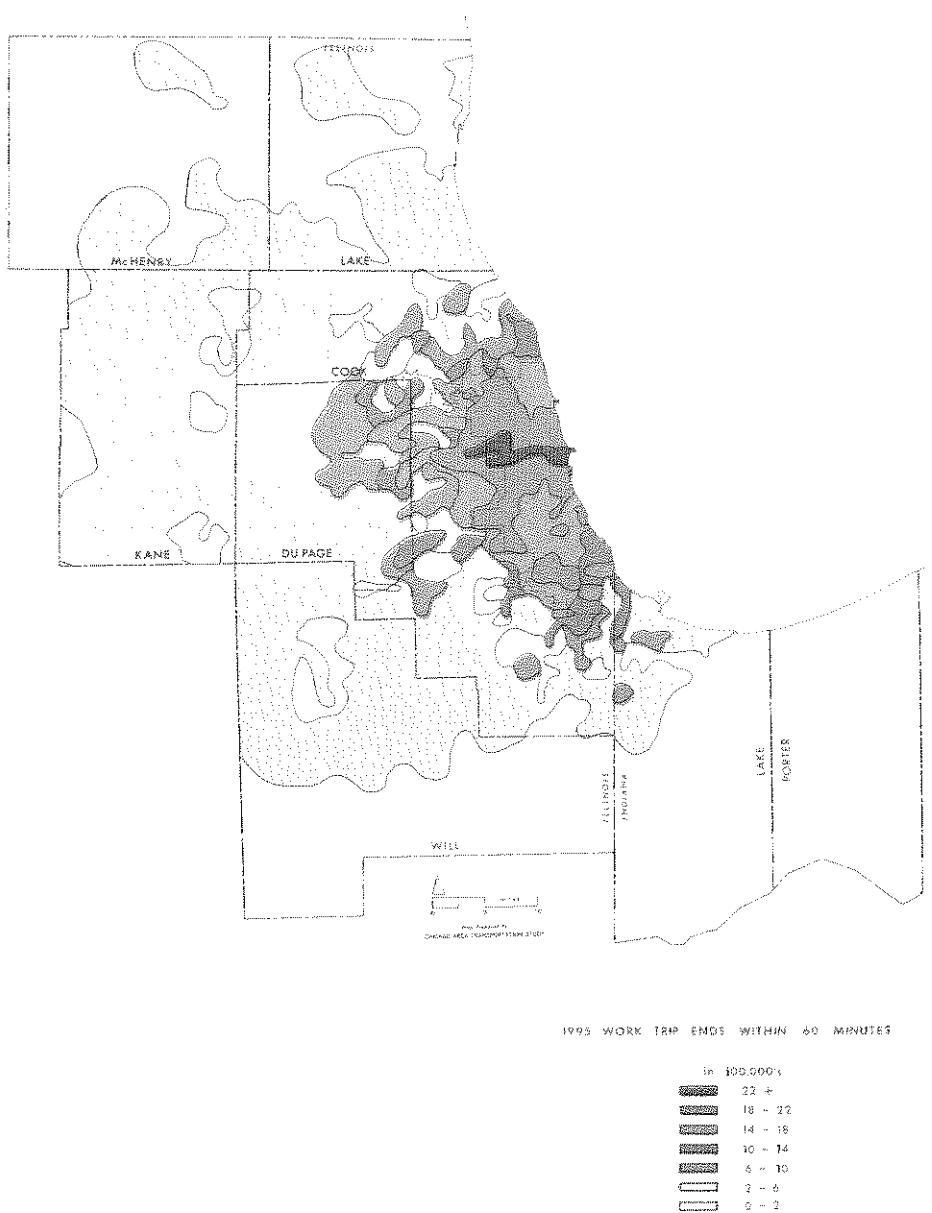
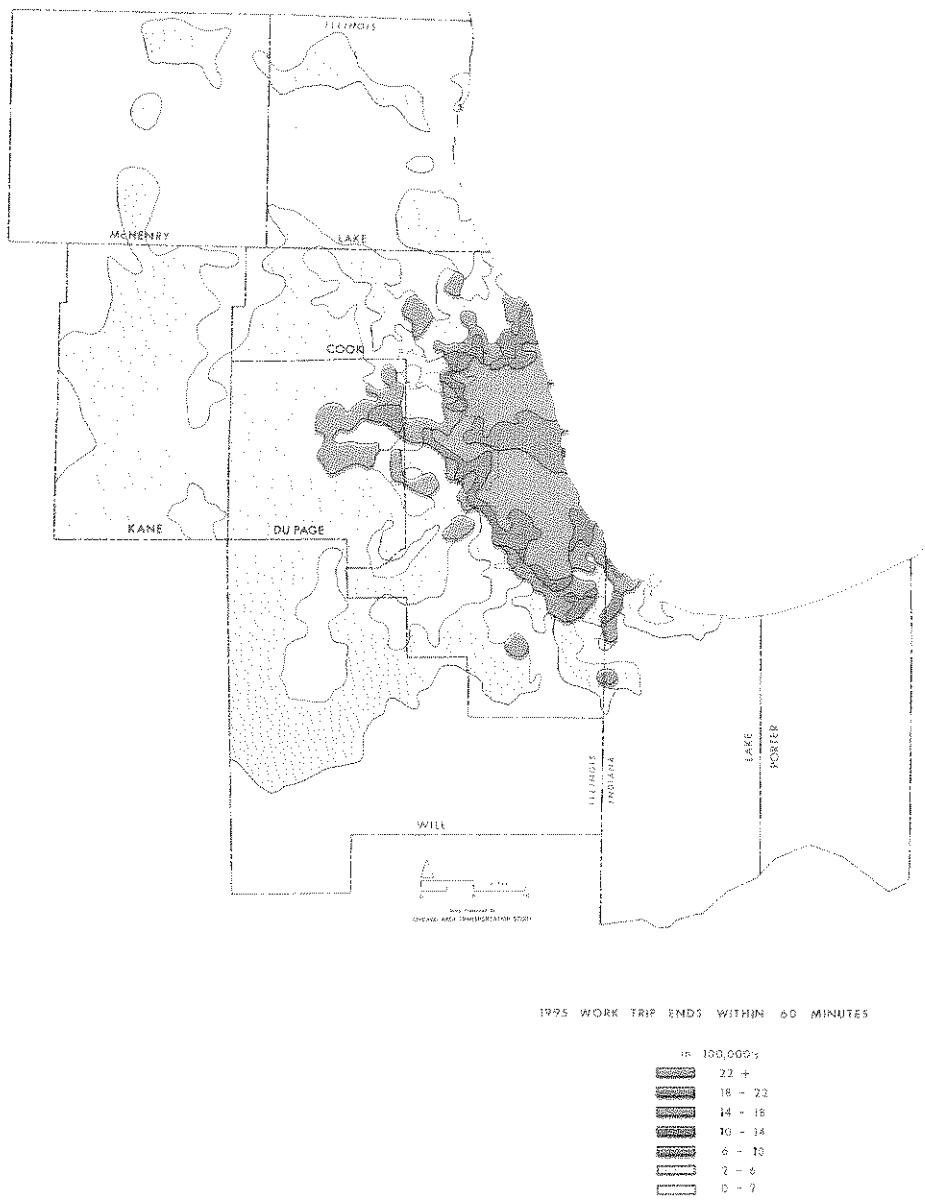


Figure 3 ACCESSIBILITY TO 1995 JOBS
VIA EXISTING TRANSIT SYSTEM



HIGHWAY SYSTEM PLAN

The highway system is intended to increase the capacity and improve the quality of the freeway and arterial networks. The highway component of the 1995 Transportation System Plan is designed to relieve existing and future congestion on existing freeways and arterials. New freeways and arterials are planned only where future traffic will greatly exceed the capacity of the existing highway system or where the highway segments are needed to provide continuity. (See Figures 4 and 5.) The highway system plan recognizes the need to design freeways and arterials with special facilities for bikeways where appropriate and provided such bikeways are compatible with the transportation objectives. Bikeways are part of the regional trail component of the Eight-County Summary Open Space Plans: Chicago-Gary Metropolitan Areas. The specific locations and design of these bikeways will reflect the demand shown by local or regional recreational studies. The highway network is composed of the following components:

1. Arterials: The 1995 highway component, excluding the corridors of high accessibility, provided a total increase in capacity of 5.2 million vehicle miles of travel which represents a 30 percent increase over the existing capacity. About 60 percent of this increase was absorbed by the arterials. Table 2 shows this relationship. The updated arterial component of the 1995 Transportation System Plan is shown in Figure 5.
2. Freeways: This network offers increased opportunities for circumferential travel around the urban area. The recommended freeway system is composed of freeways from the tested alternative networks which consistently produced high simulated traffic volumes and whose construction was deemed practical. Some of the freeway links are included in the network because these links represent viable transportation service for certain areas of the region and provide network continuity. In the planning process it was assumed the existing toll roads would be free by 1995, however, proposed freeways may be constructed as toll roads.
3. Corridor of High Accessibility: These same corridors have been discussed in the transit component of the 1995 Transportation System Plan (see page 5). Extremely heavy levels of demand were generated on these corridors. Consequences in terms of social and environmental impact have been identified for the various recommended alternatives within these corridors. In order to accommodate the high vehicle travel demand anticipated in the corridors, alternative solutions must be reevaluated. The 1995 Transportation System Plan does not recommend any specific solution to this dilemma, but offers two additional alternatives for public discussions:

Provide alternatives for vehicle travel that disaggregate total demand and disperse such travel more evenly over a large area.

Provide highway facilities designed for specialized components of the total vehicle travel demand (e.g., truck only, long trip travel, et cetera) and spread the balance of the demand over existing or new routes outside of the corridor.

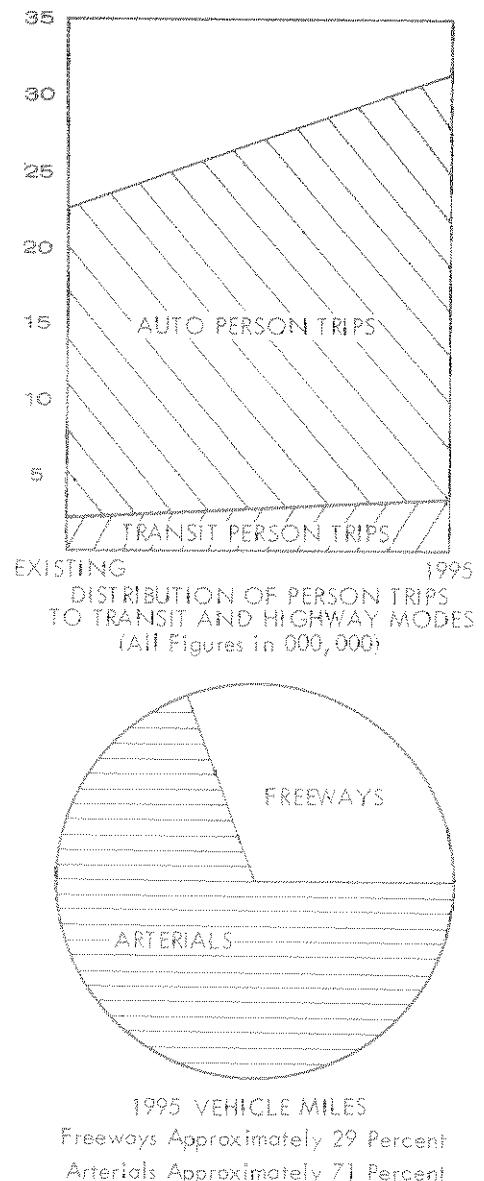
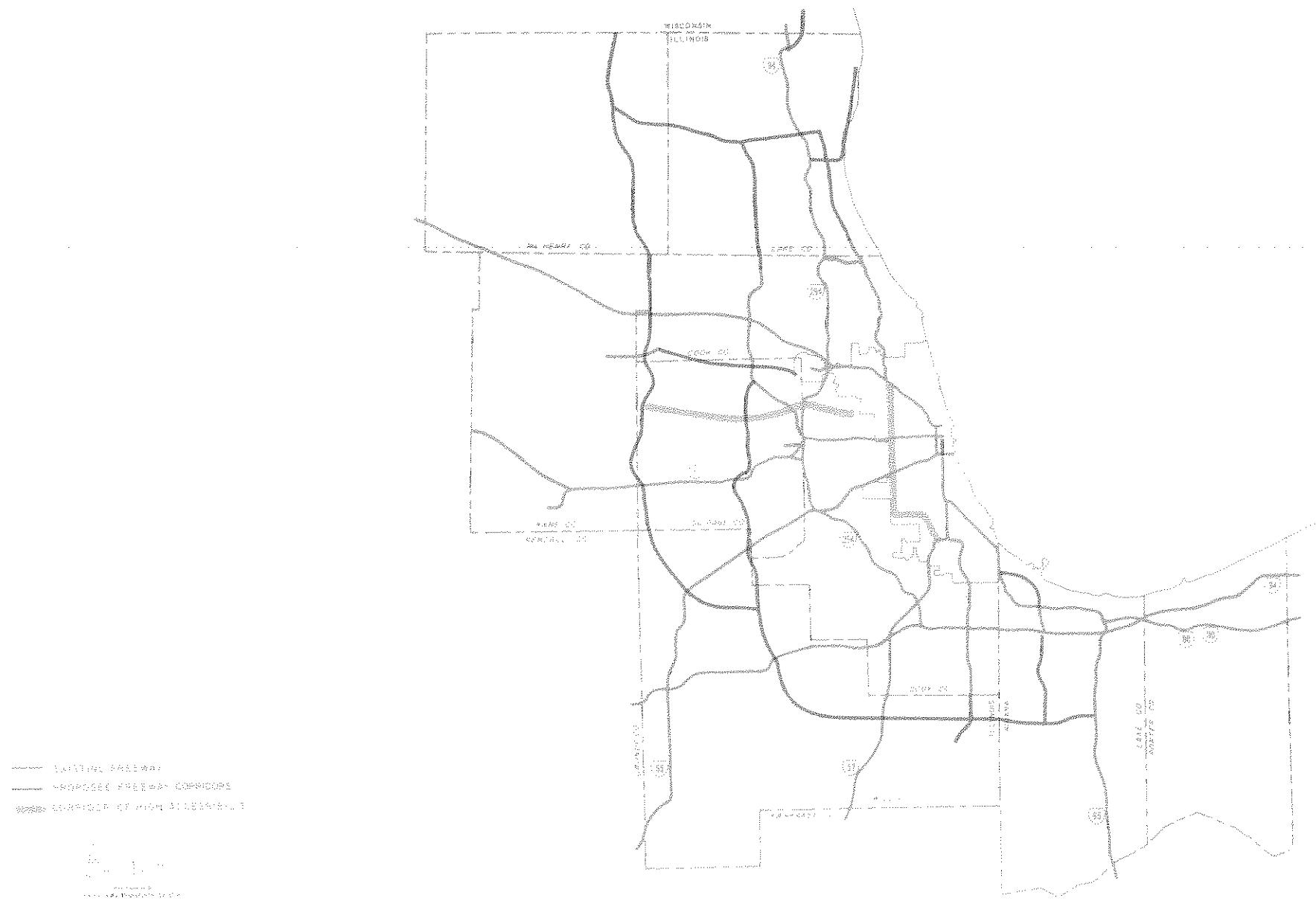


Figure 4. FREEWAY AND CORRIDOR OF HIGH ACCESSIBILITY SYSTEM



FREEWAY SYSTEM

Eliminations:
None

Additions:
Cline Avenue - SR912
Elgin - O'Hare

- a. Between Fox River Valley and Ill. 53
- b. Between Ill. 53 and O'Hare vicinity
(Hardship and Protective Buying of Right-of-Way)

Fox River Valley

- a. Between I-90 and I-55
- b. Between I-90 and proposed Richmond - Waukegan (Hardship and Protective Buying of Right-of-Way)
- c. Between I-55 and proposed Lake-Will (South) (Hardship and Protective Buying of Right-of-Way)

Franklin Street Connector

- a. Between Cermak Road and Eisenhower Expressway

Lake Front

- a. Between I-94 and Zion

Lake - Will

Richmond - Waukegan

South Suburban

- a. Between I-57 and I-65 (Indiana)
- b. Between I-80 and I-57 (Hardship and Protective Buying of Right-of-Way)

Calumet Expressway from Sauk Trail to Route 1 in Will County.
(1976 Plan Update)

U.S. 41

Between Edens Expressway and Richmond-Waukegan Freeway.
Wisconsin Lake Freeway connection to I-94
(1976 Plan Update)

NOTE:

All plan components are generalized. Specific locations for the components will result from the appropriate feasibility, corridor, alignment, master plan and/or design studies which are subjected to future public hearings.

NOTE:

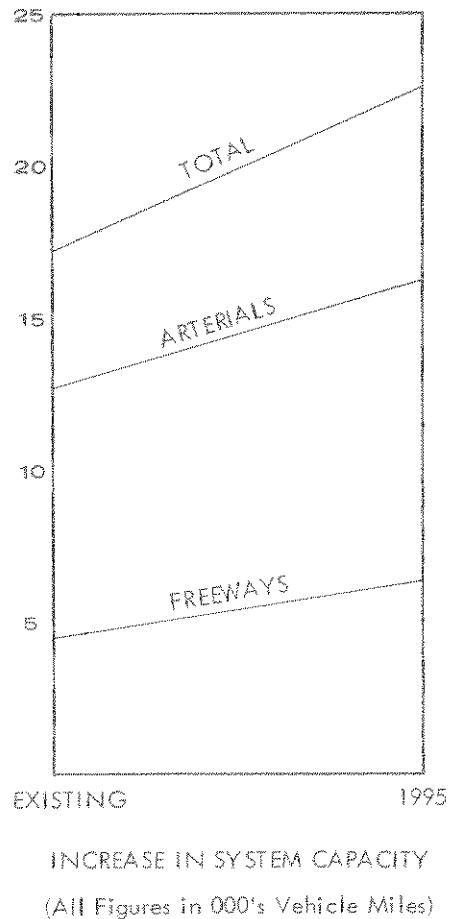
Cooperation shall continue between the states of Illinois and Wisconsin through their regional comprehensive and transportation planning agencies to determine the new location and type of proper connection between the transportation systems of the two states.

CORRIDOR OF HIGH ACCESSIBILITY

Cicero Avenue Corridor
North Avenue Corridor

- a. Between Fox River Valley Freeway and First Avenue.

TABLE 2
 Improvements in Hourly Capacity as Implied in the Highway Component of the 1995 Transportation Plan
 Exclusive of the High Accessibility Corridors
 (All Figures Are in Thousands of Vehicle Miles)



	Freeways Existing 1995 Plan	Arterials Existing 1995 Plan	Total Existing 1995 Plan
City of Chicago	863	879	2,237
Suburban Cook	1,368	1,512	2,584
DuPage	291	672	939
Kane	275	374	992
Lake (Illinois)	276	785	1,136
McHenry	63	305	1,030
Will	585	971	1,626
Lake (Indiana)	549	706	1,266
Porter	244	244	967
TOTAL	4,514	6,448	12,777
			16,074
			17,291
			22,522

In addition to increased hourly capacity, the highway component increased the accessibility to jobs, shopping opportunities and recreational facilities. Figures 6 and 7 show accessibility to jobs via the 1995 highway network and the existing highway network respectively.

In contrast to the transit system, the existing highway system provides the best accessibility to jobs for the residents of western Cook and eastern DuPage. The 1995 highway system expands the existing areas with very high accessibility to jobs, rather than creating similar new ones.

Implementation Studies

Corridor and subregional studies are performed to further define and detail the plan; they are a link between local and regional levels. These studies assist operating agencies by providing information on areas such as usage, volume, travel characteristics and cost.

The following is a brief description of the work undertaken and/or underway toward the implementation of the regional transportation plan:

FAP 420 (Richmond-Waukegan) Wisconsin Line to Allman Rd. Travel demand study is completed. Location studies are approved; environmental assessment is underway.

FAP 420 From Allman Road to I-94: Travel demand study is completed. Corridor is approved; location studies are underway.

FAP 426 (Elgin-O'Hare): Travel demand study is being conducted. Corridor is approved; location studies are underway.

FAP 430 (Fox Valley) Northwest Tollway to FAP 426: Feasibility study is underway.

FAP 431 (Lake-Will) I-90 to Army Trail: Opened to traffic.

FAP 431 From Army Trail to I 80: Travel demand was developed. Location studies are underway.

FAP 432 (Lake-Will) FAP 420 to I 11 68: Travel demand study is completed. Location studies are approved; environmental assessment is underway.

FAP 433 (South Suburban) I 80 to Calumet Expressway: Travel demand study is in progress. Corridor approval has been obtained; and location studies are underway.

FAP 436 (Belvidere Road section) I 94 to U.S. 41: Corridor and design approval are complete.

FAP 437 (Lake Front) Greenwood to Grand: Opened to traffic.

FAP 437 From Grant Avenue to I 94: Travel demand was developed. Corridor hearings have been held; location studies are underway.

Calumet Expressway from Sauk Trail to FAP 433: Has corridor approval; location studies are underway.

Central Area Access Study (Underway) The study is designed to develop technical procedures to test transportation improvement alternatives contemplated for the central area toward the development of a program.

DuPage County Transportation Study (Underway) a multimodal study designed to respond to subregional planning needs is being conducted. The outcome will be integrated into the regional plan and the short range development program.

FAS 76 Corridor -- Relocation of State Route 49 to the East of Valparaiso. (Underway)

FAP 101 Corridor -- Relocation of State route 912 from the intersection of Cline Avenue and U.S. 12 to the Indiana Toll Road in Lake County, Indiana. (Corridor, design and location studies completed)

first steps toward plan implementation

Figure 5 ARTERIAL SYSTEM

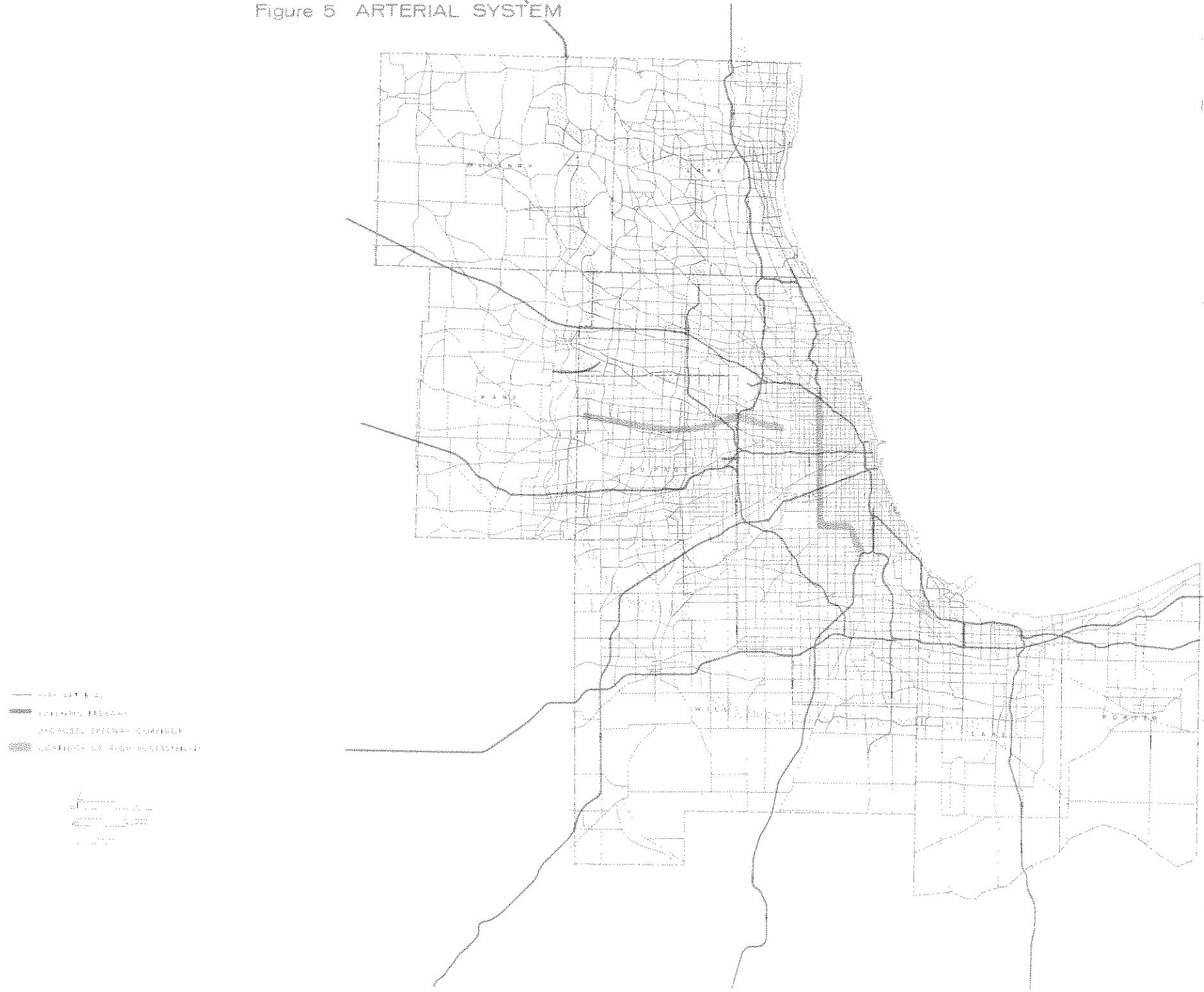


Figure 5a ARTERIAL SYSTEM-COOK COUNTY

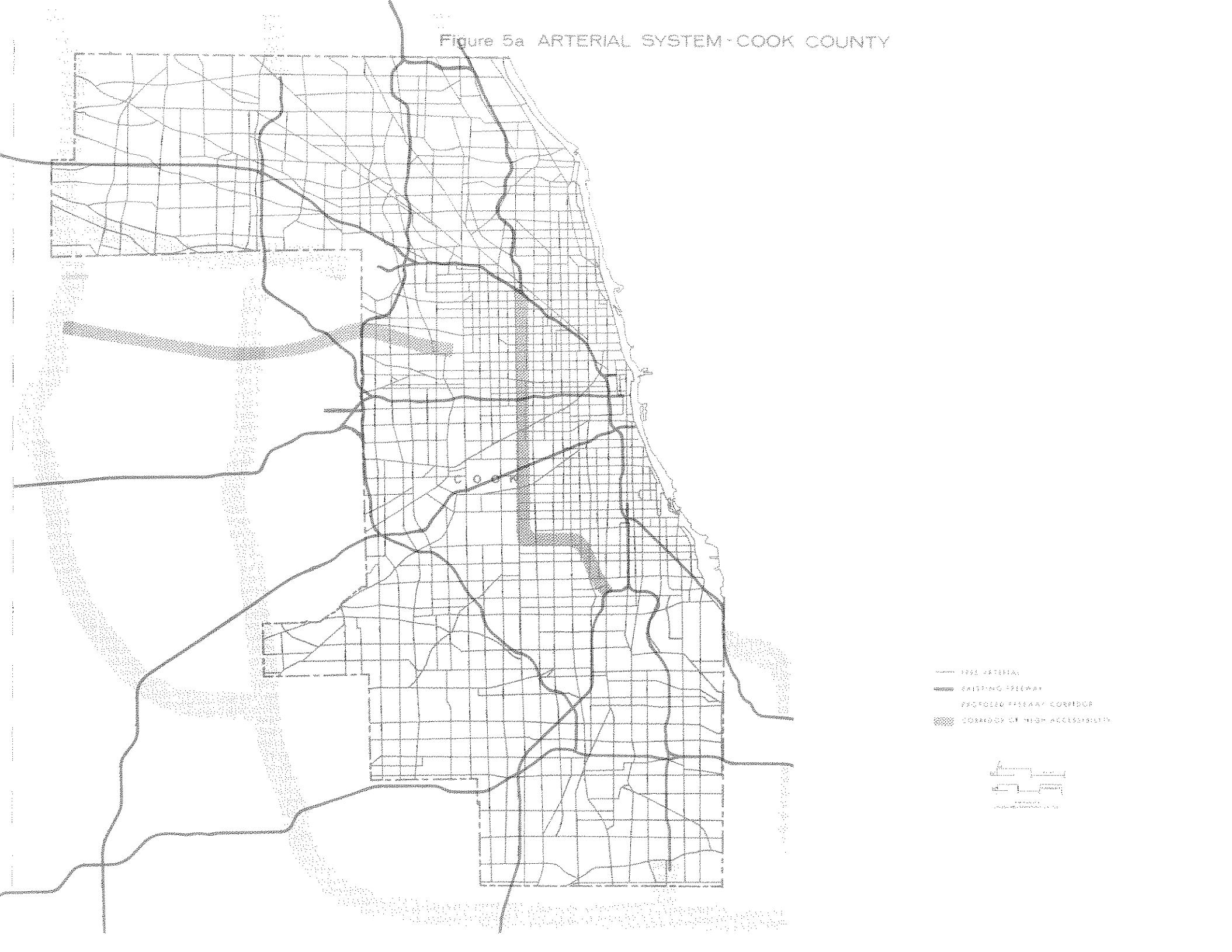


Figure 5b ARTERIAL SYSTEM-CBD

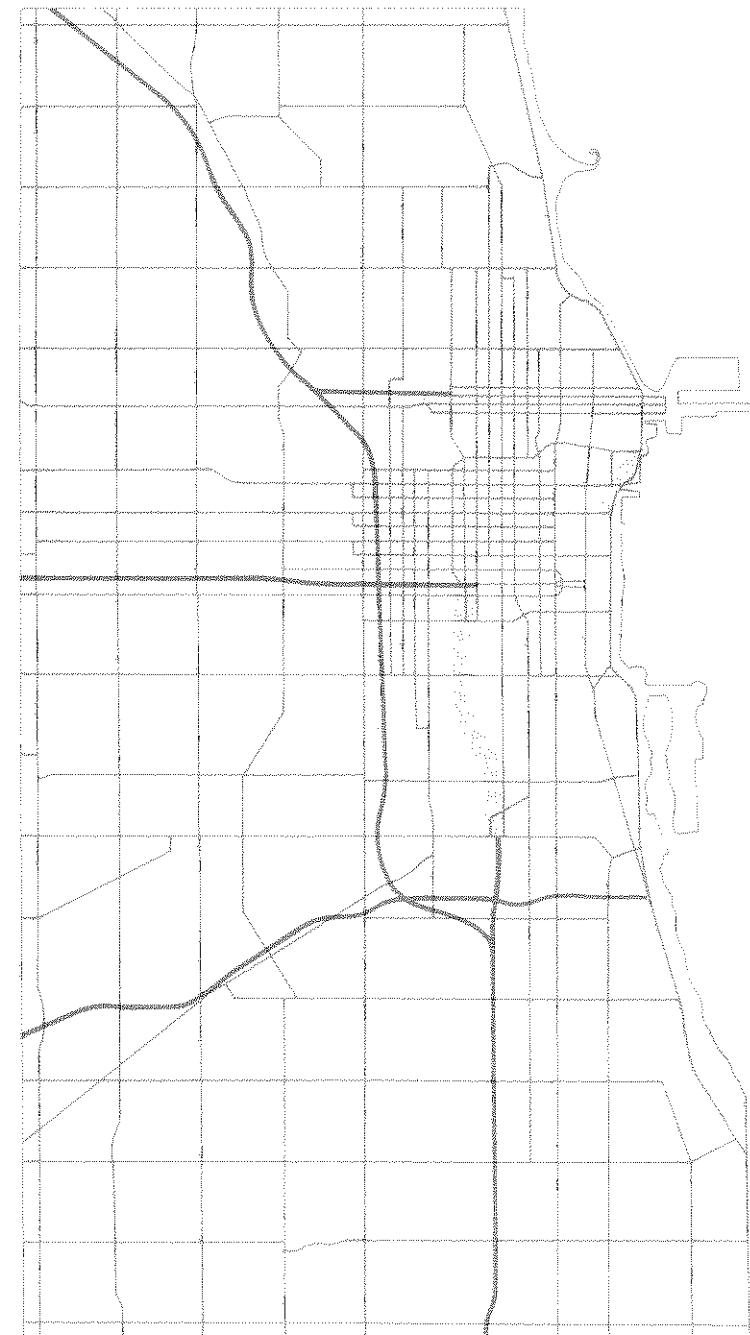


Figure 5c ARTERIAL SYSTEM DU PAGE COUNTY

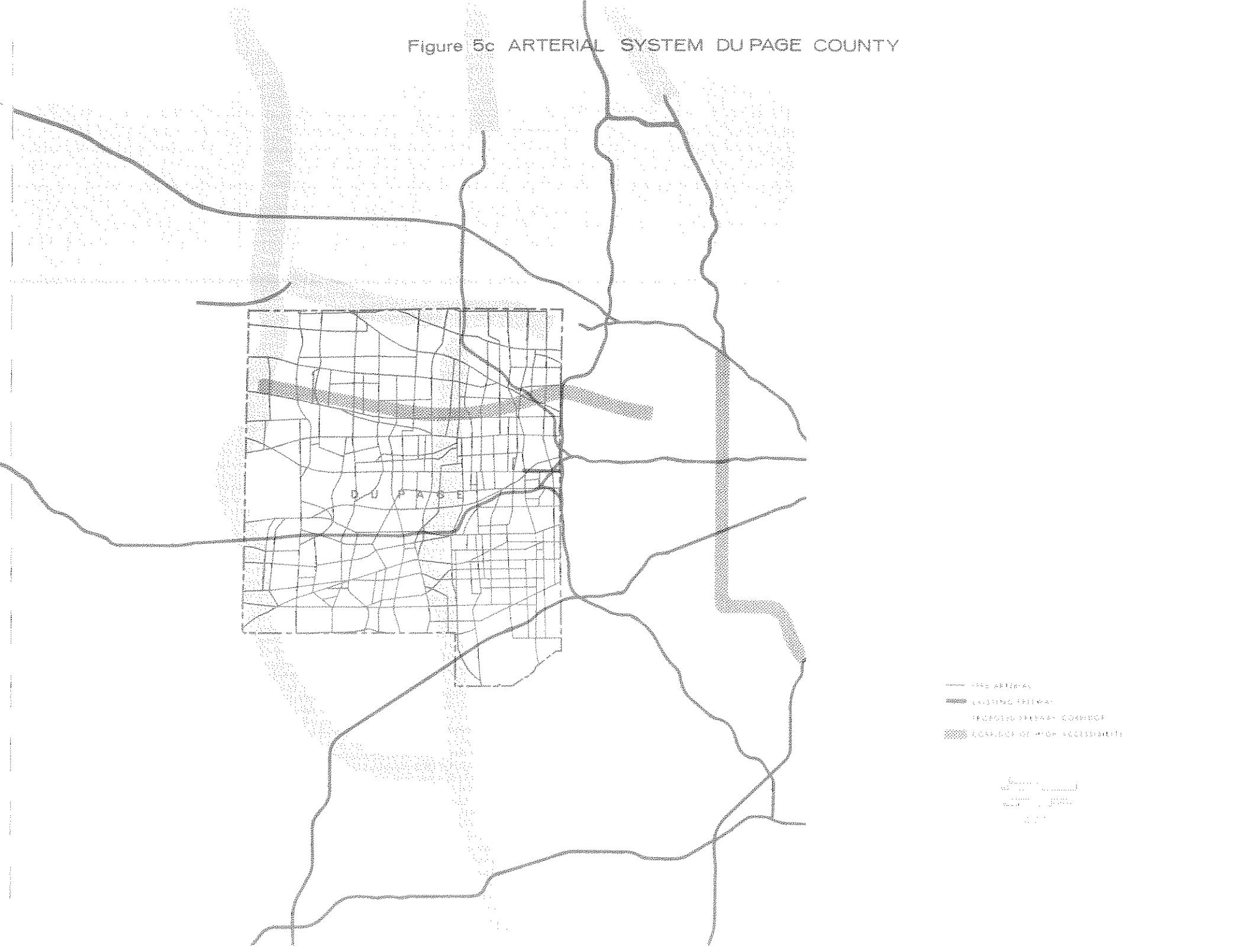


Figure 6d ARTERIAL SYSTEM KANE COUNTY



Figure 5e ARTERIAL SYSTEM LAKE COUNTY



Figure 5f ARTERIAL SYSTEM McHENRY COUNTY

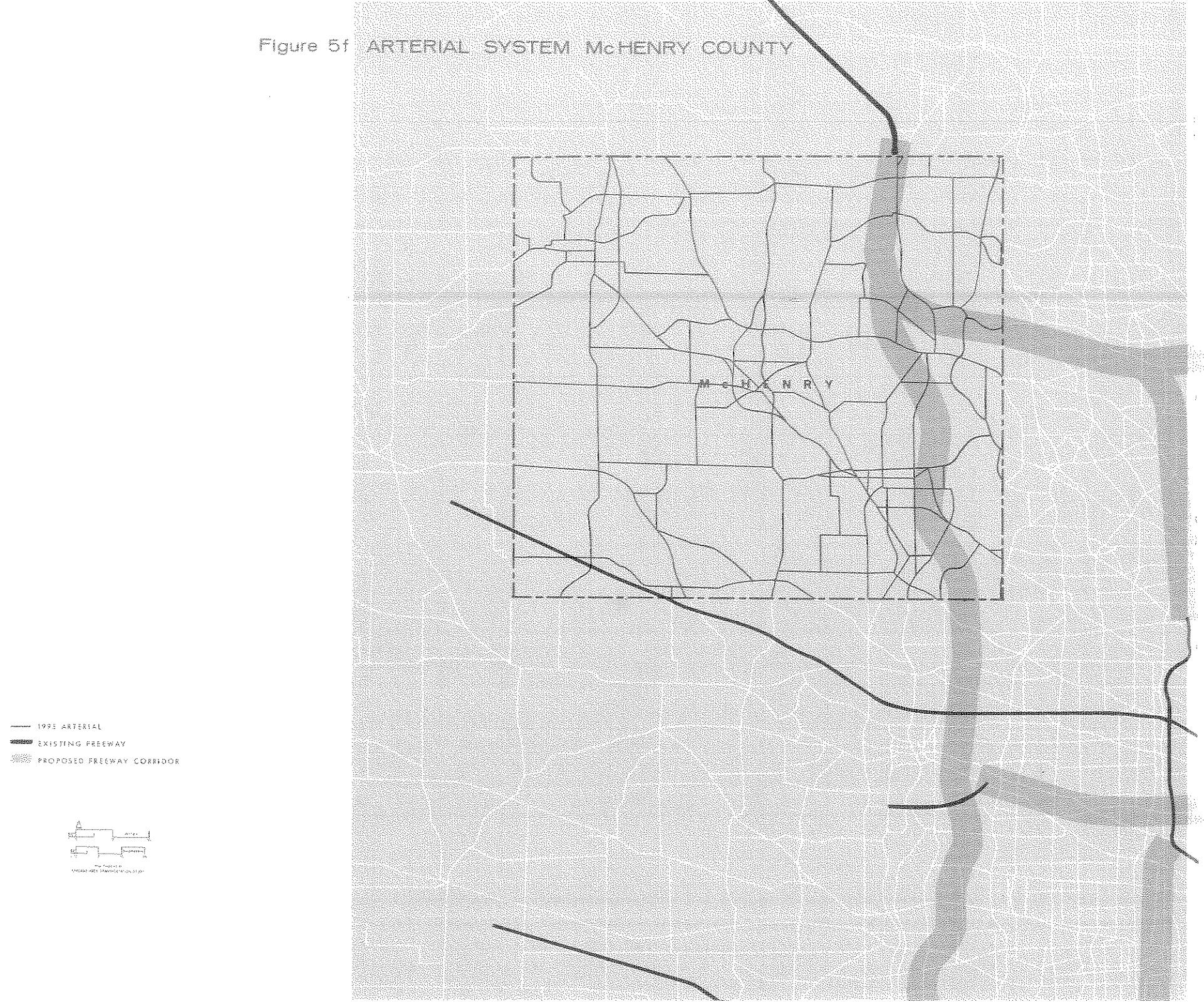


Figure 5g ARTERIAL SYSTEM WILL COUNTY

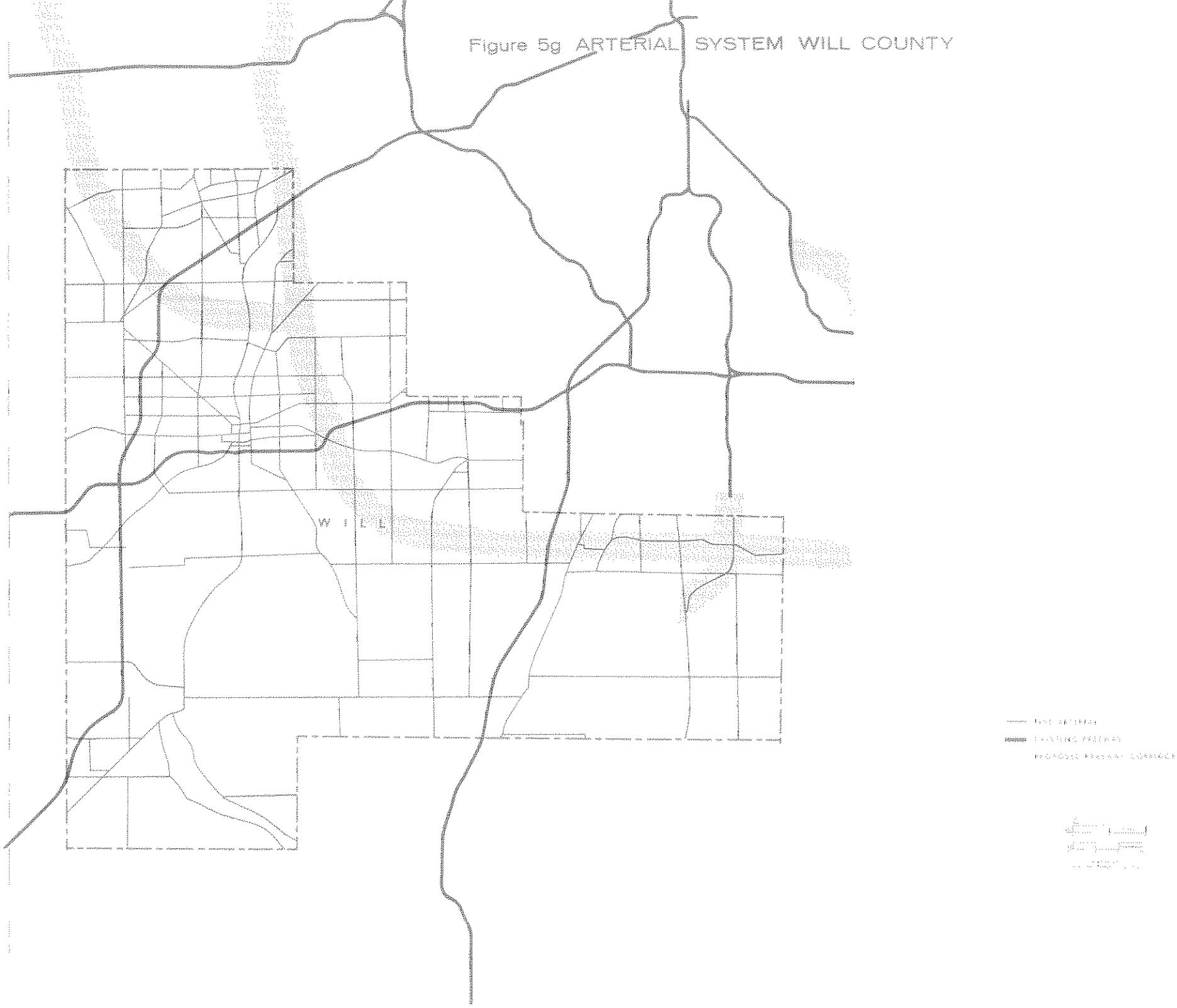


Figure 5h ARTERIAL SYSTEM LAKE COUNTY INDIANA

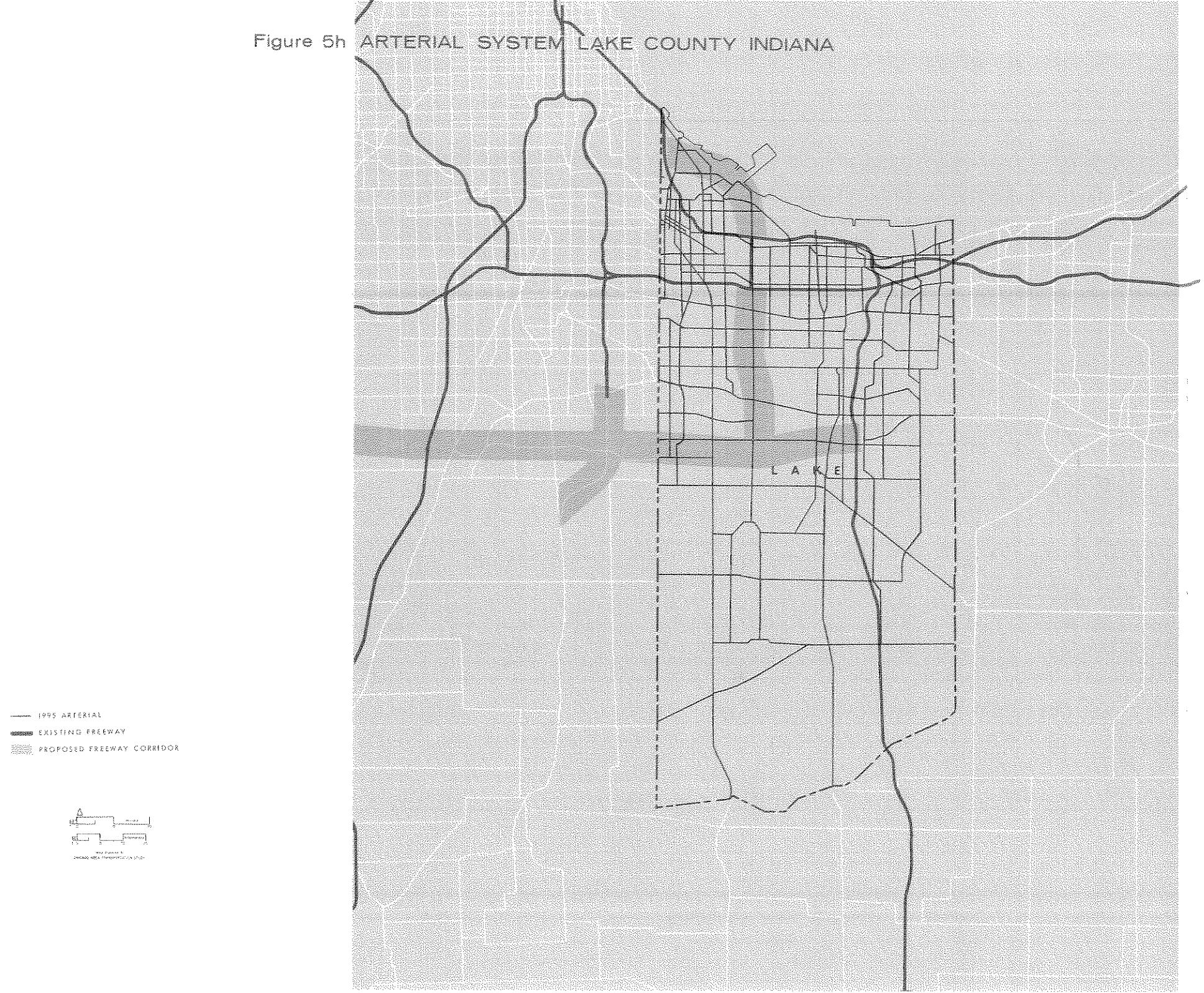


Figure 5i ARTERIAL SYSTEM PORTER COUNTY INDIANA



Figure 6 ACCESSIBILITY TO 1995 JOBS
VIA 1995 HIGHWAY SYSTEM

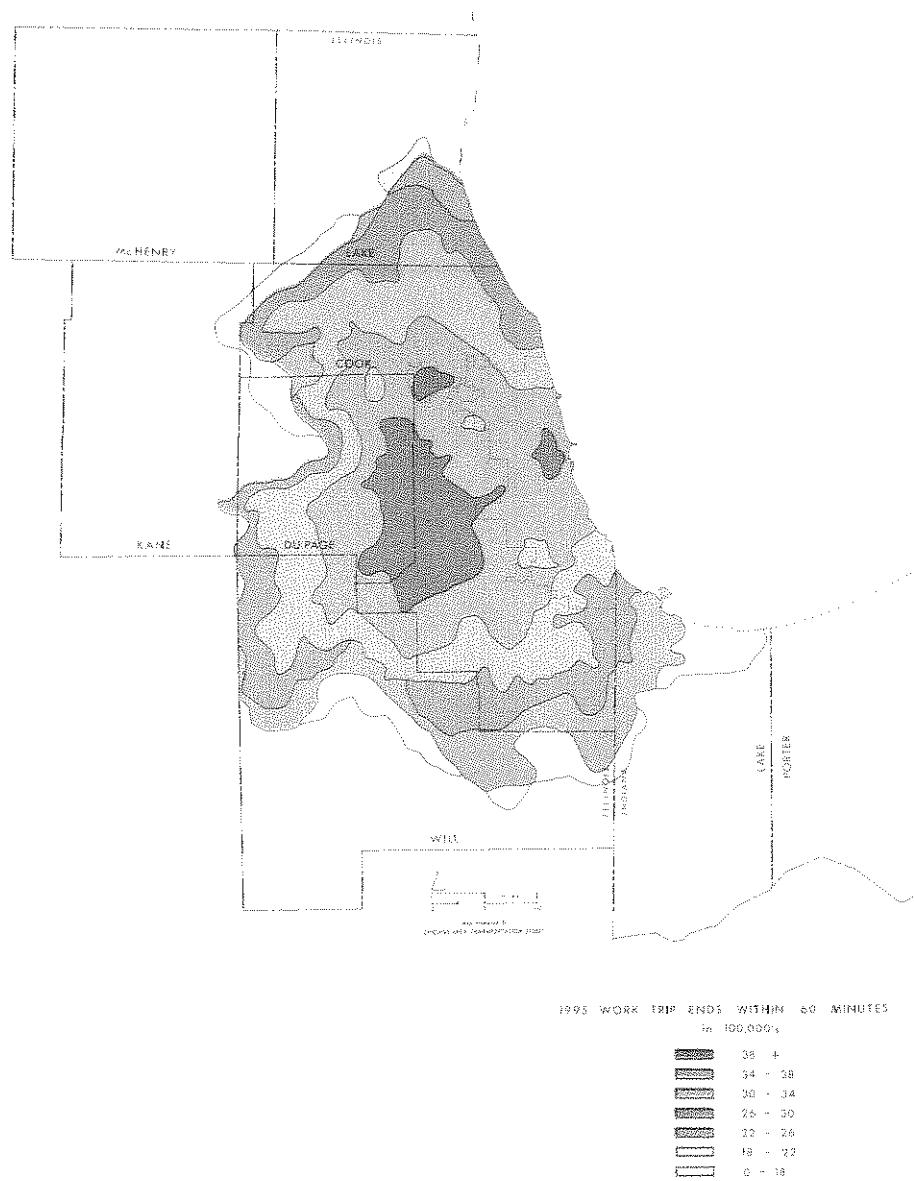
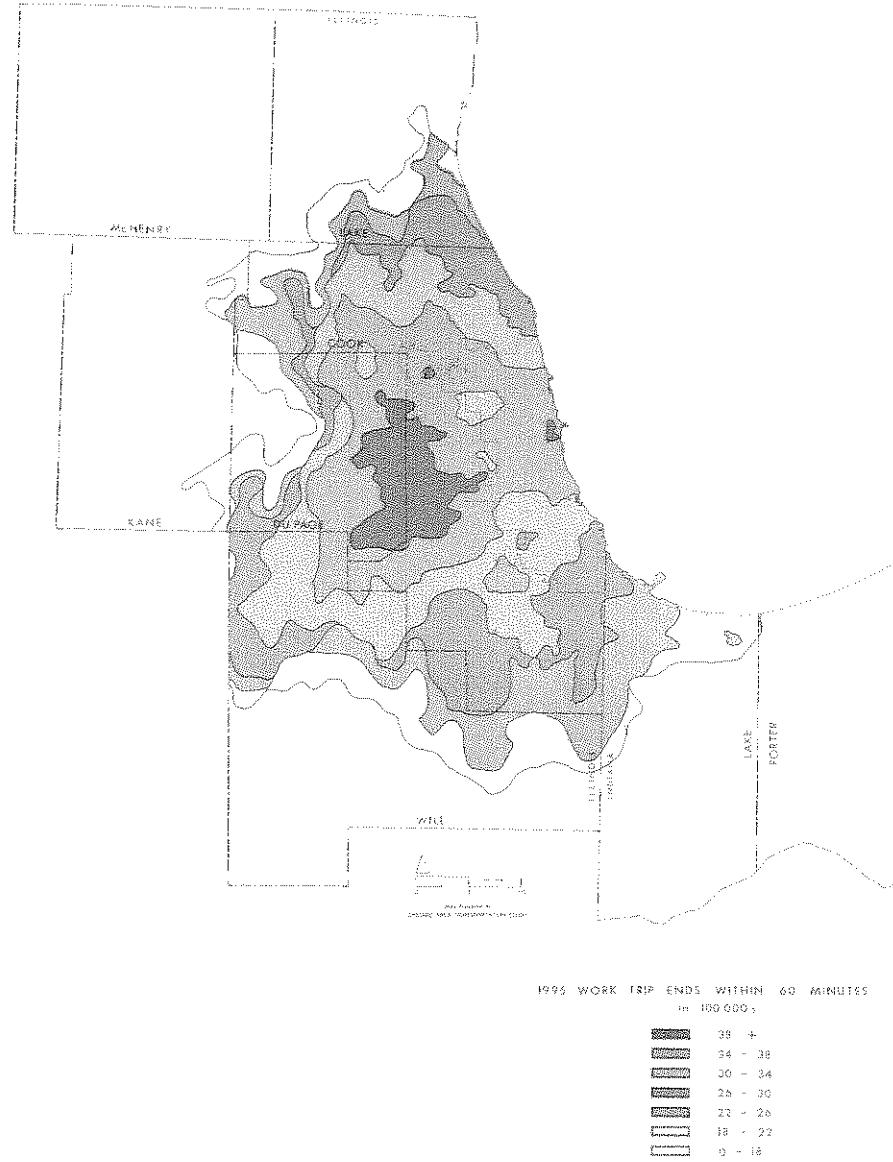


Figure 7 ACCESSIBILITY TO 1995 JOBS
VIA EXISTING HIGHWAY SYSTEM

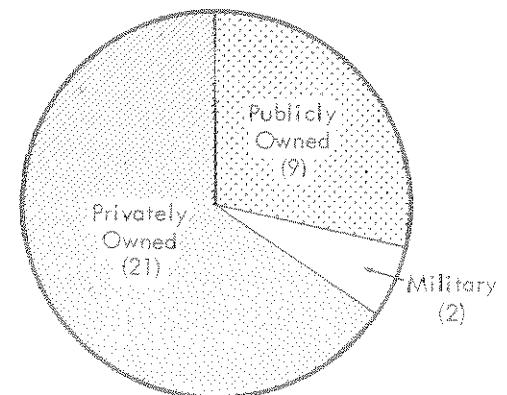


AIRPORT AND INTERCITY TRANSPORTATION SYSTEM PLAN

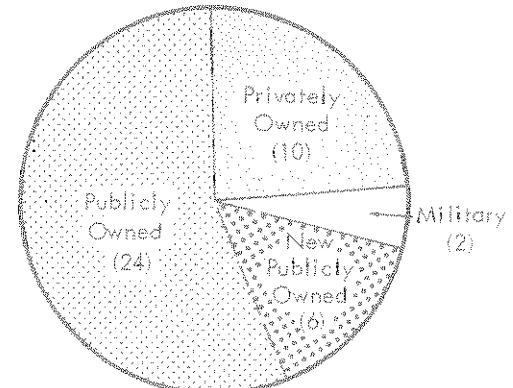
The recommended airport system plan is designed to meet the demand of air carrier and general aviation aircraft operations with a minimum of airport-to-airport conflict. The emphasis of these recommendations is on the provision of adequate general aviation reliever airports for the Chicago-Northwestern Indiana Region. The proposed plan stresses the retention and expansion of existing airports rather than construction of large numbers of new airports as it is assumed that an airport whose land is diverted to other use is not likely to be replaced within the same area. It also has been assumed that the two existing military airports, Glenview Naval Air Station and Ft. Sheridan-Haley Army Airfield, will remain in operation as all-military facilities throughout the plan period. Changes in the status of the military airports would have a significant impact upon the recommended airport system plan.

Figure 8 presents the airport segment of the 1995 Transportation System Plan. The components of the airport plan are:

1. Air Carrier Airports: The plan recommends improvements to increase the efficiency and improve ground access to the two air carrier airports identified in the region: Chicago O'Hare International and Chicago-Midway. Furthermore, it places special emphasis on the need for increasing the utilization of Chicago-Midway Airport by the air carrier airlines. No independent studies were undertaken during the 1995 transportation plan making process to determine the need for a third regional air carrier airport. Instead, the 1995 Transportation System Plan accepts, until further studies are completed, the findings of the March, 1973 report, Northeastern Illinois Airports Requirement Study, prepared by Ralph M. Parsons Company in cooperation with Clark-Dietz Associates. This report recommends "locating, procuring and setting aside a site for possible use as an (new air carrier) airport."
2. Intercity Ground Passenger Transportation: Considerable relief to air carrier airline services can be provided by short range (up to 300 miles) ground transportation service. Correspondingly, one important policy recommendation of the airport plan is to provide investment in intercity ground passenger transportation, such as Amtrak or bus, to supplement the passenger service of air carrier airlines.
3. Publicly Owned, General Aviation Airports: The retention of general aviation airports, where economically feasible and in agreement with social and environmental constraints, is the objective of this airport system plan component. At present, there are more than 3,100 general aviation aircraft in this region. The Federal Aviation Administration has forecast an average increase of 75 percent in the number of general aviation aircraft operations by 1985.

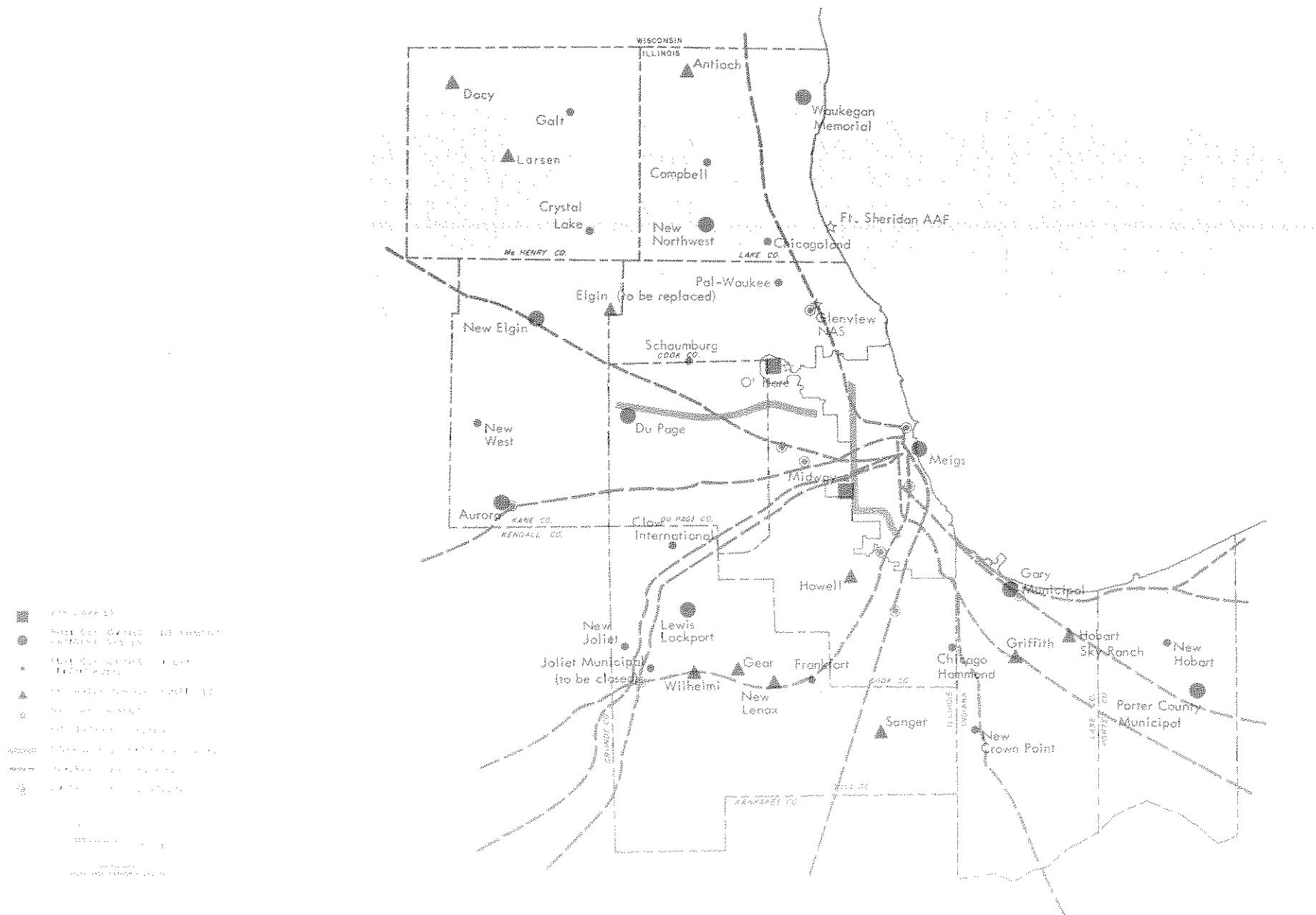


1974 EXISTING AIRPORT SYSTEM
(30 PUBLIC USE AIRPORTS)



1995 PROPOSED AIRPORT SYSTEM
(34 PUBLIC USE AIRPORTS)

Figure 8 AIRPORT AND INTERCITY TRANSPORTATION SYSTEM



AIR CARRIER AIRPORTS

Chicago - Midway
Chicago - O'Hare International

PUBLICLY OWNED GENERAL AVIATION AIRPORTS

A. Instrument Landing System (ILS) Airports

1. Eliminations:
None
2. Expansion or Improvement of Presently Publicly Owned Airports:
Aurora Municipal
Chicago - Meigs Field
DuPage County
Gary Municipal
Porter County Municipal
Waukegan Memorial
3. Acquisition of Presently Privately Owned Airports:
Lewis - Lockport
4. New Public ILS Airports:
Northwest
Elgin

B. Visual Flight Rules (VFR) Airports

1. Elimination:
Joliet Municipal
2. Expansion and Improvement of Existing Publicly Owned Airports:
None
3. Acquisition of Presently Privately Owned Airports:
Campbell's Pal-Waukee
Chicago - Hammond Schaumburg
Chicagoland
Clow International
Crystal Lake
Frankfort
Galt
4. New Public VFR Airports:
Crown Point
Hobart
Joliet
West

PRIVately OWNED AIRPORTS

A. Eliminations:

None

B. Existing:

Antioch
Dacy
Elgin
Gear
Griffith
Hobart Sky Ranch
Crestwood - Howell
New Lenox - Howell
Larsen - Woodstock
Sanger
Wilhelmi

C. New:

None

MILITARY

A. Eliminations:

None

NOTE:

All plan components are generalized. Specific locations for the components will result from the appropriate feasibility, corridor, alignment, master plan and/or design studies which are subject to future public hearings.

NOTE:

Koppie Airport, a former restricted landing area near Huntley, Ill. was certified for public use in 1975. Until its impact on the New Elgin Airport can be determined Koppie will not be added to the plan.

**preserve and expand
existing airports**

In order to provide an airport system which will be able to handle the general aviation demand, significant steps must be taken to preserve and expand existing airports as well as build several new ones. These steps will require increased public awareness of, and involvement in, community airport problems. The plan recommends the public acquisition of 10 general aviation airports which are currently in private ownership to prevent their subdivision and redevelopment for other urban land uses. The plan also recommends the construction of six new general aviation airports. The new airport sites shown in Elgin and Joliet are to be replacements for existing airports. In the event that master planning studies show either of the existing sites preferable to a new site, such results would not be incompatible with the intent of the regional plan. The publicly owned general aviation airports are classified into two categories: Instrument Landing System Airports (Public ILS) for all weather use and Visual Flight Rules Airports (Public VFR) for good weather use and limited instrument use. Associated with each category is a standard runway length, 5,400 feet for Public ILS and 3,800 feet for Public VFR.

**ensure compatibility with
publicly owned airports**

no new RLAs

enforce compatible zoning

4. **Privately Owned, Public Use Airports:** The plan identifies ten privately owned, public use airports to remain in private ownership. These ten airports are recognized as second priority airports whose survival will depend on their ability to provide service under market conditions. Future demand and land use developments may force the reconsideration of these airports as potential publicly owned airports. It should be pointed out that any new privately owned, public-use airport sites must be considered carefully to ensure compatibility with the publicly owned airports proposed in this plan.
5. **Restricted-Land Area (RLA's):** While they are not shown on the map these privately owned, private use airports have become an airspace and land use problem in many parts of the region. A moratorium on the granting of further RLA operating certificates is recommended until the impact of these facilities on the public-use airport system can be fully identified. Furthermore, regional planning agencies, the Federal Aviation Administration and the Division of Aeronautics (Illinois Department of Transportation) should set up a coordinated procedure for reviewing the establishment of new RLA's.
6. **Land Use and Height Restriction Zoning:** As a means of protecting increased public investment in the airport system, compatible land use and height restriction zoning is recommended. Enforcement would reduce the adverse environmental impact of general aviation airports. It is suggested that model airport zoning ordinances be prepared as a guide for local jurisdictions.

FREIGHT SYSTEM PLAN

The freight system component of the 1995 Transportation System Plan recommends extensive changes in government and industry practices relating to commodity movements. The plan calls for an equalization in government treatment of the various modes through policy, legislative and regulatory changes.

The overriding objective of the freight component is the consolidation of right-of-way and terminal facilities of the existing freight system, streamlining the present overextended system to one which is both economically and operationally viable. A viable freight system is essential to the economy of this region. The consolidation is accomplished through both the concentration of freight activity in specific localized sites and the joint use of physical facilities. The freight plan emphasizes the need for complementary intermodal exchanges, i.e., terminals to exchange freight between trucks and rail, rail and waterborne systems, et cetera. The plan recognizes that each mode has certain inherent advantages that should be exploited to the benefit of the public.

The 1995 Transportation System Plan is the first plan for the Chicago area to include a comprehensive regional plan for freight. The Interim Transportation Plan presented composite proposals as developed by the members of the freight system industry. Given this change of emphasis from proposed carrier improvements, the freight component should be seen as preliminary and carefully reviewed. It is hoped that the public discussion, which the proposal is intended to generate, will provide the basis for a more complete and representative plan in the future. This discussion should include the implications of the policies (both private and public) necessary to implement this freight system. These discussions complemented by the collection of currently lacking detailed data on commodity movements will provide the basis for the preparation of more detailed freight plans. Figure 9, Figure 10, and Figure 11 present the freight system plan. The modal components of the plan are:

- I. **Rail Freight:** The proposed rail freight plan requires major changes in institutional and operational mechanisms. As shown in Figure 9, the plan recommends that rail freight will be handled by a system of 21 high speed strategic lines. These lines would be completely grade separated and designed for maximum speeds of 80 to 100 mph in nonurbanized areas. These lines together with the switching lines total 1,434 miles of right-of-way. Maintenance and development plans would be implemented to encourage the use and development of this rail system.

Since it would not be practical to maintain all branch lines at this standard, other existing lines not designated as high speed strategic lines, yet serving shippers and municipalities, could be maintained by the existing carriers, by shipper railroads or by local governments. If a route is no longer useful it could be abandoned, the land being used for another urban use.

change government and industry practices

consolidation

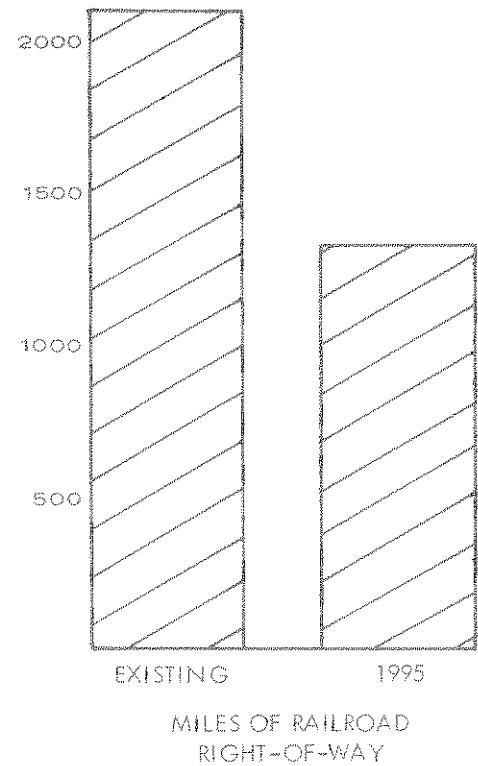


Figure 9 RAIL FREIGHT AND WATERWAY SYSTEM

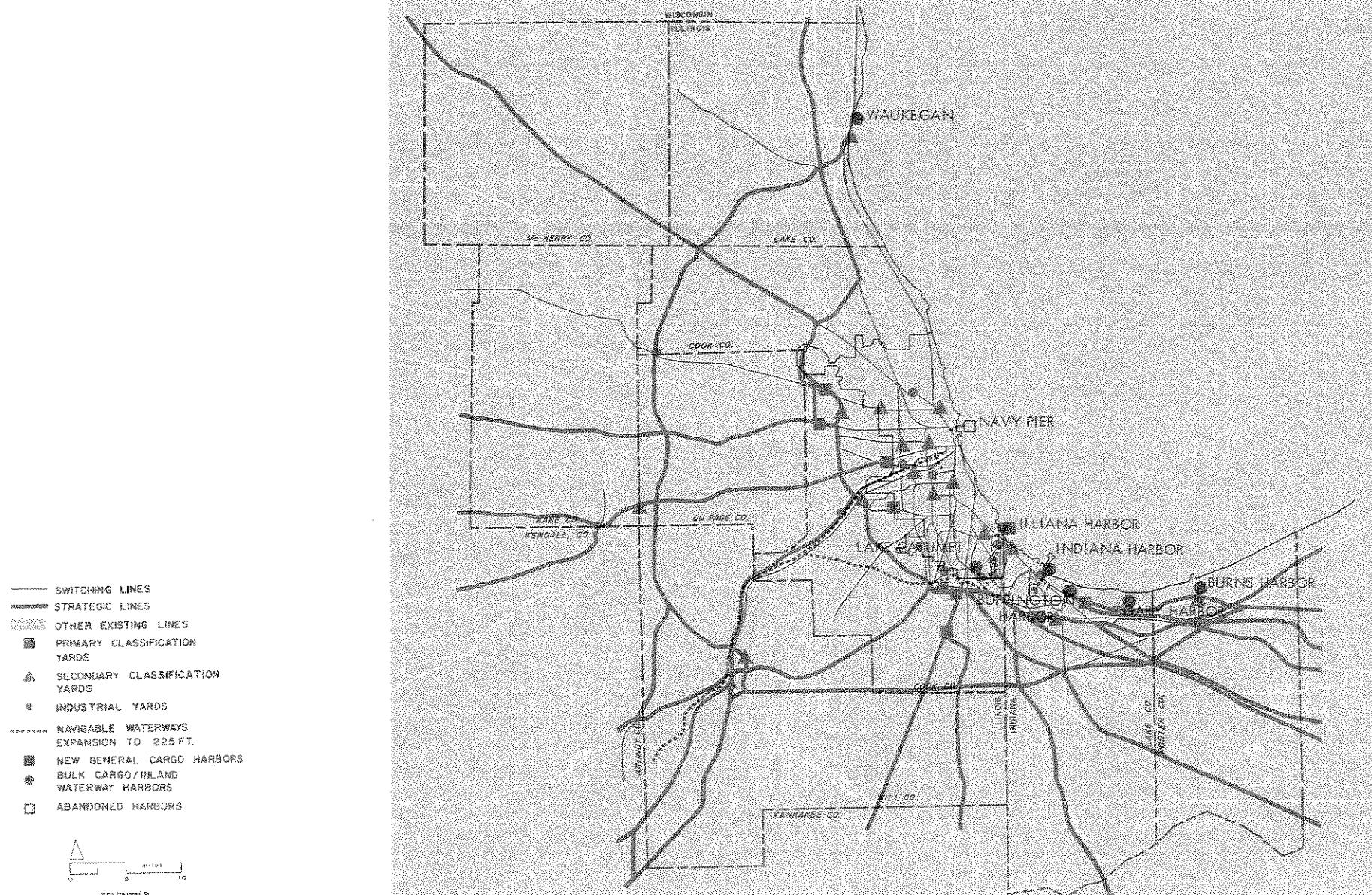


Figure 10 TRUCK FREIGHT AND INTERMODAL YARD (PIGGYBACK) SYSTEM

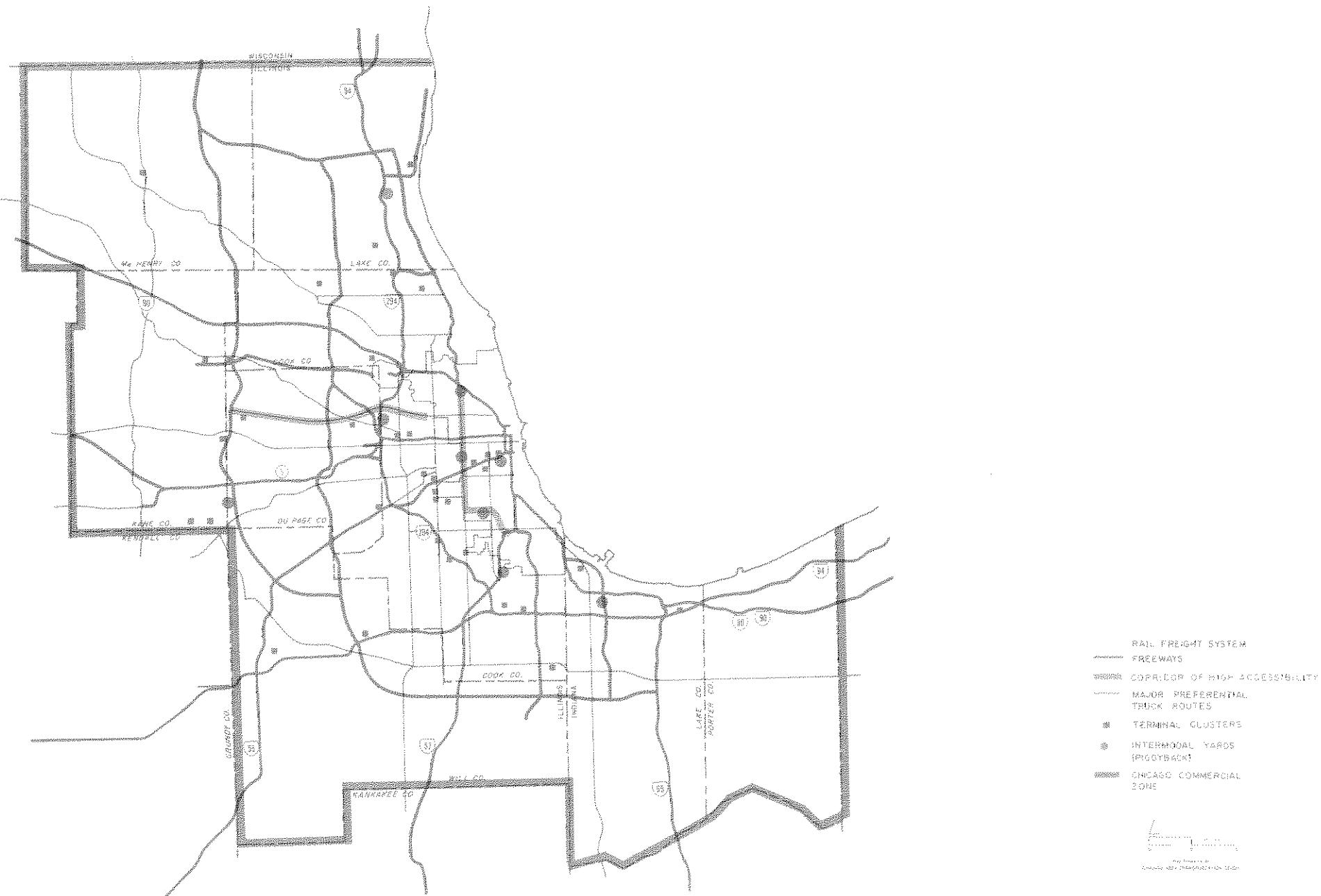
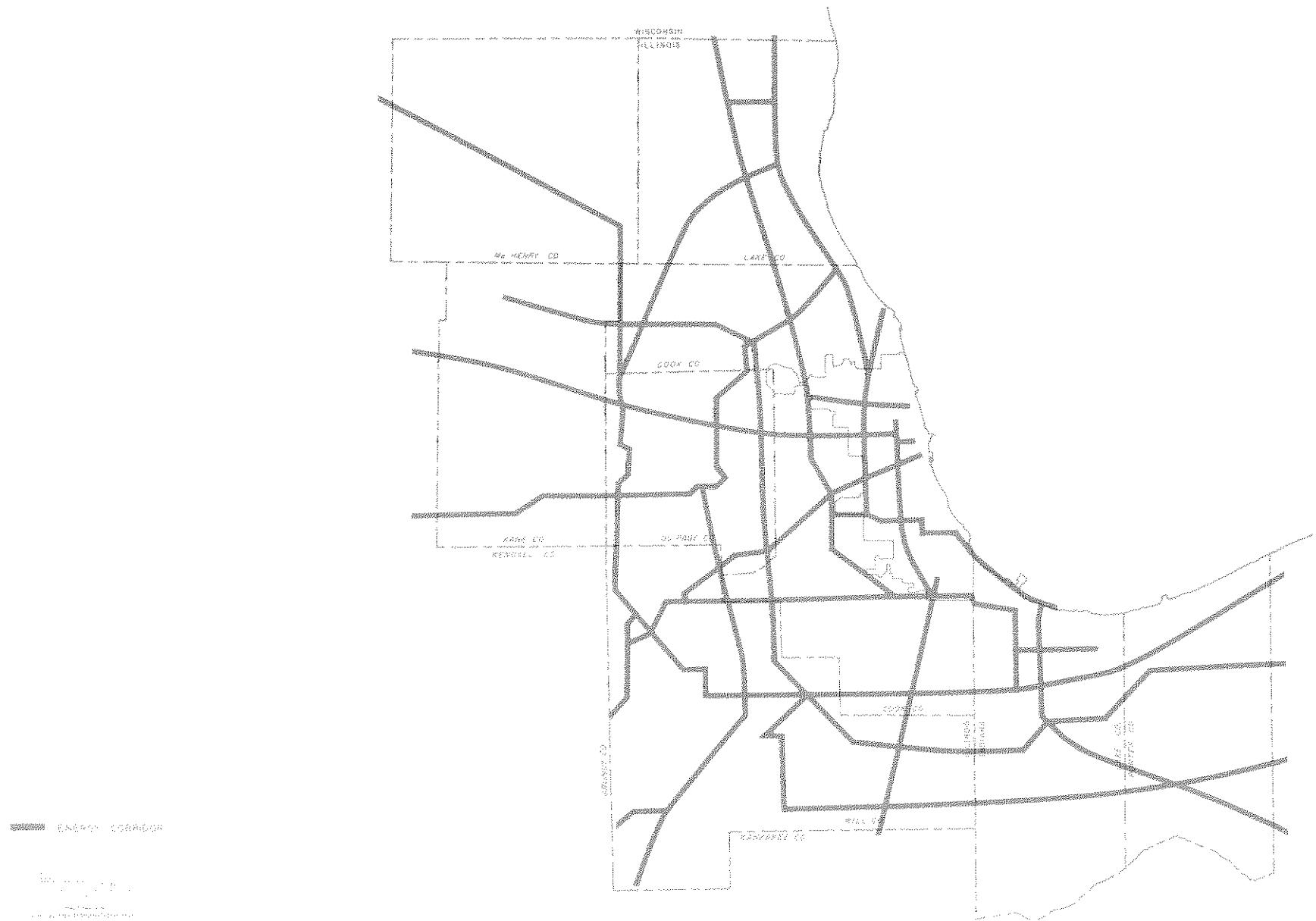


Figure 11 ENERGY CORRIDOR SYSTEM



In some cases total separation between freight and passenger service may be necessary. In other cases, operations and safety considerations may be met by rescheduling, signalization or track additions. The potential for conflict between freight and passenger service is being studied in more detail for the Year 2000 Transportation System Plan.

The plan recommends the development of a consolidated terminal structure accounting for three levels of yard functions. Primary and secondary yards would be coordinated to handle inbound and outbound rail carloads from intercity freight arrival to final delivery to the shippers. The third level, the industrial yard, would meet the switching requirements for concentrated, industrial activity. No new terminal sites would be necessary; however, major improvements would be made at many sites to enable reduction in the number of facilities. Any abandoned land could be reused as industrial, recreational or other urban use.

2. Waterways: The waterway component of the freight system plan contains two major recommendations. First, the plan recommends reducing commercial navigation on the Chicago River and its branches, relieving congestion and allowing more intensive recreational use of these waterways. Second, the plan specifies the consolidation of all general cargo traffic at a new port facility, Illiana Harbor, which will be located at the mouth of the Calumet River. These recommendations conform with the goals and policies of the City of Chicago, Northeastern Illinois Planning Commission and Northwestern Indiana Regional Planning Commission. Other recommendations of the plan are shown in Figure 9.

3. Truck Freight: The truck freight plan designates 1,484 miles of arterial roads and the 1995 freeway network as preferred truck routes. These routes will be designed to handle double combination trailers. Heavy truck traffic on routes not designated as preferred routes is to be restricted to local access only.

The plan recommends the consolidation of truck terminals, public warehouses, and freight forwarders into 36 clusters located near the preferential truck routes. This pattern is developing today but would be reinforced through zoning. These clusters will be provided with access that features turning channels, signalization, and construction standards capable of handling double trailer combinations. The plan also includes nine rail-truck intermodal (piggyback) yards.

In addition to these recommendations the truck freight plan proposes that the boundaries of the Chicago Commercial Zone be expanded to include the entire eight county region. Furthermore, local governmental units are encouraged to incorporate requirements for off-street loading facilities into their zoning and building codes for all new commercial and industrial buildings.

4. Energy Corridors: The plan recognizes the continuing need for a network of energy corridors. The plan recommends 884 miles of radial and circumferential energy corridors designated for future pipeline and high voltage electric transmission lines. The continuing expansion of land development in the region dictates that right-of-way be allocated in such a way that transmission facilities will be able to maintain service to the region with minimum consumption of land and reduction of adverse environmental impact.

encourage recreational
use of waterways

preferential truck routes

expand chicago
commercial zone

joint use of right of way

COST OF THE 1995 PLAN

TABLE 3

Fully implementing the 1995 Transportation System Plan would require at least \$15.3 billion in public spending over the next 20 years. This estimate is conservative as it is expressed in 1973 dollars and assumes 1973 costs. Subsequent rapid inflation will increase the total cost of land acquisition, construction and equipment purchase for the completion of the proposed system. The designated figure also includes the cost of upgrading the existing system to the standards assumed by the plan as well as the cost of maintenance and operation of the transportation system which is not offset by direct user fees. These costs are higher than other annual expenditure rates for transportation during the last few years. The cost of the transit system, including the cost of the nonauto passenger flow in the corridors of high accessibility, accounts for 39 percent of the total cost. The average annual cost of the transit system is approximately four times the annual expenditure of the last eight years. The cost of the freeway system, including that of the vehicle flow in the corridor of high accessibility, is estimated at 26 percent of the total. The average annual cost of the highway system is approximately twice the annual expenditure of the last eight years. The arterial, freight and aviation systems account for 20 percent, 12 percent and 2 percent of the total system, respectively.

The distribution of assignable costs by county closely reflects the distribution of population in 1970 and 1995. The exceptions are the two rural counties of McHenry and Will whose share of the cost of the transportation system is slightly higher than their share of the existing or future population. Lake County, Indiana, represents the opposite condition. Within Cook County, 80 percent of the cost of the transportation system is assigned to the City of Chicago.

Table 3 summarizes the cost of the transportation system plan by mode and category of expenditure within each mode for each county and the City of Chicago. Costs of the freight system and the site acquisition for the third air carrier airport could not be assigned to specific counties; hence, these costs appear in the total column only.

The 1995 Transportation System Plan does not assign funding priorities to the various components of the plan or individual projects. However, the establishment of these priorities is essential and will be developed as part of the 20 year incremental development program and the five- year development program for transit, highways and aviation systems.

Modal Cost Category
Transit and Corridors of High Accessibility*
Renewal and Upgrading-Existing System
New System *
Operations and Maintenance (Deficit Only)
Total
Freeway and Corridors of High Accessibility *
Reconstruction-Existing System
New System **
Maintenance
Total
Arterials
Total (Upgrading and Maintenance)
Aviation
Reconstruction and Capital Improvement-Existing
Air Carrier Airport Site Acquisition-Third Air Carrier
Airport (site unknown) Public Acquisition and Development
Existing General Aviation General Aviation System
Total (includes Costs Assignable to Counties Only)
Freight
Public Acquisition & Upgrading-Existing System
New System
Maintenance (Deficit Only)
Total
Total 1995 Transportation System Plan
Total Cost-Assignable to Counties
Total Cost-Non-assignable to Counties
Grand Totals
Percent Distribution of Assignable Costs to Counties

Public Costs of the 1995 Transportation System Plan (All Figures Are in Millions of 1973 Dollars)

City of Chicago	Suburban Cook	DuPage	Kane	Lake	McHenry	Will	Subtotal Illinois Counties	Lake (Indiana)	Porter (Indiana)	Subtotal Indiana Counties	Grand Total
756.6	258.1	92.3	20.4	53.9	27.8	21.8	1,239.9	21.7	12.4	34.1	1,274.0
3,159.6	150.3	50.3	14.4	7.1	1.5	12.4	3,395.6	77.3	45.2	122.5	3,518.1
916.5	169.0	27.3	10.4	22.2	10.9	10.9	1,167.2	96.4	48.1	144.5	1,311.7
4,841.7	577.4	169.9	45.2	83.2	40.2	45.1	5,802.7	195.4	105.7	301.1	6,103.8
130.4	231.6	124.4	67.9	124.4	67.9	192.3	938.9	147.0	45.2	192.2	1,131.1
1,014.0	84.5	256.5	33.0	314.5	99.5	207.0	2,009.0	248.7	6.8	255.5	2,264.5
63.2	112.2	60.3	32.9	60.3	32.9	93.2	455.0	47.1	17.9	65.0	520.0
1,207.6	428.3	441.2	133.8	499.2	200.3	492.5	3,402.9	442.8	69.9	512.7	3,915.6
342.6	453.5	200.1	277.1	268.9	290.8	441.7	2,274.7	585.6	333.9	919.5	3,194.2
950.0	0	0	0	0	0	0	95.0	0	0	0	95.0
1.1	17.6	17.0	14.2	19.4	5.2	16.5	(no assignable costs)	91.0	4.0	6.1	160.0
0	0	0	13.3	7.3	0	9.2	29.8	4.8	4.4	9.2	39.0
96.1	17.6	17.0	27.5	26.7	5.2	25.7	215.8	8.8	8.5	17.3	233.1
—	—	—	—	—	no assignable costs	—	—	—	—	—	—
6,488.0	1,476.8	828.2	483.6	878.0	536.5	1,005.0	11,696.1	1,232.6	518.0	1,750.6	13,446.7
48.2	11.0	6.2	3.6	6.5	4.0	7.5	87.0	9.2	3.8	13.0	100.0

* The non-auto passenger flow cost of the corridors of high accessibility is included in this category.

** The higher cost alternative accommodating the vehicle flow in the corridors of high accessibility is included in this category.

The lower cost alternative is roughly estimated at \$240 million; however, this cost needs further study before it can be finalized.

THE TRANSPORTATION PLAN MAKING PROCESS

coordinated
interagency effort

activity forecasts:
basis for planning

A. Arriving at a 1995 Transportation System Plan

The plan making process is long and complex. Four regional planning agencies, CATS, DDP, NIPC and NIRPC, participate in preparing the plan and coordinate their activities at both policy and staff levels. A Unified Regional Planning Program, which coordinates the activities of these four agencies, identifies specific work tasks for developing the transportation system plan.

Figure 12 shows the major work components of the 1995 Transportation System Plan and the responsible agency. The significance of comprehensive planning in the development of transportation plans and the specific comprehensive plans used as a guide for the 1995 Transportation System Plan were discussed in "Goals and Objectives," page 2 of this plan. The other major work components of the transportation plan making process are described below.

It should be noted that the process delineated in the following sections has been used in the preparation of the transit and highway components of the 1995 Transportation System Plan. The approach for the preparation of the aviation and freight components was similar. However, data necessary to conduct such quantified analyses for the aviation and freight plan components were not available. Therefore, these system plans are more conceptual in nature. They will be further detailed as additional studies are completed.

I. Demographic, Economic and Land-Use Forecasts

The demographic, economic, and land-use forecasts are fundamentals of the comprehensive plans for the region. The DDP prepared the necessary forecast data for the areas within the city limits; NIPC developed forecasts for suburban northeastern Illinois; the forecast data for northwest Indiana were completed by NIRPC. These data represent a direct quantification of the goals and policies of the comprehensive plans as constrained by the economic potential of the region and influenced by market forces. Table 4 summarizes the population forecasts used in the development of the 1995 Transportation System Plan.

In addition to population forecasts, the comprehensive planning agencies developed forecasts of population characteristics, land uses, employment, and density distribution for the 4,600 square-mile zones in the eight county region.

The 1995 Transportation System Plan provides the necessary transportation services and facilities for the forecasted population and economic activities. Consequently, this plan can be seen as an integral part of the regional comprehensive plans. Furthermore, its implementation can be viewed as strategy for the actual implementation of the comprehensive plans.

Figure 12 TRANSPORTATION PLAN MAKING PROCESS FLOW CHART

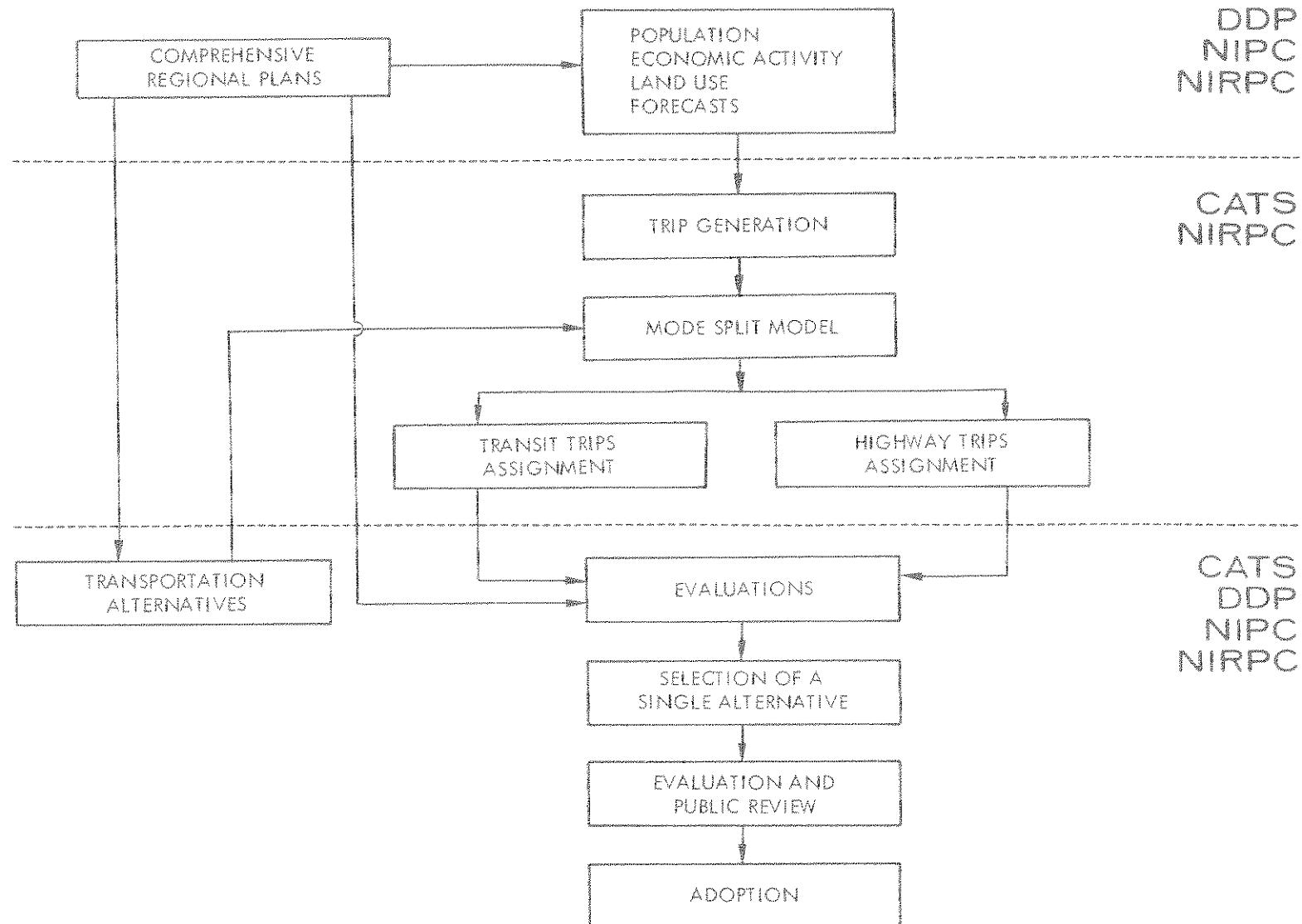
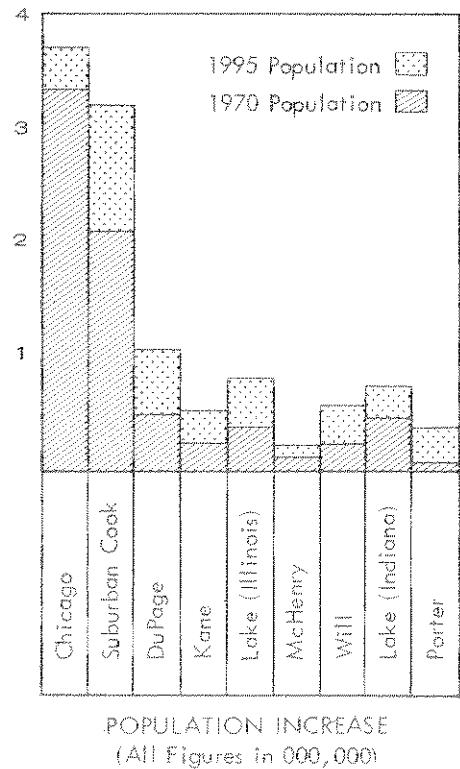


TABLE 4
Preliminary Population Forecasts



determining travel demand

2. Trip Generation

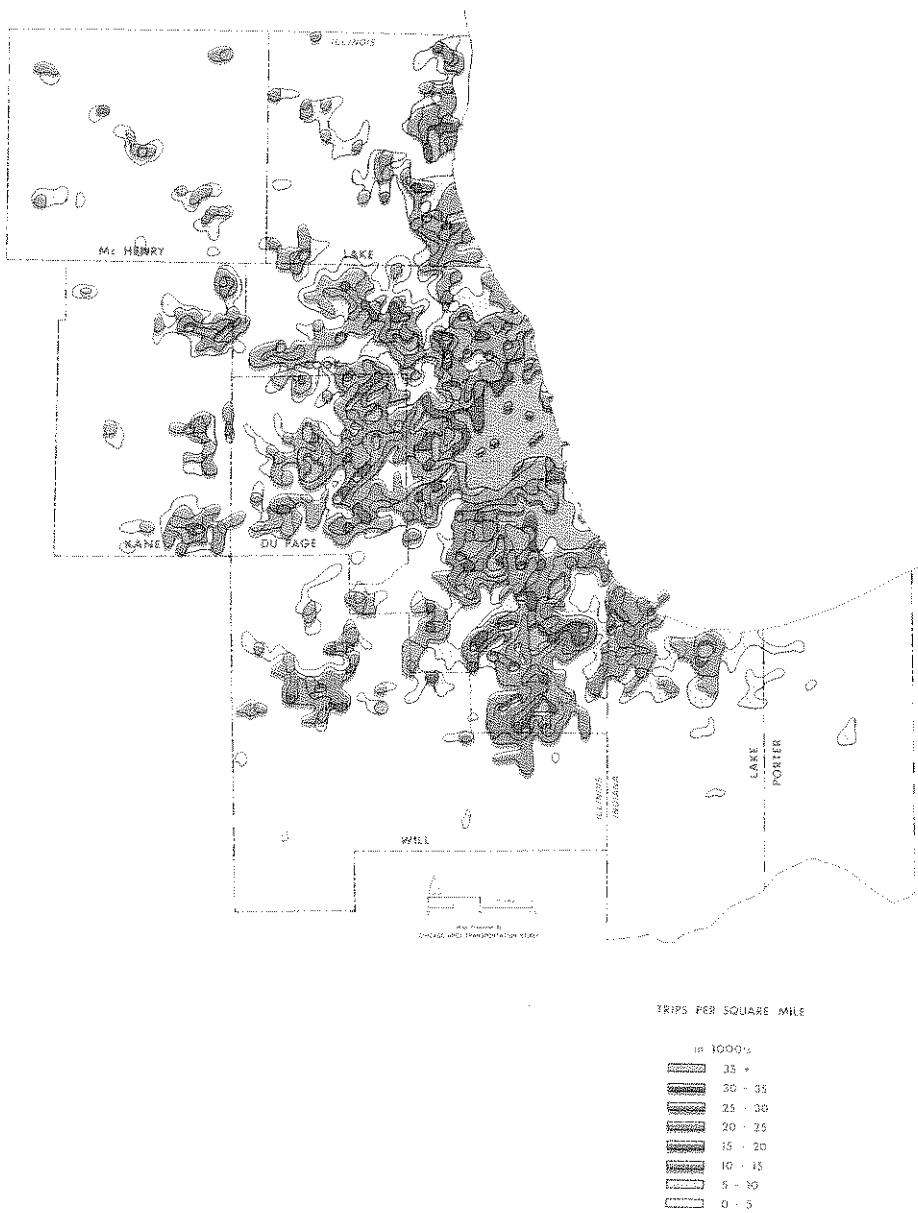
The person trips used in preparing the highway and transit components were created from the forecast land-use, population and economic activities using trip rates developed from the CATS/NIRPC origin-destination surveys of 1970 to 1971 and preceding subregional studies. The trip generation of distinctive areas such as the Chicago CBD, Chicago-O'Hare International and Chicago-Midway Airports, and major suburban shopping centers was computed using special rates based on selected surveys taken by CATS.

Figure 13 shows the 1995 distribution of person trip demand. Note the relationship of the most concentrated areas of trips to the concept of development corridors as shown in the region's comprehensive plans.

3. Development of Transportation Alternatives

Prior to the selection and finalization of the 1995 Transportation System Plan, six multimodal transportation alternatives were prepared, tested and evaluated. Each alternative offered a distinct plan

Figure 13 1995 DISTRIBUTION OF PERSON TRIP DEMAND



alternative plans developed

concept enabling various social, environmental, functional and economic evaluations to produce distinguishing results. The six alternatives were the Interim Plan, the existing network and four additional plan alternatives (A, B, C and D) representing separate levels of capital investment for each of the plan systems. Plans A, B, C and D represented various complementary bimodal pairings of highway and transit networks.

The Interim Plan depicted the most expansive highway network. Consequently, the highway network presented in alternatives A through D represented lesser levels of completion of the Interim Plan. With each reduction in the proposed highway network for these four alternatives, the proposed transit system plans were augmented. The capacity of the recommended system was less than that of the Interim Plan due to the greater population and economic activities initially forecast and used for the Interim Plan. The Interim Plan was tested against the new forecasts.

Four alternative aviation plans were formulated and evaluated. The alternatives were: the existing system, the Interim Plan and two alternatives representing two options of public investment in airports. Both of these investment levels were lower than that indicated in the Interim Plan.

Four alternative freight plans were considered. The Interim Plan and the existing system constituted two alternatives even though the two systems were very similar. The third alternative represented minor modification to the existing system; the fourth alternative represented major modification to the existing freight system.

In preparing the alternative transportation systems, only currently-practicable technologies were assumed. These technologies include rail, bus, demand-actuated transit service and automobiles meeting the Clean Air Act emission standards of 1973.

4. Mode Split

The new CATS network sensitive mode split model was employed in testing the various alternative plans and the final 1995 Transportation System Plan. This network sensitive model assigned the generated trips to either the transit or the highway network. The assignment was done on the basis of network configuration, related costs and travel speeds as well as on the socioeconomic characteristics of the population. The choice of mode for future travelers was assumed to be dependent on the same variables and weights that were exhibited in the 1970 to 1971 Horne Interview Survey.

5. Trip Distribution and Assignment

The mode split process provides the number and type of trips by travel mode. The trip distribution process provides the additional information of where the trip, generated in any specific area, will be going. The 1995 Transportation System Plan distribution process utilized information on trip lengths for each type, as derived from travel surveys.

From the distribution process, the trip assignment process allocates the zone-to-zone trips to specific highway or transit links. The assignments yield simulated traffic volumes on each highway network link and the number of passengers using each transit (including bus) line. These volumes provide the basis for the functional, economic and social evaluation of the alternative transportation proposals.

network sensitive mode split

assigning trip destinations

6. Evaluation

Several evaluation techniques were used in testing the proposed network alternatives to thoroughly examine all relevant impacts of these regional transportation plans.

The performance evaluation of the mass transit and highway networks compared the expected levels of demand with the designated capacity of each given link of the specific network being tested. Additional evaluation criteria were derived from other measured system characteristics, such as total costs, travel times, accident rates, and levels of pollution emissions generated by the tested networks. Special evaluations were conducted to determine the relative change in demand corresponding to variations in transit user costs.

In a multimodal transportation system, there exist numerous relationships and interactions between and within each of the modes. These system interrelationships were examined and evaluated. The regional impact of the proposed alternatives on the existing community and land uses was determined. Specific transportation goals and objectives were associated with direct measures that could be used to indicate the degree to which a system objective was met by each of the alternative networks.

7. Public Review

The alternative networks were presented for public review and scrutiny at several subregional meetings. Public comments were solicited through questionnaires which were later tabulated and analyzed.

On the basis of these evaluations and reviews, the various alternative plans were reduced to one composite plan. The composite plan underwent similar evaluation and review prior to its finalization as the recommended 1995 Transportation System Plan.

8. Adoption

Once the recommended 1995 Transportation System Plan alternative had been evaluated it was presented for adoption to the CATS Policy Committee, NJPC, NIRPC and the City of Chicago. The Policy Committee adopted the Plan on June 21, 1974. After a series of public meetings including an innovative two-hour televised hearing, NJPC adopted the transit and highway portions of the Plan. NIRPC held six public hearings in addition to the televised public hearing and voted adoption of the Highway and Public Transportation subsystems of the plan on November 27, 1974.

B. The 1995 Plan Update Process

Following the adoption of the 1995 Transportation System Plan, steps were taken to provide an opportunity for continuous review of the adopted plan. This review, part of the regional transportation process, results in annual plan updates.

i. Council of Mayors Review

An important aspect of the annual update process is the review of the adopted plan by each Regional Council. Their comments and questions are considered in the update process. In some cases the issues are deferred to the next long-range planning cycle (e.g., The Year 2000 Transportation Plan).

testing the alternatives

composite plan

continuous review
and annual update

change by area, function

project review

year 2000: total plan reevaluation

2. Work Program Committee Review

Each year, committee members representing regional planning and transportation agencies study the plan and suggest changes based on developments in their jurisdiction. Proposed plan changes then are circulated for discussion and comment by CATS technical staff and committee membership. The Work Program Committee then considers the proposed modifications, submitting their recommendations to the Policy Committee for final approval.

3. NIRPC Transportation Planning Committee Review

Following adoption, review of the plan was provided by NIRPC's Transportation Planning Committee. Comments from local officials were considered during this update review. This committee was instrumental in development of the annual program for implementation of the plan. Each year, NIRPC reviews the current plan and adopts a program of strategies for implementation of the plan.

C. Uses of the Plan

The 1995 Transportation System Plan has many functions. A key use is in performance of A95 clearinghouse duties. In northeastern Illinois CATS and NIPC (the designated A-95 agency) cooperate closely in reviewing all requests for federal transportation funds. In northwest Indiana, NIRPC performs this function. In the past year, grant applications relating to the completion of Federal Aid Urban highway projects, public transportation and airport facilities have been reviewed for consistency with the 1995 Transportation System Plan. The Plan was used as a guideline in assessing the regional impact of the United States Railway Association's Preliminary and Final System plans for the reorganization of the Midwest and northeast bankrupt railroads.

The 1995 Airport System Plan, a component of the overall plan, has served to coordinate the approval of and continuing work on federally-funded master plan studies for nine area airports.

The 1995 Plan also was the basis for analysis of the connection between Interstate 94 in Illinois and the Wisconsin Lake Freeway. Continuity of routes has been the subject of ongoing communication between CATS, the Southeastern Wisconsin Regional Planning Commission and the two state transportation agencies.

The information gained in utilizing the 1995 Transportation System Plan is reflected in this update.

D. Future Steps

I. Planning

No viable transportation plan is static; the planning process must allow modifications to any approved plan as the planning environment changes. Work on the Year 2000 Transportation System is already underway. However, the 1995 Transportation System Plan will continue to be updated until this total plan reevaluation (2000 Plan) is completed. The next annual update will include, in addition to the long-range facilities plan, a transportation system management element identifying noncapital projects that can make more efficient use of the existing system and provide for short range transportation needs.

As for the Year 2000 Plan, its planning environment differs from the 1995 process in three significant ways. First is the uncertainty in areas of demography, energy, technology and the economy, and the

resultant reduced forecasts of regional population and economic activity. Second are the new requirements imposed on transportation planning by recent federal regulations, e.g., those regarding service for the elderly and handicapped. Third are advances in the technical state-of-the-art in transportation planning, especially in the area of impact identification and estimation. The inventory and data analysis phase for the person trip characteristics and commodity flow characteristics have been completed. The next major effort will concentrate on developing forecasts for person and commodity flows and completing aviation analyses and forecasting.

The Year 2000 transportation planning process improves on previous efforts by introducing new tools and concepts and upgrading some of the tools utilized in previous planning cycles. One of the most important improvements is being introduced in the area of air quality. In the past, air quality analyses were limited to consideration of air pollution emissions. It is anticipated that for the Year 2000 Plan, air pollution dispersion and possibly atmospheric reactions will be considered in the evaluation of the effect of alternative transportation plans on air quality.

Another improvement will result from developing independent, separate forecasts for trucks based on intraregional and interregional projections of commodities movements. In the past, truck forecasts were developed as a function of auto forecasts. Rail freight forecasts also will be developed based on economic activity projects. Consequently, the Year 2000 Plan will be based on much more quantified freight analysis than has previously been the case. Aviation planning will be improved through the use of more sophisticated tools such as air space and airport capacity evaluation, better analysis of relationships between aviation demand and economic activities and improved base-year surveys.

2. Programming and Implementation

In northeastern Illinois the key agencies for implementing the transportation plan are the State of Illinois, the RTA, the six county governments, the City of Chicago and the more than 260 suburban municipal governments. In northwestern Indiana, the plan will be implemented by the State of Indiana, the two county governments, the 29 municipalities and the Public Transportation Authority.

The first step in implementing the transit and highway component is to develop a five-year Transportation Improvement Program (TIP) and its annual element. The TIP for northeastern Illinois is developed under the direction of CATS (as Metropolitan Planning Organization) in cooperation with state, county and local officials, the RTA, transit operators and NIPC (the regional comprehensive planning agency). In northwestern Indiana the TIP is developed by NIRPC. The first TIP, for 1976 to 1980, identifies the highest priority improvements recommended in the 1995 Plan.

Another step in coordinating implementation of the plan comes in the A-95 review process conducted by the two comprehensive planning agencies, NIPC and NIRPC. These agencies also aid implementation through their coordination and local assistance programs and through the transportation-land use relationships reflected in their comprehensive plans.

The final step coordinating plan implementation is the preparation of detailed project designs. This is the responsibility of the Illinois Department of Transportation, local governments, operating agencies and the RTA. Data generated by CATS and NIRPC in preparing the plan will be shared with these agencies to aid in design development.

**new concepts,
new forecasts**

functional responsibility

**programming for
implementation**

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¹ RTPB ~ Coordinating group of CATS, NIRPC, NIPC, DDP.

