



pace

Cook DuPage Area
Rapid Transit Investment Plan

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Rapid Transit Investment Plan

Service Plan & Preliminary Implementation Plan

December 2014

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1.0 Introduction

Pace initiated the Cook DuPage Area Rapid Transit Investment Plan project to identify a locally preferred strategy for introducing arterial rapid transit (ART) investment in western Cook County and DuPage County. The project included three Stakeholder Involvement Group (SIG) workshops to establish guiding values, define the direction, and identify actions and opportunities to deliver ART services. The study process consisted of analyzing previous studies and recommendations; assessing current travel markets and existing commuting patterns; screening corridor alignments and their transit market potential; and establishing preliminary service and implementation plans.

SIG Workshop #1, on May 1, 2014, identified transit-related values, needs, and priorities. On June 19, 2014, breakout groups at SIG Workshop #2 prioritized segments using a “blind” data review and screening process. At SIG Workshop #3, on August 29, 2014, participants confirmed a network of four near term arterial rapid transit (ART) alignments; eight long term ART alignments, and seven additional local route recommendations.

The recommended near term ART network will establish an ART service experience that is distinct from Pace’s traditional fixed route operations. There are six common traits among successful rapid transit programs across the country.

- ④ Frequency: Service provided at stations and termini occurs at least four times per hour.
- ④ Legibility: Riders can easily understand and navigate routing, and find distinctive ART stations.
- ④ Accessibility: Transit facilities can be accessed via multiple modes including sidewalks, bikes, park and ride, and local transit services.
- ④ Speed: Service provided should be faster than local bus options and present relative travel time competitiveness to the automobile. Fare collection, station and route infrastructure should support shorter station dwell times and higher travel speeds.
- ④ Span of Service: Service throughout the day to accommodate the needs of many kinds of trips.
- ④ Branding: Rapid transit service should be distinguishable to the customer to assure they know they’re riding the “fast” bus. Station and vehicle branding also promote legibility and access.

1.1 Service Plan & Preliminary Implementation Plan

This memorandum documents the conceptual service plan (Task 6.3) and preliminary implementation plan (Task 6.4) for the four near term ART alignments. This network complements and updates the existing ART network proposed in Pace’s 2009 ART vision study. In addition to the conceptual service plan, conceptual changes to existing Pace local routes were also developed to effectively coordinate with ART. Capital, operations and maintenance (O&M) costs, along with ridership estimates, are also documented for each of the near term ART routes.

The Preliminary Implementation Plan developed for the Cook DuPage Area Rapid Transit Investment Plan was developed with input from the Pace staff team as well as the SIG during workshops, including Workshop #3 during which time implementation strategies were discussed.

The Preliminary Implementation Plan is intended to provide direction to Pace and its community and agency partners in realizing the near term ART initiatives described in the Service Plan section, setting the stage for successful long term ART implementation by clearly identifying implementation needs and action steps. From Pace’s perspective, key actions include not only upcoming design and engineering tasks, but also development of a robust public communications plan to support the phased “rollout” of ART service in the DuPage County and West Cook County service area. From the local community perspective, key actions include policies and initiatives to realize transit oriented development (TOD) and last mile connectivity improvements that will support and leverage the ART network.

The Service Plan and Preliminary Implementation Plan incorporate the guiding values identified by Vision 2020, other planning studies, and the SIG at Workshop #1. With regard to both service planning and implementation, the following general questions identified during Workshop #1 have been revisited to guide these steps of the process:

- ④ What facilities and/or infrastructure are needed to support transfers?
- ④ What and how much infrastructure is needed to improve pedestrian and park-and-ride access to transit?
- ④ How well does the alignment accommodate features to improve reliability and travel time?
- ④ How will communities optimize TOD potential along corridors?
- ④ How can Pace best communicate information about existing service, new service, and future opportunities for service improvements?

1.2 Arterial Rapid Transit Network

The multi-tiered ART network consists of near term routes, long term routes and local route changes and additions. The routes developed for the arterial rapid transit network include the following:

④ Near Term Routes

- Cermak Road / 22nd Street: 54th/Cermak CTA Pink Line Station to Yorktown Center
- Roosevelt Road: Forest Park CTA Blue Line Station to Oakbrook Center
- York Road: Northwest Transportation Center to Oakbrook Center
- York Road: Rosemont CTA Blue Line Station to Oakbrook Center

④ Long Term Routes

- Illinois Route 19 / Irving Park Road Extension: Hanover Park to Elgin Transportation Center
- Illinois Route 19 / Irving Park Road: Rosemont CTA Blue Line Station to Hanover Park
- Elgin-O’Hare Western Access: Rosemont CTA Blue Line Station to Hanover Park
- Ogden Avenue / IL Route 83: Rosemont / Northwest Transportation Center to Naperville
- Roosevelt Road West Extension: Oakbrook Center to College of DuPage

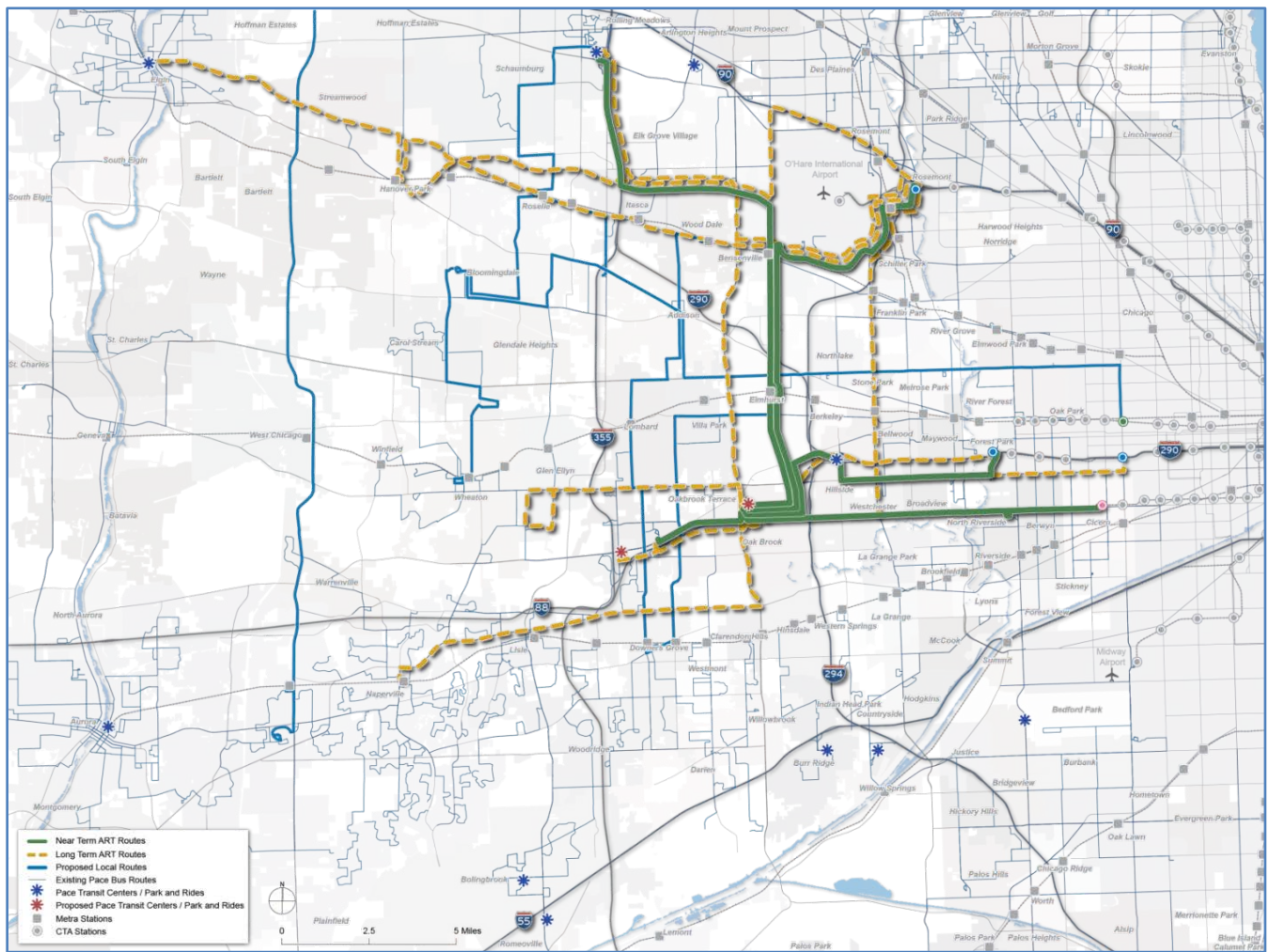
- Mannheim Road: Rosemont CTA Blue Line Station to Cermak Road
- I-290 Bus on Shoulder: Forest Park CTA Blue Line Station to Finley Road
- Roosevelt Road East Extension: Cicero CTA Blue Line to Des Plaines Avenue

Local Routes

- Illinois Route 59: Prairie Stone to Aurora
- Schaumburg to Roselle
- Route 715 Extension: Addison to Roselle
- Route 711 Restructuring: Roselle to Wheaton
- Wood Dale to Downers Grove
- Elmhurst to Downers Grove
- Cicero CTA to Stratford Square Mall

The full ART network is depicted in **Figure 1.1**.

Figure 1.1: Cook DuPage Area Rapid Transit Investment Plan Network



2.0 Near Term ART Routes

Near term routes were defined by identifying the SIG's values, screening related data and previous studies, and conducting preliminary analysis. The methodology used to select terminal and station locations for near term routes is described in sections 2.1 and 2.2. Sections 2.3 through 2.6 describe each near term route in more detail including performance measure highlights, proposed stations, communities served, and opportunities for transit-supportive improvements. Following the individual route descriptions, sections 2.7 through 2.10 present a service plan, local service changes, and cost and ridership estimates for the near term network.

All of the routes in the near term ART network are designed to be constructed independently; however, network benefits are contingent upon more of the network being brought online allowing connectivity between routes. This is especially true given the Oak Brook area's role as an anchor for the near term network, which was determined through careful evaluation of trip flows and trip generation, along with consultation with the SIG. To facilitate this connectivity, all near term routes, and many of the long term routes, will circulate through a central transportation center to be built at or proximate to Oakbrook Center.

2.1 Terminal Locations

Terminal locations were determined based ultimately on trip patterns, activity centers, major trip generators, and connections to existing and proposed services. Oakbrook Center presented as a strong DuPage County terminal for three of the four ART routes with Cermak Road / 22nd Street ART extending to Yorktown Center. Previous studies, proximity to SIG prioritized segments and existing local route service supported the Oakbrook Center location. Oakbrook Center is seen as a hub for existing service and a major trip generator to anchor the network. Yorktown Center, a major trip generator and activity center in its own right is also the western extent of the Oak Brook jobs corridor along 22nd Street and Butterfield Road. West of I-355 (just to the west of Yorktown Center), Butterfield Road assumes a more suburban low density residential character.

As York Road is the north-south trunk route, it made sense to split it into two branches to serve job centers on each side of O'Hare Airport. On the east side, the Rosemont CTA Blue Line station was chosen as a terminal station because it is the largest hub for transfers in the Pace system. At Rosemont, 11 Pace routes connect to the CTA Blue Line, providing access to O'Hare Airport and downtown Chicago. Additionally, the York Road route can serve the massive convention, entertainment, and office center in Rosemont.

West of O'Hare Airport, the York Road route runs express via the Elgin-O'Hare Expressway and I-290 to Pace's Northwest Transportation Center. The NWTC was determined to be a natural terminal station because it is a hub for Pace routes throughout the northwest suburbs, connecting seven different Pace local routes, three express routes and one trolley circulator.

2.2 Station Locations

Station locations were developed for the near term ART network using the following selection criteria:

- ① Proximity to major trip generators;
- ① Current ridership on existing local routes;

- ④ Available space for a station approximately 60 feet in length and 12 feet in width;
- ④ Proximity to intersecting local bus routes;
- ④ Potential connections to other proposed ART corridors, including the potential for a shared station to serve multiple ART routes;
- ④ General station spacing of approximately $\frac{1}{2}$ to $\frac{3}{4}$; and
- ④ Sidewalk connections.

Fifty-six station pairs were identified as part of the near term ART network. Many station pairs serve more than one corridor, particularly on York Road and 22nd Street where some station pairs serve all four near term ART routes. The Cermak Road / 22nd Street corridor has the most station pairs with 23, while Roosevelt Road has the fewest with 16. The York Road corridor from the Rosemont CTA Blue Line station to Oakbrook Center has 21 station pairs and the York Road corridor from the Northwest Transportation Center in Schaumburg has 20 station pairs. All but four station pairs are shared on the York Road trunk line.

2.3 Cermak Road

The Cermak Road ART route is 13.9 miles and connects dense residential neighborhoods to existing transit services and the Oak Brook/Yorktown employment center¹. The route serves walkable communities with large numbers of transit dependent residents by connecting to the CTA Pink Line Station. The Cermak Road corridor's high trip generation and community support for transit prompted the SIG to select it for near term implementation.

In Cicero, the Cermak Road ART (see **Figure 2.1**) begins at the 54th/Cermak CTA Pink Line station, similar to the existing local Pace 322 route. Like Route 322, the Cermak Road ART will deviate into North Riverside Park Mall but the deviation will occur on Cermak Road at the eastern mall entrance. From 54th/Cermak CTA Pink Line station to North Riverside Park Mall, the route is shared with the CTA Route 21. To avoid the duplication of services, Pace should engage the CTA in a discussion regarding the elimination of Route 21 west of the 54th/Cermak Pink Line CTA in favor of ART service (see the 2.7.1 Service Levels section for details on service).

Cermak Road/22nd Street is the only route that does not terminate at Oakbrook Center on its western end. Rather, it continues to serve the job rich areas along 22nd Street and Butterfield Road in Oak Brook, Oakbrook Terrace and Lombard before terminating at Yorktown Center. The Cermak Road / 22nd Street ART route follows the existing Pace Route 322 local service.

2.3.1 Route Description

Corridor performance measures:

- 37,921 trips generated per mile
- 513 bus boardings per mile (Pace + CTA)
- Serves a CTA rail station in a transit-oriented, walkable area
- Improves access for low-income households

Termini

- 54th/Cermak CTA station (Pink Line)
- Yorktown Center

Proposed station locations:

- 24 stations, including termini
- 95% of existing Route 322 boardings served within ¼ mile of proposed stations

¹ Cook DuPage Corridor Action Plan. (2014). West Central Municipal Conference and DuPage Mayors and Managers Conference.

Figure 2.1: Cermak Road ART

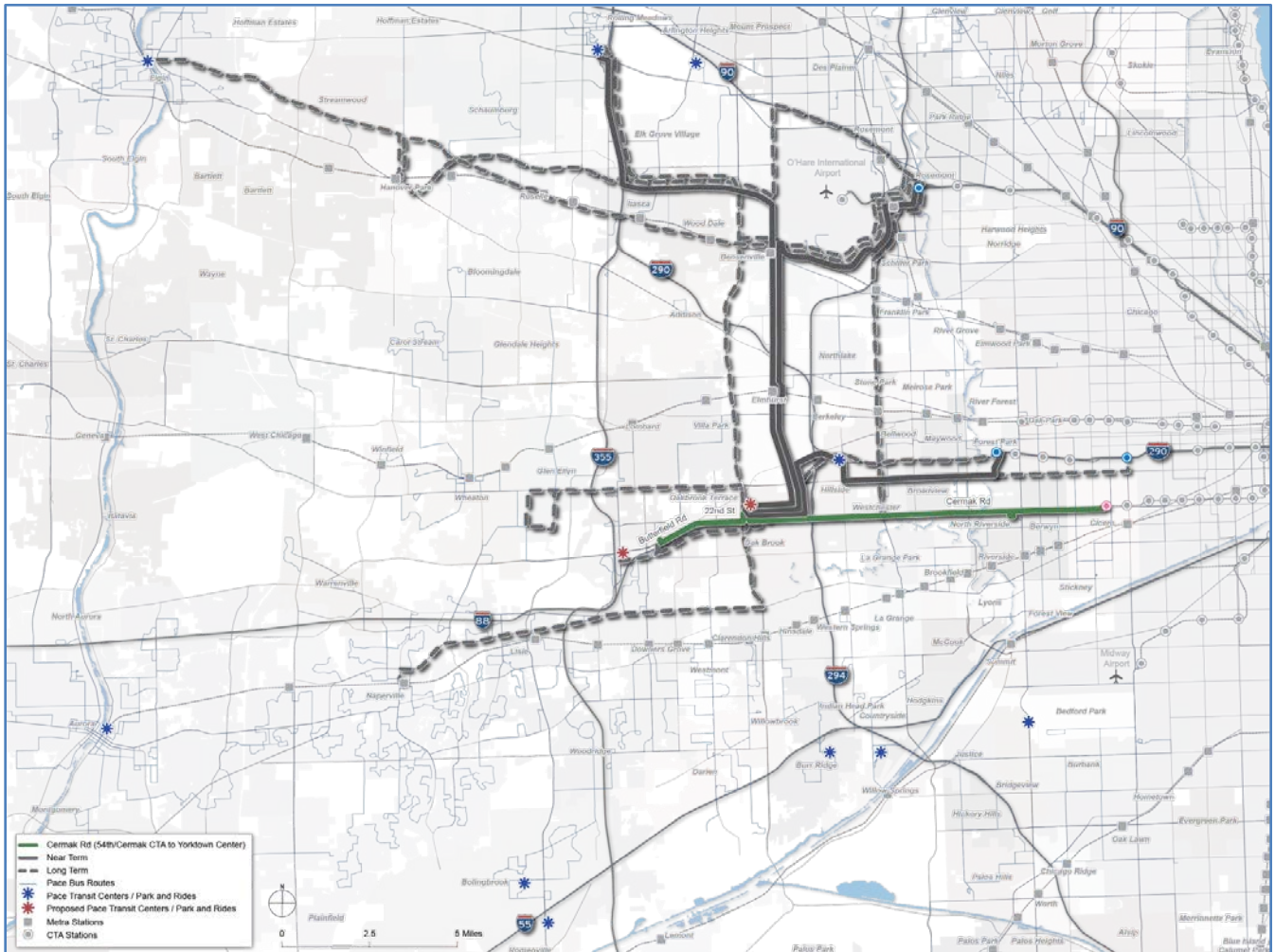


Table 2.1: Cermak Road ART Station Pairs

Station	Near Term ART Routes	Community	Jurisdiction
CTA Pink Line: 54th/Cermak	Cermak / 22nd	Cicero	Chicago Transit Authority
Central and Cermak Rd.	Cermak / 22nd	Cicero	IDOT
Austin Blvd. and Cermak	Cermak / 22nd	Cicero	IDOT
Ridgeland Ave. and Cermak Rd.	Cermak / 22nd	Berwyn	IDOT
Oak Park Ave. and Cermak Rd.	Cermak / 22nd	Berwyn	IDOT
Harlem Ave. and Cermak	Cermak / 22nd	Berwyn/North Riverside	IDOT
North Riverside Park Mall and Cermak Rd.	Cermak / 22nd	North Riverside	The Feil Organization
Des Plaines Ave. and Cermak Rd.	Cermak / 22nd	Forest Park/North Riverside	IDOT
1st Ave. and Cermak Rd.	Cermak / 22nd	North Riverside	IDOT
14th Ave. and Cermak Rd.	Cermak / 22nd	Broadview/North Riverside	IDOT
21st and Cermak Rd.	Cermak / 22nd	Broadview	IDOT
Suffolk Ave. and Cermak Rd.	Cermak / 22nd	Westchester / Forest Preserve District of Cook County	IDOT
La Grange/Mannheim Rd. and Cermak Rd.	Cermak / 22nd	Westchester	IDOT
Mayfair Ave. and Cermak Rd.	Cermak / 22nd	Westchester	IDOT
Wolf Rd. and Cermak Rd.	Cermak / 22nd	Westchester	Cook County
Enterprise Drive and Cermak Rd.	Cermak / 22nd	Westchester	Westchester
22nd St. and York Rd.	Cermak / 22nd, Roosevelt Road, York Road	Oak Brook	IDOT
McDonalds Dr. and 22nd St.	Cermak / 22nd, Roosevelt Road, York Road	Oak Brook	IDOT
Oakbrook Center	Cermak / 22nd, Roosevelt Road, York Road	Oak Brook	General Growth Properties
Kingery Hwy. and 22nd St.	Cermak / 22nd	Oak Brook/Oak Brook Terrace	IDOT
Midwest Rd. and 22nd St.	Cermak / 22nd	Oak Brook/Oak Brook Terrace	IDOT
Butterfield Rd. and 22nd St.	Cermak / 22nd	Oak Brook/Oak Brook Terrace	IDOT
Meyers Rd. and Butterfield Rd.	Cermak / 22nd	Lombard/Oak Brook	IDOT
Yorktown Center	Cermak / 22nd	Lombard	KKR & Co./Continuum Properties
TOTAL ROUTE STATION PAIRS			24

Activity Centers Served

- Cermak Plaza Shopping Center (Harlem)
- J. Sterling Morton West High School
- North Riverside Park Mall
- Broadview Village Square (17th Ave.)
- Oakbrook Center
- Yorktown Center

Communities Served²

- Cicero
- Berwyn
- Forest Park
- North Riverside
- Broadview
- Westchester
- Hillside
- Oakbrook Terrace
- Oak Brook
- Lombard

Existing Transit Service Network

Table 2.2 describes the relationship between the Cermak Road ART route and existing transit in the corridor by providing ridership statistics, service levels, and anticipated Pace local route connections.

Table 2.2: Cermak Road Existing Corridor Transit Service

Transit	Service Characteristics	
Pace Route 322	2,492 average weekday boardings	15-20 minute intervals at peak/ 30-60 minute off-peak ³
CTA Route 21	2,909 average weekday boardings	12-15 minute intervals at peak/ 20 minute peak off-peak
54 th /Cermak Pink Line	2,212 May 2014 average weekday ridership (by station)	
Connecting Pace Routes	301, 302, 304, 305, 307, 311, 313, 315, 322, 330, 331, 332, 715, 779, 834, 877, 888	

Ridership Source: Regional Transportation Authority Mapping & Statistics.
Retrieved from <http://www.rtams.org/rtams/ridershipHome.jsp>

² The Communities Served section identifies communities intersected by the respective route. Identified communities may, but do not necessarily, include a proposed station.

³ Ridership and service characteristics for Route 322 represent conditions prior to November 2014. On November 23, 2014, service improvements were implemented including a longer span of service, as well as increased frequency of service with 20-minute midday and 30-60 minute evening headway.

2.3.2 Potential for Transit-Supportive Infrastructure Improvements

Inventory of existing roadway conditions and analysis of local planning documents for each near term route identified opportunities to enhance ART service. Transit Signal Priority systems detect transit vehicles and adjust traffic signals to improve bus service and efficiency. Implementing peak parking restrictions or shoulder widening could also enhance ART service. To better understand ART implementation opportunities and challenges, local planning documents were analyzed to identify community support for public transportation, TOD, and walkability.

Candidate Transit Signal Priority Locations

In order for Transit Signal Priority (TSP) to operate effectively, modern signalized intersections with mast arm poles for signal heads are needed as they offer more antenna mounting options, which help avoid obstructions for TSP radio transmissions.⁴ The signalized intersections along the near term corridors are fairly modern with mast arm poles and should provide options for TSP antennas.

In addition to the suitability of modern signals and poles, TSP requires suitable signal controllers and cabinets. Based on a preliminary inventory and an existing SCAT study, the signal controllers along the near term routes are Econolite controllers, some of which can readily support TSP. However, a number of controllers will need to be replaced or modified. The number of replacements and modifications needed to implement TSP along the corridor have been approximated based on the preliminary inventory and SCAT study recommendations and are summarized below.

- 48 total signalized intersections
- Approximately 18 signal controller replacements needed
- Approximately 14 signal controller modifications needed
- No signal controller cabinet replacements needed
- Up to approximately \$130,000 in signal controller improvements needed for TSP compatibility along the route

Peak Parking Restrictions

There is on-street parking allowed along Cermak Road within the Town of Cicero and City of Berwyn from the 54th/Cermak CTA Blue Line to Harlem Avenue. Much of this parking is angled with enough room to safely back a vehicle out without entering a traffic lane. Angled parking should not interfere with the ART service. However, there is parallel parking allowed along Cermak Road from Ridgeland Avenue to Harlem Avenue which may need to be restricted during the peak periods of travel to allow for the efficient operation of the ART network.

⁴ Radio transmissions for TSP will follow RTA RTSPIP V-2-I TSP Message Set.

On the westbound side of Cermak Road, 84 on-street parallel parking spaces may need to be restricted from Wesley Avenue to just east of Harlem Avenue. In the eastbound direction, from Wesley Avenue to Home Avenue, 46 on-street parallel parking spaces may need to be restricted.

In total, peak on-street parking restrictions could result in a reduction of 130 parking spaces throughout the corridor.

Shoulder Widening

Throughout the corridor, there are opportunities to widen roadway shoulders to provide for more efficient ART operation. These locations include:

- Cermak Road, 54th/Cermak CTA Blue Line to Harlem Avenue: The shoulder can be widened on one or both sides.
- Cermak Road, Harlem Avenue to 25th Avenue: The shoulder can be widened on one or both sides except from railroad crossing to Hainsworth Avenue.
- Cermak Road, 25th Avenue to York Road: The shoulder can be widened on one or both sides except west of 25th Avenue overpass around Gardner Road and on I-290 overpass and I-88 ramps.
- 22nd Street, York Road to Oakbrook Center: The shoulder can be widened on one or both sides except between Enterprise Drive and Spring Road.
- Cermak Road/Butterfield Road, Kingery Highway to Yorktown Center: The shoulder can be widened on both sides.

Community Supportiveness for Transit

Jurisdiction over the 23 proposed station locations on the proposed Cermak ART route is relatively evenly distributed between Cicero, Berwyn, North Riverside, Broadview, Westchester, Oak Brook, Oakbrook Terrace and Lombard. IDOT has roadway jurisdiction over 17 of the 23 station locations.

Coordination with Oakbrook Center, Yorktown Center, North Riverside Park Mall, and the CTA will also be necessary, along with Cook County for one of the station locations. A high degree of coordination and planning work with Oak Brook and Oakbrook Center will be needed to advance the transit center concept that anchors the near term ART routes, including the Cermak Road ART. Cicero, Broadview and North Riverside are silent regarding public transportation from a policy perspective, but a Roosevelt Road streetscape improvement project is currently underway in Broadview. Westchester has proposed a “village center” redevelopment concept along the ART route at Mannheim Road. Berwyn, Oak Brook, Oakbrook Terrace and Lombard have developed transit supportive community plans, so community leaders and residents in these communities are already aware of the benefits of rapid transit and TOD. Cicero has undertaken the “Cicero Connections Initiative” which identified bus stop and streetscape improvements to support transit use, and a potential access improvement to the 54th/Cermak CTA station via an extension of 53rd Street

2.4 Roosevelt Road

The Roosevelt Road ART route (see Figure 2.2) was one of the primary corridors selected by the SIG for near term implementation. It is 10.4 miles in length and is designed to connect to the Forest Park CTA Blue Line station and continue west to Oakbrook Center. The route serves the busy Hines VA Hospital and Loyola University Hospital complexes but does not deviate from Roosevelt Road. It is assumed that local shuttle routes will continue to serve the hospital complexes from the Forest Park CTA Blue Line station. The Roosevelt Road ART route deviates at Wolf Road where the route travels north on Wolf Road, then west on Darmstadt Road and Butterfield Road. This routing serves the existing Pace park-and-ride facility on Darmstadt Road in Hillside as well as the major activity center at Elmhurst Memorial Hospital on York Road north of Roosevelt Road. The entire Roosevelt Road route follows existing Pace Route 301 local service.

The Roosevelt Road ART route connects to existing transit service at the Forest Park Transit Center/CTA Blue Line station, enhances both traditional and reverse commute options between Cook and DuPage counties, and improves access for transit dependent residents. The route has strong last mile connectivity and serves the Maywood/Loyola employment center.⁵

2.4.1 Route Description

From the Forest Park Transit Center/CTA blue line station, the Roosevelt Road ART service will travel south on Des Plaines Avenue, west onto Roosevelt Road, north onto Wolf Road, west onto Darmstadt Road, west onto Butterfield Road, south onto York Road, west onto 22nd Street to Oakbrook Center.

Corridor performance measures

- Serves a CTA rail station in a transit-oriented, walkable area
- High CMAP Pedestrian Environmental Factor of 30.8
- Improves transit access for low-income households

Termini

- Forest Park Transit Center/CTA station (Blue Line)
- Oakbrook Center

Proposed station locations

- 16 stations, including termini
- 93% of existing Route 301 boardings between Forest Park Transit Center and Oakbrook Center served within ¼ mile of proposed stations

⁵ Cook DuPage Corridor Action Plan. (2014). West Central Municipal Conference and DuPage Mayors and Managers Conference.

Figure 2.2: Roosevelt Road ART

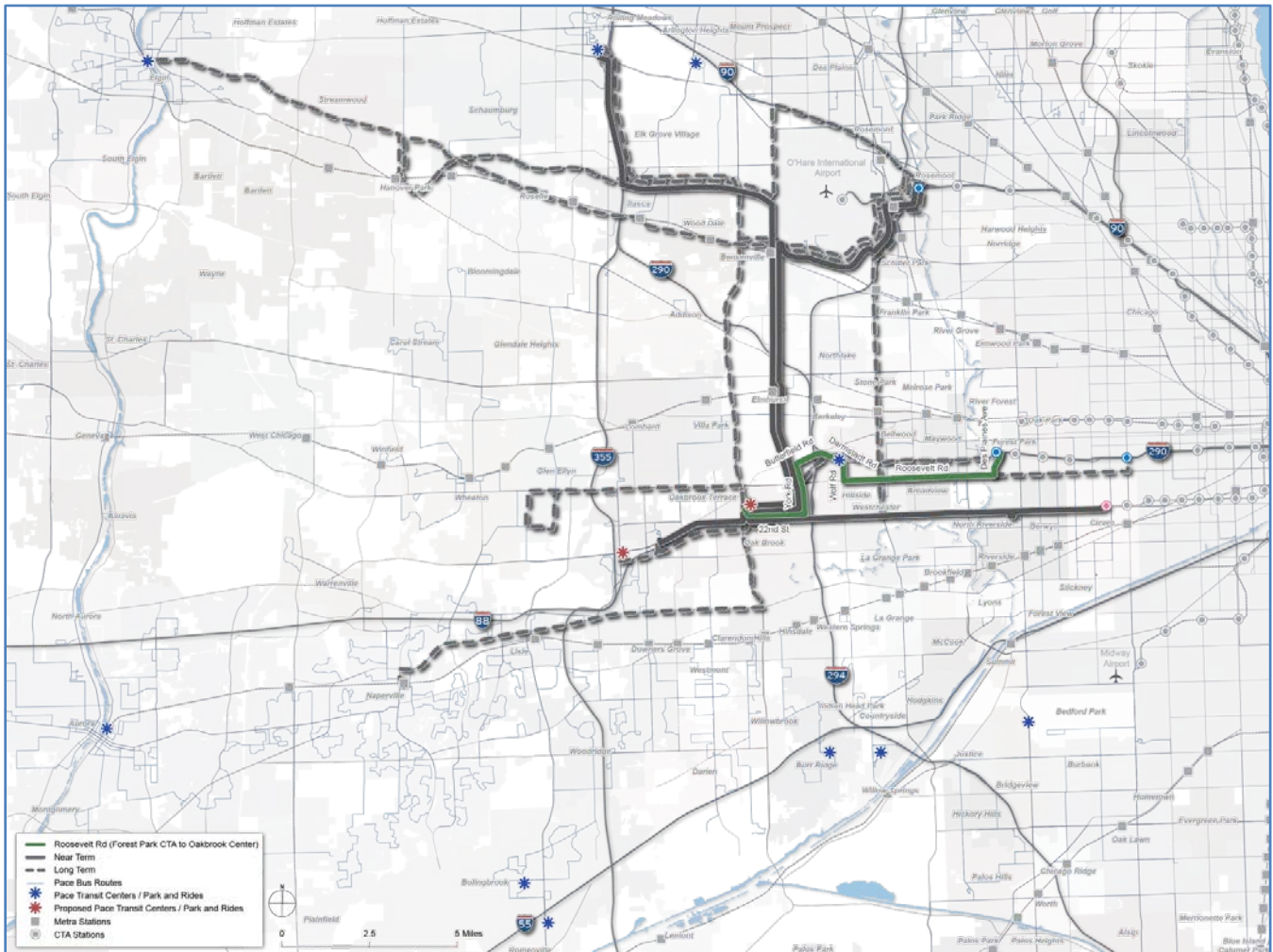


Table 2.3: Roosevelt Road ART Station Pairs

Station	Near Term ART Routes	Community	Jurisdiction
CTA Blue Line: Forest Park	Roosevelt Road	Forest Park	Chicago Transit Authority
Roosevelt Rd. and Des Plaines Ave.	Roosevelt Road	Forest Park	IDOT
1st Ave. and Roosevelt Rd.	Roosevelt Road	Forest Park/Maywood	IDOT
5th Ave. and Roosevelt Rd.	Roosevelt Road	Maywood/Cook County	IDOT
17th Ave. and Roosevelt Rd.	Roosevelt Road	Broadview	IDOT
25th Ave. and Roosevelt Rd.	Roosevelt Road	Broadview	IDOT
Suffolk Ave. and Roosevelt Rd.	Roosevelt Road	Westchester	IDOT
La Grange/Mannheim Rd. and Roosevelt Rd.	Roosevelt Road	Hillside/Westchester	IDOT
Fencil Ln. and Roosevelt Rd.	Roosevelt Road	Hillside/Westchester	IDOT
Wolf Rd. and Harrison St.	Roosevelt Road	Hillside	IDOT
Butterfield Rd. and York Rd.	Roosevelt Road	Elmhurst	IDOT
Elmhurst Memorial Hospital	Roosevelt Road	Elmhurst	Elmhurst Memorial Healthcare
Clearwater and York Rd.	Roosevelt Road, York Road- Rosemont, York Road- NWTC	Oak Brook	Oak Brook
22nd St. and York Rd.	Roosevelt Road, Cermak / 22nd, York Road- Rosemont, York Road- NWTC	Oak Brook	IDOT
McDonalds Dr. and 22nd St.	Roosevelt Road, Cermak / 22nd, York Road- Rosemont, York Road- NWTC	Oak Brook	IDOT
Oakbrook Center	Roosevelt Road, Cermak / 22nd, York Road- Rosemont, York Road- NWTC	Oak Brook	General Growth Properties
TOTAL ROUTE STATION PAIRS			16

Activity Centers Served

- Forest Park Transit Center
- Loyola University Hospital
- Edward Hines, Jr. Veterans Administration Hospital
- Proviso West High School
- Elmhurst Memorial Hospital
- Oak Brook Business Center
- Oakbrook Center

Communities served

- Forest Park
- Maywood
- Broadview
- Westchester
- Hillside
- Elmhurst
- Oak Brook

Existing Transit Service Network

Table 2.4 describes the relationship between the Roosevelt Road ART route and existing transit in the corridor by providing ridership statistics, service levels, and anticipated Pace local route connections.

Table 2.4: Roosevelt Road Existing Corridor Transit Service

Transit	Service Characteristics	
Pace Route 301	2,026 average weekday boardings	15-20 minute intervals at peak/ 60+ minute intervals during off-peak
Forest Park CTA Blue Line	3,881 May 2014 average weekday ridership (by station)	
Connecting Pace Routes	301, 303, 305, 308, 310, 317, 318, 320, 322, 330, 331, 332, 757, 877, 888	

Ridership Source: Regional Transportation Authority Mapping & Statistics.
Retrieved from <http://www.rtams.org/rtams/ridershipHome.jsp>

2.4.2 Potential for Transit-Supportive Infrastructure Improvements

🕒 Candidate Transit Signal Priority Locations

In order for TSP to operate effectively, modern signalized intersections with mast arm poles for signal heads are needed as they offer more antenna mounting options, which help avoid obstructions for TSP radio transmissions.⁶ The signalized intersections along the near term corridors are fairly modern with mast arm poles and should provide options for TSP antennas.

In addition to the suitability of modern signals and poles, TSP requires suitable signal controllers and cabinets. Based on a preliminary inventory, the signal controllers along the near term routes are likely either Econolite or Siemens/Eagle controllers, some of which can readily support TSP. However, a number of controllers will need to be replaced or modified. The number of replacements and modifications needed to implement TSP along the corridor have been approximated based on the preliminary inventory and are summarized below.

- 27 total signalized intersections
- Approximately 11 signal controller replacements needed
- Approximately 5 signal controller modifications needed
- Approximately 1 signal controller cabinet replacements needed
- Up to approximately \$78,000 in signal controller improvements needed for TSP compatibility along the route

🕒 Peak Parking Restrictions

There is on-street parallel parking allowed along Roosevelt Road within the municipalities of Maywood, Broadview, Westchester, and Hillside. A total of 313 parking spaces have been identified. The parking is intermittent and the number of through travel lanes remains consistent throughout this portion of the corridor, with two travel lanes per direction. It would not be practical to operate buses in the parking lanes. Therefore, peak on-street parking restrictions are not recommended

🕒 Shoulder Widening

Throughout the corridor, there are opportunities to widen roadway shoulders to provide for more efficient ART operation.

- Des Plaines Avenue, Forest Park CTA Blue Line to Roosevelt Road: The road can be widened on one or both sides until the Roosevelt Road intersection.
- Roosevelt Road, Des Plaines Avenue to 25th Avenue: The shoulder cannot be widened except from 1st Avenue to 5th Avenue.

⁶ Radio transmissions for TSP will follow RTA RTSPIP V-2-I TSP Message Set.

- Roosevelt Road, 25th Avenue to Mannheim Road: The shoulder can be widened on both sides except at Mannheim Road.
- Roosevelt Road, Mannheim Road to York Road: With the exception of the shoulders near Mt. Carmel and Queen of Heaven Cemeteries and just west of Mannheim Road, the shoulders can be widened on one or both sides.
- York Road, Roosevelt Road to 22nd Street: The shoulder can be widened on one or both sides.
- 22nd Street, York Road to Oakbrook Center: The shoulder can be widened on one or both sides except between Enterprise Drive and Spring Road.

Community Supportiveness for Transit

Jurisdiction over the 16 proposed station locations on the proposed Roosevelt ART route is relatively evenly distributed between Forest Park, Broadview, Westchester, Hillside, Elmhurst and Oak Brook. IDOT has roadway jurisdiction over 12 of the 16 station locations. Coordination with Oakbrook Center, Elmhurst Memorial Hospital and the CTA will also be necessary. Broadview and Hillside are silent regarding public transportation from a policy perspective, but a Roosevelt streetscape improvement project is currently underway in Broadview. Forest Park, Westchester, and Elmhurst have transit supportive community plans in place, with Roosevelt Road improvements proposed in Forest Park. Oak Brook has developed a transit supportive commercial area plan, so residents and community leaders in these communities are already aware of the benefits of rapid transit and TOD.

2.5 York Road: Northwest Transportation Center to Oakbrook Center

The proposed York Road ART has two alignments that vary in their northern branching. These two northern branches connect either to the Rosemont CTA Blue Line station or Pace’s Northwest Transportation Center in Schaumburg, allowing it to serve two northern job rich areas as well as provide access to O’Hare Airport and existing transit services in both Rosemont and Schaumburg. On the branch to the Northwest Transportation Center (see **Figure 2.3**), the 19.2-mile York Road ART route would utilize the new Elgin-O’Hare Expressway from York Road to I-290 and I-290 from the Elgin-O-Hare Expressway to Higgins Road. No near term ART stations are planned on the Elgin-O’Hare Expressway or I-290 although it is noted that the Elgin-O’Hare Expressway will be constructed with enough space in the median to accommodate transit service. However, any transit infrastructure would have to be constructed separately.

As the York Road ART route exits the Elgin-O’Hare Expressway, it continues south onto York Road through Bensenville and Elmhurst. In Elmhurst, York Road is a one-way street northbound from Park Avenue to 2nd Street and has an at-grade Metra Union Pacific West Line railroad crossing. In both directions, York Road ART deviates onto Robert T. Palmer Drive, a grade separated four lane road from 2nd Street to just south of Virginia Street. The northbound York Road Elmhurst Metra ART station will be located at Schiller Street and Robert T. Palmer Drive, a two block walk to the Metra station. The southbound station will provide a pedestrian connection to the stairway across the street from the Metra Station that extends down to the sidewalk on Robert T. Palmer Drive. As the route continues south from downtown Elmhurst, the York Road ART will turn west on 22nd Street towards its southern terminus at Oakbrook Center.

2.5.1 Route Description

Corridor performance measures

- 554,189 trips generated
- 16 Pace bus routes intersected
- 70% existing sidewalks

Termini

- Northwest Transportation Center
- Oakbrook Center

Proposed station locations

- 20 stations, including termini
- 94% of existing Route 332 boardings between Oakbrook Center and Irving Park/York served within ¼ mile of proposed stations

Figure 2.3: York Road ART: Northwest Transportation Center to Oakbrook Center

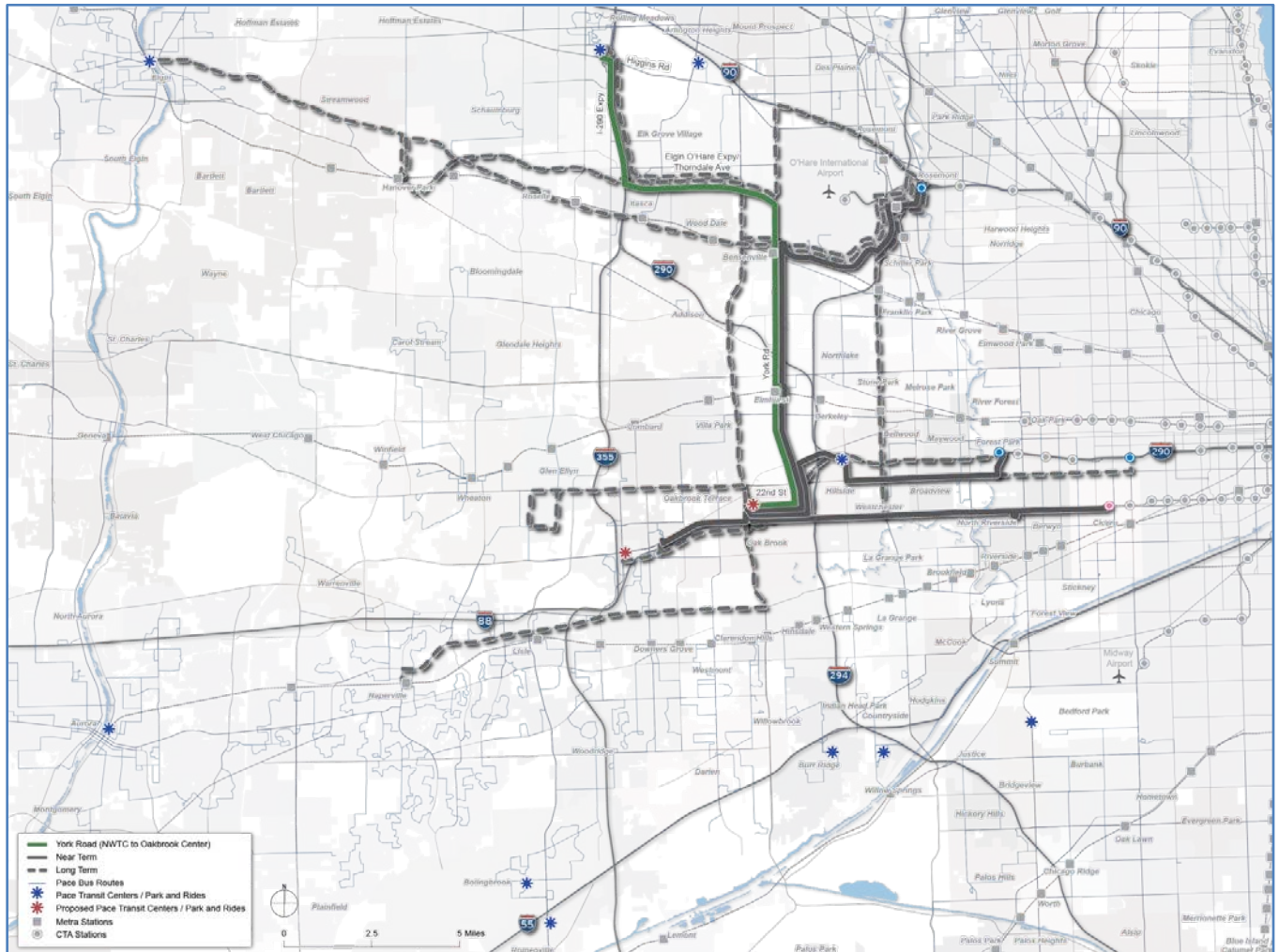


Table 2.5: York Road ART: Northwest Transportation Center to Oakbrook Center Station Pairs

Station	Near Term ART Routes	Community	Jurisdiction
Oakbrook Center	York Road- Rosemont, York Road- NWTC, Cermak / 22nd, Roosevelt Road	Oak Brook	General Growth Properties
McDonalds Dr. and 22nd St.	York Road- Rosemont, York Road- NWTC, Cermak / 22nd, Roosevelt Road	Oak Brook	IDOT
22nd and York Rd.	York Road- Rosemont, York Road- NWTC, Cermak / 22nd, Roosevelt Road	Oak Brook	IDOT
Clearwater and York Rd.	York Road- Rosemont, York Road- NWTC, Roosevelt Road	Oak Brook	Oak Brook
Elmhurst Memorial Hospital	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst Memorial Healthcare
Madison and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Vallette St. and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
St. Charles and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Robert T Palmer and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Robert T Palmer and Schiller St. (Elmhurst Metra)	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
North Ave. and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst/IDOT
Belden Ave. and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Grand Ave. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville/Elmhurst	Bensenville/DuPage/Elmhurst
George St. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville
Memorial Rd. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville
Green St. and York Rd. (Bensenville Metra)	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville
Irving Park Rd. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville/DuPage/IDOT
Foster Ave. and York Rd.	York Road- NWTC	Bensenville	DuPage
Martingale Rd. and Higgins Rd.	York Road- NWTC	Schaumburg	IDOT
Northwest Transportation Center	York Road- NWTC	Schaumburg	Pace
TOTAL ROUTE STATION PAIRS			20

Activity Centers Served

- Northwest Transportation Center
- Woodfield Mall
- The Streets of Woodfield
- Downtown Bensenville
- Elmhurst City Centre
- Elmhurst College (3,600 students)
- Elmhurst Memorial Hospital
- Oak Brook Business Center
- Oakbrook Center

🕒 Communities served

- Schaumburg
- Bensenville
- Elmhurst
- Oak Brook

🕒 Existing Transit Service Network

Table 2.6 describes the relationship between the York Road ART route and existing transit in the corridor by providing ridership statistics, service levels, and anticipated Pace local route connections.

Table 2.6: York Road Existing Corridor Transit Service

Transit	Service Characteristics	
Pace Route 332	211 average weekday boardings	40-60 minute intervals at peak/ Up to 3 hour intervals during off-peak
Bensenville Metra (MD-W)	450 weekday boardings (by station)	
Elmhurst Metra (UP-W)	1,250 weekday boardings (by station)	
Connecting Pace Routes	208, 237, 284, 301, 309, 313, 319, 322, 332, 554, 600, 606, 696, 757, 877, 888	

Ridership Source: Regional Transportation Authority Mapping & Statistics.
Retrieved from <http://www.rtams.org/rtams/ridershipHome.jsp>

2.5.2 Potential for Transit-Supportive Infrastructure Improvements

Candidate Transit Signal Priority Locations

In order for TSP to operate effectively, modern signalized intersections with mast arm poles for signal heads are needed as they offer more antenna mounting options, which help avoid obstructions for TSP radio transmissions.⁷ The signalized intersections along the near term corridors are fairly modern with mast arm poles and should provide options for TSP antennas.

In addition to the suitability of modern signals and poles, TSP requires suitable signal controllers and cabinets. Based on a preliminary inventory, the signal controllers along the near term routes are likely either Econolite or Siemens/Eagle controllers, some of which can readily support TSP. However, a number of controllers will need to be replaced or modified. The number of replacements and modifications needed to implement TSP along the corridor have been approximated based on the preliminary inventory and are summarized below.

- 49 total signalized intersections
- Approximately 22 signal controller replacements needed
- Approximately 14 signal controller modifications needed
- Approximately 2 signal controller cabinet replacements needed
- Up to approximately \$170,000 in signal controller improvements needed for TSP compatibility along the route

Peak Parking Restrictions

York Road presents several instances where parking restrictions may be needed during the peak periods of travel for the efficient operation of the ART network. In downtown Elmhurst, between North Avenue and 2nd Street / Robert T. Palmer Drive, there may be a need to restrict 49 parallel on-street parking spaces. 25 parallel parking spaces are located along the southbound side of the street and 24 parallel parking spaces are located on the northbound side of the street.

Just north of St. Charles Road, parallel on-street parking is allowed on Sundays only to serve the First Baptist Church of Elmhurst. This parking is allowed from Adelia Street to just north of the south driveway entrance of the church. Approximate capacity is 17 spaces. Given the narrow width of York Road at this location (two 15-foot wide through lanes) in this cross section, on-street parking may need to be restricted here.

On-street parking may also need to be restricted along York Road, north of Vallette Street. Here, 14 parallel parking spaces are available, 11 parallel parking spaces in the southbound lane and 3 parallel

⁷ Radio transmissions for TSP will follow RTA RTSPIP V-2-I TSP Message Set.

parking spaces in the northbound lane. York Road at this location has two through lanes and a left turn lane for Vallette Street.

In total, peak on-street parking restrictions could result in a reduction of 80 parking spaces throughout the corridor.

Shoulder Widening

Throughout the corridor, there are opportunities to widen roadway shoulders to provide for more efficient ART operation. These locations include:

- Higgins Road: The shoulder can be widened in both directions.
- I-290, Higgins Road to Elgin-O'Hare Expressway: Shoulder widening would require significant structural/drainage impacts.
- Elgin-O'Hare Expressway, I-290 to York Road: New interstate highway construction will allow space for transit throughout this segment.
- York Road, Elgin-O'Hare Expressway to Irving Park Road: The roadway can be widened on one or both sides.
- York Road, Irving Park Road to I-290: The shoulder can be widened on one or both sides except for the area between Red Oak Street and George Street in Bensenville.
- York Road, I-290 to Butterfield Road: The roadway cannot be widened from North Avenue south through downtown Elmhurst. The roadway can be widened on one or both sides from Robert T. Palmer Drive to Butterfield Road with exceptions at Vallette Street and York Road.
- York Road, Butterfield Road to 22nd Street: The shoulder can be widened on one or both sides.
- 22nd Street, York Road to Oakbrook Center: The shoulder can be widened on one or both sides except for the segment between Enterprise Drive and Spring Road.

Community Supportiveness for Transit

Elmhurst has some or all jurisdiction over nine of the 20 proposed station locations, Bensenville has some or all jurisdiction over six, and Oak Brook and Schaumburg have some or all jurisdiction over each of the remaining station locations. IDOT has roadway jurisdiction over some or all of only five of the station locations. Coordination with Oakbrook Center and Elmhurst Memorial Hospital will also be necessary, along with DuPage County for two of the station locations and the City of Chicago for one station directly adjacent to O'Hare International Airport. Elmhurst, Bensenville, Oak Brook and Schaumburg all support public transportation generally in their adopted plans. Elmhurst and Bensenville have done planning specifically related to TOD in their Metra station areas that encompass York Road. Oak Brook has developed a transit supportive commercial area plan that addresses 22nd, IL Route 83 and York Road, and Schaumburg has developed transit supportive sector plans for Irving Park Road and Martingale Road, so residents and community leaders are already aware of the benefits of rapid transit and TOD.

2.6 York Road: Rosemont CTA to Oakbrook Center

York Road has two northern branches which connect either to the Rosemont CTA Blue Line station or Pace's Northwest Transportation Center in Schaumburg, allowing it to serve two northern job rich areas as well as provide access to O'Hare Airport and existing transit services in both Rosemont and Schaumburg. On the 15.8-mile York Road: Rosemont CTA to Oakbrook Center branch (see **Figure 2.4**), the route travels south on River Road from the Rosemont CTA Blue Line station, Pace's busiest bus terminal, and travels to Balmoral Avenue. The route heads west on Balmoral Avenue, serving the Rosemont MB Financial Park, Fashion Outlets of Chicago mall, Rosemont Theater and Rosemont Convention Center. The route will utilize the new interchange with Balmoral Avenue and Mannheim Road which is in advanced design stage, and will travel south on Mannheim Road to Irving Park Road. From here, the route will travel west on Irving Park Road around the south side of O'Hare Airport, turning south on York Road in Bensenville.

As the ART route turns south onto York Road, it continues through Bensenville and Elmhurst. In Elmhurst, York Road is a one-way street northbound from Park Avenue to 2nd Street and has an at-grade Metra Union Pacific West Line railroad crossing. In both directions, York Road ART deviates onto Robert T. Palmer Drive, a grade separated four lane road from 2nd Street to just south of Virginia Street. The northbound York Road Elmhurst Metra ART station will be located at Schiller Street and Robert T. Palmer Drive, a two block walk to the Metra station. The southbound station will provide a pedestrian connection to the stairway across the street from the Metra Station that extends down to the sidewalk on Robert T. Palmer Drive. As the route continues south from downtown Elmhurst, the York Road ART will turn west on 22nd Street towards its southern terminus at Oakbrook Center.

2.6.1 Route Description

Corridor performance measures

- 21 Pace bus routes intersected
- Serves 3 Metra stations
- 70% existing sidewalks on segment between Irving Park Road and 22nd Street

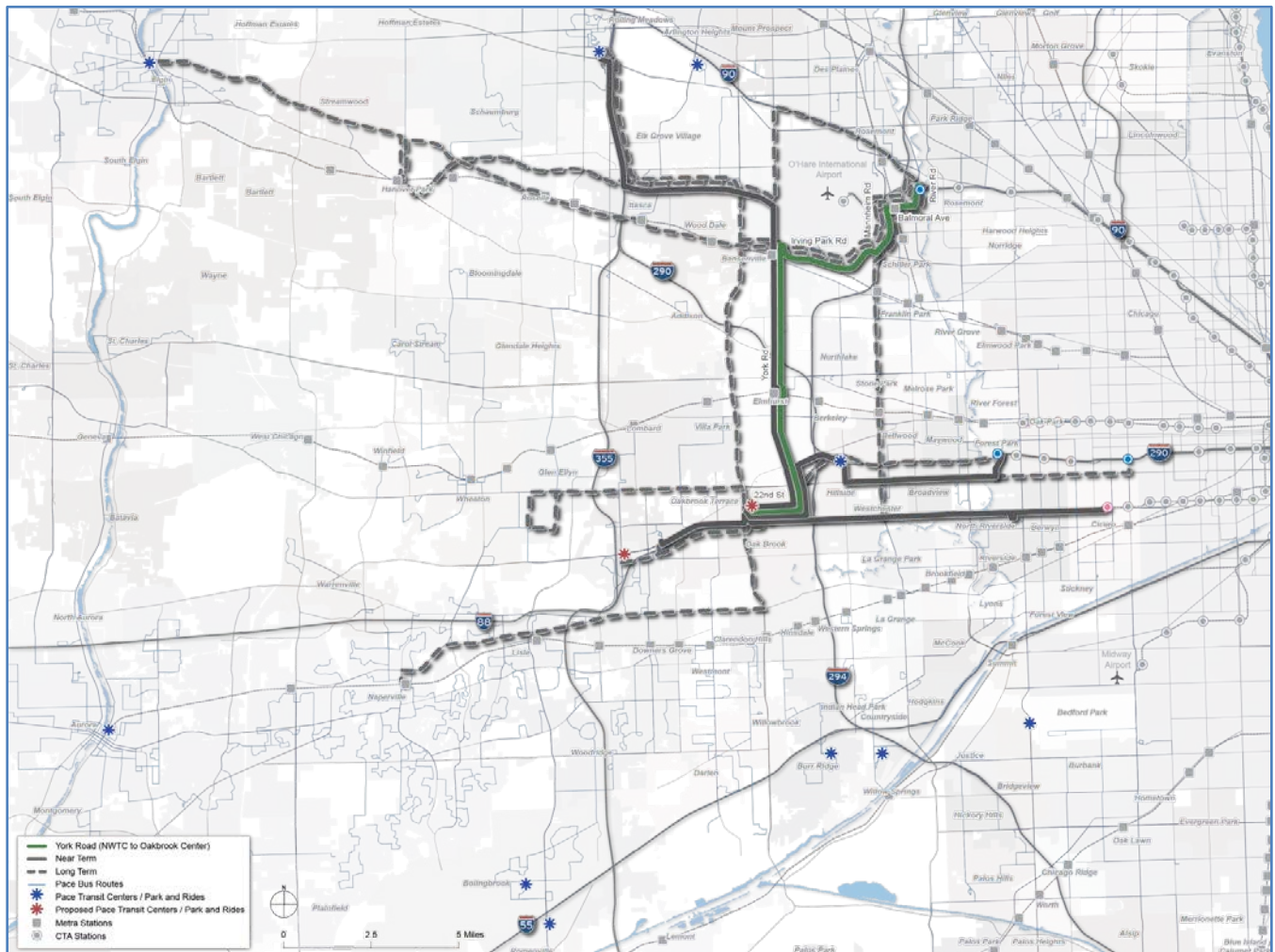
Termini

- Rosemont CTA Transit Center/CTA station (Blue Line)
- Oakbrook Center

Proposed station locations (see Table 2.7)

- 21 stations, including termini
- 81% of existing Route 332 boardings served within ¼ mile of proposed stations

Figure 2.4: York Road ART: Rosemont CTA to Oakbrook Center



It should be noted that an additional station could be constructed at the Rosemont Metra station, located on the North Central Service line. This station is approximately 0.3 miles west of the Rosemont entertainment and shopping district, in a location where there is currently minimal development. Additionally, the station is served infrequently, with only seven daily inbound and nine daily outbound trains. Consequently, current Metra ridership at this station is very low, and an ART station would not be recommended here in the near term. In the future, as development patterns and Metra service and ridership dictate, an additional station could be constructed here.

Table 2.7: York Road ART: Rosemont CTA to Oakbrook Center Station Pairs

Station	Near Term ART Routes	Community	Jurisdiction
Oakbrook Center	York Road- Rosemont, York Road- NWTC, Cermak / 22nd, Roosevelt Road	Oak Brook	General Growth Properties
McDonalds Dr. and 22nd St.	York Road- Rosemont, York Road- NWTC, Cermak / 22nd, Roosevelt Road	Oak Brook	IDOT
22nd and York Rd.	York Road- Rosemont, York Road- NWTC, Cermak / 22nd, Roosevelt Road	Oak Brook	IDOT
Clearwater and York Rd.	York Road- Rosemont, York Road- NWTC, Roosevelt Road	Oak Brook	Oak Brook
Elmhurst Memorial Hospital	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst Memorial Healthcare
Madison and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Vallette St. and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
St. Charles and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Robert T Palmer and York Rd	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Robert T Palmer and Schiller St. (Elmhurst Metra)	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
North Ave. and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst/IDOT
Belden Ave. and York Rd.	York Road- Rosemont, York Road- NWTC	Elmhurst	Elmhurst
Grand Ave. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville/Elmhurst	Bensenville/DuPage/Elmhurst
George St. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville
Memorial Rd. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville
Green St. and York Rd. (Bensenville Metra)	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville
Irving Park Rd. and York Rd.	York Road- Rosemont, York Road- NWTC	Bensenville	Bensenville/DuPage/IDOT
Mannheim and Irving Park Rd.	York Road- Rosemont	Chicago/Schiller Park	IDOT
Mannheim Rd. and Lawrence Ave	York Road- Rosemont	Schiller Park	IDOT
Rosemont Metra Station (future ART station)	York Road- Rosemont	Rosemont	IDOT
Balmoral Ave and River Rd.	York Road- Rosemont	Rosemont	IDOT
CTA Blue Line: Rosemont	York Road- Rosemont	Rosemont	Chicago Transit Authority
TOTAL ROUTE STATION PAIRS			21

Activity Centers Served

- Rosemont CTA Transit Center
- Rosemont entertainment and convention area
- Rosemont Metra station (via future ART station)
- Downtown Bensenville
- Elmhurst City Centre
- Elmhurst College (3,600 students)
- Elmhurst Memorial Hospital
- Oak Brook Business Center
- Oakbrook Center

🕒 Communities served

- Rosemont
- Chicago (O’Hare area)
- Schiller Park
- Franklin Park
- Bensenville
- Elmhurst
- Oak Brook

🕒 Existing Transit Service Network

Table 2.8 describes the relationship between the York Road ART route and existing transit in the corridor by providing ridership statistics, service levels, and anticipated Pace local route connections.

Table 2.8: York Road Corridor Existing Transit Service

Transit	Service Characteristics	
Pace Route 332	684 average weekday boardings	40-60 minute intervals at peak/ Up to 3 hour intervals during off-peak
Rosemont CTA Blue Line	6,567 May 2014 average weekday ridership (by station)	
Rosemont Metra (NCS)	Less than 100 weekday boardings (by station)	
Bensenville Metra (MD-W)	450 weekday boardings (by station)	
Elmhurst Metra (UP-W)	1,250 weekday boardings (by station)	
Connecting Pace Routes	221, 223, 230, 284, 301, 303, 309, 313, 319, 322, 326, 330, 332, 600, 606, 610, 616, 810, 811, 877, 888	

Ridership Source: Regional Transportation Authority Mapping & Statistics.
Retrieved from <http://www.rtams.org/rtams/ridershipHome.jsp>

2.6.2 Potential for Transit-Supportive Infrastructure Improvements

Candidate Transit Signal Priority Locations

In order for TSP to operate effectively, modern signalized intersections with mast arm poles for signal heads are needed as they offer more antenna mounting options, which help avoid obstructions for TSP radio transmissions.⁸ The signalized intersections along the near term corridors are fairly modern with mast arm poles and should provide options for TSP antennas.

In addition to the suitability of modern signals and poles, TSP requires suitable signal controllers and cabinets. Based on a preliminary inventory, the signal controllers along the near term routes are likely either Econolite or Siemens/Eagle controllers, some of which can readily support TSP. However, a number of controllers will need to be replaced or modified. The number of replacements and modifications needed to implement TSP along the corridor have been approximated based on the preliminary inventory and are summarized below.

- 49 total signalized intersections
- Approximately 23 signal controller replacements needed
- Approximately 15 signal controller modifications needed
- Approximately 2 signal controller cabinet replacements needed
- Up to approximately \$178,000 in signal controller improvements needed for TSP compatibility along the route

Peak Parking Restrictions

York Road presents several instances where parking restrictions may be needed during the peak periods of travel for the efficient operation of the ART network. In downtown Elmhurst, between North Avenue and 2nd Street / Robert T. Palmer Drive, there may be a need to restrict 49 parallel on-street parking spaces. Twenty-five parallel parking spaces are located along the southbound side of the street and 24 parallel parking spaces are located on the northbound side of the street.

Just north of St. Charles Road, parallel on-street parking is allowed on Sundays only to serve the First Baptist Church of Elmhurst. This parking is allowed from Adelia Street to just north of the south driveway entrance of the church. Approximate capacity is 17 spaces. Given the narrow width of York Road at this location (two 15-foot wide through lanes) in this cross section, on-street parking may need to be restricted here.

On-street parking may also need to be restricted along York Road, north of Vallette Street. Here, 14 parallel parking spaces are available, 11 parallel parking spaces in the southbound lane and 3 parallel

⁸ Radio transmissions for TSP will follow RTA RTSPIP V-2-I TSP Message Set.

parking spaces in the northbound lane. York Road at this location has two through lanes and a left turn lane for Vallette Street. In total, peak on-street parking restrictions could result in a reduction of 80 parking spaces throughout the corridor.

Shoulder Widening

Throughout the corridor, there are opportunities to widen roadway shoulders to provide for more efficient ART operation. These locations include:

- River Road, from Rosemont CTA Blue Line to Balmoral Avenue: The shoulder can be widened on one side.
- Balmoral Avenue: The roadway cannot be widened.
- Mannheim Road, Balmoral Avenue to Irving Park Road: The shoulder can be widened on both sides near Lawrence Ave and near Irving Park Road.
- Irving Park Road, Mannheim Road to York Road: The shoulder can be widened on one or both sides throughout the length of the route.
- York Road, Irving Park Road to I-290: The shoulder can be widened on one or both sides except for the segment between Red Oak Street and George Street in Bensenville.
- York Road, I-290 to Butterfield Road: The roadway cannot be widened from North Avenue south through downtown Elmhurst. The road can be widened on one or both sides from Robert T. Palmer Drive to Butterfield Road with the exceptions at Vallette Street and York Road.
- York Road, Butterfield Road to 22nd Street: The roadway can be widened on one or both sides.
- 22nd Street, York Road to Oakbrook Center: The shoulder can be widened on one or both sides except for the area between Enterprise Drive and Spring Road.

Community Supportiveness for Transit

Elmhurst has some or all jurisdiction over nine of the 21 proposed station locations, Bensenville has some or all jurisdiction over five, and Oak Brook, Schiller Park and Rosemont have some or all jurisdiction over each of the remaining station locations. IDOT has roadway jurisdiction over some or all of only seven of the station locations. Coordination with Oakbrook Center, Elmhurst Memorial Hospital and the CTA will also be necessary, along with DuPage County for two of the station locations and the City of Chicago for one station directly adjacent to O'Hare International Airport. Elmhurst, Bensenville, Oak Brook and Rosemont all support public transportation generally in their adopted plans; only Schiller Park is silent from a policy perspective. Elmhurst and Bensenville have done planning specifically related to TOD in their Metra station areas that encompass York Road, and Oak Brook has developed a transit supportive commercial area plan that addresses 22nd, IL Route 83 and York Road, so residents and community leaders are already aware of the benefits of rapid transit and TOD.

2.7 Service Plan

The service plan developed for the near term ART network includes service levels, span of service, frequency, and running times. Changes in local bus service were also identified to support ART. Emphasis was placed on defining a logical network of rapid transit services in the study area that can be implemented in phases. The service plan is documented below.

2.7.1 Service Levels

Preliminary service levels were developed for each of the near term routes in the ART network. Operating statistics such as peak and off-peak frequency (headway), service span, and running time informed service level development. The PMO has also calculated vehicle revenue hours, vehicle revenue miles, and the number of vehicles operating in maximum service (see **Table 2.9**).

Table 2.9: Near Term Art Network Proposed Service Plan

Corridor	Day Type & (Hours in Service)	Span	Frequency Peak (min)	Frequency Off-Peak (min)	One-Way Run Time (min)	Vehicles Operating in Maximum Service / Vehicles Required (no spares)	Vehicle Revenue Hours (annual)	Vehicle Revenue Miles
Cermak/22 nd	Weekday (19.5 hours)	4:30a-midnight	10	15	48.4	11	40,788	13.9
	Saturday (18.5 hours)	5:30a-midnight		30	48.4			
	Sunday (15 hours)	7a-10p		30	48.4			
Roosevelt Road	Weekday (18.5 hours)	5:30a-midnight	10	15	35.3	8	29,154	10.4
	Saturday (18 hours)	6a-midnight		30	35.3			
	Sunday (17 hours)	7a-midnight		30	35.3			
York Road-Rosemont	Weekday (17.5 hours)	5:30a-11p	20	40	52.5	6	16,950	15.8
	Saturday (15 hours)	7a-10p		60	52.5			
	Sunday (15 hours)	7a-10p		60	52.5			
York Road-NWTC	Weekday (16.5 hours)	5:30a-10p	20	40	61.2	7	20,934	19.2
	Saturday (15 hours)	7a-10p		60	61.2			
	Sunday (15 hours)	7a-10p		60	61.2			

Note: service levels on Cermak/22nd assume continued operation of CTA Route 21 between 54th/Cermak and North Riverside Park Mall.

2.7.2 Span of Service

Span of service was determined based on current operating span of service on Routes 301 (Roosevelt Road), 322 (Cermak Road) and 332 (York Road) which parallel the near term ART routes. On Roosevelt Road, the service

span extends to midnight, primarily to serve the hospital shifts at Loyola University Hospital, Hines VA Hospital, and Elmhurst Hospital. It is anticipated that the higher quality ART service will attract hospital employees working second and third shifts, increasing corridor ridership. The Cermak ART service will run until midnight to accommodate employees of Oakbrook Center, North Riverside Park Mall, and the growing restaurant business in the corridor, as well as to provide late night service to residents in the corridor. The extended hours match the span of service provided by CTA's Route 21. On York Road, the span of service accommodates the operating hours of Oakbrook Center and the Center's employees who utilize Pace service.

2.7.3 Frequency

Frequency refers to the number of vehicles operating in a given hour. Headways, another commonly used term in transit, refer to the time interval between vehicles on a route. In the case of Cermak Road and Roosevelt Road corridors, headways were established at every ten minutes or six vehicles per hour during the peak periods and 15 minute headways, or four vehicles per hour, during the weekdays. Weekend headways were set at 30 minutes.

The Cermak/22nd ART service levels indicated in **Table 2.9** assume the continued operation of CTA Route 21, which operates at 12 to 15 minute headways on weekdays and 15 to 20 minute headways on weekends. If Route 21 were to be eliminated between 54th/Cermak and Riverside Park mall, it would be appropriate to increase ART service along this segment to achieve 15 minute weekend headways.

These service levels for Cermak and Roosevelt Roads are aggressive; by dropping the headways down to 10 minutes during the peak compared to 15 minutes as currently exists, an additional two vehicles are needed to serve the corridor. One of the benefits of this aggressive scheduling is that at this level, robust frequencies reduce commuter reliance on a schedule because the service is perceived as always being available.

York Road has very little service on the existing Route 332. Headways are uneven, between 45 minutes to over an hour on weekdays and no weekend service on York Road. Both York Road ART routes will run every 20 minutes in the peak period and 40 minutes off-peak. Scheduling of the two York Road routes is staggered so that the trunk of the line, from Oakbrook Center to Irving Park Road will see service every 10 minutes during the peak and every 20 minutes during the off-peak periods. Weekend service is set to 60 minute headways, also staggered so that the trunk will see a York Road ART vehicle every half hour.

2.7.4 Run Times

Run times identified in **Table 2.9** were estimated using a combination of Google Maps to generate route distances and Pace's revenue miles per hour to generate run times.

2.7.5 Revenue Service – Hours and Miles

Vehicle revenue service has been calculated in terms of hours and miles. This statistic refers to the time when the vehicle is available to the general public. The PMO assumes vehicle revenue hours based on run time and the number of trips, annualized. Costs were based on Pace's system-wide vehicle revenue hours costs. This calculation does not include layover and recovery time nor include deadhead movements.

2.8 Local Service Changes

Preliminary local service changes are suggested here to both support the preferred near term ART alignments and to reduce service duplication. In some cases, these service changes are proposed for implementation at the same time as ART. In other cases, changes are recommended prior to ART implementation as interim steps to build the market for transit in a future ART corridor. Operating and maintenance costs as well as service span and frequency are estimated for the service changes and are described in Appendix A.

2.8.1 Cermak Road

In November of 2014, Pace increased service on Route 322 (Cermak Road: 54th/Cermak CTA to Yorktown Center) to boost the travel market in advance of ART implementation. Whereas previous service levels provided 30-minute midday and 60-minute evening headways, improved service now features 20-minute midday and 30-to-60-minute evening headways, as well as a moderately increased span of service, with service operating until 11:44 p.m.

Following implementation of the Cermak Road ART service, local route changes are suggested for Pace Route 322 and CTA Route 21 (McCormick Place to North Riverside Park Mall via Cermak Road). As the Cermak Road ART service comes online, existing Route 322 service should be reduced from 15-20 minute peak and 30 minute off-peak service to 30 minute peak and 60 minute off peak service. Service should operate hourly on the weekends. In total, weekday trips should be reduced from 82 (prior to November 2014) to 49, not including school trips. Operations and maintenance costs resulting from these changes are \$1,481,551, a savings of \$938,985 annually.

West of 54th/Cermak, CTA Route 21 is redundant with Pace Route 322 and the Cermak Road ART service. Pace should enter into discussions with the Chicago Transit Authority regarding elimination of their service west of the 54th/Cermak CTA station. The ART service levels indicated in **Table 2.9** assume the continued operation of Route 21, which operates at 12 to 15 minute headways on weekdays and 15 to 20 minute headways on weekends. If Route 21 is eliminated between 54th/Cermak and Riverside Park mall, it would be appropriate to increase ART service along this segment to achieve 15 minute weekend headways.

2.8.2 Roosevelt Road

Route changes are suggested for Pace Route 301 (Roosevelt Road: Forest Park CTA to Oakbrook Center). As the Roosevelt Road ART service comes online, existing Route 301 service should be reduced from 15-20 minute peak and 30 minute off peak to 30 minute peak and 60 minute off-peak service with all weekday trips continuing to Wheaton. Pace should also evaluate whether Route 301 should serve the deviation on Wolf Road / Darmstadt Road / and Butterfield Road in lieu of ART service or continue the local service deviation and maintain the Roosevelt Road ART service on Roosevelt Road only. Operations and maintenance costs resulting from these changes are \$1,836,286, a savings of \$639,254.

No changes are suggested for Routes 308 (Forest Park CTA to Loyola Medical Center) and 310 (Forest Park CTA to Wolf/Harrison via Madison Street) which intersect the Roosevelt Road ART.

2.8.3 York Road (Rosemont CTA and Northwest Transportation Center to Oakbrook Center)

Route changes are suggested for Pace Routes 313, 330, and 332. A new route is also proposed.

- ④ Pace Route 332 (York Road: Rosemont CTA to Oakbrook Center) has several changes recommended. Before implementation of ART, local service should be increased to near ART standards (15 minute peak, 30 minute off-peak service) to build a market for transit. The route should be realigned in Bensenville to remain on York Road, similar to the proposed ART routing. Pedestrian improvements will need to be made to facilitate crossing York Road at the future ART station. Upon implementation of York Road ART, Route 332 ridership should be evaluated to determine if the route should be continued or considered for elimination and full replacement with ART. The expansion of Route 332 service over current levels results in an increase to 60 one-way weekday trips over 48 existing one-way weekday trips. In addition, all of these trips would operate the full extent of the route, compared to existing conditions when many trips operate only between the O'Hare cargo area and Rosemont. Route 332 restructuring should also include elimination of time-consuming service to the O'Hare cargo area, with that service operated as a separate shuttle connection to Rosemont. Accounting for the removal of O'Hare cargo service means that operations and maintenance costs for this restructured Route 332 is \$2,583,339, about \$1,747,581 over existing O&M costs.
- ④ As noted above, a new shuttle service should be added to operate from Rosemont CTA station to the O'Hare cargo area to offset the loss of service resulting from proposed changes to Pace Route 332. It is expected that service levels currently in place to the cargo area would be maintained. Operations and maintenance costs are estimated at \$374,356.
- ④ Pace Route 313 (St. Charles Road: Lake/Austin to Yorktown Center) service should increase upon implementation of ART on York Road. Currently, Route 313 has 30 minute peak and 60 minute off-peak service between Austin Avenue and Mannheim Road but considerably less service west of Mannheim Road. It is recommended that all trips be extended to York Road to connect to ART service in Elmhurst. A transfer point would need to be facilitated between Route 313 and York Road ART as well as a turnaround should Pace deem this desirable. An extension of service between Mannheim Road and York Road adds an additional 2.9 miles per trip that will increase operations and maintenance costs by \$63,895 over existing Route 313 O&M costs.
- ④ Pace Route 330 (Mannheim/La Grange, Archer Ave. to O'Hare Kiss-N-Fly) should have its northern terminal relocated to the Rosemont CTA station, a change that is already planned. Pace should facilitate an ART transfer and coordinate high frequency service at Rosemont. Pace has also indicated plans to increase midday weekday service on Route 330 in 2015 to achieve consistent 30-minute midday headways (current service provides 60-minute headways). The service increase is estimated to increase O&M costs on the route by approximately \$224,764, to a new total O&M cost of \$1,856,806.

2.9 Preliminary Cost Estimates

2.9.1 Operations and Maintenance Costs

Preliminary operations and maintenance costs (O&M) included in **Table 2.10** were developed for the near term ART routes based on the above described service plans and vehicle requirements detailed in **Table 2.9**. The annual vehicle hours (i.e. revenue vehicle hours) were estimated by multiplying the annual number of trips by the round trip running time. (There is no allowance for layover/recovery time.) The O&M costs in **Table 2.10** are estimated using two methods. One uses a system-wide operating cost per hour of \$103.75 and the other uses a \$104.98 operating cost per hour for the Pace West division; the costs per hour for both the Pace West division and the system-wide service were supplied by Pace.

Table 2.10: Operating & Maintenance Costs for the ART Network

Corridor	Annual Vehicle Hours	Annual Operating Cost (System)	Annual Operating Cost (Pace West)
Cermak/22 nd	40,788	\$4,232,000	\$4,282,000
Roosevelt Road	29,154	\$3,025,000	\$3,061,000
York Road-Combined	37,884	\$3,931,000	\$3,977,000
York Road-Rosemont	16,950	\$1,759,000	\$1,779,000
York Road-Transportation Center	20,934	\$2,172,000	\$2,198,000
Near Term ART Network	107,826	\$11,188,000	\$11,320,000

2.9.2 Capital Costs

Capital costs were developed for each route in the near term ART network based upon route characteristics, including the following factors:

- **Route Length.** Measured in vehicle revenue miles; the distance that vehicles travel while in revenue service.
- **Operating vehicles.** The number of vehicles required to operate in maximum service.
- **Stations.** The number of line and terminal stations on the route, including potential improvements to CTA stations. Station costs vary based on the type of station.
- **Vehicle Cost.** Based on the number of vehicles needed per the service plan.
- **Transit Signal Priority.** Costs are estimated on a per mile basis and assume complete signal controller and cabinet replacements and other improvements to support TSP. Based on the preliminary assessments of the suitability of signal mast arms, controllers and cabinets discussed earlier, the cost for TSP may be significantly less than the TSP costs shown here.
- **Contingency Costs:** Contingency costs are added to the station and TSP costs. A 25% contingency for capital construction contingency costs has been applied.
- **Professional Services Costs:** Professional services costs include costs for designers’ and contractors’ fees.

Many of the capital costs were based on preliminary cost estimates developed under the Milwaukee ART Avenue Project Definition. Capital costs are summarized by route in **Table 2.11**. Typical unit costs for the cost drivers are detailed in **Table 2.12**.

Table 2.11: Near Term ART Network Capital Cost Estimate

Route	Route Length (miles in revenue service)	Capital Construction Costs				Vehicle Cost	Professional Services	Total Cost	Construction Cost/Mile (\$M)
		Station Cost	TSP Cost	Contingency	Total				
Cermak/22 nd 54 th /Cermak CTA to Yorktown	13.9	\$11,990,000	\$2,085,000	\$3,519,000	\$17,594,000	\$6,072,000	\$4,399,000	\$28,065,000	\$2.02
Roosevelt Road Forest Park CTA to Oakbrook	10.4	\$7,830,000	\$1,560,000	\$2,348,000	\$11,738,000	\$4,416,000	\$2,935,000	\$19,089,000	\$1.84
York Road Rosemont CTA to Oakbrook Center	15.8	\$10,430,000	\$2,370,000	\$3,200,000	\$16,000,000	\$3,312,000	\$4,000,000	\$23,312,000	\$1.48
York Road NWTC to Oakbrook Center	19.2	\$9,910,000	\$2,880,000	\$3,198,000	\$15,988,000	\$3,864,000	\$3,997,000	\$23,849,000	\$1.24

Table 2.12: Unit Costs

Cost Category	Unit Cost
Typical Station Cost	\$260,000
Terminal Station	\$500,000
CTA Station Improvements	\$50,000
Vehicle Cost	\$460,000
Transit Signal Priority (per mile)	\$150,000
Contingency	25%
Professional Services	25%

2.10 Ridership

Ridership was estimated for all of the near term ART routes by the PMO based on current ridership levels and the use of service elasticities to estimate the effect of increased service levels. The elasticities are described below. The projected ridership was estimated as a range reflecting the uncertainty of future conditions and the preliminary nature of the estimates.

- Various research studies have concluded that the service frequency (headway) related elasticity is in the range of 0.4 to 0.6 with variances related to market, time of day and service type. A value of 0.45 was used for Cermak and Roosevelt Road, the low end of the range, because current service levels are fairly high and the routes have moderate ridership levels. A higher value, 0.5, was used for the York Road routes.

- ⦿ In addition, a travel time elasticity of 0.6 was used for the high end of the range. A travel time improvement of 15% was assumed.
- ⦿ The concept of a “visibility factor” was adapted from Federal Transit Administration (FTA) research for the Simplified Trips-on-Project Software (STOPS) model. This factor accounts for the inherent greater attractiveness of BRT and other premium services. The FTA’s STOPS model uses factors from 0.1 to 1.0; the low end values were applied.

This methodology was applied to current ridership on the four near term ART routes and produced the results in **Table 2.13**.

Table 2.13: Ridership Estimates for the Near Term ART Network

Route	Current Ridership		Current Head-way	Proposed Head-way	% Change	Elasticity		Visibility Factor	Projected Ridership		% Increase	
	Low	High				Low	High		Low	High	Low	High
Cermak/22nd 54 th /Cermak CTA to Yorktown	2,500	2,500	20	10	50%	0.45	0.54	0.1	3,310	3,430	32%	37%
Roosevelt Road Forest Park CTA to Oakbrook	2,030	2,030	20	10	50%	0.45	0.54	0.1	2,690	2,780	33%	37%
York Road Rosemont CTA to Oakbrook Center	680	680	60	20	67%	0.5	0.69	0.2	1,040	1,130	53%	66%
York Road NWTC to Oakbrook Center	210	210	60	20	67%	0.5	0.69	0.2	320	350	52%	67%

3.0 Long Term ART Routes

During the same screening process that generated the near term routes, the long term routes were also defined by identifying the SIG's values, screening related data and previous studies, and conducting preliminary analysis. Implementation of the long term routes will likely follow the near-term routes and the Short-Term ART Network routes identified in the 2009 Pace Arterial Rapid Transit Study (including Dempster, Halsted, Harlem, 95th). The long term ART network will further realize the benefits of connectivity generated through increased ART service and development of a central transportation center and other facilities. More thorough evaluation will be required to further define the long-term routes and develop a consolidated ART implementation plan for the entire region. Sections 3.1 through 3.8 describe each long term route in more detail including performance measure highlights, termini, and activity centers served. Information on potential local service changes to support the long term routes is documented in Appendix B along with associated operating and maintenance costs for those changes. However, it is noted that given the long term horizon for the long term routes, any local service changes should be re-evaluated at the time of implementation.

3.1 Elgin-O'Hare/Western Access: Rosemont CTA to Hanover Park

The Elgin-O'Hare/Western Access/I-90 ART route (see **Figure 3.1**) connects to the Rosemont CTA Blue Line station, the Hanover Park Metra station, as well as the fast-growing employment corridor northwest of O'Hare International Airport.

This project is contingent upon completion of the Elgin-O'Hare extension to O'Hare and the Western Access project which would carry traffic from the Elgin-O'Hare Expressway to I-90. That project is currently scheduled for completion in 2023.

From the Rosemont CTA station, the Elgin-O'Hare/Western Access ART route travels north onto River Road, west onto I-90/Western Access/Elgin-O'Hare Expressway, and west onto Lake Street and south onto Church Street to the Hanover Park Metra station. The route length is 19.8 miles.

Corridor performance measures

- 3,675 trips generated per mile not currently served by Pace
- Improves transit access for low-income households

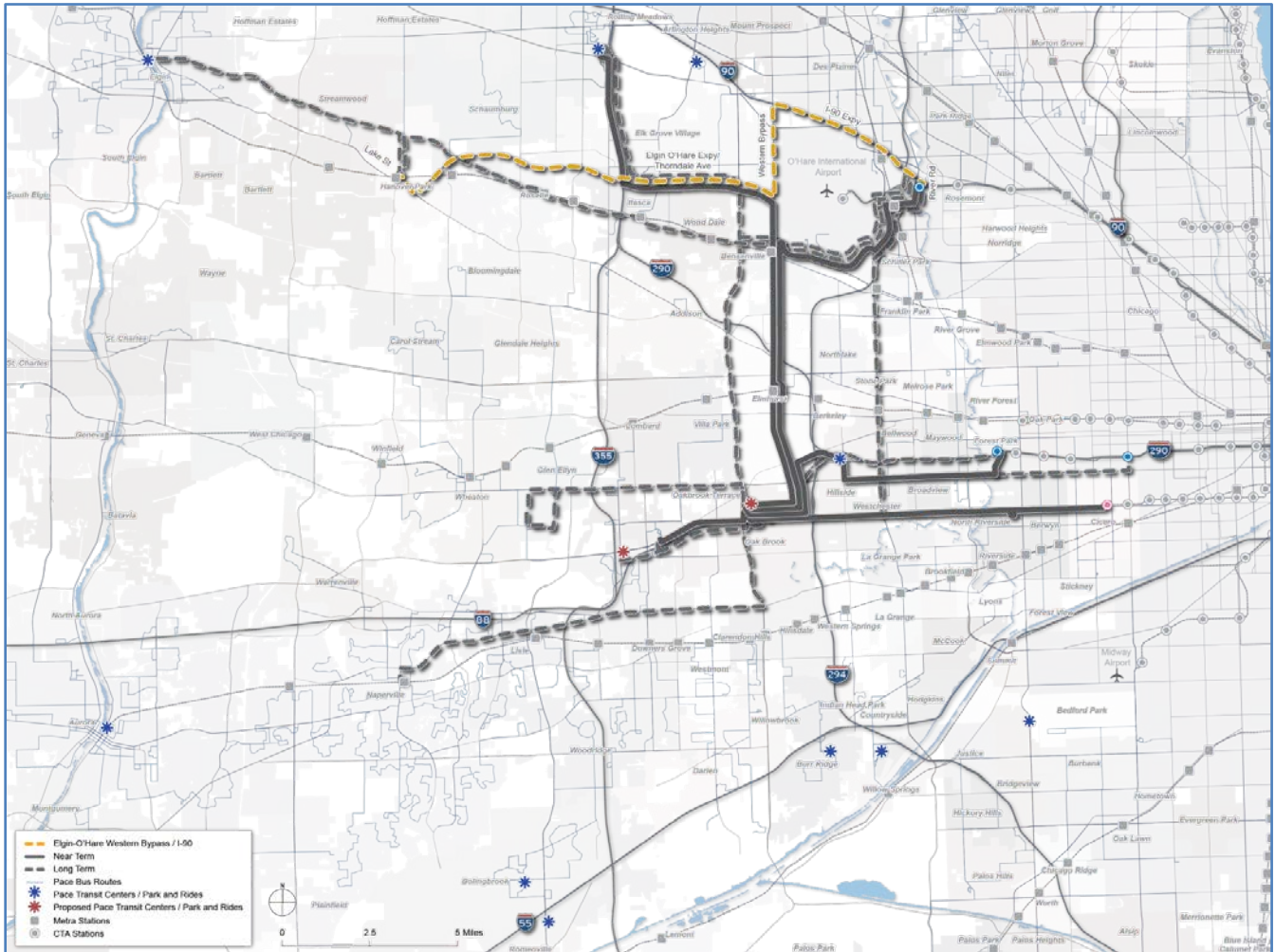
Termini

- Rosemont CTA Transit Center/CTA station (Blue Line)
- Hanover Park Metra Station (Milwaukee District/West Line)

Activity centers served

- Rosemont CTA Transit Center (Blue Line)
- Rosemont entertainment and convention area
- Des Plaines Business Park
- Elk Grove Village Business Park
- Hanover Park Metra Station (Milwaukee District/West Line)

Figure 3.1: Elgin O’Hare/Western Access: Rosemont CTA to Hanover Park



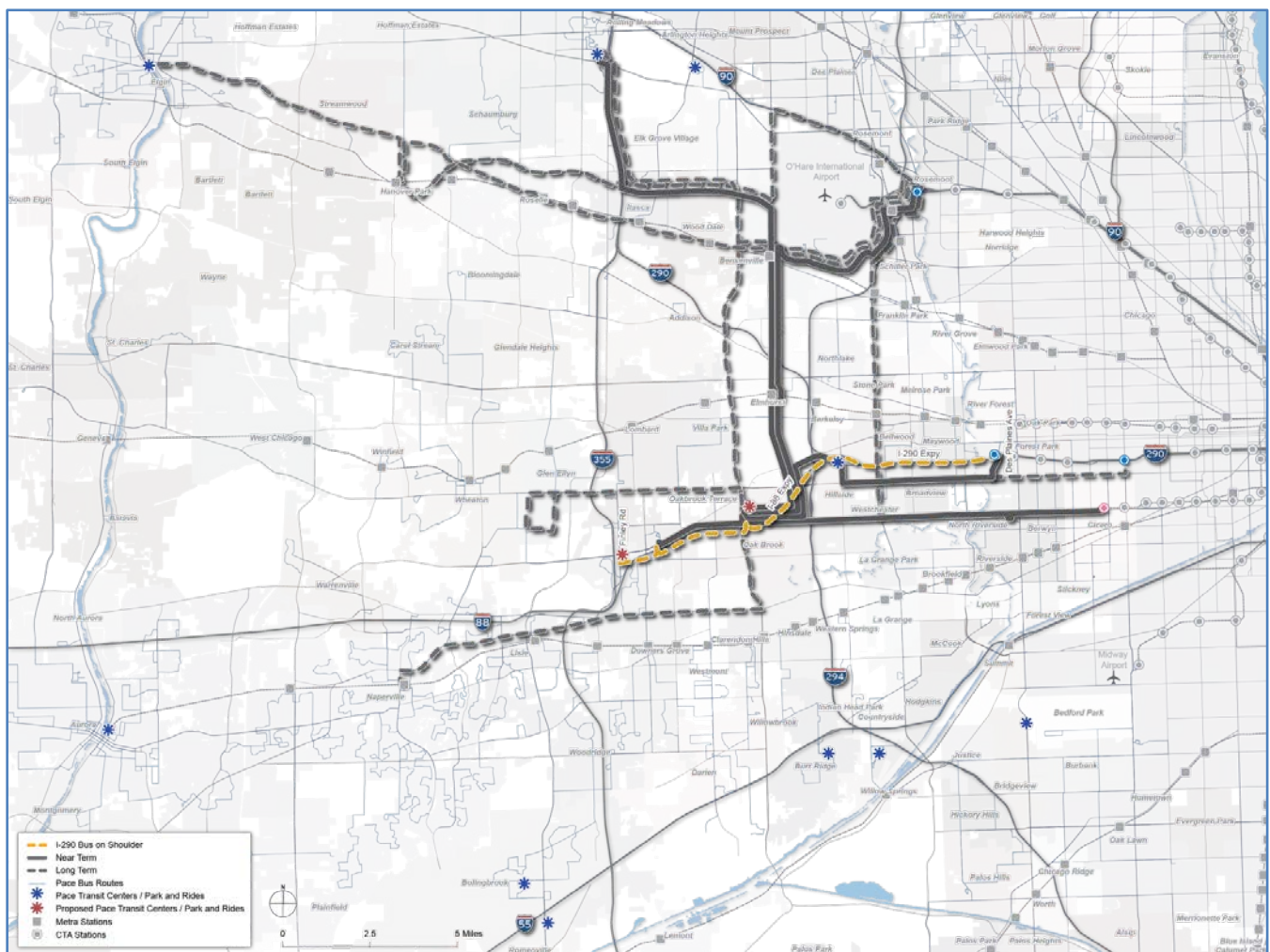
3.2 I-290 Bus on Shoulder: Forest Park CTA to Finley Road

The I-290 Bus on Shoulder ART route (see **Figure 3.2**) is a 13.9-mile route that connects the CTA Blue Line rail station to the Oak Brook/Yorktown employment center in Central DuPage County and a proposed Pace park and ride facility near Butterfield and Finley Roads. The high-speed express service would enhance both traditional and reverse commuting options between Cook and DuPage county communities with high trip generation.

From the Forest Park Transit Center/CTA blue line station, the I-290 Bus on Shoulder ART route travels east onto I-290/Eisenhower Expressway, west onto I-88/Ronald Reagan Memorial Hwy, west onto 22nd Street, west onto I-88/Ronald Reagan Memorial Hwy and north onto Finley Road.

This proposed route is contingent upon planned improvements to the I-290 corridor between I-294 and Des Plaines Avenue in Forest Park, which are still in the preliminary planning stages, and on the creation of a terminal park-and-ride facility near Butterfield and Finley Roads.

Figure 3.2: I-290 Bus on Shoulder: Forest Park CTA to Finley Road



Corridor performance measures

- 36,668 trips generated per mile
- Serves a proposed Pace Transit Center
- Improves access for low-income households

Termini

- Forest Park Transit Center/CTA station (Blue Line)
- Proposed Pace Finley Road Park-n-Ride

Activity centers served

- Forest Park Transit Center (CTA Blue Line)
- Oakbrook Center
- Yorktown Center

3.3 Illinois Route 19 Extension: Hanover Park to Elgin Transportation Center

The Illinois Route 19 (IL-19) ART route extension (see **Figure 3.3**) expands ART service into the dense, walkable parts of Elgin and increases connectivity between Kane, DuPage, and Cook counties. This extension serves Pace’s Elgin Transportation Center and an additional Metra station along the Milwaukee District/West line. IL-19 was identified for long term implementation in Pace’s Arterial Rapid Transit Study and by the Stakeholder Involvement Group.⁹

From the Hanover Park Metra station, the 9.1-mile IL-19 ART extension travels east onto Lake Street, north onto Barrington Road, west onto Irving Park Road, and west onto Chicago Street to the Elgin Transportation Center.

Corridor performance measures

- High CMAP Pedestrian Environment Factor of 28.2
- 70% existing sidewalks
- Improves transit access for low-income households

Termini

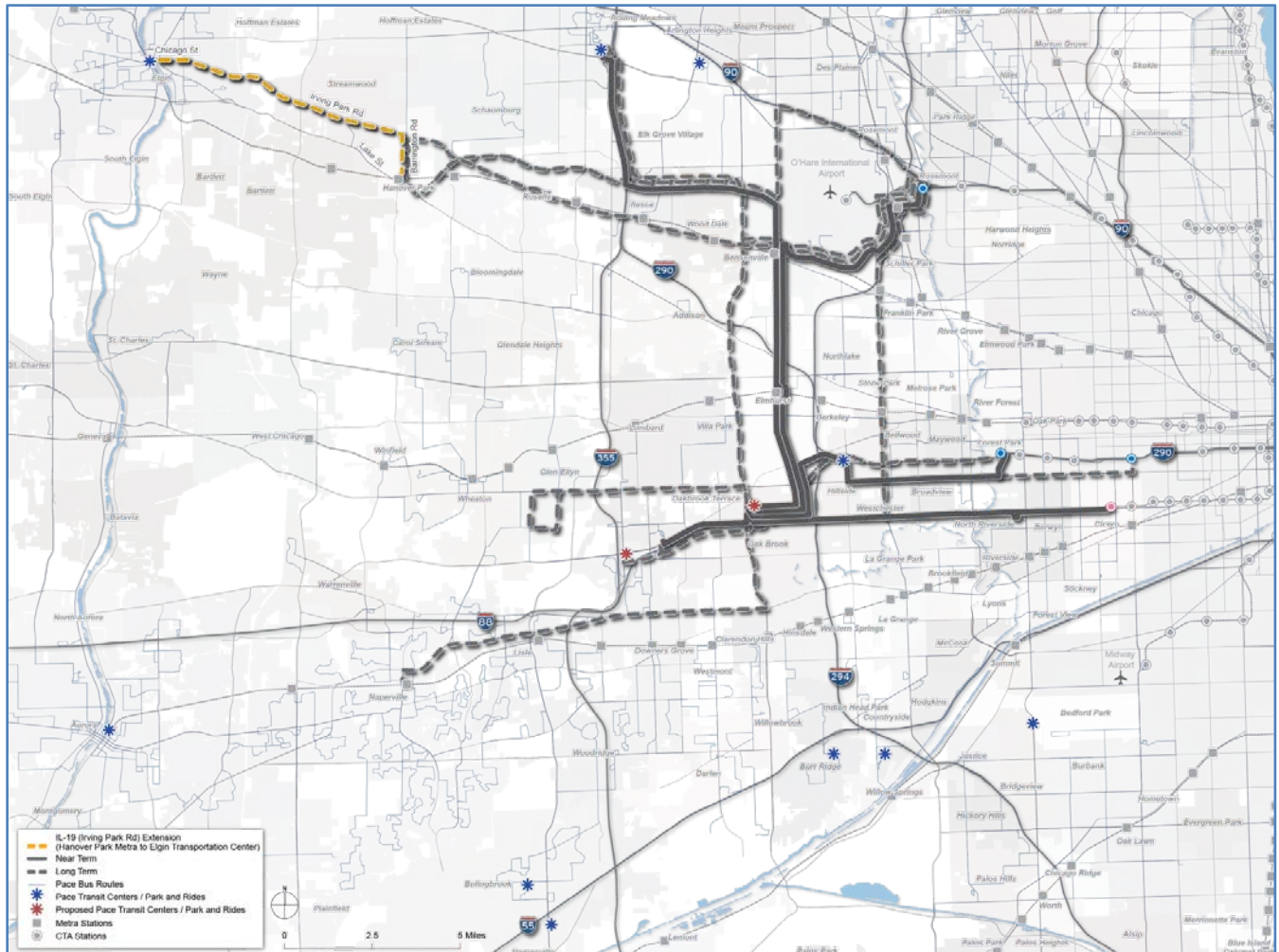
- Hanover Park Metra Station (Milwaukee District/West Line)
- Elgin Transportation Center

⁹ Arterial Rapid Transit Study, 2009. Pace Suburban Bus Service.

Activity centers served

- Hanover Park Metra Station (Milwaukee District/West Line)
- Hanover Park’s Westview Shopping Center
- Downtown Elgin
- Elgin Transportation Center (Milwaukee District/West Line)

Figure 3.3: Illinois Route 19 Extension: Hanover Park to Elgin Transportation Center



3.4 Illinois Route 19: Rosemont CTA to Hanover Park

The IL-19 ART route from Hanover Park Metra to Rosemont (see **Figure 3.4**), aligns with the North DuPage travel market and serves the Thorndale employment center.¹⁰ The 18.9-mile route intersects 16 Pace bus routes and connects to eight Metra Stations along the Milwaukee District/West line and at the North Central Service-Rosemont station. Illinois Route 19 was identified for long term implementation in Pace’s Arterial Rapid Transit Study and by the Stakeholder Involvement Group.¹¹

From the Rosemont CTA station, the IL-19 ART route travels south onto River Road, west onto Balmoral Avenue, south onto Mannheim Road, west onto Irving Park Road, south onto Barrington Road, and west onto Lake Street to the Hanover Park Metra station.

Corridor performance measures

- 3,069 trips generated per mile not currently served by Pace
- Improves transit access for low-income households

Termini

- Rosemont CTA Transit Center/CTA station (Blue Line)
- Hanover Park Metra Station (Milwaukee District/West Line)

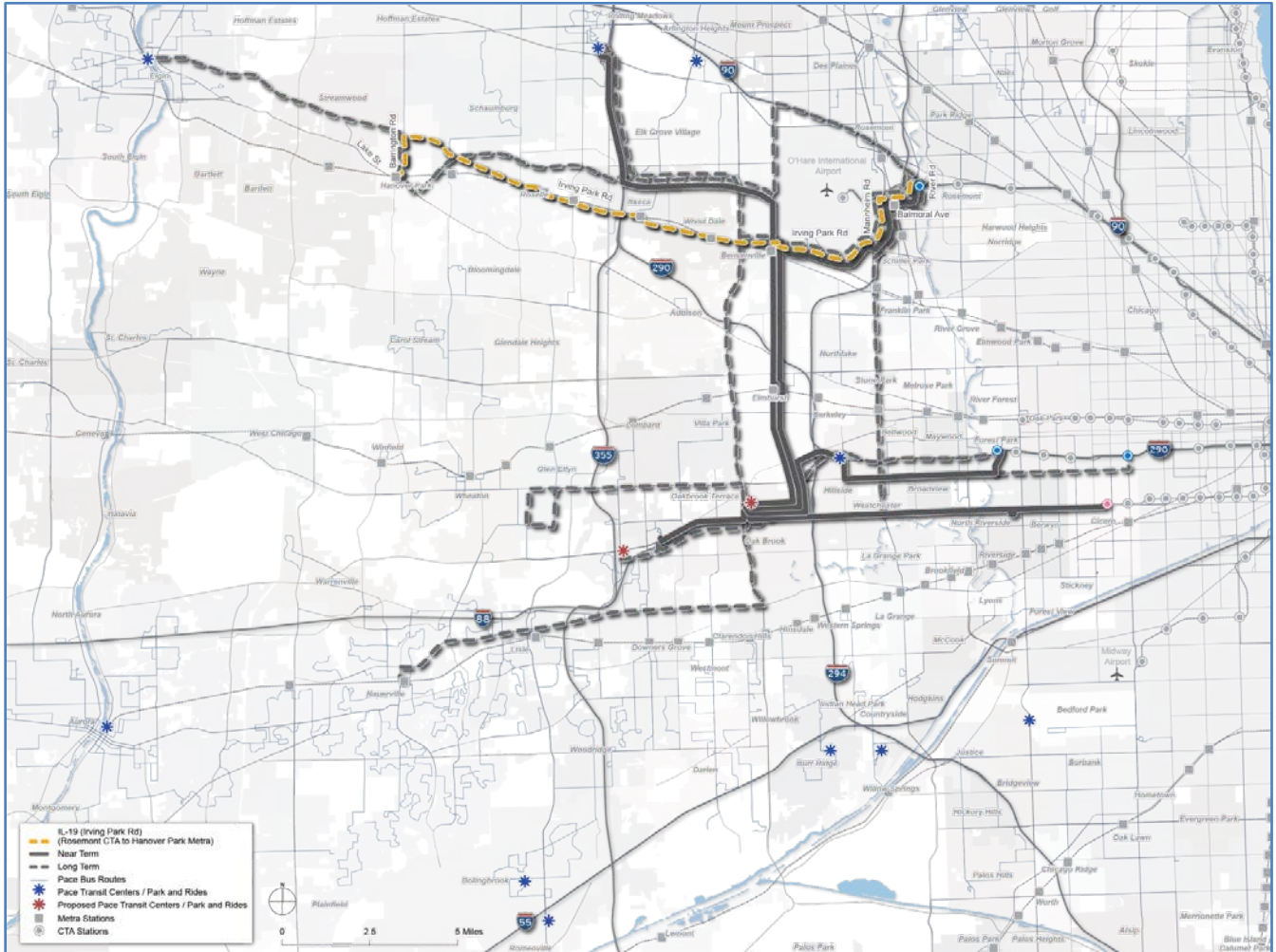
Activity centers served

- Hanover Park Metra Station (Milwaukee District/West Line)
- Hanover Park’s Westview Shopping Center
- Wood Dale commercial and entertainment centers
- Rosemont entertainment and convention area
- Rosemont CTA Transit Center (Blue Line)

¹⁰ Cook DuPage Corridor Action Plan, 2014. West Central Municipal Conference and DuPage Mayors and Managers Conference.

¹¹ Arterial Rapid Transit Study, 2009. Pace Suburban Bus Service.

Figure 3.4: Illinois Route 19: Rosemont CTA to Hanover Park

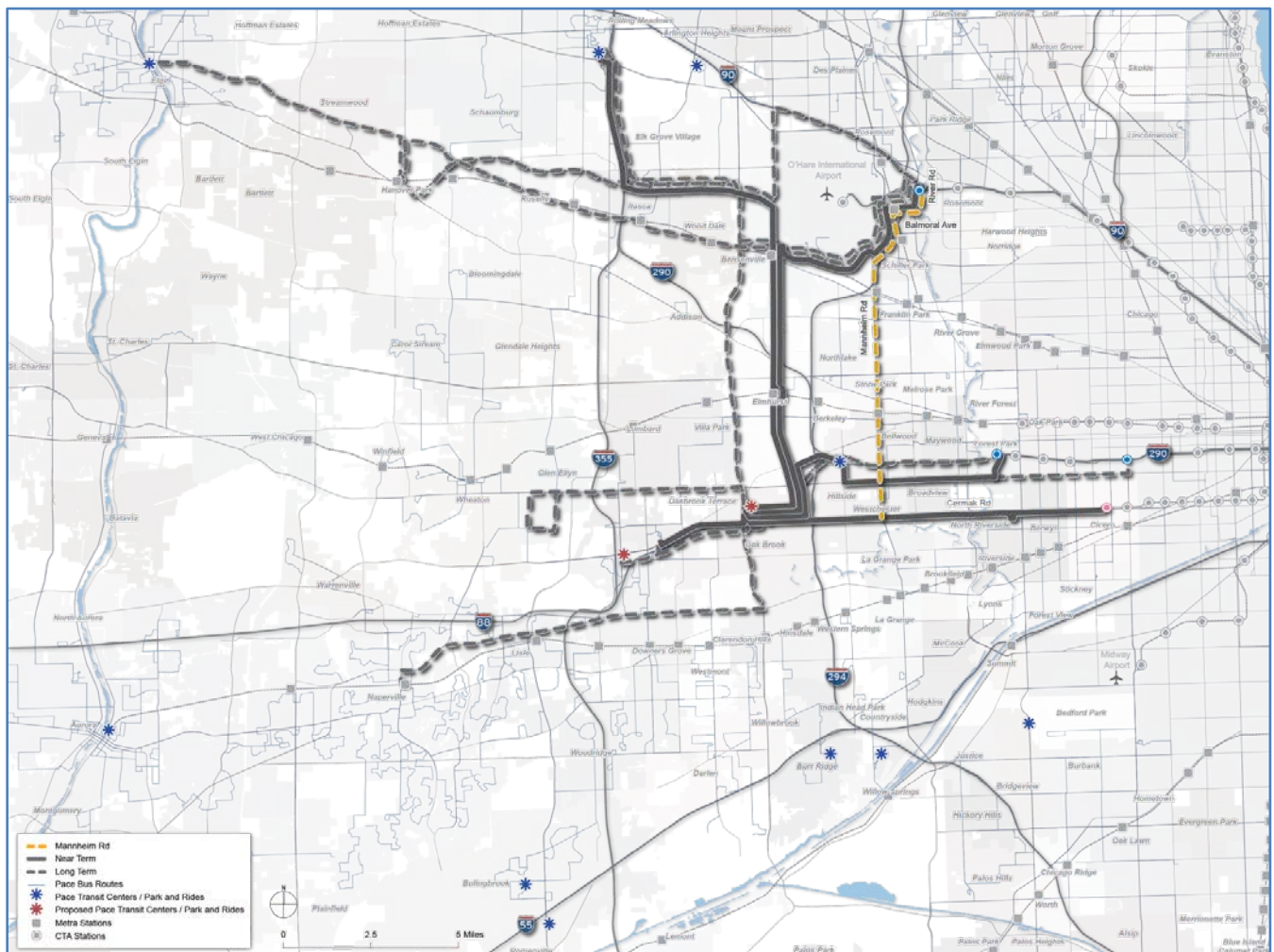


3.5 Mannheim Road: Rosemont CTA to Cermak Road

The Mannheim Road ART route (see **Figure 3.5**) would extend 10.4 miles from Cermak to the Rosemont CTA Blue Line station. It is supported by strong last-mile connectivity and was designated as a long term ART route in recognition of the need to strengthen the market for north-south transit travel in western Cook County. The corridor will be enhanced by the near term implementation of the Roosevelt Road, Cermak Road, and York Road ART corridors, all of which will intersect Mannheim Road. A proposed future extension of the CTA Blue Line to Mannheim Road (and potentially beyond) would also strengthen this corridor. The route has strong traditional fixed route bus service and ridership and connects to the North Central Service-Rosemont, Union Pacific/West-Bellwood, and Milwaukee District/West-Mannheim Metra stations.

From the Rosemont CTA station, the Mannheim Road ART route travels south onto River Road, west onto Balmoral Avenue and south onto Mannheim to Cermak Road.

Figure 3.5: Mannheim Road: Rosemont CTA to Cermak Road




 **Corridor performance measures**

- High CMAP Pedestrian Environment Factor of 28.9
- 70% existing sidewalks
- 560 bus boardings per mile (Pace +CTA)

 **Termini**

- Rosemont CTA Transit Center/CTA station (Blue Line)
- Cermak Road ART station

 **Activity centers served**

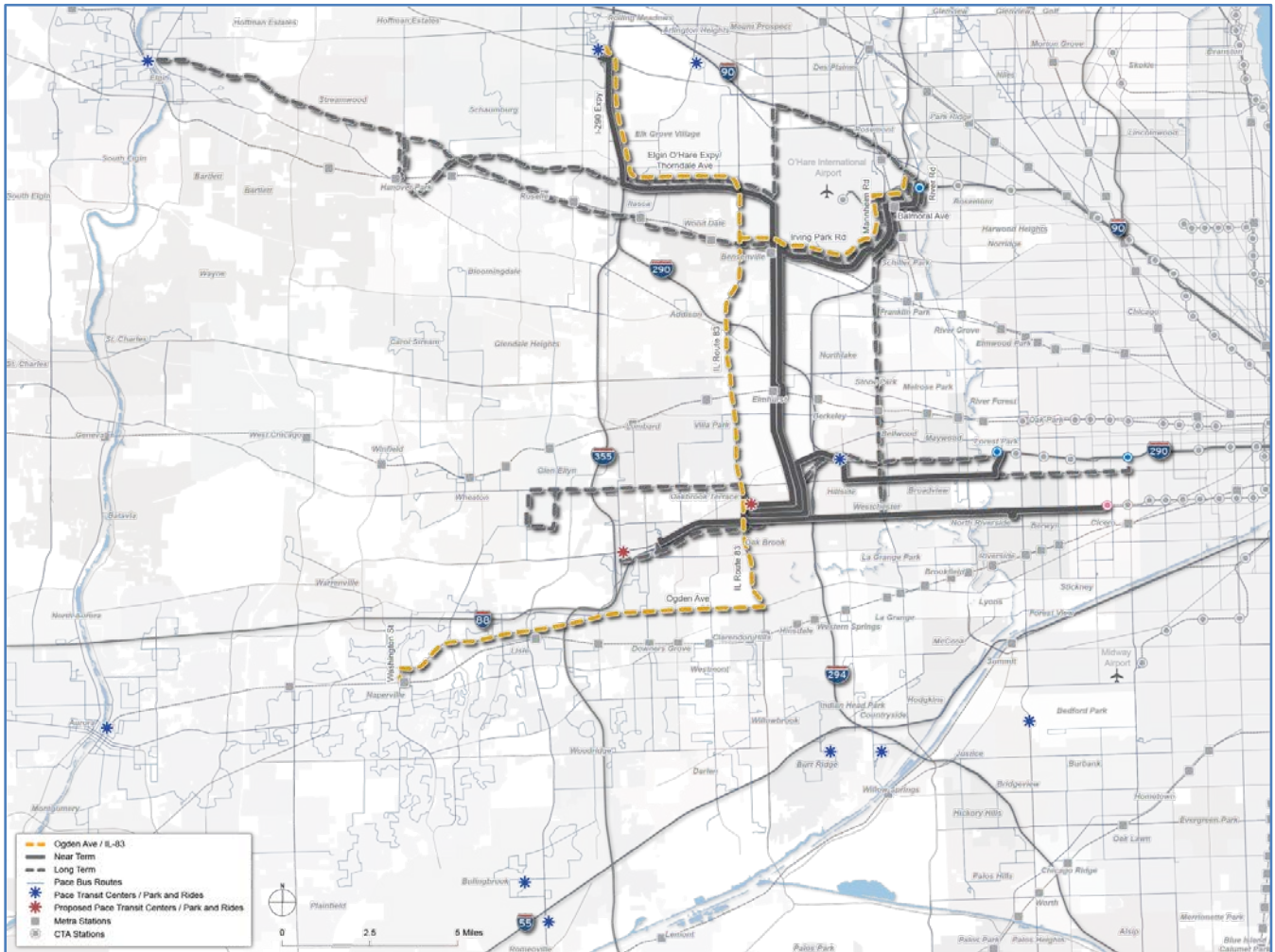
- Rosemont CTA Transit Center (Blue Line)
- Rosemont entertainment and convention area
- Bellwood Metra Station (Union Pacific/West Line)
- Mannheim Road Shopping Centers

3.6 Ogden Avenue / Illinois Route 83: Rosemont / Northwest Transportation Center to Naperville

The Ogden Avenue/Illinois Route 83 (IL-83) ART route (see **Figure 3.6**) would run 38.5 miles along Ogden Avenue from Naperville east to IL-83, proceed north to Irving Park Road, and then, like the York Road ART routes, alternately serve the Rosemont CTA transit station or Northwest Transportation Center. From the Rosemont CTA station, the Ogden Avenue / IL-83 ART route travels south onto River Road, west onto Balmoral Avenue, south onto Mannheim Road, west onto Irving Park Road, south onto IL-83, west onto Ogden Avenue, south onto Washington Street, east onto 5th Avenue and south onto Center Street to the Naperville Metra station. From the Northwest Transportation Center, the Ogden Avenue / Illinois Route 83 ART route travels east on Kimberly Drive, south onto Martingale Road, east onto Higgins Road, east onto I-290, east onto Elgin-O'Hare Expressway/Thorndale Avenue, south onto IL-83, west onto Ogden Avenue, south onto Washington Street, east onto 5th Avenue and south onto Center Street to the Naperville Metra station.

South and west of Oakbrook Center, a second potential alignment has also been considered, which would follow Butterfield Road to Yorktown Center, proceeding south to Ogden Avenue via Highland Avenue and Main Street. This alignment was not recommended as the preferred routing due to the already-proposed Butterfield Road service (via the Cermak/22nd ART route), longer running time compared with the IL-83/Ogden Avenue alignment, and modest ridership potential along Highland Avenue and Main Street. However, Pace is already considering introducing local service between Naperville and Yorktown Center via Main Street and Highland Avenue, so this should be considered as an interim or alternative alignment to the preferred routing shown in **Figure 3.6**.

Figure 3.6: Ogden Avenue / Illinois Route 83: Rosemont / Northwest Transportation Center to Naperville



The corridor has high trip generation, regional connectivity, and serves a number of walkable, transit-supportive communities. Following implementation of the near term York Road ART corridor, it will provide a higher-speed north-south connection in Central DuPage County while also serving communities south of I-88. The corridor connects to existing transit services including 36 intersecting Pace routes, the CTA Blue Line rail station, and Metra stations in Naperville, Lisle, and Rosemont.

The corridor is designated as a long term project in recognition of the need to incrementally build a market for premium transit service in DuPage County, as well as the need to improve pedestrian accommodations along IL-83 and address several traffic bottlenecks. The IL-83 corridor was identified as an opportunity to expand the

proposed short-term network in Pace’s Arterial Rapid Transit Study¹² and selected by the SIG for long term implementation.

Due to the lack of existing north-south connectivity in DuPage County, ridership potential on this route is difficult to estimate at this stage of project development. However, upon implementation of the parallel York Road ART corridor, more concrete findings as to the strength of the north-south transit market can be established. As the IL-83 corridor moves toward the project definition phase, careful consideration of the established York Road corridor ridership will be essential in confirming the strength of this travel market, as well as the need for a second, parallel corridor to York Road. Alternatively, some shifting of service from York Road to IL-83 may also be appropriate for consideration at that time.

Corridor performance measures

- The route encompasses 899,568 trips generated.

Termini

- Northwest Transportation Center
- Rosemont CTA Transit Center/CTA station (Blue Line)
- Naperville Metra Station (Burlington Northern Santa Fe Line)

Activity Centers Served

- Northwest Transportation Center
- Woodfield Mall
- Streets of Woodfield
- Rosemont CTA Transit Center (Blue Line)
- Rosemont entertainment and convention area
- Ogden Avenue commercial and entertainment centers
- Oakbrook Center
- Downtown Naperville
- Naperville Metra Station (Burlington Northern Santa Fe Line)

12 Arterial Rapid Transit Study. (2009). Pace Suburban Bus Service

3.7 Roosevelt Road East Extension: Cicero CTA to Des Plaines Avenue

The Roosevelt Road ART East Extension (see **Figure 3.7**) extends the near term Roosevelt Rd ART service east into Oak Park, Berwyn, Cicero, and Chicago. From the Cicero CTA Blue Line station, the Roosevelt Road East Extension ART route travels south onto Cicero Avenue and west onto Roosevelt Road to Des Plaines Avenue. It has high trip generation per mile, extensive last mile connectivity, and increases access to transit. The 4.2-mile route intersects with four additional Pace routes beyond those served by the proposed near term Roosevelt Road ART corridor, and four CTA bus routes. The extension to Cicero Avenue would also provide enhanced one-seat connectivity along Roosevelt Road, through dense and walkable neighborhoods not currently served by the local Route 301 service.

This extension is designated as a long term corridor due to the uncertainty of a proposal to enhance the transit facilities at the Cicero Blue Line station. That proposal has been included as part of the planned improvements to I-290, which are currently in the preliminary planning stages.

Corridor performance measures

- 100% existing sidewalks
- High CMAP Pedestrian Environment Factor of 39.5
- Improves transit access for low-income and zero car households

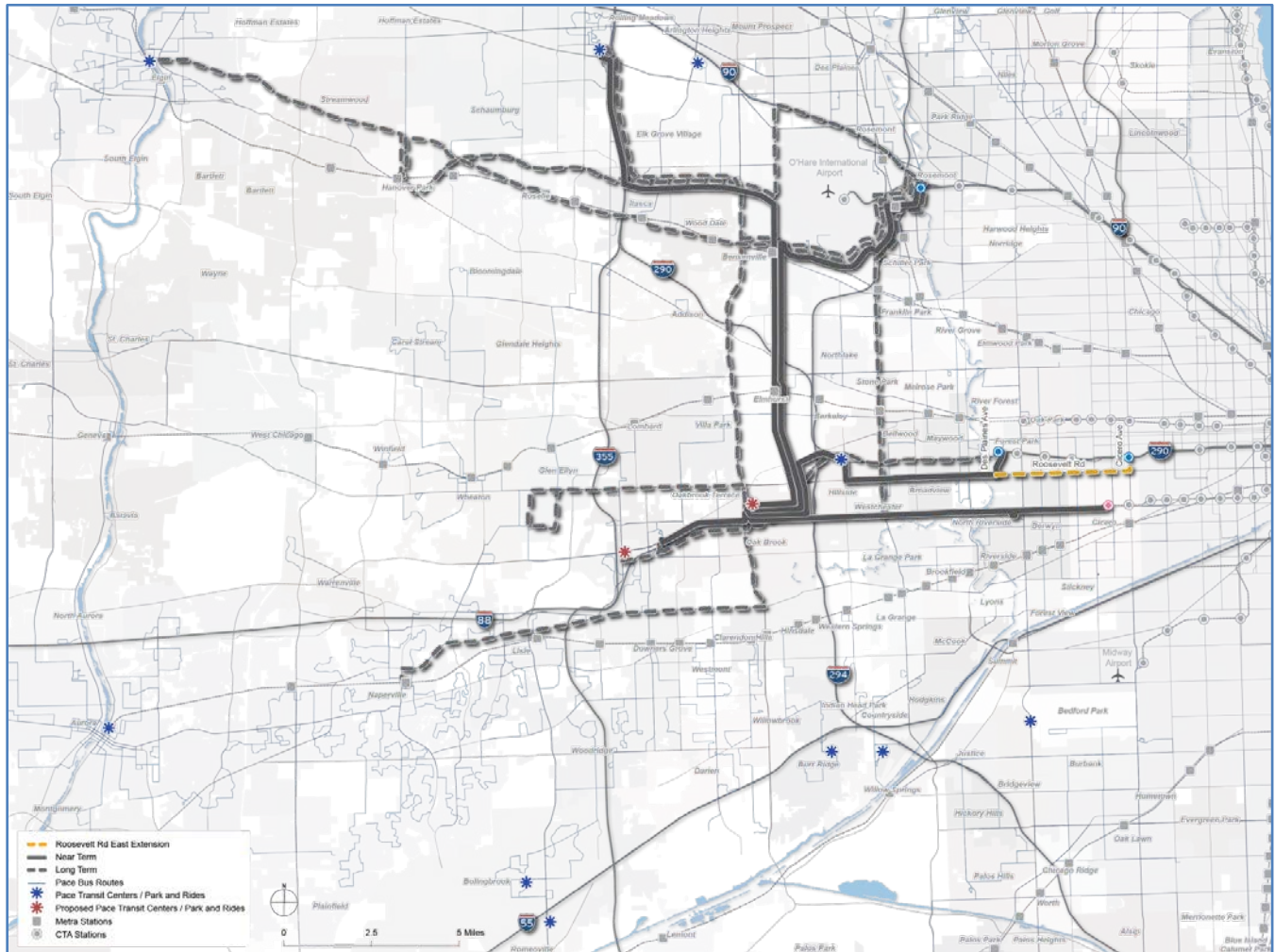
Termini

- Cicero CTA Blue Line station
- Near term Roosevelt ART route/Des Plaines Ave.

Activity centers served

- Cicero CTA Blue Line station
- Cicero commercial and entertainment centers
- Berwyn commercial and entertainment centers
- Oak Park commercial and entertainment centers

Figure 3.7: Roosevelt Road East Extension: Cicero CTA to Des Plaines Avenue



3.8 Roosevelt Road West Extension: Oakbrook Center to College Of DuPage

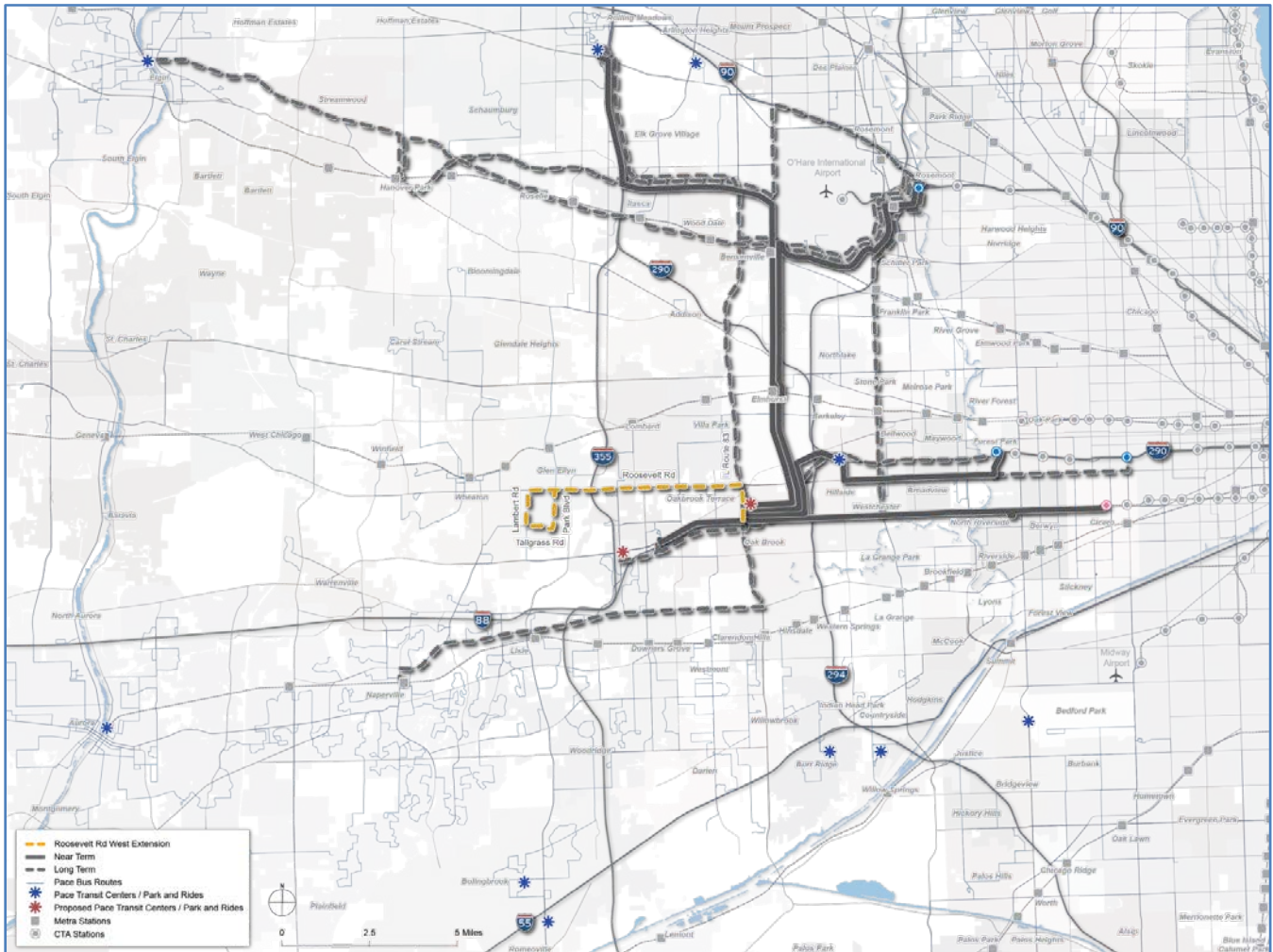
This Roosevelt Road ART West Extension (see **Figure 3.8**) connects important activity centers and has high trip generation per mile. The 10-mile route intersects with four additional Pace routes beyond those served by the proposed near term Roosevelt Road ART corridor. From Oakbrook Center, the Roosevelt Road West Extension ART route travels north onto Illinois Route 83, west onto Roosevelt Road, south onto Park Boulevard, west onto Falwell Boulevard, south onto Artists Drive, west onto Tallgrass Road, and north onto Lambert Road.

The Roosevelt Road Extension expands ART service from the Oak Brook/Yorktown employment center, through the Central DuPage travel market, to the College of DuPage.¹³ This segment was selected by the Stakeholder

¹³ Cook DuPage Corridor Action Plan, 2014. West Central Municipal Conference and DuPage Mayors and Managers Conference

Involvement Group as an opportunity to increase access to transit for low-income households and areas with high trip generation per mile not served by Pace. The extension intersects with four additional Pace routes beyond those served by the proposed near term Roosevelt Road ART corridor.

Figure 3.8: Roosevelt Road West Extension: Oakbrook Center to College of DuPage




Corridor performance measures

- 29,963 trips generated per mile
- 60% existing sidewalks

Termini

- Oakbrook Center
- College of DuPage

 **Activity centers served**

- Oakbrook Center
- Lombard commercial and entertainment centers
- Glen Ellyn commercial and entertainment centers
- College of DuPage (28,000 students)

4.0 Local Routes

In addition to the development of the near and long term ART network, several local routes were evaluated for inclusion into the overall service plan. Routes that are recommended to begin service are not dependent on the development of ART service and can be implemented at any time, bolstering service levels in Central DuPage County in a manner that will coordinate effectively with the planned ART network over time. The following local routes were examined:

- ④ Illinois Route 59: Prairie Stone Business Park to Aurora
- ④ Schaumburg to Roselle
- ④ Route 715 Extension: Addison to Roselle
- ④ Route 711 Restructuring: Roselle to Wheaton
- ④ Wood Dale to Downers Grove
- ④ Elmhurst to Downers Grove
- ④ North Avenue: Cicero CTA Green Line to Stratford Square Mall

The local routes identified above were based upon corridors that scored highly in the Pace I-355 Corridor Transit Development Report or from direction from Pace. These routes were evaluated by examining transit service metrics such as the number of bus routes intersected, boardings per mile, rail stations served and transit-oriented developments served. In addition to these metrics, the proposed routes were evaluated based upon their market potential via trip generation and population and employment data within a one-half mile corridor along the route. These measures are shown in **Table 4.1**.

Table 4.1: Transit Service Metrics

Existing Transit Service	Transit Market Potential
Bus Routes Intersected	Trip Generation
Bus Boardings per Mile	Trip Generation per Mile
Rail Stations Served	Trip Generation per Acre
Transit-Oriented Developments Served	Population & Employment per Acre

Existing transit service in these route corridors provides a baseline in terms of the productivity of existing service in the corridor. Routes intersected is a measure of how the bus route connects to the overall Pace network. The greater the number of routes intersected, the wider the accessibility of the service (i.e. the ability to reach desired destinations). A similar measure is used for rail stations served. Bus boardings per mile is a measure of current transit demand along the route corridor. It is calculated by taking existing ridership at stops within the corridor and dividing it over the length of the corridor. In a case where there is no existing fixed route service, an estimate of the boardings per mile is established based on ridership at stops at the route terminals and at any intersecting routes. Transit-oriented developments (TOD) served provides a measure of density and an indicator of future demand for transit services. TOD does not necessarily require proximity to a rail station.

Transit market potential measures the demand of the market for transit services. In this case, the market is loosely defined as those living and/or working within traffic analysis zones (TAZ) within one-half (½) mile of the route corridor. Market potential is measured using trip generation, or the number of trips originating in or

destined for the TAZ (referred to as trip productions and attractions). Trip generation is a proxy for density and activity generators that are likely to bring people into an area. The higher the trip generation, the higher the demand for travel within the corridor. Further broken into generators per mile and per acre, trip generation provides a measure of the density of activities along the corridor. Coupled with population and employment density per acre, a reasonable understanding of the potential demand for transit service within the corridor can be developed.

To understand the potential performance of the proposed routes, they were compared against control routes – routes that currently have established transit service with peak period headways of 30 minutes or better. This was done to establish service context and evaluate the viability of the proposed service in comparison to established service. The control routes used for comparison against the proposed routes are located in western Cook County and DuPage County and include:

- Route 310: Madison Street / Hillside
- Route 326: West Irving Park
- Route 331: Cumberland – 5th Avenue
- Route 714: COD – Naperville – Wheaton

These routes were selected in part because of their geography – they are located in the western suburbs, because their transit metrics were similar, and, most importantly, because they have peak period headways of 30 minutes or better, which is desirable to bolster service levels in Central DuPage County and coordinate with the planned ART network. A comparison of the local routes and control routes are in **Figure 4.1**.

Figure 4.1: Transit Service Metric Comparison

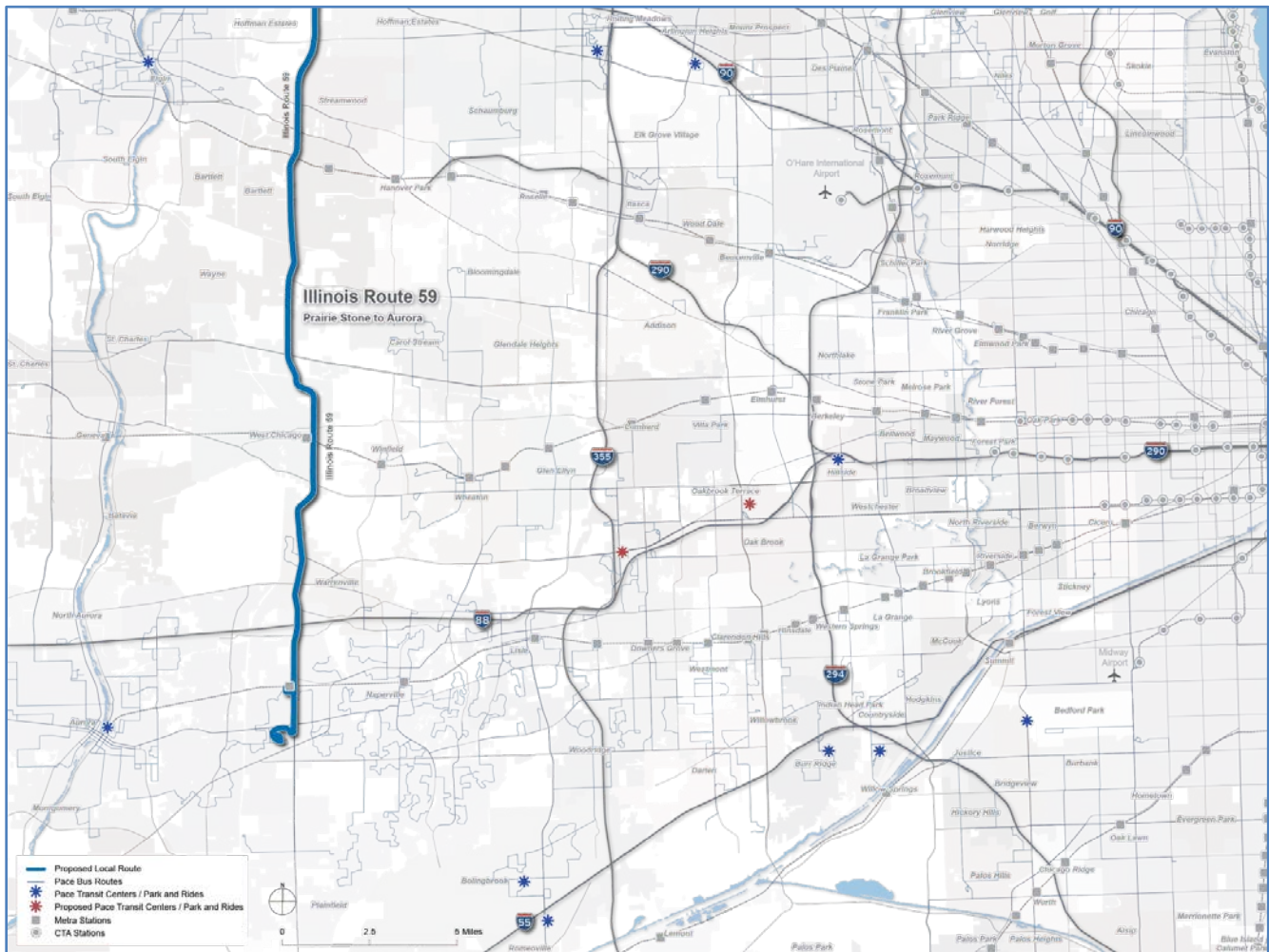
Corridor	Transit Service				Transit Market Potential				
	CTA/Pace Bus Routes Intersected	Pace Bus Boardings per Mile	CTA/Metra Stations Served	Metra TOD Stations Served	Trip Generation	Trip Generation per Mile	Trip Generation per Acre	Pop/Emp Density per Acre	
Proposed	Elmhurst Metra to Downers Grove Metra	9	9.3	3	1	456,175	37,208	36.61	10.91
	Extension to Roselle	2	10.9	1	0	127,873	34,695	23.86	4.91
	Roselle to Wheaton	4	26.0	2	0	530,582	33,555	38.55	9.91
	Schaumburg to Roselle	7	6.0	1	0	207,952	24,560	53.27	11.15
	Wood Dale Metra to Downers Grove	11	11.3	3	2	496,100	33,893	39.82	10.51
	IL Route 59: Prairie Stone to Fox Valley Mall	8	31.21	2	0	611,309	22,580	20.24	4.53
	North Avenue: Cicero Green Line to Stratford Square	22	87.11	3	1	1,239,948	63,663	43.15	14.00
Control	Route 310: Madison St./Hillside	10	114.8	3	0	213,770	30,373	32.94	14.36
	Route 326: West Irving Park	18	32.42	3	0	280,334	34,849	39.59	11.04
	Route 331: Cumberland-5th Ave.	19	96.08	3	1	349,270	21,118	33.39	12.92
	Route 714: COD-Naperville-Wheaton	13	13.38	2	0	304,377	10,425	33.85	8.74

In addition to the above metrics, preliminary operations and maintenance costs were developed for the local routes and documented in Appendix C. Per-mile O&M costs for the local routes were derived from the average per-mile O&M costs from the four control routes. The service plan for the local routes assumes similar service where an existing route already exists (i.e. extension of Route 715 and restructuring of Route 711). Where no such existing service exists, the service plan assumes 44 trips per weekday and 22 trips per weekend. Additional information on the O&M costs for the local routes is in Appendix C. .

4.1 Illinois Route 59

Illinois Route 59 (IL-59) was identified as a potential route that could fill a gap for north-south arterial service in Western DuPage County (see **Figure 4.2**). There is currently no significant north-south arterial local route service between Glen Ellyn and Randall Road in Kane County.

Figure 4.2: Illinois Route 59



IL-59 is a major north-south arterial road in western DuPage County. It runs uninterrupted through the county and serves the communities of Bartlett, Wayne, West Chicago, Warrenville, Naperville and Aurora.

The proposed 27.1-mile route would begin at the Prairie Stone business park in Hoffman Estates in Cook County, home to Sears Holdings Corporation, the Sears Centre Arena, and a variety of smaller corporate offices, retail concerns and hotels. The route would then continue south through Bartlett, passing alongside protected open space and low density residential subdivisions, until it reaches the intersection of Stearns Road and IL-59, where there is more substantial retail development. The route would continue south into West Chicago, passing within ¼ of a mile of the West Chicago Metra Station. A walkable environment here would allow Pace to maintain its

route along IL--59 and continue south into Warrenville, Aurora and Naperville without diverging to serve the West Chicago Metra station. South of Aurora Road, the route would diverge onto Meridian Lake Drive to serve the Route 59 Metra Station, Metra’s largest station in terms of boardings (almost 5,800 in a typical weekday), then return to IL-59 to continue on towards the Westfield Fox Valley Shopping Center, its terminus. IL-59 is lined with retail concerns from I-88 to Fox Valley Shopping Center, although all are auto-oriented.

The route would connect to eight different existing local routes, the long term Irving Park Road: Hanover Park to Elgin Transportation Center ART route, and Metra stations in West Chicago (UP-W Line) and Route 59 in Aurora (BNSF Line). See **Table 4.2** for transit connections accessible from the proposed route.

Table 4.2: Illinois Route 59 Transit Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	530, 534, 554, 610, 672, 673, 675, 676
	Long Term ART	Irving Park Road: Elgin Transportation Center to Hanover Park Metra
Metra Rail	BNSF Line	Route 59 Metra Station
	UP-W Line	West Chicago Metra Station

In the mid-section of the route, the IL-59 route would exist somewhat in a standalone market between Hoffman Estates and Naperville as it does not connect to any existing transit services there except for Metra in West Chicago. The majority of its ridership is expected at the southern end of the route in Aurora and Naperville where it may serve as a feeder route to the Route 59 Metra station and Fox Valley Mall. The transit service measure for bus boardings per mile is more indicative of the transit market between Naperville, and in particular the Route 59 Metra Station and Fox Valley Mall rather than between Hoffman Estates and Naperville where there is no existing service (see **Table 4.3**).

Table 4.3: Illinois Route 59 Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	8
Bus Boardings/Mile	31.21
Rail Stations Served	2
TOD Stations Served	0

The Illinois Route 59 route would serve a low density market not currently served by fixed route transit (see **Table 4.4**). The potential route has the following market characteristics:

- ④ Provides potential accessibility to over 82,000 residents and 54,000 jobs within the corridor.
- ④ Serves an average population and employment density of 4.53 persons/jobs per acre within the potential market area.
- ④ Serves 20.24 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

Table 4.4: Illinois Route 59 Transit Market Potential

Transit Market Potential	
Trip Generation	611,309
Trip Generation/Mile	22,580
Trip Generation/Acre	20.24
Population + Employment/Acre	4.53

Major trip generators include the Prairie Stone Business Park in Hoffman Estates, headquarters to Sears Holdings, Serta and the Sears Centre stadium along with an assortment of major retailers. On the south end of the route is the retail strip south of I-88 in Naperville and Aurora and the Fox Valley Shopping Center, the terminus of the route.

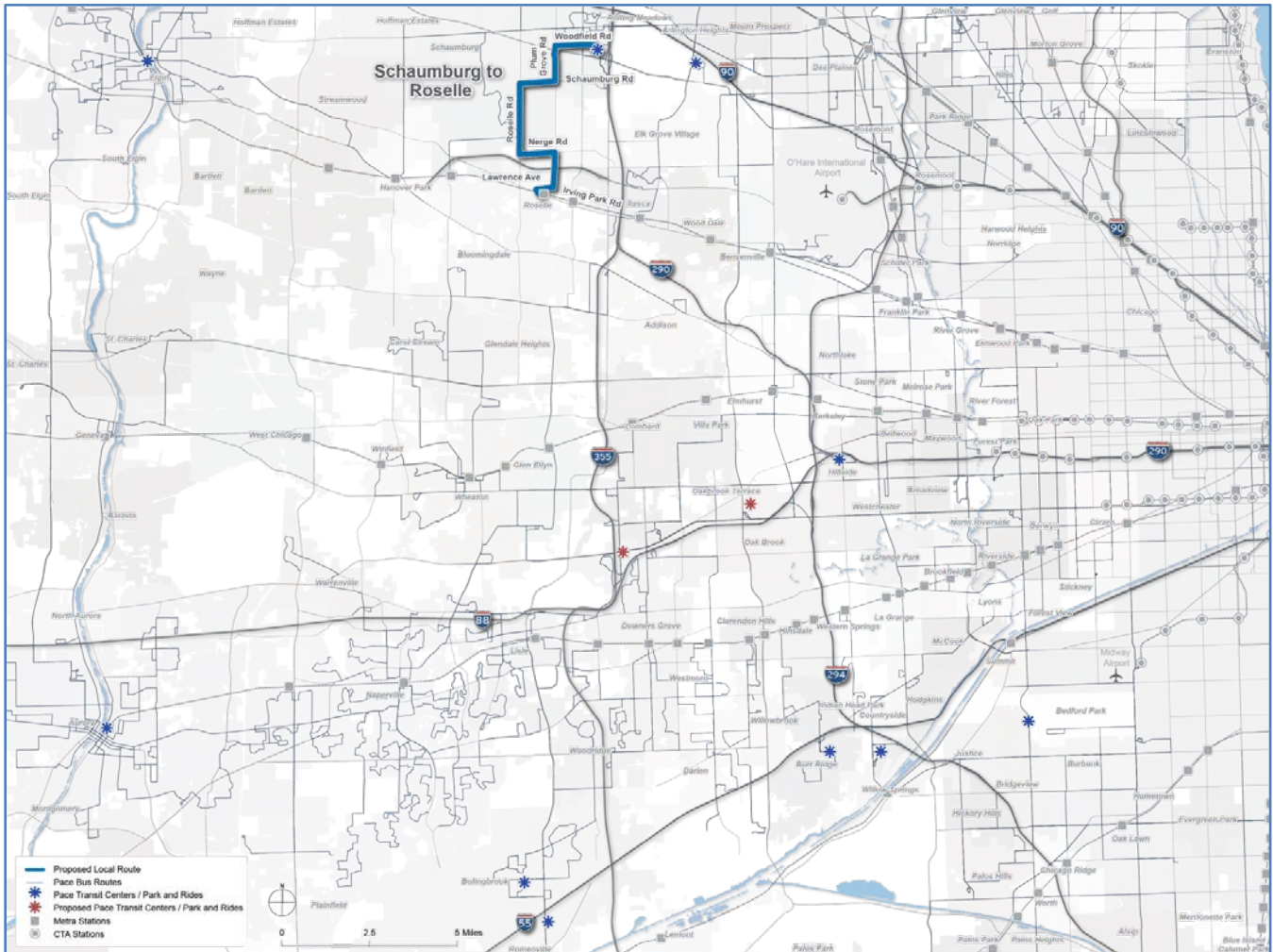
IL-59 has a significant amount of protected open space in the northern parts of the corridor, particularly from West Chicago north. This limits development opportunities that might support transit. Land uses in this part of the corridor are similarly uniform, low density residential. Outside of Aurora and Naperville, where bus service is present, much of the rest of the route through Streamwood, Bartlett, West Chicago and Warrenville has little market demand for transit services.

4.2 Proposed Route 708: Schaumburg to Roselle

The Schaumburg to Roselle routing was identified as a potential opportunity for local route service between the Pace’s Northwest Transportation Center in Schaumburg and the Roselle Metra Station in Roselle.

The proposed route, which Pace has designated as Route 708, would connect the Roselle Metra Station on Metra’s Milwaukee District West (MD-W) Line to the Northwest Transportation Center in Schaumburg (see **Figure 4.3**). This 8.5-mile route would extend northwest from the Roselle Metra Station along Irving Park Road, then east on Lawrence Avenue, turning north on Plum Grove Road. The route would continue north to Nerge Road, west to Roselle Road, then north again to Schaumburg Road and east again to return to Plum Grove Road. The route would proceed north to Woodfield Road, east to Mall Drive, south to Kimberly Drive, then east to terminate at the Northwest Transportation Center, a major hub for Pace services in the northwest suburbs.

Figure 4.3: Schaumburg to Roselle (Proposed Route 708)



The Schaumburg to Roselle Route 708 would intersect with a variety of transit services including seven existing Pace fixed route services; the York Road Oakbrook Center to Rosemont ART route; Irving Park Road - Hanover Park to Rosemont ART; Ogden Avenue / Illinois Route 83 ART route; and the Roselle Metra Station. Additionally, at the Northwest Transportation Center, there are several special services that operate including express services to Six Flags Great America, Soldier Field and Wrigley Field as well as the local Schaumburg Trolley circulator service. See **Table 4.5** for transit services accessible from the proposed route.

Table 4.5: Schaumburg to Roselle Transit Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	208, 554, 600, 606, 696, 757, 895, 4 special event services
	Near Term ART	York Rd.: Oakbrook Center to NWTC
	Long Term ART	Irving Park Rd.: Hanover Park to Rosemont CTA
		Ogden/Kingery ART (Naperville Metra to NWTC)
	Proposed Routes	Extension to Roselle Roselle to Wheaton
Metra Rail	MD-W Line Roselle Station	

The Roselle Metra Station could potentially be a hub for several proposed Pace services, including the Route 715 extension, which would connect Roselle, Yorktown Center, and Argonne National Laboratory; the Roselle to Wheaton route (restructured Route 711); and the Irving Park Road - Hanover Park to Rosemont long term ART route.

There are currently no overlapping or intersecting fixed route services along the route from Schaumburg to Roselle, other than at the Northwest Transportation Center, the proposed route’s northern terminus (see **Table 4.6**).

Table 4.6: Schaumburg to Roselle Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	4
Bus Boardings/Mile	26.0
Rail Stations Served	2
TOD Stations Served	0

The Schaumburg to Roselle Route 708 serves a low density market not currently served by fixed route transit (see **Table 4.7**). The potential route has the following market characteristics:

- ④ Provides potential accessibility to over 21,000 residents and 22,000 jobs within the corridor.
- ④ Serves an average population and employment density of 11.15 persons/jobs per acre within the potential market area.
- ④ Serves 53.27 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

Table 4.7: Schaumburg to Roselle Transit Market Potential

Transit Market Potential	
Trip Generation	207,952
Trip Generation/Mile	24,560
Trip Generation/Acre	53.27
Population + Employment/Acre	11.15

There are several major activity destinations in the corridor. At the termini are downtown Roselle and the Northwest Transportation Center in the Woodfield area of Schaumburg. Woodfield is an example of an edge city development, located near the junction of two Interstate highways with numerous multistory office buildings surrounding a regional mall. These developments include the Woodfield Corners Office Center, Woodfield Financial Centre, and Woodfield Lake Office Campus. Employment density figures are skewed substantially because the vast majority of employers along the route are concentrated in the Woodfield micro market.

In addition to the Woodfield Shopping Center regional mall, a “lifestyle center”, The Streets of Woodfield, provides additional retail development. Pace’s Northwest Transportation Center is located just south of the mall. Activity centers outside of the termini include the Schaumburg Town Center at Roselle Road and Schaumburg Road, as well as some smaller strip centers at Roselle Road and Wise Road as well as at Plum Grove Road and Nerge Road. Residential development within the corridor is predominantly low density single-family homes.

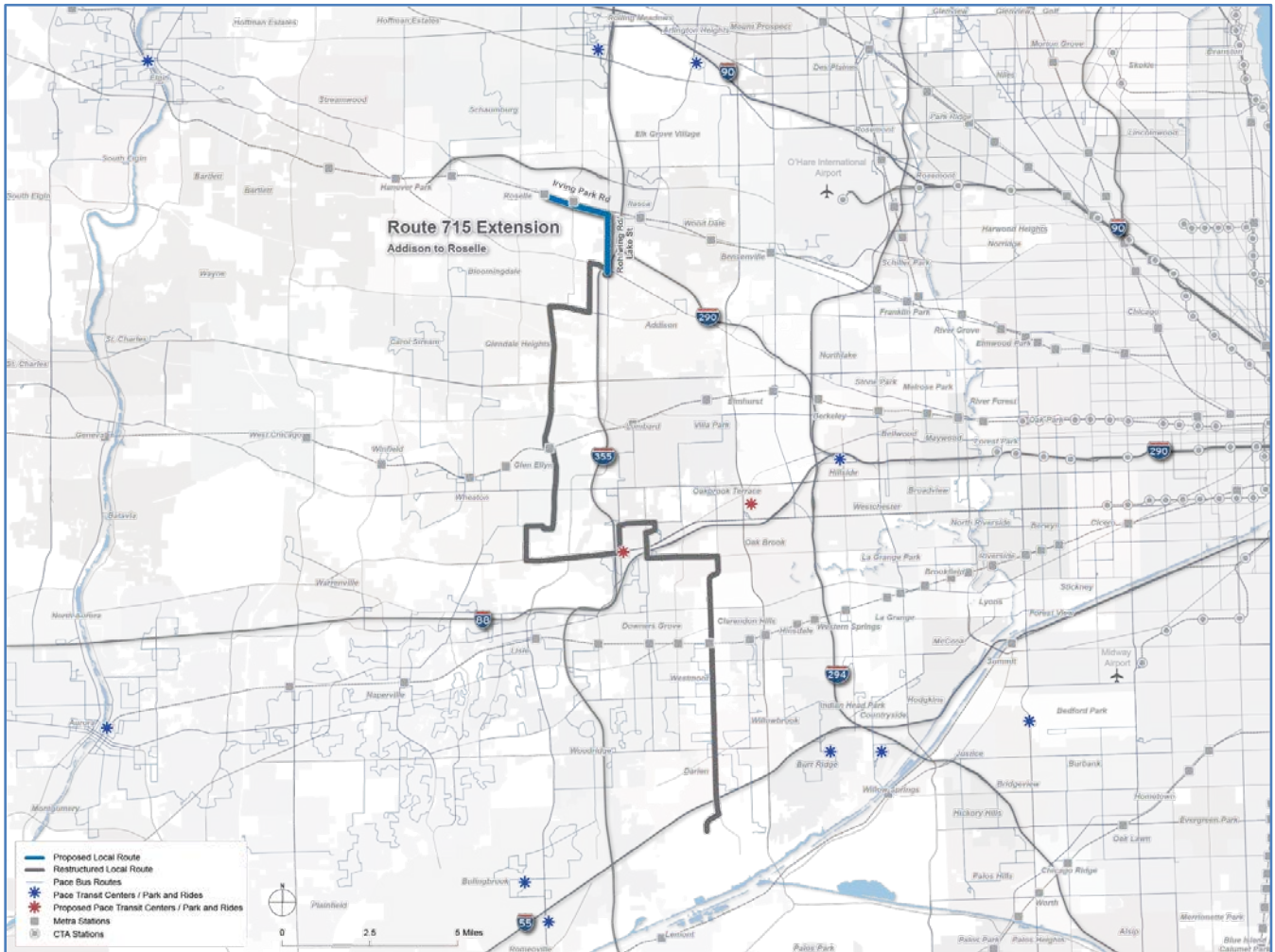
To improve the running time and legibility of this proposed route, it is recommended that the alignment be simplified to proceed directly from the Roselle Metra station to Roselle Road via Irving Park Road, eliminating the loop via Lawrence Avenue, Plum Grove Road, and Nerge Road. This simplified alignment would reduce the route length by approximately approximately 1.1 miles, or 13% of the total route length, and reduce the running time by two to three minutes, and would provide better service to downtown Roselle.

4.3 Route 715 Extension: Addison to Roselle

The extension of Pace Route 715 was identified as a potential opportunity for local route service to be extended north from the Addison Walmart at Lake Street and Rohlwing Road to the Roselle Metra Station in Roselle (see **Figure 4.4**). The restructuring of Pace Route 715 would consist of a 3.5-mile extension on the northern end of the route. Rather than terminating at Lake Street and Rohlwing Road, the route would continue further north on Rohlwing Road to Irving Park Road, then west on Irving Park Road, passing the Medinah Metra Station on the MD-W line before terminating at the Roselle Metra Station on the MD-W Line.

The existing route currently runs from Lake Street and Rohlwing Road in Addison, northwest along Lake Street, turning south on Swift Road, west on Army Trail Road and south on Glen Ellyn Road through downtown Glen Ellyn to the College of DuPage. The route then proceeds east on Butterfield Road, connecting the major office corridor in Oak Brook and Lombard to Finley Road, where the route turns north to 22nd Street. At 22nd Street, the route turns east, then south into Yorktown Center. From Yorktown Center, the route proceeds south on Highland Avenue to 31st Street, then east towards Midwest Road and south on Cass Avenue through the Village of Westmont, connecting to the Westmont Metra Station on the BNSF Line before continuing south to its terminus in the Brookhaven Plaza shopping center in Darien. During rush hour, the route travels further south to Argonne National Laboratory.

Figure 4.4: Route 715 Extension – Addison to Roselle



Along the extension, Route 715 would intersect with a variety of transit services including two existing Pace fixed routes, including Routes 616 and 711, three proposed Pace routes, one long term Pace ART route and two Metra stations. See **Table 4.8** for transit services accessible from the proposed route extension.

Table 4.8: Route 715 Extension - Addison to Roselle Transit Service Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	616, 711
	Long Term ART	Irving Park Rd.: Hanover Park to Rosemont CTA
Metra Rail	MD-W Line	Medinah Station
		Roselle Station

The route would connect with Pace Route 616 along Rohlwing Road at the Spring Lake Business Park. Route 616 connects to the Itasca Metra Station, through Itasca and Elk Grove Village, continuing on to the Rosemont CTA Blue Line station.

Along Irving Park Road, the route would connect with the long term ART route proposed for this corridor, which links the Hanover Park Metra Station to the Rosemont CTA Blue Line. Additionally, the route passes within one block of the Medinah and Roselle Metra Stations, which have 1,500 and 501 typical weekday boardings, respectively. Approximately 2% of Metra passengers at the Medinah station access the station by bus.

Route 715 has peak period headways of 60 minutes and mid-day headways of 60 to 70 minutes and it is suggested that these service levels be continued with the extension of the route. See **Table 4.9** for performance measures for the extension portion of Route 715.

Table 4.9: Route 715 Extension - Addison to Roselle Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	2
Bus Boardings/Mile	10.9
Rail Stations Served	1
TOD Stations Served	0

The proposed extension of Route 715 serves an untapped market in north central DuPage County, while connecting to a future multimodal hub of Pace and Metra services at the Roselle Metra Station (see **Table 4.10**). The extension serves the communities of Addison, Bloomingdale, and Roselle. The potential route extension has the following market characteristics:

- ⦿ Provides potential accessibility to over 12,000 residents and 13,000 jobs within the corridor.
- ⦿ Serves an average population and employment density of 4.91 persons/jobs per acre within the potential market area.
- ⦿ Serves 23.86 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

Table 4.10: Route 715 Extension - Addison to Roselle transit market potential

Transit Market Potential	
Trip Generation	127,873
Trip Generation/Mile	34,695
Trip Generation/Acre	23.86
Population + Employment/Acre	4.91

There are several major activity destinations in the corridor. The current northern terminus of the route at Lake Street and Rohlwing Road serves a Walmart Supercenter while the terminus of the extension is at the Roselle Metra station in downtown Roselle. Along the extended route is the Spring Lake Business Park in Itasca, a manufacturing center at the southwest corner of Irving Park Road and Rohlwing Road.

Given the existing market for transit services, this route should be successful under the following conditions:

- ④ The Irving Park Road long term ART route connecting the Hanover Park Metra to the Rosemont CTA is implemented.
- ④ Other proposed routes, specifically the Roselle to Wheaton and the Schaumburg to Roselle routes, are implemented. This turns the Roselle Metra Station into a transit hub, the only one in north central DuPage County.

Should these conditions be met, restructuring Route 715 to extend its service to Roselle should commence.

4.4 Route 711 Restructuring: Roselle to Wheaton

Local route service between Roselle and Wheaton was initially identified in the I-355 Transit Corridor Development Study. However, Pace incorporated this suggestion into a proposed modification of its existing Route 711, which runs from Lake Street and Addison Road in Addison west to Stratford Square Mall via Army Trail Road and then south to downtown Wheaton and the Wheaton Metra Station via Gary Avenue, North Avenue, Schmale Road and Main Street (see **Figure 4.5**).

Under the current proposal, the northern portion of Route 711 would be extended five miles to connect to the Roselle Metra Station. The routing would extend east from Stratford Square Mall via Army Trail Road, then north on Bloomingdale Road and Roselle Road and east on Maple Avenue to a new terminus at the Roselle Metra Station.

The restructuring of Pace Route 711 would allow for a new market to be served between Bloomingdale and Roselle along Bloomingdale/Roselle Road and would provide accessibility to the Metra Milwaukee District West (MD-W) Line at Roselle. It would be the only north-south arterial route running through north and central DuPage County west of I-355. Serving the communities of Bloomingdale, Carol Stream, and Roselle and connecting them with two Metra lines opens a corridor that has not been effectively served by transit before. The total length of the restructured route would be 15.4 miles.

Along the restructured route, Route 711 would intersect with a variety of transit services including four existing Pace fixed route services, three proposed local routes, one long term ART route, and two Metra stations. See **Table 4.11** for transit services accessible from the extended route.

Figure 4.5: Route 711 Restructuring – Roselle to Wheaton

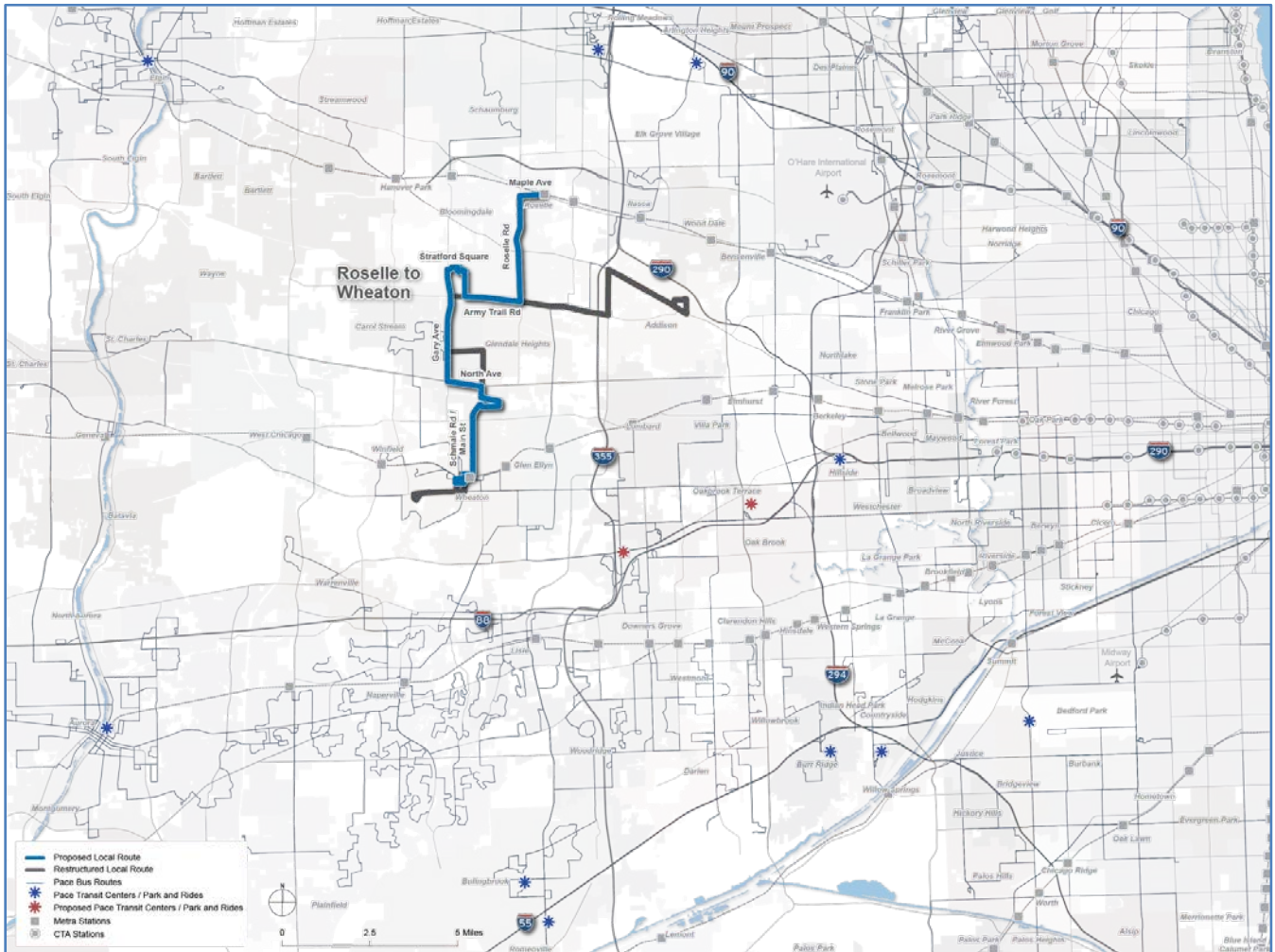


Table 4.11: Roselle to Wheaton Transit Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	301, 709, 714, 715
	Long Term ART	Irving Park Rd.: Hanover Park to Rosemont CTA
	Proposed Routes	Elmhurst to Bloomingdale
		Extension to Roselle
Metra Rail	MD-W Line	Roselle Station
	UP-W Line	Wheaton Station

At the Roselle Metra Station, the route terminates at a potential multimodal hub serving three proposed Pace routes along with the long term ART Irving Park Road route. At Stratford Square Mall there is a transfer opportunity with the proposed Elmhurst to Bloomingdale route, which would replace much of the current Route 711 service east of the mall. South of the mall the existing route provides transit access to the large industrial parks in Carol Stream along Gary Avenue and North Avenue. From there, the route serves as a feeder to

Wheaton and the Wheaton Metra Station. At the other end of the route, service north of Stratford Square Mall would provide feeder service to the Roselle Metra Station and potential multimodal hub.

The existing Route 711 has 410 weekday boardings, peak period headways of 50 to 60 minutes and mid-day headways of 60 to 90 minutes. See **Table 4.12** for performance measures for the extension of Route 711.

Table 4.12: Roselle to Wheaton Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	4
Bus Boardings/Mile	26.0
Rail Stations Served	2
TOD Stations Served	0

Route 711 serves the busy Wheaton Metra Station (UP-W Line) with 1,661 typical weekday boardings, and the restructuring of the route to the north would serve the Roselle Metra Station with 1,500 typical weekday boardings. At Wheaton, 5% of Metra’s ridership accesses the station by bus, one of the highest mode shares for bus in the suburbs and a positive indicator of transit supportiveness along the corridor. Current Route 711 boardings are highest at the Wheaton Metra Station and at Stratford Square Mall.

The restructuring of Route 711 more thoroughly serves a relatively untapped market in north central DuPage County, connecting a future multimodal hub of Pace and Metra services at Roselle and a strong existing activity center at Wheaton (see **Table 4.13**). The extension serves the communities of Bloomingdale, Carol Stream, Roselle and Wheaton. The potential route has the following market characteristics:

- ⦿ Provides potential accessibility to over 91,000 residents and 45,000 jobs within the corridor.
- ⦿ Serves an average population and employment density of 9.91 persons/jobs per acre within the potential market area.
- ⦿ Serves 38.55 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

Table 4.13: Roselle to Wheaton Transit Market Potential

Transit Market Potential	
Trip Generation	530,582
Trip Generation/Mile	33,555
Trip Generation/Acre	38.55
Population + Employment/Acre	9.91

There are several major activity destinations in the corridor. At the termini are downtown Roselle and downtown Wheaton. Downtown Wheaton is particularly important as it has a large transit-oriented downtown. Wheaton College, a small liberal arts school with a student population of 3,000 and faculty population of around 300, is located just east of downtown Wheaton.

In the middle of the route are several industrial businesses along Gary Avenue and North Avenue as well as the retail hub around Stratford Square Mall and along Army Trail Road. Shopping centers in this area include Bloomingdale Court and Stratford Crossing Shopping Center. A smaller retail node is found at Main Street and Geneva Road in Carol Stream and Wheaton. Because the route travels down Main Street in the oldest, most dense part of Wheaton, the Metra station is actually a significant commuter trip generator, as noted above. This contributes to the strength of the route.

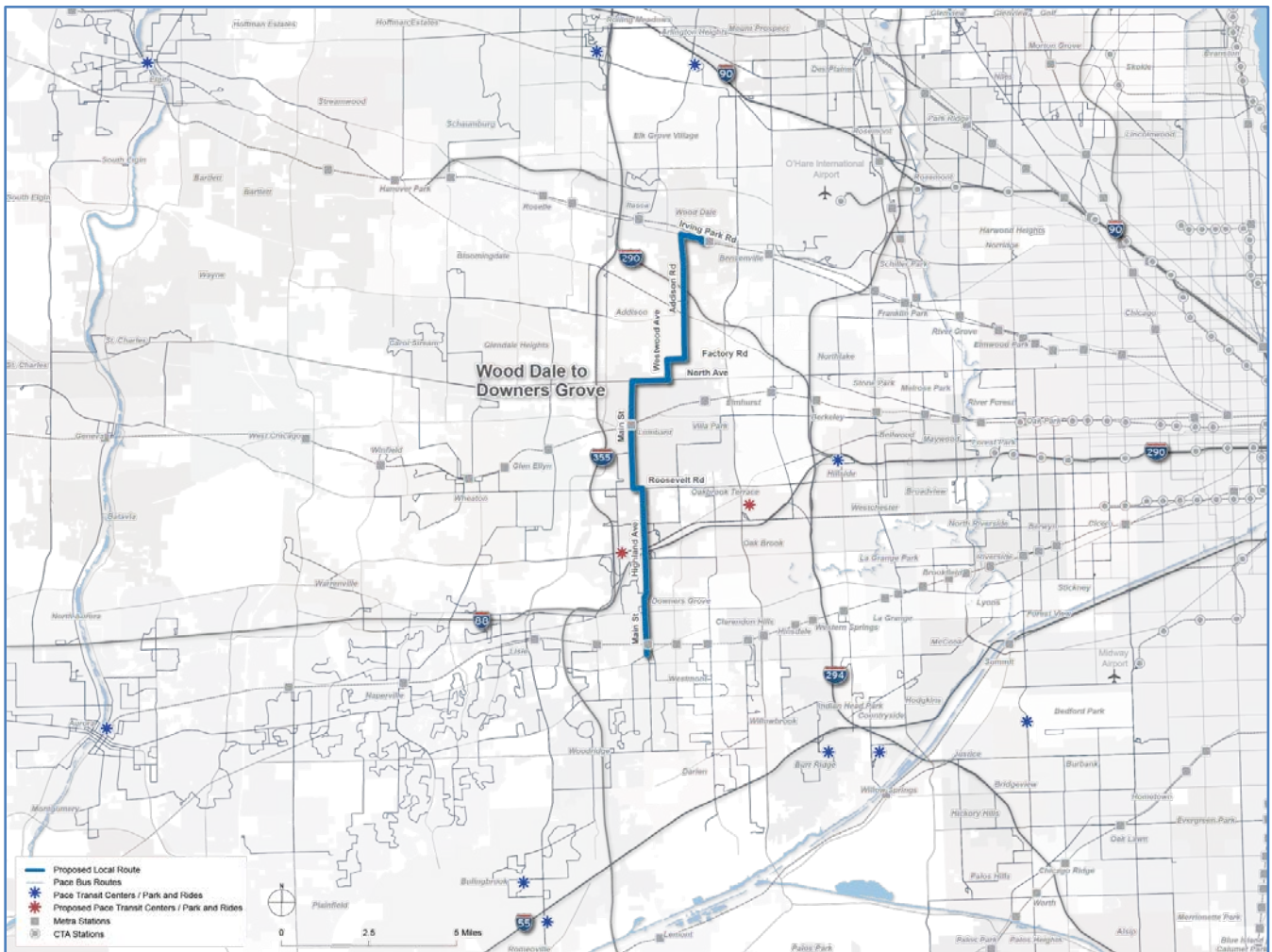
Overall, Route 711 serves a variety of land uses and a population of residents and employees that does not have a traditional commute – college students, retail and light industrial workers. It also serves trip generators at the termini along with significant retail centers around Stratford Square Mall, located in the middle of the route. The restructuring of this route north to Roselle is contingent upon implementing the North Avenue: Cicero CTA Green Line to Stratford Square Mall route, which would take over the portion of the existing Pace Route 711 east of Stratford Square Mall. While not essential, the implementation of the proposed Pace routes serving Roselle will make this area a more dynamic generator of trips for Route 711. The value of this restructuring lies in creating those connections.

4.5 Wood Dale to Downers Grove

This corridor was recommended for implementation of all-day arterial service in the I-355 Corridor Transit Development study because it offers appropriate physical conditions and market demand that could make operation of transit service viable. It was the highest rated route in that study.

The Wood Dale to Downers Grove route would begin at the Wood Dale Metra Station on Metra's MD-W Line near Irving Park Road and Wood Dale Road. From this location, it would continue west on Irving Park Road and then south on Addison Road to North Avenue, entering the industrial park at the intersection of Addison Road and North Avenue via Factory Road and Westwood Avenue, before turning west on North Avenue. The route would then continue west on North Avenue and south on Main Street into Lombard, where it would serve the Lombard Metra Station on Metra's UP-W Line. The route would then shift east to Highland Avenue at Roosevelt Road, then continue south on Highland Avenue and Main Street to the Downers Grove Main Street Metra Station on Metra's BNSF Line, ending at Main Street and Maple Avenue (see **Figure 4.6**). The total length of the route would be 14.5 miles.

Figure 4.6: Wood Dale to Downers Grove



The Wood Dale to Downers Grove route would intersect with a variety of transit services including 11 existing Pace fixed route services, one near term Pace ART route, four long term Pace ART routes, two proposed Pace local routes, and three Metra stations. See **Table 4.14** for transit services accessible from the proposed route.

Table 4.14: Wood Dale to Downers Grove Transit Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	301, 313, 461, 462, 463, 674, 711, 715, 834, 877, 888
	Near Term ART	Cermak/22 nd St.: 54 th /Cermak to Yorktown Center
	Long Term ART	I-290 Bus on Shoulders: Forest Park CTA Blue Line to Park-and-Ride
		Irving Park Rd.: Hanover Park to Rosemont CTA
		Ogden/Kingery ART (Naperville Metra to NWTC)
		Roosevelt Rd. ART: Oakbrook Center to College of DuPage
Proposed Routes	Elmhurst Metra to Downers Grove Metra Elmhurst to Bloomingdale	
Metra Rail	MD-W Line	Wood Dale Station
	UP-W Line	Lombard Station
	BNSF Line	Downers Grove, Main Street Station

This route, if implemented, would serve a new north-south market in east-central DuPage County that is currently underserved by transit – particularly the dense built-out Villages of Addison and Lombard. Other communities served by the route include Downers Grove and Wood Dale.

The route would connect to several major east-west ART routes being planned, including: Irving Park Road from Hanover Park to Rosemont CTA Blue Line; Roosevelt Road from Oakbrook Center to College of DuPage; I-290 Bus on Shoulder; Cermak Road/22nd Street from 54th/Cermak CTA Pink Line to Yorktown Center; and Ogden Avenue/Kingery Highway from Naperville to Rosemont & NWTC. The route also would provide connections to the three Metra lines running through DuPage County: the BNSF Line, the MD-W Line, and the UP-W Line. Thus, the route could potentially serve almost all major markets in DuPage County with one transfer (see **Table 4.15**).

The route would duplicate parts of existing Route 834, which runs on Highland Avenue south through Downers Grove and ultimately to Joliet.

Table 4.15: Wood Dale to Downers Grove Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	11
Bus Boardings/Mile	11.3
Rail Stations Served	3
TOD Stations Served	2

The route performs particularly well under the transit service measures examined, including routes intersected, boardings per mile, and rail stations served. The value of this route includes both connectivity and the potential to establish a new transit market.

The proposed route from Wood Dale Metra to Downers Grove Metra provides new service to a mature, built-out market of mixed land uses that is currently underserved by transit (see **Table 4.16**). The potential route has the following market characteristics:

- ④ Provides potential accessibility to 72,000 residents and 59,000 jobs within the corridor.
- ④ Serves an average population and employment density of 10.51 persons/jobs per acre within the potential market area.
- ④ Serves 39.82 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

Table 4.16: Wood Dale to Downers Grove Transit Market Potential

Transit Market Potential	
Trip Generation	493,100
Trip Generation/Mile	33,893
Trip Generation/Acre	39.82
Population + Employment/Acre	10.51

Implementing the proposed route from Wood Dale Metra to Downers Grove Metra would open a new corridor and market area for Pace, reaching local destinations along Addison Road and connecting with Metra stations in Wood Dale and Lombard that are currently inaccessible to large regional fixed route services, thus increasing the overall coverage of Pace's network.

The majority of the route has commercial, office, residential and institutional land uses, including business parks/centers and the Yorktown Center regional shopping center. The retail and office land uses are concentrated in the middle of the route near Yorktown Center and along Butterfield Road and Roosevelt Road. Advocate Good Samaritan Hospital is located along Highland Avenue south of I-88. At the southern terminus, Downers Grove has a robust downtown located along Main Street and surrounding the Downers Grove Main Street Metra Station. Lombard and Wood Dale have transit-oriented development plans in place that support additional dense mixed use growth around their train stations. All three stations have experienced some recent transit-oriented development.

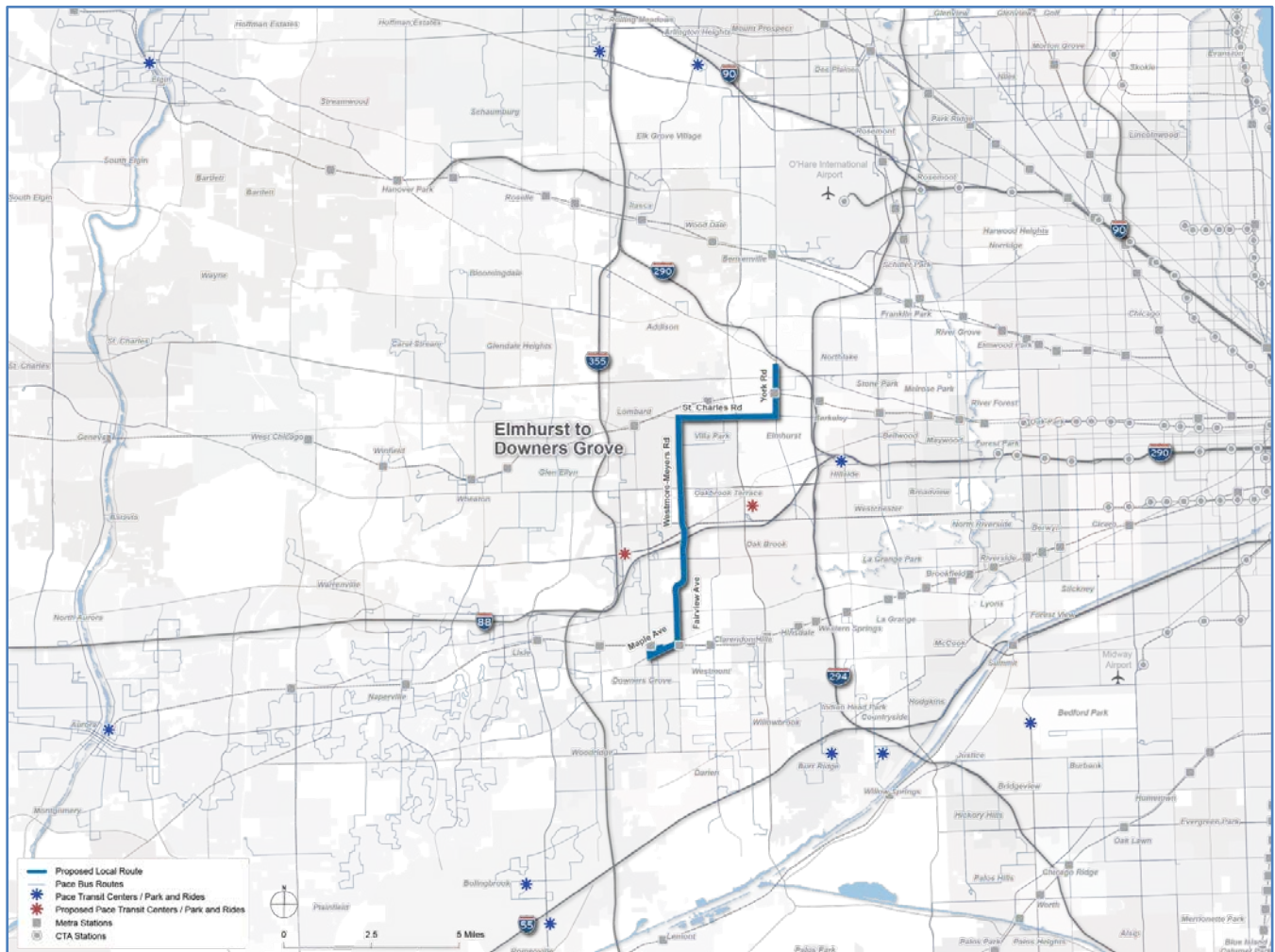
Trip generation is highest in the middle of the route at Yorktown Center, which will be a transit hub, as well as at both termini. Population density is highest around the Metra stations and employment density is highest at Yorktown Center and Advocate Good Samaritan Hospital. Because of the dispersal of travel demand and overall density, this route could effectively fulfill untapped market demand. The existing Pace Route 834 should fill in other gaps, or could be pared back to the Downers Grove Main Street Metra Station.

4.6 Elmhurst to Downers Grove

The Elmhurst to Downers Grove route is a new route identified as part of the I-355 Corridor Transit Development Study. It would create a new north-south connection between Elmhurst and Downers Grove via Lombard and Villa Park, with major activity centers at the terminals as well as in the middle of the route.

The proposed 12.3-mile Elmhurst Metra to Downers Grove Metra route begins north of the Elmhurst Metra Station at York Road and Fremont Avenue, just south of Lake Street. From there it travels south on York Road through downtown Elmhurst, connecting to the Elmhurst Metra Station and continuing south to St. Charles Road. The route then turns west on St. Charles Road and travels west for about three miles to Westmore-Meyers Road. The route turns south at Westmore-Meyers Road, continues south for about 6.5 miles onto Meyers Road, then turns west onto Fairview Avenue toward the Downers Grove Fairview Metra Station. From the Fairview Metra Station, the route continues west to downtown Downers Grove via Maple Avenue to Curtiss Street (see **Figure 4.7**).

Figure 4.7: Elmhurst to Downers Grove



The Elmhurst Metra to Downers Grove Metra route would intersect nine existing Pace bus routes, as well as three of the four near term Pace ART routes and two other proposed Pace routes described in this document. Additionally, the route would serve a Metra station at each terminus: Elmhurst on the Union Pacific West (UP-W) Line and Downers Grove Main Street Station on the BNSF Line. The route would also pass within one block of the Downers Grove Fairview Avenue Metra Station. See **Table 4.17** for transit service connections from the proposed route.

Table 4.17: Elmhurst to Downers Grove Transit Service Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	301, 309, 313, 322, 332, 463, 715, 877, 888
	Near Term ART	Cermak/22 nd : 54 th /Cermak to Yorktown
		York Rd: Oakbrook Center to NWTC
		York Rd: Oakbrook Center to Rosemont CTA
	Long Term ART	I-290 Bus on Shoulder: Forest Park
		Ogden/Kingery: Naperville to Rosemont CTA
		Roosevelt Rd: Oakbrook to College of DuPage
	Proposed Routes	Elmhurst to Bloomingdale
		Wood Dale Metra to Downers Grove Metra
	Metra Rail	BNSF Line
Downers Grove Fairview Avenue Station		
UP-W Line		Elmhurst Station

The Metra stations that would be served by the Elmhurst to Downers Grove route are also among the highest performing stations in the Metra system. Each station, in Elmhurst at York Road and in Downers Grove at Main Street, also anchors successful downtowns that generate trips and activities in their own right. With over 2,300 typical weekday boardings, the Downers Grove Main Street Station is ranked fifth among outlying Metra stations (stations not located in downtown Chicago).¹⁴ Similarly Elmhurst, with over 1,800 boardings is ranked eleventh. At each station there are transfer opportunities to other Pace services. Both stations have a mix of local and express train services, which may also drive ridership at these stations.

The Pace route that best approximates the corridor, Route 313 - St. Charles Road, had 114 average weekday boardings (3rd quarter, 2013). If these boardings were scaled throughout the corridor, the Elmhurst to Downers Grove route would have 9.3 boardings per mile. Route 313 has morning and afternoon peak headways of 20 to 40 minutes with mid-day service approximately on the hour.

In terms of route performance, the Elmhurst to Downers Grove route ranks fourth out of the six proposed routes in terms of bus ridership per mile in the corridor. It ranks second in terms of routes intersected, which is a key measure of accessibility to the existing transit network (see **Table 4.18**).

Table 4.18: Elmhurst to Downers Grove Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	9
Bus Boardings/Mile	9.3
Rail Stations Served	3
TOD Stations Served	1

¹⁴ Metra Commuter Rail System Station Boarding/Alighting Count, 2006

In addition to the route termini where connections to other services are plentiful, there are also connection opportunities along the route at Meyers Road and Roosevelt Road, where the route would intersect with the Roosevelt Road long term ART extension to College of DuPage, and at Meyers Road and Butterfield Road, where the route would intersect the Cermak/22nd near term ART route and the I-290 Bus on Shoulder long term ART route. Additionally, at this intersection it will be possible to connect to two existing Pace express bus services, the 877 South Suburban Oakbrook Limited and the 888 Tri-State Flyer.

The Elmhurst Metra to Downers Grove Metra route serves a population- and job-rich region in eastern, central, and southern DuPage County, including the communities of Downers Grove, Elmhurst, Lombard, Oak Brook and Villa Park (see **Table 4.19**). The potential route has the following market characteristics:

- ④ Provides potential accessibility to over 82,000 residents and 53,000 jobs within the corridor.
- ④ Serves an average population and employment density of 10.91 persons/jobs per acre within the potential market area.
- ④ Serves 36.61 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

Table 4.19: Elmhurst to Downers Grove Transit Market Potential

Transit Market Potential	
Trip Generation	456,175
Trip Generation/Mile	37,208
Trip Generation/Acre	36.61
Population + Employment/Acre	10.91

There are several major activity destinations in the corridor. Downtown Elmhurst and downtown Downers Grove are both well-established successful transit-oriented downtowns. Each downtown has a thriving business district with enough distinction to attract a market from the larger community. Additionally, in downtown Elmhurst, the route will serve Elmhurst College, a small liberal arts school with 3,600 students.

Outside of the two downtown termini, other destinations include the Jewel grocery store at St. Charles Road and Ardmore Avenue, the DuPage Health Center on Westmore-Meyers Road, the Illinois Secretary of State Drivers Facility, and the Illinois Department of Employment Services within the Eastgate Shopping Center at Westmore-Meyers Road and Jackson Street. Other major destinations along the route include the Oakbrook Terrace Corporate Center at the northeast corner of Meyers Road and 22nd Street, and the Fountain Square shopping center at Butterfield Road and Meyers Road.

Several activity generators, including shopping centers, government facilities, and corporate offices, are located in the mid-section of the route. This increases the likelihood that the route would function not only as a feeder service to its termini, but as a ridership-supported route that could support a wide range of shorter trips within the corridor. Because travel demand is spread out along the route, the route can be very efficient in terms of serving transit market potential.

Based on the network connectivity potential coupled with the market potential of the route, it is recommended that this route move forward into service planning and implementation.

4.7 North Avenue: Cicero CTA Green Line to Stratford Square Mall

The North Avenue corridor has been analyzed thoroughly in several studies for the Cook DuPage Corridor and after consultation with Pace staff, a route has been developed and analyzed to satisfy transit demand.

A new North Avenue route will connect the west side of Chicago and western Cook County with Addison, Bloomingdale and Elmhurst. The route combines a previously suggested Elmhurst to Bloomingdale route with a North Avenue segment and a connection to the CTA Green Line at Cicero Avenue. The 19.5-mile route's western terminus is at Stratford Square Mall in Bloomingdale. From here the route will travel east along Army Trail Road serving the retail corridor around Stratford Square Mall. The route heads north on Glen Ellyn Road and east on Lake Street. At Addison Road the route turns south towards North Avenue where it continues east into Chicago. Within Chicago, the route turns south at Cicero Avenue and terminates at the Cicero CTA Green Line Station (see **Figure 4.8**).

The North Avenue route connects with 22 existing Pace and CTA fixed route services and is within a ½ mile walk of two Metra stations. It connects with all four of the near term ART routes, the Ogden Avenue / Illinois Route 83 long term ART route, and four proposed local routes. See **Table 4.20** for transit services accessible by the North Avenue route.

The connectivity of the North Avenue route is strongest in Cook County; however, in DuPage County the future connectivity with the ART system holds promise for serving reverse commute needs. The North Avenue route will connect with all four near term ART routes as well as the Ogden Avenue / IL-83 long term ART route. Bus boardings, a measure correlated with market demand is high compared against all other proposed routes and does not include CTA ridership figures, which undoubtedly make this figure higher. The south leg of the route down Cicero Avenue allows for increased connectivity with local CTA routes traveling to the east. See **Table 4.21** for transit service measures.

Figure 4.8: North Avenue: Cicero CTA Green Line to Stratford Square Mall

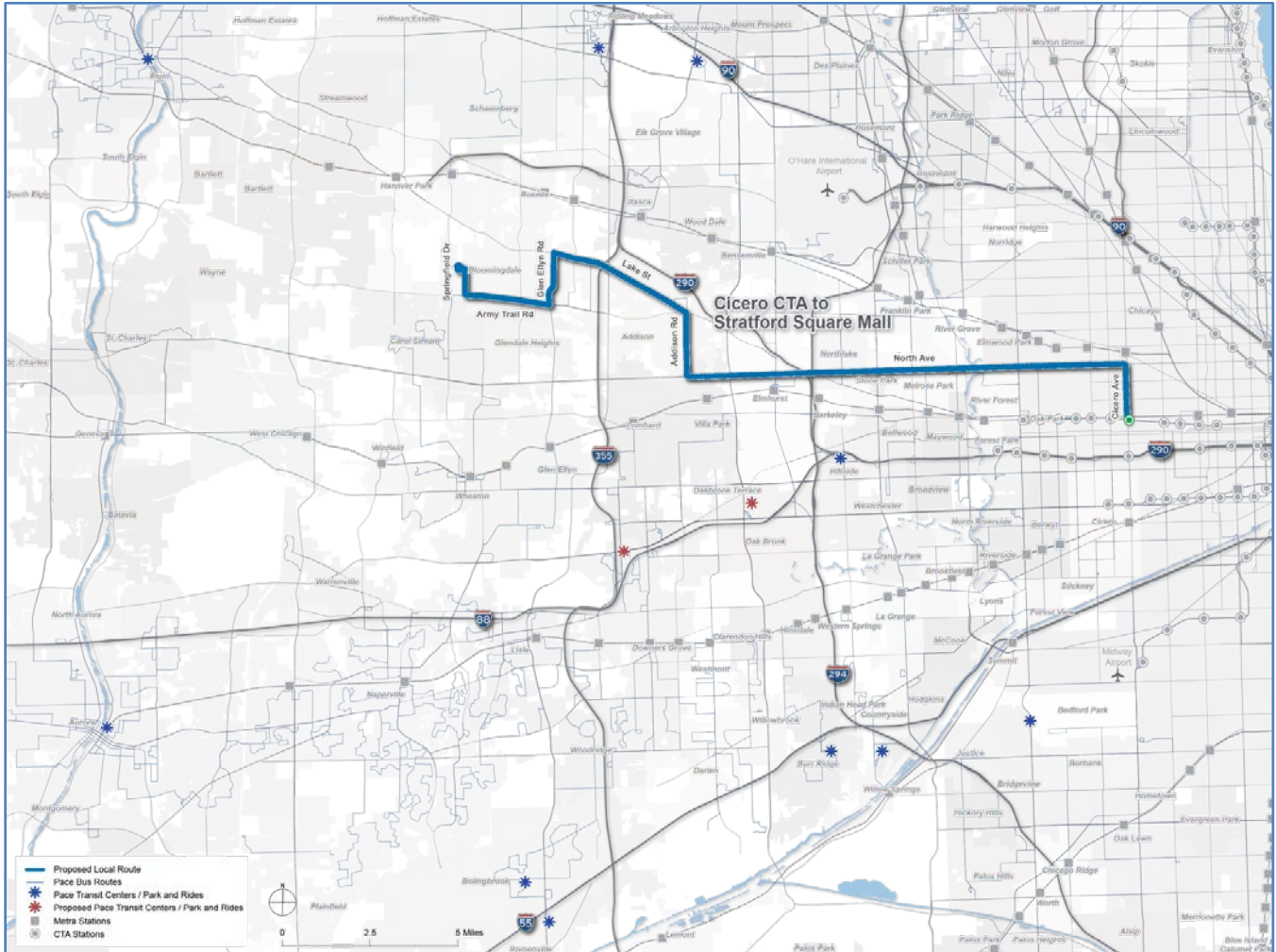


Table 4.20: North Avenue: Cicero CTA Green Line to Stratford Square Mall Transit Connections

Transit Services	Routes	
Pace Bus	Existing Fixed Routes	303, 305, 307, 309, 311, 318, 319, 330, 331, 332, 709, 711, 715
	Near Term ART	Cermak/22 nd Street: 54 th /Cermak CTA to Yorktown Center
		Roosevelt Road: Forest Park CTA to Oakbrook Center
		York Road: Oakbrook Center to NWTC
	Long Term ART	Ogden/Kingery: Naperville Metra to NWTC
		Ogden/Kingery: Naperville Metra to Rosemont CTA
	Proposed Routes	Elmhurst to Downers Grove
Route 711 Restructuring: Roselle to Wheaton		
Route 715 Extension: Addison to Roselle		
Wood Dale to Downers Grove		
CTA	Existing Fixed Routes	54, 57, 66, 70, 72, 85, 86, 90, 91
Metra Rail	MD-W Line	Grand-Cicero Metra Station
	UP-W Line	Elmhurst Metra Station

Table 4.21: Cicero CTA Green Line to Stratford Square Mall Transit Service Measures

Transit Service Measures	
Bus Routes Intersected	22
Bus Boardings/Mile	87.11
Rail Stations Served	3
TOD Stations Served	1

The North Avenue route serves a population- and job-rich region in eastern, central, and southern DuPage County, including the communities of Downers Grove, Elmhurst, Lombard, Oak Brook and Villa Park. The potential route has the following market characteristics:

- ☉ Provides potential accessibility to almost 300,000 residents and over 100,000 jobs within the corridor.
- ☉ Serves an average population and employment density of 14.00 persons/jobs per acre within the potential market area.
- ☉ Serves 43.15 trips produced or attracted per acre within the one-half mile corridor buffer along the route.

See **Table 4.22** for transit market potential for the North Avenue route.

Table 4.22: Cicero CTA Green Line to Stratford Square Mall Transit Market Potential

Transit Market Potential	
Trip Generation	1,239,948
Trip Generation/Mile	63,663
Trip Generation/Acre	43.15
Population + Employment/Acre	14.00

The North Avenue route opens up the job market in east central DuPage County to transit access from a portion of the City of Chicago that does not have decent transit services to this part of the region. This route will serve transit demand west of York Road in the Village of Addison’s industrial area along North Avenue and Addison Road and the retail area along Army Trail Road. These areas have many part-time and employees with non-traditional work hours that justifies off-peak service. As an example of responding to some of this demand for transit, Pace has recently increased service on Route 318, West North Avenue, which serves western Cook County. As a result of the service increases, the route but has seen significant ridership increases.

5.0 Preliminary Implementation Plan

The sections that follow describe the implementation tasks required to achieve the recommended ART network from the perspectives of Pace, its stakeholder communities, and partner agencies.

This Rapid Transit Investment Plan is implementation-oriented, identifying “actionable” rapid transit corridors that can serve as the building blocks of an expanding network over time, but that also have individual utility within the Pace system and can be realistically pursued by Pace in the near term. Near term alignments utilize corridors with strong potential and existing transit-supportive infrastructure in the Cook-DuPage travel market. Collaborative stakeholder-driven actions to improve the environment for rapid transit along ART network alignments are also critical to the success of the service and the eventual implementation of long term alignments. The implementation strategy integrates the goals of maximizing the performance of near term alignments while developing the overall long term network.

Effective implementation strategies follow a sequence of investments that serve multiple purposes. The investment in ART should be supported by a transportation market that demands high frequency, high capacity transit and saves time compared to current available service. The near term recommendations are the highest opportunity corridors for ART as determined through an analysis of current transit ridership, existing transportation market, potential transportation market, and input from Pace, the SIG, and previous studies.

5.1 Implementing the Near Term, Preparing for the Long Term

Implementation recommendations for the near term network emphasize immediate next steps, including development of more detailed service plans, finalizing station locations, identifying critical infrastructure needs, making adjustments to local service, and developing an overall communications strategy. Implementation recommendations for the long term are necessarily more general and stakeholder oriented, setting the stage for successful implementation of a full ART network over time.

5.1.1 Near Term Corridor Phasing

As resources become available, Pace should work to deliver all four near term ART routes as quickly as possible. The general timeline presented in **Table 5.1** depicts the desired strategy of “rolling” implementation of the near term corridors over the coming years. As shown, it is assumed that the Cermak ART will be the first near term Cook DuPage corridor implemented, which reflects extensive study of the corridor dating back to at least 2002. Roosevelt is another previously identified ART corridor, and is assumed to be the second Cook DuPage corridor to be implemented. York Road, which has not been previously identified as an ART corridor, and which will require additional advance work to establish a robust transit market, was assumed to be the final near term corridor to be implemented in the study area. This sequencing and the precise timeline for implementation is to be finalized based on the outcome of additional preliminary assessments as discussed below, and subject to available funding.

Table 5.1: General Timeline for Implementation of Near Term ART Routes*

	2015	2016	2017	2018	2019
Cermak ART	Project Development	Design	Construction	Operational	
Roosevelt Rd. ART		Project Development	Design	Construction	Operational
York Rd. - NWTC & Rosemont ARTs			Project Development	Design	Construction
Project Task Forces	Ongoing				

* Final order of implementation subject to additional assessment.

Concurrent with actions to implement the four near term ART routes, steps should be taken to lay the groundwork for the eventual implementation of the long term routes, focused largely on stakeholder-driven initiatives to build a stronger transit market through local land use and development policies. Decisive and coordinated actions are needed by Pace, stakeholder communities, and partner agencies to move the ART initiative forward. The following action areas are addressed in the sections that follow:

- 🕒 Delivery of Near Term Routes
- 🕒 Local Service Changes
- 🕒 Communications Plan
- 🕒 Funding Strategy
- 🕒 Delivery of Long Term Routes

5.2 Delivery of Near Term Routes

The introduction of ART service requires an approach that supports the transportation market and ultimately serves to enhance investment in the communities along the corridor. Following the FTA process for capital funding suggests a consistent approach that enhances community understanding of corridor projects and engages stakeholders in a way that builds ownership and success of the ART network recommendations. This process should support the environmental planning process as well.

Active and committed participation of Pace, other transportation agencies, and multiple additional stakeholders will be required to realize the near term ART network. Key to the success of ART will be significant involvement and participation of stakeholders. Many of the implementation actions described below draw upon the recommendations made in various stakeholder-driven studies in recent years. Stakeholder participation can occur at four levels: *awareness, engagement, partnership, and delivery*. Awareness among key stakeholders is already high, but many more stakeholders will need to be meaningfully engaged. Partnerships will need to be developed (and in many cases formalized), and coordinated delivery of multiple actions will be needed for ART to reach its full potential.

5.2.1 Pace-Led Initiatives and Actions

Implementation actions to be spearheaded by Pace that apply to the delivery of all near term corridors will include the following:

Mobilization

- ④ Establish a task force for each of the four near term ART corridors (as discussed below in the Communications Plan section), to champion the project and act as a liaison for accurate information and resources. As Pace initiates the environmental process and enters into project development, the established corridor task force(s) will be well aware of preexisting conditions and can proactively coordinate design and service solutions. Appendix D includes impacted communities for each of the near term corridors, including an indication of how many stations are anticipated to directly serve each community.
- ④ Develop educational resources intended to inform people about ART in order to help Pace staff, board, stakeholders and the general public understand what ART is and how it may benefit their communities.
- ④ Conduct a Milwaukee Corridor ART post-assessment, determining any “lessons learned” that should be carried forward to subsequent ART corridors.
- ④ Undertake a DuPage Area local service restructuring study to better understand the potential for streamlining of local service to support the ART network.
- ④ Develop ART-specific development standards (building from Pace’s Transit Supportive Design Guidelines) that address station area requirements, performance and infrastructure provision thresholds, and local land use policy support that will be required to move a project in to Project Definition. Develop “template” intergovernmental agreements (IGAs) that will formalize these standards with each community hosting an ART station, as needed.
- ④ Elaborate on the preliminary corridor analysis in this study through a comprehensive “red flag” analysis of each corridor, identifying potential issues related to environmental impacts and environmental justice. Also complete a Small Starts pre-screening and project risk register for each near term corridor. Based upon the outcome of these assessments, propose preliminary modifications to the corridor and establish an implementation priority order for the four near term corridors.

Project Development

- ④ Conduct a Project Definition study for each corridor in turn, based upon the established corridor priority. The Project Definition should identify precise station locations (including potential property impacts), conceptual station design work, a detailed operating plan, priority treatments, and detailed preliminary estimate of capital and operating costs. Upon completion of each Project Definition report, request determination of environmental analysis from FTA Region 5 using the red flag analysis and task force input.

- ④ Conduct required environmental documentation, clear environmental review, and finalize the detailed Project Definition, risk register, and cost estimate.
- ④ Undertake specific area studies and coordination efforts, as described in more detail below, in cooperation with impacted stakeholders and partners. Establish a business communication liaison to address impacts to business owners due to land use and parking issues.
- ④ Secure federal funding agreement or determine self-funding strategy using local resources, as discussed below in the 5.5 Funding Strategy section.
- ④ Secure local funding as feasible for capital and operating expenses for each corridor, as discussed below in the 5.5 Funding Strategy section.

Project Design and Construction

- ④ Complete final design and engineering for each corridor, working in close cooperation with impacted communities and jurisdictions.
- ④ Complete any needed IGAs, easements, or other legal agreements to enable construction and ongoing operations and maintenance.
- ④ Pursue station permitting with appropriate local and agency authorities as needed.
- ④ Construct transit centers and park-and-ride facilities that are key to commencement of service.
- ④ Construct curb-side stations.

5.2.2 Coordination and Outreach Opportunities

Needs for significant proactive coordination have been identified at a preliminary level. The following parties should be contacted for collaboration on off-street station facilities, planned redevelopment areas, and potentially challenging designs. Issues should be addressed proactively with local and agency partners through targeted studies.

- ④ **General Growth Properties and Oak Brook:** All four proposed ART routes would serve an off-street station facility at or near Oak Brook Center (as a terminal station for three of the routes); significant passenger and driver comfort facilities and amenities will be needed in this location to encourage use of the expanding ART network (for example, system-wide “next bus” information for trip planning purposes).
- ④ **KKR & Company / Continuum Properties and Lombard:** The Cermak ART route would ideally terminate at an off-street station at or near Yorktown Center that provides park-and-ride capacity.
- ④ **Chicago Transit Authority:** Three of the proposed ART routes would terminate at a CTA rail facility (York Road ART at Rosemont-Blue, Cermak ART at 54th/Cermak-Pink, and Roosevelt ART at Forest Park-Blue), ideally in a manner that would make transfers between Pace and CTA as seamless as possible. Potential

service reductions on CTA bus route 21 between 54th/Cermak and North Riverside Park Mall should also be discussed.

- ④ **O’Hare Cargo Facility Tenants:** Providing effective O’Hare cargo area shuttle services from the Rosemont CTA terminal station was identified as a critical need in considering any changes to the existing Route 332 service operating between Oak Brook and Rosemont via York Road. The development of the shuttle service should be coordinated with the cargo facility tenants to best serve their needs.
- ④ **Illinois Tollway:** ART service on the EOWA will need to be coordinated with the ongoing and phased construction project. Pace plans to undertake an EOWA Corridor Transit Service Study to identify strategies to provide effective premium transit service in the EOWA corridor while also addressing land use and economic development. Illinois Tollway will be a key stakeholder as that study progresses.
- ④ **IDOT:** Proactively discuss station locations that are anticipated to have potential ROW issues or difficult conditions.
- ④ **DuPage Mayors and Managers Conference (DMMC) and DuPage County:** Proactively coordinate implementation of “Smart Corridors” (TSP infrastructure) as they relate to the ART network.
- ④ **Village of Rosemont:** Effective transfers between ART and other transit services in Rosemont (CTA, Pace and local shuttles) will be needed. Coordination between planned ART service and the existing Rosemont Entertainment Circulator (Pace Route 811) should be considered.
- ④ **Elmhurst Memorial Healthcare:** Three of the proposed ART routes would serve the new Elmhurst medical facility, ideally at an off-street location convenient to the main hospital entrance.
- ④ **City of Elmhurst:** Two of the proposed near term ART routes would require effective transfers at the Elmhurst Metra station, one of the highest ridership stations in the Metra system. With numerous potential transit generators in Elmhurst (downtown/Metra, Elmhurst College, Elmhurst Memorial Healthcare, etc.), support from the City will be essential in gaining approval for, and ensuring the success of, the York Road ART corridor.

The following coordination will also be needed, but station facilities are likely to be confined to existing ROW and major implementation issues are not anticipated:

- ④ **Village of Westchester:** A station pair is proposed on Cermak Road just west of Mannheim Road/LaGrange Road, adjacent to a recently proposed “village center” redevelopment concept; station siting should be coordinated with potential future driveway consolidation and street-wall oriented development plans to avoid future conflicts and in support of the Village’s plan.
- ④ **The Feil Organization and North Riverside planning staff:** The Cermak ART route would serve the North Riverside Park Mall, ideally at an off-street location similar to current Pace at CTA service in the area.
- ④ **Forest Preserve District of Cook County:** Several stations, including the Cermak/Suffolk station, may be constructed adjacent to or within Forest Preserve property. This will require coordination with the

FPDCC, and may also have impacts to be addressed under Section 4(f) of the National Environmental Policy Act (NEPA).

- ④ **Metra:** Minor coordination for station facilities in proximity to existing Metra stations is anticipated for wayfinding and informational signage in particular.
- ④ **Village of Broadview:** Coordinate station locations and design with a Roosevelt streetscape project currently underway between 17th and 23rd (with Hancock Engineering).
- ④ **Town of Cicero:** Minor coordination of curbside station locations will be needed, as streetscape and bus stop improvements are planned, along with coordination of a potential 53rd Street extension providing improved access to the existing CTA station (per the Cicero Connections Initiative).
- ④ **Village of Schaumburg:** Effective transfers between ART and other routes serving the NWTC will be needed.
- ④ **Village of Forest Park:** Effective transfers between ART and other routes serving the Forest Park terminal Blue Line station will be needed.
- ④ **Village of Bensenville:** Effective transfers will be needed to serve the Bensenville Metra station.

The following coordination will be needed with communities or entities minimally or not directly impacted by near term station facilities:

- ④ **City of Chicago:** Coordinate with the City of Chicago regarding the curbside station located at Irving Park/Mannheim Roads, slated to be located adjacent to O'Hare airport property.
- ④ **DuPage County:** Coordinate with DuPage County regarding the curbside stations located at Irving Park/York Roads and at York and Grand Avenue, where a limited portion of York Road is under county jurisdiction.
- ④ **Cook County:** Coordinate with Cook County regarding a proposed curbside station located near Cermak and Wolf Roads on the Cermak route, slated to be located in an unincorporated area.
- ④ **City of Berwyn:** Coordination of curbside station locations will be needed.
- ④ **City of Oakbrook Terrace:** Coordination of curbside station locations will be needed.
- ④ **Village of Hillside:** Coordination of curbside station locations will be needed.
- ④ **Village of Schiller Park:** Coordination of curbside station locations will be needed.
- ④ **Communities not directly served by ART stations:** Provide regular updates on ART progress to the following, but direct impacts are not anticipated as no direct service or station facilities are planned:
 - Elk Grove Village

- Franklin Park
- Itasca
- Wood Dale

5.2.3 Stakeholder and Partner Agency Initiatives and Actions

Stakeholder communities have been identified for each of the near term routes, and each community's capacity to support the goals of the ART program with local land use and development policies has been assessed. A preliminary assessment of the current or recent land use and station area development activities along each near term route is provided below, and a more detailed listing of current community planning policies for each can be found in Appendix E Overview of Relevant Near Term Stakeholder Community Planning Policies.

Cermak Road: CTA Pink Line (54th) to Yorktown Center

- Westchester has proposed a "village center" redevelopment concept along the ART route at Mannheim Road.
- Berwyn, Oak Brook, Oakbrook Terrace, and Lombard have developed transit supportive community plans.
- Oak Brook has developed a transit supportive commercial area plan that addresses 22nd Street, IL Route 83, and York Road.
- Cicero has undertaken the "Cicero Connections Initiative" which identified bus stop and streetscape improvements to support transit use, and a potential access improvement to the 54th/Cermak CTA station via an extension of 53rd Street.

Roosevelt Road: CTA Blue Line – Des Plaines Ave to Oakbrook Center

- A Roosevelt Road streetscape improvement project is currently underway in Broadview.
- Forest Park, Westchester, and Elmhurst have transit supportive community plans in place, with Roosevelt Road improvements proposed in Forest Park,
- Oak Brook has developed a transit supportive commercial area plan that addresses 22nd Street, IL Route 83, and York Road.

York Road: Northwest Transportation Center to Oakbrook Center

- Elmhurst, Bensenville, Oak Brook, and Schaumburg all support public transportation generally in their adopted plans. Elmhurst and Bensenville have done planning specifically related to TOD in their Metra station areas that encompass York Road.
- Oak Brook has developed a transit supportive commercial area plan that addresses 22nd Street, IL Route 83, and York Road.
- Schaumburg has developed transit supportive sector plans for Irving Park Road and Martingale Road.

York Road: Rosemont CTA to Oakbrook Center

- Elmhurst, Bensenville, Oak Brook, and Rosemont all support public transportation generally in

- their adopted plans.
- Elmhurst and Bensenville have conducted planning studies specifically related to TOD in the vicinity of Metra station areas at or near York Road.
 - Oak Brook has developed a transit supportive commercial area plan that addresses 22nd Street, IL Route 83 and York Road.

Stakeholder-led actions in support of the near term corridors will typically include “place making” efforts that provide transit supportive land uses and last mile connectivity, and should include the following:

- ④ Technical assistance to corridor communities, as needed to support stakeholder efforts to build the local market for transit. Planning grants and direct assistance available from agencies such as the RTA, CMAP, and MPC should be geographically targeted to support development of the ART network. Assistance could include:
 - Pedestrian facility assessment and improvement recommendations.
 - Traffic management studies, including TSP strategies.
 - Commuter parking studies.
 - Transit-supportive zoning studies.
 - Grant-writing assistance.
- ④ Adoption of transit-supportive zoning overlays along ART routes at the local level, to encourage and facilitate a transit-supportive mix and density of development over time.
- ④ Installation of Transit Signal Priority (TSP) technology where warranted and beneficial along ART routes, including replacing or modifying signal controllers.
- ④ Construction of sidewalk and pedestrian crossing improvements to complete the mobility network along ART routes.
- ④ Where on-street parking losses will occur to accommodate ART service, proactive provision of alternate parking capacity, ideally in conjunction with a broader parking management strategy that addresses opportunities for shared parking at transit-oriented nodes served by ART stations.

A series of five tables in Appendix F summarizes the near term actions discussed above at both a network-wide and route-specific level, with associated lead agencies and partners, and recommended time frames included for each action.

5.2.4 Local Service Changes

The performance of local bus routes potentially impacted by both the near and long term network recommendations has been reviewed to identify general changes to existing service that would support the emerging ART network and reduce service duplication. This includes an assessment of local route productivity to determine support for express service and/or other service enhancements that would build a market for ART over the long term. These recommendations are described in detail in Section 2.8 of this memorandum and in

Appendices D, E, and F. In support of the near term routes, the following routes would warrant service adjustments leading up to and/or at the commencement of near term ART service:

- ④ **Cermak Road Corridor – Yorktown Center to 54th/Cermak CTA:** Service improvements to Route 322 and CTA Route 21 in advance of ART implementation. Upon implementation of ART service, local service should be reduced on Route 322, and reduced or eliminated on CTA Route 21.
- ④ **Roosevelt Road Corridor:** Upon implementation of ART service, local service should be reduced on Route 301.
- ④ **York Road Corridor – Rosemont CTA and Northwest Transportation Center to Oakbrook Center:** In advance of ART implementation, Route 332 restructuring to increase service on York Road and eliminate service to the O’Hare cargo area to speed trips between York Road and Rosemont. O’Hare cargo area should be served by a new shuttle service connecting to Rosemont. Upon ART implementation, service Route 332 should be considered for elimination and replacement with ART.

In the interim period between Route 332 restructuring improvements and ART implementation, ridership should be closely monitored. Given the low level of current service and correspondingly low ridership levels, this interim period provides an opportunity to demonstrate the latent demand for transit in the corridor that will justify the eventual investment in ART infrastructure.

5.3 Delivery of Long Term Routes

Laying the groundwork for long term routes will involve both consistent ongoing planning efforts by Pace, and a concerted effort by local communities to improve the market for transit in their respective communities. [Appendix G](#) includes a matrix of potentially impacted communities for each of the long term ART corridors (some of the communities included will host ART stations, while others may only have jurisdiction over roadways the ART network will utilize in the future).

5.4 Pace-Led Initiatives and Actions

Implementation actions to be spearheaded by Pace that apply to the delivery of long term corridors will balance outreach efforts and developing resources for long term route implementation. Actions should include the following:

- ④ Develop and deploy a “Pace 101” outreach program (per the Communications Plan section) that will share Pace’s vision and ART strategy with an ever-expanding network of stakeholders, explaining the process by which Pace determines the need for services and expands/adjusts services over time. A key outcome of this outreach will be more participation by Pace in local planning studies to ensure that the mutual benefits of transit service and transit supportive development patterns can be realized over time.
- ④ Based on early experience with the near term routes, adjust as appropriate the performance and/or infrastructure provision thresholds that need to be reached in order for a project to move into Project Definition. It is also necessary to continually assess the ART elements developed for near term routes,

including development standards, functional requirements and IGA templates, and update them as appropriate to better meet the needs of the program.

- ④ Commit to a three- to-five-year plan update process that revisits the recommendations of the investment strategy by targeting transportation market shifts, demographic and land use shifts, and progress towards the long term recommendations in this report. This future planning process should consider “lessons learned” during development of the near term routes, identifying ways to continually improve and enhance ART planning, development and outreach efforts.
- ④ For each proposed ART route, conduct preliminary corridor studies to identify station locations and assess pedestrian infrastructure needs. Begin preliminary community outreach in concert with these planning efforts, to solicit input and begin educating the community regarding the advantages of ART service.
- ④ Complete Project Definition for each proposed corridor based on the outcomes of preliminary studies and assessments, including a Small Starts pre-screening.
- ④ Develop a long term funding strategy.

5.4.1 Coordination and Outreach Opportunities

At a corridor level, specific design studies will be needed. Depending upon the sequence of implementation and because several routes would serve the same termini, only one study of each location noted will likely be needed. Location-specific studies would include the following:

- ④ **Elgin O’Hare / I-90 – Hanover Park Metra to Rosemont CTA:** Conduct a terminal study at the Hanover Park Metra, and coordinate with others to assess Bus on Shoulder segments, station locations, and station access along the Elgin-O’Hare Expressway.
- ④ **I-290 Bus on Shoulder - Forest Park CTA to Future Finley Road P&R:** Conduct a terminal park-and-ride study at Finley Road, and coordinate with others to assess Bus on Shoulder segments, station locations, and station access along I-290.
- ④ **IL-19 (Irving Park Road) - Elgin Transportation Center to Hanover Park Metra:** Conduct terminal studies at the Hanover Park Metra and the Elgin Transportation Center.
- ④ **IL-19 (Irving Park Road) - Hanover Park Metra to Rosemont:** Conduct a terminal study at the Hanover Park Metra.
- ④ **Mannheim Road - Cermak Rd to Rosemont CTA:** Conduct a terminal study at Cermak and Mannheim Roads.
- ④ **Ogden/Kingery Hwy - Naperville Metra to Rosemont & NWTC:** Conduct a terminal study at the Naperville Metra station.

- ④ **Roosevelt Road Extension - Des Plaines Ave to Cicero CTA:** Conduct a terminal study at the Cicero CTA station.
- ④ **Roosevelt Road Extension - Oakbrook to COD:** Conduct a terminal study at the College of DuPage.

5.4.2 Stakeholder and Partner Agency Initiatives and Actions

Implementation actions to be spearheaded by others that apply to the delivery of long term corridors will include the following:

- ④ Technical assistance to corridor communities should be provided as needed, to support stakeholder efforts to build the local market for transit. Planning grants and direct assistance available from agencies such as the RTA, CMAP and MPC should be geographically targeted to support development of the long term ART network after near term planning is complete. Assistance could include:
 - Pedestrian infrastructure assessments and improvement recommendations
 - Traffic management studies
 - Commuter parking studies
 - Transit-supportive zoning studies
 - Grant-writing assistance
- ④ Adoption of transit-supportive zoning overlays along long term ART routes at the local level, to encourage and facilitate a transit-supportive mix and density of development over time.
- ④ Construction of sidewalk and pedestrian crossing improvements to complete the mobility network along long term ART routes.

Appendix H summarizes the long term actions discussed above at a route-specific level, with associated lead agencies and partners, and a general time frame reflected for each action.

5.5 Communications Plan

A point introduced and explored during the first Workshop with the SIG was the importance of communicating the vision and direction of Pace priorities for the ART Network. Introducing new services and features requires a comprehensive communication strategy that clearly defines what, when, where, why and how Pace will deliver the ART program. This vision and the supporting message should be directed towards multiple stakeholders in order to make sure that the right messengers are delivering the appropriate messages to a variety of audiences. This Rapid Transit Investment Plan process has engaged a broad but limited sample of stakeholders; successful implementation will require communication with the full variety of audiences, be they technical, policy oriented or the public.

Stakeholders in the planning process have included municipalities and agencies such as RTA, CTA, Metra, the Illinois Tollway, IDOT, and the Chicago Department of Aviation. Operational changes and new services will require both general and targeted outreach and engagement with an additional set of stakeholders, including but not limited to:

- ④ Customers and the general public served by Pace, particularly those passengers that use corridor or intersecting routes.
- ④ Elected officials, appointed officials, and staff of impacted municipal jurisdictions.
- ④ Coordinating and connected transit agencies.
- ④ Representatives/owners of major destinations and termini, and any other potentially impacted property owners.
- ④ Local and regional coordinating councils, community and economic development groups, and chambers of commerce.
- ④ Operators and transit advisory committees.
- ④ Agencies with roadway jurisdiction impacting ART service planning.
- ④ County and state legislative representatives.
- ④ Civic and regional planning organizations and mobility-related advocacy organizations.
- ④ When projects are being conducted in accordance with the National Environmental Policy Act (NEPA) requirements, additional participating agencies, cooperating agencies, and/or consulting parties may also be identified.

All outreach to external stakeholders will be conducted in accordance with the approved Pace Rapid Transit Program (RTP) Communication Plan, and will involve a unique subset of stakeholders for each ART route.

Communicating public service/infrastructure projects is a unique challenge.

- ④ *Messengers matter*: The people that share the message have more credibility if they represent the recipient of the message.
- ④ *Consistency matters*: The message from each member of the communications team should be the same story regardless of the story teller.
- ④ *Style matters*: Communication using tools that support the message is essential to the success of the initiative. This also includes being receptive to comment, suggestions, and criticisms as part of the game.
- ④ *The audience matters*: Every audience will be different. The assumption that an audience understands what is being discussed or presented without some consistent context and framing is a fatal flaw of many communications strategies for public infrastructure projects. It is critical to take the time to connect and inform audiences before communicating the message.

Maintaining a commitment to these fundamentals will support the successful delivery of the communications plan.

The message in this case is a particularly compelling one regarding the opportunity for Pace and its partners to realize a comprehensive, yet very cost effective, near term ART network. Web-based resources and other means of communication should be targeted to the audience in DuPage County and west Cook County. Before providing detailed information regarding the route(s) that will serve each area, it will be important to share basic information such as the key elements of premium transit, the benefits of providing premium transit (to riders and non-riders, to employees and employers), the financial benefits of using transit, and the lengthy process of implementation.

Near term actions related to communication include the following:

- ④ **Define the vision:** The ART vision seeks to create a mobility network for workers and residents of communities in Cook and DuPage Counties with service that is safe, fast, reliable, and supports economic investment in the places served. Stakeholders need to clearly understand the proposed routes, frequency, hours of operation and access points. Pace staff should be able to clearly articulate the benefits and costs of the proposed ART routes. The vision for an ART network that improves mobility in Cook and DuPage Counties is supported by the map. The map is not the vision; it is a tool that helps communicate aspects of the vision. The vision should include an articulation of the sequence of delivery of the various routes.
- ④ **Determine project champions:** The investments necessary to deliver near term ART routes requires collaboration which also requires leadership. Pace should work with stakeholders to identify and develop project champions in the community and within Pace. Leadership of the proposed routes' implementation should be intentional and focus on building a consistent vision and a commitment to working together so that the vision is a joint venture that is embraced and ensures successful delivery of the ART Routes.
- ④ **Develop communication resources:** Craft the story and resources necessary to articulate the vision so that project champions can successfully communicate the goals, objectives, opportunities and needs of the ART Corridors. Resources include, but are not limited to maps, project summary sheets, web, social media, and print. Presentations, handouts and information should be customized for varying audiences and representatives of the community. This means that Pace will be sharing the delivery of the message with non-technical messengers. This requires strong communication and messaging.
- ④ **Establish ART Corridor Task Forces:** Create a representative working group focused on near term action plans – led and facilitated by a project manager at Pace or via contracted staff. The Pace project manager is not necessarily the project champion, but is responsible for the day to day accountability of the task force to advance the work through the process. The task force is the front line and sounding board for work progress. Task force members should be representative of the community served by the corridors and are a conduit of accurate information to the community in the project development process. Task force members identify key issues, areas of concern, and communication that promotes

understanding at a community/municipal level. Task force members are a combination of local elected officials, technical staff, and community representatives, including residents, civic organization representatives and business owners. As noted previously, [Appendix A](#) includes a listing of impacted communities that should be represented on the Task Force for each near term route.

- ④ **Establish ART brand rollout strategy:** The ongoing definition of the ART brand for Pace will help the public understand the unique experience and differentiation of proposed routes from local service. As the ART brand is launched in conjunction with development of the Milwaukee Corridor ART project, the implications for future ART corridors should be monitored, identifying opportunities to build on initial successes as brand elements are utilized in the Cook DuPage ART strategy. The ART brand will be rolled out and effectively communicated to the Cook DuPage study area well in advance of the start of service.
- ④ **Deploy a proactive marketing street team:** An effective tool in building community ownership for new services and changes is a marketing group focused on events and festivals that activate and energize transit riders and community events. Street teams promote new service, provide a friendly and energetic face of the transit system to riders, and offer a personal contact that represents the transit agency to customers, operators and the community.
- ④ **Define a media strategy:** Transit agencies often form media strategies as a reaction to stories published about initiatives. Having a communication plan in place means also knowing how Pace wants the ART story to be portrayed in the media. Taking the time on the front end of the process to define a desired outcome will support successful communication of the planning and implementation of the ART program.
- ④ **Define and share the long term vision:** It is important to articulate a shared vision that allows community investment to align with long term mobility strategies and create support and expectations for transit supportive improvements. Stakeholders need to understand the proposed routes, frequency, hours of operation and access points. Pace staff should be able to clearly articulate the local benefits and potential local costs of the proposed ART routes. As the ART program is introduced, a “Pace 101” workshop concept should be used to share the basic elements of transit planning with stakeholders.

Long term actions related to communication include the following:

- ④ **Foster regular interaction with communities to establish transit readiness:** Communities should have regular and consistent access to Pace staff and the recommendations of this study as a resource for local planning. Working toward the long term goal of the Pace plan requires that stakeholder communities are aware of the long term vision and their role in achieving it. For reference, [Appendix G](#) includes a listing of all communities potentially impacted by each long term route.
- ④ **Develop and communicate infrastructure provision thresholds:** Performance and infrastructure “thresholds” or readiness criteria that are needed to support transit investment and/or advance a project’s deployment should be developed and clearly communicated. These criteria should serve as a guide for framing transit supportive plans at a community level. This will allow for local and regional

planning entities to know what Pace expects in order to support the advancement of service in a long term corridor.

5.6 Funding Strategy

The near term recommendations for ART in the Cook-DuPage area, combined with existing rapid transit initiatives being led by Pace, offer a compelling story because of the relative low cost of the proposed corridors. Several Midwestern cities are currently considering *single line* rapid transit programs at a greater capital cost than the *total network* capital cost of the near term ART route recommendations of this Rapid Transit Investment Plan. Given the high demand for limited federal transit funds, presenting a strong case for the regional mobility improvements offered in a cost-effective manner by the ART network will be critical.

This section addresses the tasks necessary to enter one or more ART corridors into the federal funding “pipeline” with a strategy that includes proactively securing local collaboration and support, leveraging other available funding resources, considering phasing options, refining cost estimates, coordinating with FTA Region 5, and optimizing a program of interrelated transit corridors to put forward for federal funding consideration. “Backing in” to rapid transit through incremental investment has never proven to be an effective deployment strategy for successful transportation facilities. It is not recommended that Pace pursue a piecemeal approach to implementing the Cook DuPage ART network, which is intended to serve as the backbone of a more effective, hierarchical network of transit services over time.

The implementation of the near term ART recommendations requires a funding strategy committed to the wide-ranging infrastructure investments that support rapid transit service, including investments by both Pace and its local partners. Throughout the Cook DuPage planning process, Pace has maintained the message that effective rapid transit requires capital investments to enhance speed and access through amenities such as near-level boarding and TSP, and that effective branding and brand marketing are essential to promote these new amenities to the public. The physical significance of the station areas and near-level boarding infrastructure will serve as the primary drivers of ART branding, helping the customer access and navigate the system. Pace is already partnering on TSP investments which will serve and support the ART network, allowing for faster and more reliable travel times.

The following recommendations for funding the proposed ART network are not offered in a strict sequential order. Many of these tasks are concurrent and related, in that the working outcomes of one may influence or redirect another. Actions related to funding the near term ART network include the following:

- 🕒 **Build an understanding of Pace’s funding opportunities and challenges:** Pace should make an intentional effort to grow the understanding of stakeholders and municipal partners about the funding process and opportunities that the agency faces. The opportunity to develop effective partnerships is greatly enhanced when project partners have a thorough understanding of the resource situation at Pace, and potential sources of outside funding. This is essential content for “Pace 101” sessions and future corridor Task Force discussions (see the Communications Plan). Content beneficial to stakeholders may include, but is not limited to:

- **Pace funding and operations:** Present the resources Pace receives, their sources, their use limitations, and how effectively Pace currently operates its transit business with these limited resources.
 - **Metro Chicago transit funding:** Present the structure and nature of regional transit funding, how this influences Pace, and the implications for near and long term planning, operations, and decision making. Provide background on the RTA, CMAP and the interplay between the RTA service boards (Pace, Metra, and CTA) in providing a regional mobility network in the Chicago area.
 - **Federal transit funding:** Present the way federal transit funding works, the various funding “pots” available, and the importance of securing reliable long term funding solutions. Discuss federal funding priorities such as asset management, and the requirement to secure grant agreements such as the commitment to local planning, project rating criteria, and the federal budget process.
- 🕒 **Publicly commit to ART investment:** It is recommended that the Pace Board and staff leadership adopt policies and initiate visible methods to demonstrate the organization’s commitment to funding the ART network.

Adopting the recommendations of this Cook DuPage Area Rapid Transit Investment Plan is the first step in advancing the recommendations. Plan adoption should be followed with budgetary action that supports the plan. Capital investment planning could include the creation of a cumulative capital fund, whereby the agency holds local capital funds in reserve for ART capital projects to be used as local match for federal capital grants. Pace is encouraged to commit to funding expansion and investment in the ART program by making capital funding for ART projects part of the RTA budget process. Identifying local match resources for capital programming supports FTA capital grant success such as in Small Starts applications. The organization should also develop operating plans and budgets for new ART services. Forecasting of operating revenues and expenses will support the Board’s strategic role in planning for the budgetary requirements of the ART network. Forecasting should evaluate and reflect any operational savings from redeployed or withdrawn underlying local service.

The potential realignment of service can be a contentious issue for riders and operators. The board should be well aware of this tradeoff and be prepared with a communication strategy that clarifies potential misconceptions about reductions in local fixed route service.

- 🕒 **Leverage regional collaboration:** If Pace elects to pursue FTA funds as part of the capital funding strategy, preliminary steps including environmental documentation and engineering will need to be completed in a manner that satisfies federal funding requirements. The projects identified impact multiple jurisdictions that are integral to supporting the proposed projects. These stakeholder communities must also be engaged in supporting the process for delivering transit through local policies and collaboration during the development of projects.

A critical step for Pace in the project funding process is the adoption of the ART network into the CMAP Long Range Transportation Plan (LRTP). Projects are not eligible for federal funding in a metropolitan

area unless they are included in the LRTP. The policy committee that amends the LRTP will want to see that Pace and the communities impacted have been working together. Proactive coordination with stakeholders therefore supports the overall funding strategy for both the near and long term aspects of the ART network.

Federal funds are available to Pace for the development phases of ART projects, offering another opportunity for collaboration with stakeholder communities. Applications for Surface Transportation Program (STP) funds or Congestion Mitigation and Air Quality (CMAQ) funds (see below) typically have a higher success rate when regional significance and partnership on the project can be proven through endorsement and sharing of local match funds. When communities contribute to the local share of a project it is an indicator of support for the proposed service. Pace should begin creating this partnership expectation through the Task Force process, “Pace 101” presentations, and regular engagement with municipal staff and local elected officials.

🕒 **Define an ART capital program for Pace:** The investment decisions that need to be made by Pace extend beyond a recognition of routes, but also an evaluation of how much of the ART network to implement in single phases, and how quickly. Pace’s Strategic, Revenue and Internal Services divisions should work together to evaluate the opportunities and risks—and ultimately the tradeoffs—associated with various deployment strategies of the ART network recommendations. That process should answer some fundamental questions that will inform the implementation strategy going forward. These will include:

- What are the resources available to Pace to support the capital and operating needs of an ART network investment strategy?
- What resources and opportunities exist beyond Pace and FTA Capital Grants to support investment, such as from local partnering agencies?
- What will the relationship of funding for ART projects be to the rest of the Pace capital program?
- Should Pace invest in and deploy one ART corridor at a time, multiple ART corridors in one phase, or the full ART network in one phase?
- What approach optimizes Pace’s utilization of resources to deliver ART projects as a key element of Pace’s overall service strategy?

As a part of this step, Pace will need to develop more detailed capital cost estimates through the Project Development process for each of the corridor projects, and conduct a Small Starts assessment (see below) to better understand opportunities to combine corridors together under single grant requests. The request to enter Project Development for one or more of the near term ART routes will trigger the federal oversight process, which makes it important for Pace to have clearly defined ridership estimates, capital costs, operating costs and operating revenues.

🕒 **Coordinate with FTA Region 5:** Pace’s commitment to invest in the infrastructure necessary to successfully deliver ART in the Cook DuPage service area will likely require federal capital funding. The process to apply for federal funds is best served by proactive communication with FTA Region 5. Before

initiating any grant requests, it is important to meet with representatives from Region 5 and share the long term ART vision in order to seek guidance on the appropriate approach to capital grant programs that will best support the ART network. This conversation will also help support the decision making process about the best method and sequence for delivering projects.

The completion of the Rapid Transit Investment Plan is an ideal opportunity to brief FTA Region 5 on the status and direction of the rapid transit discussion at Pace, and to request feedback on opportunities, questions, and issues the FTA would like to see further explored. Continuing progress on implementation of the Milwaukee Corridor ART and other corridors will demonstrate agency capacity to undertake capital projects, which is also a critical consideration for the FTA.

Coordination with the FTA is an ongoing process. When a federal action is requested by a transit agency, such as environmental documentation of a transit corridor, the agency and the FTA become partners. If Pace ultimately requests funds through the FTA for capital projects, the timely fulfillment of FTA requirements will become fundamental in delivering ART network infrastructure.

- 🕒 **Pursue non-local capital funding:** Through this Rapid Transit Investment Plan, Pace has developed a foundation of actionable, implementable tasks that are tied to benchmarks. Based on feedback from FTA Region 5 and refined estimates of ridership, costs, and revenues generated during Project Development for each route, phasing options for the near term ART network can be optimized, identifying project segments by phase to organize the funding sources to be requested. Potential funding sources are briefly discussed below:

Small Starts (Section 5309 Fixed Guideway Capital Investment Grants): Section 5309 is the FTA’s primary source of discretionary funding for major capital investments in transit system expansion. Under the Moving Ahead for Progress in the 21st Century Act (MAP-21), Section 5309 funds are distributed through the New Starts, Small Starts, and Core Capacity Programs. The ART network would qualify for Small Starts funds, available to any fixed guideway or corridor-based BRT project costing less than \$250 million and with a grant request of less than \$75 million.

Small Starts funds can be used to fund up to 80% of a project’s costs. However, the magnitude of federal share of project cost is a factor in several Small Starts evaluation criteria, making projects more competitive for discretionary funding as federal participation decreases. In practice, federal share is thus typically lower. Phasing of the near term network in order to optimize overall network performance based on the Small Starts evaluation criteria will be key to the funding strategy. A preliminary Small Starts assessment should be conducted for each near term route, so that a compelling case for an effective overall network of “interrelated corridors” can be developed, with a potential focus more on overall network performance than on the performance of individual route segments. The evaluation and rating process for Small Starts funding is described in more detail in Appendix F.

Transportation Investment Generating Economic Recovery (TIGER Grants): The Transportation Investment Generating Economic Recovery (TIGER) program was originally established as part of the American Recovery and Reinvestment Act of 2009 (ARRA, also known as the Stimulus). The program,

administered by the United States Department of Transportation (USDOT), has awarded six rounds of grants to state and local governments, MPOs, and directly to transit agencies. Grants cannot exceed \$200 million. In urban areas, projects must include a 20% local match. Future rounds of funding beyond 2014 remain uncertain as the funds must be appropriated with each annual federal budget.

TIGER grants have historically been highly competitive, with funding requests vastly outpacing appropriations. While applicants are not evaluated on a rigidly defined set of criteria, the program can be broadly characterized as advancing the following priorities:

- Projects which “have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region” with a particular emphasis on projects that can generate long term job growth in economically distressed areas;
- Projects that make use of innovative methods of project delivery and/or financing, including the use of public-private partnerships; and
- Projects which are multi-modal and/or multi-jurisdictional in nature.

In selecting projects, the DOT includes both a qualitative evaluation of the above criteria, as well as review of a benefit-cost analysis (BCA) and NEPA analysis. TIGER grants also require that a project be ready for federal funds obligation within a certain timeframe, with a deadline established for completion of engineering and environmental review. TIGER grant funding could potentially be considered for a defined segment or aspect of the Cook DuPage ART network, such as one or more of the new or expanded transit centers.

Federal funds allocated by CMAP: There are two additional sources of regional funding allocated by the federal government and disbursed through CMAP. In order to be eligible for allocation of either of these funding sources, the project must be included in the LRTP (*Go To 2040*). As with other federal funding sources, the maximum federal share of total project cost is 80%. Given the limited magnitude of these funding sources, they may be applicable to defray the costs of specific project elements such as a transit center, but would be insufficient to cover a substantial share of overall project cost.

- **Surface Transportation Program (STP):** STP funds can be applied to nearly any type of transit capital project that would be eligible for the other federal funding sources described previously, including new construction and rolling stock acquisition. Funds are apportioned to states according to a federal formula, and then half of statewide STP funding is sub-allocated to regions based on their share of the state’s total population. The remaining 50% remains available to the state DOT for allocation to projects throughout the state.
- **Congestion Mitigation and Air Quality (CMAQ):** Jointly administered by FHWA and FTA, CMAQ grants are distributed by the federal government through MPOs in air quality nonattainment or maintenance areas. Funds can be used to construct transportation projects that have an emissions reduction benefit. Typically these take the form of transit improvements, bike/pedestrian improvements, transportation demand management, and congestion relief projects.

6.0 Next Steps

This document comprises the final deliverable of the Cook DuPage Area Rapid Transit Investment Plan, which defines a vision for expanding Pace’s planned ART network to DuPage and west Cook counties. The vision defined through this study process is an expansion and amendment to Pace’s existing ART vision, as documented in the 2009 ART vision study.

The next steps in realizing this vision include a series of concrete actions that are largely described within the various sections of this document, primarily in Section 5. In terms of immediate next steps, they may be summarized as follows:

- ④ **Establish near term corridor task forces:** This is described in Section 5.5 and should comprise relevant stakeholders including elected officials, local planning officials, and agency representatives. Many potential task force members have been involved in the SIG for this study. Taking action to establish these task forces as soon as possible will maximize the probability of success by leveraging the existing momentum and excitement generated by the Cook DuPage Area Rapid Transit Investment Plan process.
- ④ **Update the ART vision:** The ART vision, as documented in the 2009 ART vision study, should be updated to add detail and specificity to the “Oak Brook” and “J Route” corridors which were previously identified but largely undefined.
- ④ **Update the regional plan:** Pace should work with CMAP to include all newly proposed ART corridors into the region’s long-range transportation plan, and the short-term transportation improvement program (TIP).
- ④ **Share the ART network vision for the Cook-DuPage study area:** The results of this study and the revised Pace ART vision should be summarized in a public-facing and easily consumed document that explains the ART program as a whole, the process of identifying corridors in the study area, estimated timeline for near-term implementation, and the role of local communities and stakeholders.
- ④ **Implement local service changes in ART corridors:** Among the recommended local service changes proposed in Section 2.8, many are proposed for immediate implementation prior to ART project development. These changes, particularly the service restructuring proposed for the York Road corridor, are intended to build the market for rapid transit service and increase the likelihood of success of future ART service.
- ④ **Conduct ART study for the Elgin-O’Hare Expressway:** The Elgin-O’Hare Expressway extension, being constructed as part of the Illinois Tollway’s Elgin-O’Hare Western Access (EOWA) project, has recently begun construction. Pace was a stakeholder in the EOWA planning process, and the Elgin-O’Hare Expressway extension is being designed with space for potential shoulder-running BRT as well as BRT stations in the highway median. While the near term York Road ART route from the NWTC to Oakbrook Center is assumed to run nonstop on the Elgin-O’Hare Expressway in the short term, Pace has committed to conducting a study to examine the potential development of ART stations along the expressway. That study, which was contingent upon completion of the Cook DuPage Area Rapid Transit Investment Plan, should proceed at this time.
- ④ **Identify the first near term corridor and proceed into project development:** The proposed phasing presented in **Table 5.1** shows Cermak Road as the first near term ART corridor slated for implementation

in the Cook-DuPage study area. However, as previously discussed, this may be subject to change. Pace should seek to identify and finalize the near term implementation phasing within the next six months, including identifying one or more corridors to enter project development. Developing multiple corridors simultaneously would be more costly in the near term but may pose the potential for a more competitive federal funding grant application as a project of regional significance. This decision should be made by Pace with consideration of anticipated available funding. Once one or more corridors are ready to enter project development, a Project Definition study, as described in Section 5.2.1, should be completed.

- ④ **Begin transit center planning:** The proposed near term ART network vision includes a hub for ART services at or near the Oakbrook Center shopping center, as well as an additional transit center at or near Yorktown Center. Both facilities will require careful coordination with public and private stakeholders. These facilities should be ready upon commencement of ART service, and will likely take several years to develop. Pace should begin this process immediately.
- ④ **Consider additional local service modifications:** Pace should consider implementing the proposed local routes described in Section 4.0. In addition, Pace should consider initiating a broader local service restructuring effort for DuPage County that better aligns the entire fixed route network with Pace's Vision 2020 priorities, with the ART network as the network backbone.

Appendix A: Near Term ART Network Local Service Changes

Table A.1: Cermak Road Corridor (54th/Cermak CTA to Yorktown Mall) – Near Term

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Existing Route Overlay	322	Cermak Road, 54 th /Cermak CTA to Yorktown Mall.	15-20 minute peak service, 30 minute off peak, Forest Park to Oakbrook Center. Weekday service hours: 5:00 am – 11:00 pm Boardings per Revenue-Hour: 30.4 Weekday allocated cost per boarding: \$3.20	Reduce service to 30 minute peak, 60 minute off peak.	Reduced local service sufficient upon commencement of ART.	NEW O&M Costs: \$1,481,551 Reduce weekday trips from 82 (not including school trips) to 49. Operate hourly service on weekends. O&M Costs Change: -\$938,985
	21 (CTA)	McCormick Place to North Riverside Park Mall via Cermak Road	12-15 minute peak service, 20 minute off peak service including late nights. Weekday service hours: 4:00 am – 12:00 am	Eliminate service west of 54 th /Cermak CTA station.	Redundant with existing 322 and proposed ART service.	N/A

Notes:

- Recommended changes to additional intersecting routes are addressed in York Road Corridor (Route 332) and Roosevelt Road (Route 301).

Table A.2: Roosevelt Road Corridor (Forest Park CTA to Oakbrook Center) – Near Term

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Existing Route Overlay	301	Roosevelt Road, Forest Park CTA to Oakbrook Center, west to Wheaton on weekdays	<p>15-20 minute peak service, 30 minute off peak, Forest Park to Oakbrook Center.</p> <p>30 minute peak, 60 minute off peak service to Wheaton.</p> <p>Weekday service hours: 5:30 am – 11:00 pm</p> <p>Boardings per Revenue-Hour: 30.1</p> <p>Weekday allocated cost per boarding: \$3.62</p>	<p>Reduce Forest Park-Oakbrook Center service to 30 minute peak, 60 minute off peak, with all weekday trips continuing to Wheaton.</p> <p>Consider eliminating Wolf/Darmstadt/Butterfield loop (or assume this segment and remove ART from it)</p>	<p>Reduced local service sufficient upon commencement of ART.</p> <p>Only ART or 301, and not both, need serve this loop.</p>	<p>NEW O&M Costs: \$1,836,286</p> <p>Reduce weekday trips from 85 to 46, retaining all trips west of Oakbrook. Used Sunday service to estimate per-trip revenue-hours for FP-Oakbrook leg. Reduced Saturday and Sunday to hourly service.</p> <p>O&M Costs Change: -\$639,254</p>
Key Intersecting Routes	308	Forest Park CTA to Loyola Medical Center	15-20 minute peak weekday service, 30-minute off peak service. 30-minute Saturday and Sunday service.	No change.	Hospital shuttle service from Forest Park should be retained.	No change
	310	Forest Park CTA to Wolf/Harrison via Madison Street	30-60 minute weekday service, 60 minute Saturday service, no Sunday service.	No change.	Connects with 301/ART at Wolf/Harrison. Low-frequency local service on Madison not affected by ART.	No change

Notes:

- Recommended changes to additional intersecting routes are addressed in York Road Corridor (Route 332) and Cermak Road (Route 322).

Table A.3 Rosemont CTA and Northwest Transportation Center to Oakbrook Center

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Existing Route Overlay	332	York Road, Rosemont CTA to Oakbrook Center	<p>Low-frequency service, especially south of Irving Park Road.</p> <p>Weekday service hours: 6:00 am – 12:00 am (Rosemont-O’Hare), 6:00 am – 7:00 pm (Oakbrook –O’Hare)</p> <p>Boardings per Revenue-Hour: 25.7</p> <p>Weekday allocated cost per boarding: \$4.55</p>	<p>Eliminate O’Hare cargo service from York Road service.</p> <p>Before ART implementation: increase existing local service to near-ART standards.</p> <p>After ART implementation: eliminate Route 332</p> <p>Realign through Bensenville to remain on York Road, sharing proposed ART station.</p>	<p>Operate shuttle service to/from Rosemont CTA. This service should also provide service to Schiller Park via Lawrence Ave.</p> <p>Recommend minimum 20-minute peak, 40-minute off-peak</p> <p>O’Hare cargo shuttle should remain</p> <p>ART station is planned for York Road at Bensenville Metra. This is contingent upon pedestrian improvements across York Road</p>	<p>NEW O&M Costs: \$2,583,339</p> <p>Subtract shuttle trips from existing weekday revenue hours, expand to 60 one-way weekday trips, 48 one-way weekend trips.</p> <p>O&M Cost Change: \$1,747,581</p>
Key Intersecting Routes	313	St Charles Road, Lake/Austin to Yorktown Center	<p>All day service, 30 minute peak, 60 minute off-peak, Austin to Mannheim.</p> <p>Lower-frequency service west of Mannheim.</p> <p>Schedule coordinated with 309 east of Lake/19th.</p>	<p>Extend all trips to York Road (2.9 mile extension).</p>	<p>Facilitate ART transfer at York/St Charles.</p>	<p>NEW O&M Costs: \$1,673,206</p> <p>2.9 mile extension based on 14 mph revenue service.</p> <p>O&M Cost Change: \$63,895</p>
	309	Lake Street, Lake/Austin to Elmhurst Metra	<p>All day service, 30 minute peak, 60 minute off-peak.</p> <p>Schedule coordinated with 313 east of Lake/19th.</p>	<p>No change.</p>	<p>Converges with proposed ART station at Schiller/Robert Palmer.</p>	<p>No change.</p>
	330	Mannheim/La Grange, Archer Ave to O’Hare Kiss-N-Fly, Weekdays and Saturdays	<p>All day service, 30 minute peak, 60 minute off-peak</p> <p>Saturday 60 minute service.</p>	<p>Relocate northern terminal to Rosemont.</p> <p>Increase midday service to 30 minute frequency.</p> <p>(Both changes are already planned)</p>	<p>Facilitate ART transfer and coordinate high-frequency service at Rosemont.</p> <p>Frequency improvements are planned for April 2015 implementation.</p>	<p>NEW O&M Costs: \$1,856,806</p> <p>Increase weekday trips from approximately 53 to 61.</p> <p>O&M Costs Change: \$224,764</p>
	XXX	New O’Hare cargo shuttle service	<p>Operate shuttle service to/from Rosemont CTA. This service should also provide service to Schiller Park via Lawrence Ave.</p>	<p>Maintain existing Route 332 service levels to O’Hare</p>	<p>Estimated based on existing Saturday and Sunday shuttle service expanded to weekdays. Existing number of weekday trips to/from O’Hare maintained</p>	<p>NEW O&M Costs: \$374,356</p>

Notes:

- ⓘ Recommended changes to additional intersecting routes are addressed on Roosevelt Road (Route 301) and Cermak Road (Route 322).
- ⓘ Route 330, which intersects this corridor at Mannheim Road, is recommended to be rerouted to Rosemont CTA as part of the Mannheim Road long-term ART corridor (see Table 9).

Appendix B: Long Term ART Network Local Route Changes

Table B.1: Elgin-O’Hare / Western Bypass BRT (Hanover Park Metra to Rosemont CTA via Elgin-O’Hare, Western Bypass, and I-90) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments
Modify Existing Service				No recommended changes.	
Initiate New Service		N/A		No recommended new services.	ART should be a new service initiated with completion of the EOWB project, anticipated in 2023.

Table B.2: I-290 Bus on Shoulder (Finley Road Park and Ride to Forest Park CTA, via Oakbrook Center, I-88 and I-290) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Initiate New Service	XXX	Bus-on-shoulder service to/from Forest Park to Finley Road Park and Ride.	Assumes 5 traditional commute and 3 reverse commute trips per weekday. 27.8 revenue miles per round trip.	Initiate BOS service to/from Forest Park CTA in conjunction with I-290 project.	Can be initiated prior to a planned ART conversion, if applicable.	O&M Costs: \$339,138 Cost per mile: \$5.98. \$/mile based on Pace directly operated service

Table B.3: IL-19 Corridor (Elgin Transportation Center to Hanover Park Metra) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments
Modify Existing Service				No recommended changes.	
Initiate New Service		N/A		No recommended new services.	Service already operates from Elgin to Hanover Park (continuing to NWTC). Changes in future routing with ART will be determined later.

Table B.4: IL-19 Corridor (Hanover Park Metra to Rosemont CTA via Irving Park Road) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Initiate New Service	XXX	Service on Irving Park Road from Hanover Park Metra to Rosemont CTA via Irving Park Road, Mannheim Road, Lawrence Avenue and River Road.	30 weekday trips 18 Saturday trips 18 Sunday trips 25.6 revenue miles per round trip	Initiate limited-stop service on Irving Park Road from Hanover Park Metra to Bensenville Metra.	Build transit market along future ART corridor.	O&M Costs: \$1,474,237 Cost per mile: \$5.98. \$/mile based on Pace directly operated service

Table B.5: Mannheim Road Corridor (Cermak Road to Rosemont CTA) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments
Modify Existing Service	330	Mannheim/La Grange, Archer Ave to O'Hare Kiss-N-Fly, Weekdays and Saturdays	<p>All day service, 30 minute peak, 60 minute off-peak. Saturday 60 minute service.</p> <p>Boardings per Revenue-Hour: 24.3</p> <p>Allocated cost per Boarding: \$4.11</p>	<p>Relocate northern terminal to Rosemont.</p> <p>Increase midday service to 30 minute frequency.</p> <p>(Both changes are already planned)</p>	Facilitate ART transfer and coordinate high-frequency service at Rosemont.
Initiate New Service			N/A	No recommended new services.	

Table B.6: Ogden Avenue / IL-83 Corridor (Naperville Metra to Rosemont CTA and Northwest Transportation Center, via Oakbrook Center) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Initiate New Service	XXX	Oakbrook Connection from Northwest Transportation Center to Oakbrook Center via IL-83.	5 weekday morning and afternoon trips per direction.	Prior to ART implementation: Initiate limited rush-hour service from Northwest Transportation Center to Oakbrook Center via IL-83.	Service levels would be similar to the existing Route 757 service, and would establish initial service along IL-83 south of I-290 to build transit market along future ART corridor.	O&M Costs: \$518,466 Cost per mile: \$5.98. \$/mile based on Pace directly operated service
	XXX	Service on Ogden Ave. from Naperville Metra to Yorktown Center.	30 trips per weekday 18 trips Saturday 18 trips Sunday 28.3 revenue miles per round trip	Prior to ART implementation: Initiate limited-stop service on Ogden Avenue from Naperville Metra to Oakbrook Center via IL-83. (Pace is already considering introducing this route)	Build transit market along future ART corridor.	O&M Costs: \$1,629,723 Cost per mile: \$5.98. \$/mile based on Pace directly operated service

Table B.7: Roosevelt Road Extensions (Des Plaines Ave to Cicero Blue Line CTA) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service	301	Roosevelt Road, Forest Park CTA to Oakbrook Center, west to Wheaton on weekdays	Anticipated 30 minute peak, 60 minute off peak. (Proposed upon implementation of near-term Roosevelt ART).	<p>Consider rerouting and extending to Cicero Blue Line via Roosevelt if transit center is built at Cicero.</p> <p>Extension of Route 301 to Cicero Avenue is 7 miles round trip.</p>	<p>This same modification is proposed for the Roosevelt Road ART, which would terminate at Forest Park in the near term and extend to Cicero via Roosevelt in the long term.</p> <p>Local service from River Forest and Forest Park to Roosevelt Road provided by 305 and 308.</p> <p>This project is contingent on bus facility improvements at the Cicero Blue Line station proposed as part of the I-290 widening project.</p>	<p>O&M Costs: \$623,100</p> <p>Cost per mile: \$6.68.</p> <p>New route is 8.4 miles round trip, minus 1.4 miles saved by not serving Forest Park transit center.</p> <p>\$/mile is based on Route 301.</p>
Initiate New Service			N/A	No recommended new services.		

Table B.8: Roosevelt Road Extensions (Oakbrook Center to College Of DuPage) – Long Term

	Route	Description	Route Summary	Recommended Changes	Comments
Modify Existing Service				No recommended changes.	
Initiate New Service		N/A		No recommended new services.	Route 301 already operates service to all points except COD. COD currently served from Yorktown Mall via route 715.

Appendix C: Local Service Changes

Table C.1: Illinois Route 59: Prairie Stone Business Park to Westfield Fox Valley Shopping Center

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service				No recommended changes.		
Initiate New Service	XXX	Assumes: 44 weekday trips, 22 trips Saturday, 22 trips Sunday	Serves Prairie Stone Business Park, south on IL Route 59 through Streamwood, Bartlett, West Chicago, Warrenville, Naperville and Aurora. Connections to West Chicago Metra and Route 59 Metra. 27.07 revenue miles per trip.	Add new local route service.	Only arterial local N-S service in western DuPage County. No market demand for this route. Too much protected open space, low density development for much of the route. Route 59 Metra already served by various local and shuttle services.	O&M Costs: \$2,426,185 Assumes \$6.57/per mile.

Table C.2: Route 708: Schaumburg to Roselle

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service				No recommended changes.		
Initiate New Service	708	Assumes: 22 weekday trips, 16 trips Saturday, 16 trips Sunday	Roselle Metra Station to Irving Park Rd. to Lawrence Ave. to Plum Grove Rd. to Nerge Rd. to Roselle Rd. to Schaumburg Rd. to Plum Grove Rd. to Woodfield Rd. to Northwest Transportation Center. 30 minute peak service, 60 minute off peak and weekend, NWTC to Roselle. 8.5 revenue miles per trip.	Add new local route service.	Suggested by Pace staff: New route connects Roselle to NWTC. Multimodal connection to Roselle – Irving Park ART, Route 715 Extension to Roselle and Roselle to Wheaton routes. A simplified alignment proceeding directly to Roselle Road from the Roselle Metra station, via Irving Park Road and downtown Roselle, is recommended for consideration (not reflected in O&M cost estimate).	O&M Costs: \$409,982 Assumes \$6.57/per mile.

Table C.3: Route 715 Extension: Addison to Roselle

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service	715	27 trips per weekday, no weekend service.	Current Route 715 from Rohlwing Road and Lake Street west to Stratford Square Mall via Army Trail Road and south to Wheaton via Schmale Road and Main Street. 3.7 revenue miles per trip.	Extend existing service north from Rohlwing Road and Lake Street to the Roselle Metra Station via Rohlwing Road and Irving Park Road.	The extension of existing route 715 allows for connections to the Metra at Roselle, Irving Park long-term ART and Roselle to Wheaton proposed service. Suggested by Pace staff.	Current O&M Costs: \$740,933.40 Change O&M Costs: \$113,174 \$/mile costs same as Route 715
Initiate New Service				No recommended new services.		

Table C.4: Route 711 Restructuring: Roselle to Wheaton

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service	711	25 trips per weekday, no weekend service.	Roselle Metra Station to Maple Ave. to Roselle Rd. to Army Trail Rd. to Stratford Square to Gary Ave. to North Ave. to Schmale Rd./Main St. to Wheaton Metra Station. 15.4 revenue miles per trip.	Extend existing service north from Rohlwing Road and Lake Street to the Roselle Metra Station via Rohlwing Road and Irving Park Road. Route terminates at Wheaton Metra Station rather than serving Marianjoy Hospital.	The extension of existing route 715 allows for multimodal connections to the Metra at Roselle, Irving Park long-term ART, Roselle to Schaumburg, and Roselle to Wheaton proposed service. Recommended by I-355 Corridor Transit Development Study.	Current O&M Costs: \$540,995.25 Change O&M Costs: -\$96,956 \$/mile costs same as Route 715
Initiate New Service						

Table C.5: Wood Dale to Downers Grove

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service				No recommended changes.		
Initiate New Service	XXX	Assumes: 22 weekday trips, 16 trips Saturday, 16 trips Sunday	Wood Dale Metra Station to Irving Park Rd. to Addison Rd. to Factory Rd. to Westwood Ave. to North Ave. to Main St. to Roosevelt Rd. to Highland Ave. to Main St. to Downers Grove Metra Station. 15 minute peak service, 30 minute off peak, Wood Dale Metra to Downers Grove Metra. 14.6 revenue miles per trip.	Add new local route service.	New route serves a new N-S market through Addison and Lombard. Travel demand well dispersed throughout corridor. Recommended by I-355 Corridor Transit Development Study.	O&M Costs: \$708,752 Assumes \$6.57/per mile.

Table C.6: Elmhurst to Downers Grove

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service				No recommended changes.		
Initiate New Service	XXX	Assumes: 22 weekday trips, 16 trips Saturday, 16 trips Sunday	York Rd. to St. Charles Rd. to Westmore-Meyers Rd. to Fairview Ave. to Maple Ave. to Burlington Ave. 15 minute peak service, 30 minute off peak, Elmhurst Metra to Downers Grove Metra. 12.3 revenue miles per trip.	Add new fixed route local service.	Route 313 operates in part of the corridor along parts of Meyers Road and St. Charles Road. New service would not duplicate this route. Connects strong termini at Elmhurst and Downers Grove to Oakbrook to businesses around Meyers/22 nd Street, Meyers/Butterfield Road. Recommended by I-355 Corridor Transit Development Study.	O&M Costs: \$593,651 Assumes \$6.57/per mile.

Table C.7: North Avenue – Cicero CTA Green Line to Stratford Square Mall

	Route	Description	Route Summary	Recommended Changes	Comments	O & M Costs
Modify Existing Service				No recommended changes.		
Initiate New Service	XXX	Assumes: 44 weekday trips, 22 trips Saturday, 22 trips Sunday	Service on Cicero Avenue, North Avenue, Addison Road, Lake Street, Glen Ellyn Road and Army Trail Road 19.5 revenue miles per trip.	Add new local route service.	Transit market exists from Cicero to Kingery Highway. No bus turnarounds at Cicero Avenue at the CTA Green Line. Connects to York Road near term ART and Kingery Highway long term ART stations.	O&M Costs: \$1,745,696.30 Assumes \$6.57/per mile.

Appendix D: Near Term ART Network Stakeholder Communities

	Cermak/22nd	Roosevelt	York (to NWTC)	York (to Rosemont)	NOTES
Bensenville			6*	5	* 5 shared with Rosemont route
Berwyn	3				
Broadview	2	3			
Chicago			1	2*	* 1 shared with NWTC route
Cicero	3				
Elk Grove Village			NS		
Elmhurst		2	9*	9*	* all shared
Forest Park	1*	3			* 1 paired with North Riverside
Franklin Park				NS	
Hillside		3*			* 2 paired with Westchester
Itasca			NS		
Lombard	2				1 on mall property
Maywood					
North Riverside	5*				1 on mall property * 1 paired with Forest Park
Oak Brook	7*	4**	4**	4**	* 3 shared, 1 on mall property; 3 others paired with Oak Brook Terrace ** all shared, 1 on mall property
Oakbrook Terrace	3*				* all paired with Oak Brook
Rosemont				2	
Schaumburg			2		
Schiller Park				2	
Westchester	5	3*			* 2 paired with Hillside
Wood Dale			NS		

Table Notes:

1. **NS** indicates no station on this alignment within the community
2. **#** indicates the number of stations proposed within the municipal boundary (some are shared between routes and/or some are only half of a station pair)

Appendix E: Overview of Relevant Near Term Stakeholder Community Planning Policies

The consultant team evaluated all of the available land use plans for the communities in the service area. The readiness of various communities to encourage land use patterns that support development adjacent to transit corridors has been generally evaluated. Through the task force process, stakeholders and Pace should work towards policies that enable transit oriented development around stations geared towards walkability and existing density. Some station locations will have unique planning issues to address, including accommodating transfer stations and park-and-ride facilities.

- ④ **Bensenville:** The recent comprehensive plan identifies York Road frontage for TOD development in the future, notes the importance of improving pedestrian crossings and bus stops along York Road, and also prioritizes improvements to pedestrian and bicycle circulation generally.
- ④ **Berwyn:** The Village’s 2011 “active transportation plan” provides general support for initiatives to improve public transportation access, but no specific guidance regarding Cermak Road; Berwyn worked cooperatively with Oak Park and Cicero to implement streetscape improvements along Roosevelt Road a few years ago.
- ④ **Broadview:** The comprehensive plan does not provide plan/policy guidance for Cermak or Roosevelt; streetscape improvements on Roosevelt between 17th and 23rd are currently under construction.
- ④ **Chicago:** The only ART station within the Chicago limits is one-half of the station pair at Mannheim Road/Irving Park Road on the Rosemont branch of the York Road ART; this station is isolated from potential impacts to adjacent uses, but is located in close proximity to O’Hare International Airport.
- ④ **Cicero:** Recently drafted Transit Area Implementation plan begins framework for land use guides that support building massing, site and parking layouts supportive of density and walkability in a district that encompasses near term ART Stations; Cicero worked cooperatively with Oak Park and Berwyn to implement streetscape improvements along Roosevelt Road a few years ago, and is undertaking a “Cicero Connections Initiative” with funding from the Regional Transportation Authority to identify transit-related facility and access improvements.
- ④ **Elk Grove Village:** No ART station is located within the Village limits.
- ④ **Elmhurst:** The comprehensive plan¹⁵ identifies York Road from North Avenue to Grand Avenue for streetscape improvements to increase pedestrian safety, including accommodating bicycles and providing bus shelters/waiting areas. Pedestrian-oriented redevelopment is desired in the vicinity of the

¹⁵ *Comprehensive Plan*, City of Elmhurst, 2006.

York Road and Vallette Street intersection¹⁶, with up to five-story buildings concentrated at the intersection. An underpass at Roosevelt Road is proposed to provide a bicycle route link to the south along York Road.

- ④ **Forest Park:** The comprehensive plan¹⁷ identifies the importance of improving pedestrian and bicycle connections, in particular along Roosevelt Road and Des Plaines Avenue. Along Roosevelt Road, streetscape improvements and driveway consolidation are also recommended.
- ④ **Franklin Park:** No ART station is proposed within the Village limits.
- ④ **Hillside:** No specific local plan/policy guidance is available that is germane to ART implementation.
- ④ **Itasca:** No ART station is proposed within the Village limits.
- ④ **Lombard:** The comprehensive plan¹⁸ makes reference to supporting a “Pace transfer station” at Yorktown Shopping Center, providing bus shelters and a complete sidewalk network along Roosevelt Road, and providing improved crosswalks at intersections along Roosevelt Road and 22nd Street.
- ④ **Maywood:** If the Blue Line is extended (or alternatively if a bridge connection to the Forest Park CTA station is installed), Maywood seeks to develop a “town center” TOD at the northeast corner of 1st Avenue and I-290. Both of the proposed ART stations that border Maywood are on Roosevelt Road, south of I-290.
- ④ **North Riverside:** No specific local plan/policy guidance is available that is germane to ART implementation.
- ④ **Oak Brook:** The commercial areas plan¹⁹ recommends promoting public transportation along 22nd Street with shelters and benches, creating a stronger and more visible presence along 22nd with a focus on the intersection with Illinois Route 83, where an ART station is proposed.
- ④ **Oakbrook Terrace:** The comprehensive plan²⁰ recommends focusing new development along Illinois Route 83 and 22nd Street, and improving the streetscape, pedestrian amenities, and public transportation facilities along 22nd Street.

¹⁶ *Imagining the Future- Preliminary Community-Wide Subarea Plans*, City of Elmhurst, April 2008 (draft).

¹⁷ *Comprehensive Plan*, Village of Forest Park, June 2001.

¹⁸ *Comprehensive Plan*, Village of Lombard, January 1998.

¹⁹ *Commercial Areas Revitalization Plan*, Village of Oak Brook, December 2007.

- ④ **Rosemont:** A comprehensive plan update is currently being prepared; draft documents indicate a desire to increase sidewalks and bicycle lanes, provide more transit stops with improved shelters, and coordinate transit and local shuttle services.
- ④ **Schaumburg:** The comprehensive plan²¹ supports increasing the mix of uses on Martingale Road, and continuing to accommodate transit-supportive densities in the commercial and employment center at and surrounding Woodfield Mall.
- ④ **Schiller Park:** No specific local plan/policy guidance is available that is germane to ART implementation.
- ④ **Westchester:** The recently adopted 2014 comprehensive plan²² indicates a “village center” redevelopment is planned in the vicinity of the Cermak Road/Mannheim Road intersection (at the northwest corner of the intersection, with a very rough concept included), and mixed use/institutional/industrial uses are to be focused along Mannheim and Roosevelt.
- ④ **Wood Dale:** No ART station is proposed within the Village limits.

²⁰ *Comprehensive Plan*, City of Oak Brook Terrace, date unknown.

²¹ *Comprehensive Plan*, Village of Schaumburg, 1996.

²² *Comprehensive Plan Update*, Village of Westchester, July 2013.

Appendix F: Near Term ART Network Implementation Actions

NETWORK-WIDE INITIATIVES					
Category / Action	Timeframe	Lead Agency	Partners	Notes	
Network Planning and Development					
Milwaukee Corridor ART post-construction assessment	Years 1-2	Pace		"Lessons learned" focus	
Conduct a DuPage Area local service restructuring study	Years 1-2	Pace	Metra, RTA		
Coordinate ART with ongoing "Smart Corridor" planning and implementation	Years 1-2	Pace	DuPage County, DMMC		
Establish ART performance / infrastructure / design / land use standards	Year 1	Pace	Metra, CTA, RTA	Include threshold(s) for future ART service	
Develop templates for ART-related intergovernmental agreements (IGAs)	Year 1	Pace	IDOT, Tollway, Counties, Route communities*		
Periodic ART strategy updates	Ongoing	Pace		Every 2-3 years, recurring	
Technical assistance to stakeholder communities	Ongoing	RTA	Pace, Metra, CTA, Councils of government	Planning and/or grant writing support	
<ul style="list-style-type: none"> • Pedestrian facility studies • Traffic management studies • Parking management studies • Transit-supportive zoning studies 					
Communications					
Articulate the current ART "vision" (benefits vs. costs, delivery process) for varied audiences	Year 1	Pace			
Develop communications resources	Year 1	Pace	RTA, Councils of governments		
Establish a suburban-focused ART brand rollout strategy	Year 1	Pace			
Conduct regional outreach ("Pace 101" workshops, input on standards, identifying local champions/advocates) to foster transit readiness	Ongoing	Pace	RTA, Metra, CTA, Councils of government		
Funding Strategy					
Outreach/education regarding funding options	Ongoing	Pace	RTA, Metra, CTA, Councils of government	As part of Task Force and "Pace 101" outreach	
Board adoption of ART network, establish ART capital fund mechanism	Year 1	Pace	RTA		
Include ART network in LRTP (Go To 2040)	Year 1	CMAQ	Pace, RTA		
Formalize funding partnerships/support	Years 1-2	Pace	RTA, Metra, CTA, IDOT, Tollway, Counties, Councils of government, Route communities*		
Develop ART capital program (sequencing, sources and uses of funds)	Year 1	Pace	RTA		
FTA Region 5 coordination	Ongoing	Pace	FTA, RTA		
Federal funding application(s)	Year 1	Pace	RTA, Metra, CTA, IDOT, Tollway, Counties, Councils of government, Route communities*	Small Starts, TIGER, STP, CMAQ, etc.	

* Refer to "Near Term Network Stakeholder Communities" and "Long Term Network Stakeholder Communities" tables

CERMAK ROAD CORRIDOR (54 th /Cermak CTA to Yorktown Center)					
Category / Action	Timeframe	Lead Agency	Partners	Notes	
Mobilization					
Red flag analysis	Year 1	Pace			
Small Starts pre-screening	Year 1	Pace	Route communities*		
Project risk register	Year 1	Pace			
Project Development					
Project Definition	Year 1	Pace	IDOT, Tollway, Counties		

NEPA documentation	Year 1	Pace	Route communities*	
Develop cost estimate and funding plan	Years 1-2	Pace	RTA, Route communities*	
Coordination with Cook County for one station location (design, IGA)	Years 1-2	Pace	DuPage County	
Coordination with IDOT for 17 station locations (design, IGA)	Years 1-2	Pace	IDOT	
Coordination with local municipalities for 23 station locations (design, IGAs)	Years 1-2	Pace	Route communities*	
“Smart Corridors” coordination	Years 1-2	Pace	DuPage County, DMMC	Align TSP strategies with other agencies
Cicero Connections Initiative coordination (53 rd Street extension, bus stop upgrades, streetscape)	Years 1-2	Pace	Village of Cicero	
Westchester “village center” planning coordination	Years 1-2	Pace	Village of Westchester	
Project Design and Engineering				
Design and permitting of corridor stations	Year 2	Pace	IDOT, Counties, Route communities*	
Design and permitting of Oakbrook Center transit center	Year 2	Pace	General Growth Properties, Village of Oak Brook	
Design and permitting of Yorktown Center terminal station	Year 2	Pace	KKR & Co./Continuum Properties, Village of Lombard	
Design and permitting of 54 th /Cermak CTA terminal station	Year 2	Pace	CTA, Village of Cicero	
Design and permitting of North Riverside Park Mall station	Year 2	Pace	The Feil Organization / Village of North Riverside	
Develop Transit Signal Priority (TSP) Technology strategy, including replacing/modifying signal controllers	Year 2	RTA	Pace, IDOT, Counties, Councils of government	
Conduct corridor pedestrian improvement / facilities study	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Adopt transit-supportive zoning overlays along ART route	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Construction				
Construction of curbside intermediate station pairs	Years 3-4	Pace	Route communities*, IDOT, Counties	
Construction of Oakbrook Center transit center	Year 3	Pace	General Growth Properties, Village of Oak Brook	
Construction of Yorktown Center terminal	Year 3	Pace	KKR & Co./ Continuum Properties	
Construction of 54 th /Cermak CTA terminal	Year 3	Pace	CTA, Village of Cicero	
Construction of North Riverside Park Mall station	Year 3	Pace	The Feil Organization, Village of North Riverside	
Potential modifications/upgrades to 53 rd Street mid-block station access	Year 3	CTA	Village of Cicero	“Cicero Connections Initiative”
Installation of Transit Signal Priority (TSP) Technology and related signal controller / cabinet improvements	Years 2-3	RTA, IDOT, Counties	Pace, Route communities*	
Alternate provisions for loss of up to 130 on-street parking spaces	Years 2-3	Berwyn		
Construction of sidewalk improvements and pedestrian crossings per pedestrian improvement study	Years 2-3	Route communities*	Pace, CMAP, RTA	
Local Service Changes				
Service improvements to existing Route 322	Year 1	Pace		Precursor to ART service
Service improvements to existing CTA Route 21	Year 3	Pace		Precursor to ART service
<i>(No intersecting route adjustments anticipated)</i>				
Communications				
Establish Task Force and identify project champions	Year 1	Pace	Councils of government, Route communities*	
Route-specific education/outreach (online/print materials, media contacts, public meetings)	Year 2	Pace	Route communities*	
“Street team” launches campaign (free rides, incentives, media contacts)	Year 3+	Pace	Route communities*	Ongoing campaign

* Refer to “Near Term Network Stakeholder Communities” table

ROOSEVELT ROAD CORRIDOR (Forest Park CTA to Oakbrook Center)				
Category / Action	Timeframe	Lead Agency	Partners	Notes
Mobilization				
Red flag analysis	Year 1	Pace		
Small Starts pre-screening	Year 1	Pace	Route communities*	
Project risk register	Year 1	Pace		
Project Development				
Project Definition	Year 1	Pace	IDOT, Tollway, Counties	
NEPA documentation	Year 1	Pace	Route communities*	
Develop cost estimate and funding plan	Years 1-2	Pace	RTA, Route communities*	
Coordination with IDOT for 12 station locations (design, IGA)	Years 1-2	Pace	IDOT	
Coordination with local municipalities for 16 station locations (design, IGAs)	Years 1-2	Pace	Route communities*	
Elmhurst Memorial Healthcare facility service coordination	Years 1-2	Pace	Elmhurst Memorial Healthcare, City of Elmhurst	
Project Design and Engineering				
Design and permitting of corridor stations	Year 2	Pace	IDOT, Counties, Route communities*	
Design and permitting of Oakbrook Center transit center	Year 2	Pace	General Growth Properties, Village of Oak Brook	
Design and permitting of Forest Park CTA terminal station	Year 2	Pace	CTA, Village of Forest Park	
Develop Transit Signal Priority (TSP) Technology strategy, including replacing/modifying signal controllers	Year 2	RTA	Pace, IDOT, Counties, Councils of government	
Conduct corridor pedestrian improvement / facilities study	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Adopt transit-supportive zoning overlays along ART route	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Construction				
Construction of curbside intermediate station pairs	Years 3-4	Pace	Route communities*, IDOT, Counties	
Construction of Oakbrook Center transit center	Year 3	Pace	General Growth Properties, Village of Oak Brook	
Forest Park CTA terminal construction/modifications	Year 3	CTA	Pace, Village of Forest Park	
Installation of Transit Signal Priority (TSP) Technology and related signal controller / cabinet improvements	Years 2-3	RTA, IDOT, Counties	Pace, Route communities*	
Construction of sidewalk improvements and pedestrian crossings per pedestrian improvement study	Years 2-3	Route communities*	Pace, CMAP, RTA	
<i>(No loss of existing on-street parking spaces anticipated)</i>				
Local Service Changes				
Service improvements to existing Route 301	Year 1	Pace		Precursor to ART service
<i>(No intersecting route adjustments anticipated)</i>				
Communications				
Establish Task Force and identify project champions	Year 1	Pace	Councils of government, Route communities*	
Route-specific education/outreach (online/print materials, media contacts, public meetings)	Year 2	Pace	Route communities*	
"Street team" launches campaign (free rides, incentives, media contacts)	Year 3+	Pace	Route communities*	Ongoing campaign

* Refer to "Near Term Network Stakeholder Communities" table

YORK ROAD CORRIDOR (Northwest Transportation Center to Oakbrook Center)				
Category / Action	Timeframe	Lead Agency	Partners	Notes
Mobilization				
Red flag analysis	Year 1	Pace		
Small Starts pre-screening	Year 1	Pace	Route communities*	
Project risk register	Year 1	Pace		
Project Development				
Project Definition	Year 1	Pace	IDOT, Tollway, Counties	
NEPA documentation	Year 1	Pace	Route communities*	
Develop cost estimate and funding plan	Years 1-2	Pace	RTA, Route communities*	
Elgin-O'Hare planning coordination (Bus on Shoulder segments, station locations and access)	Years 1-2	Pace	Tollway, Route communities*	
Coordination with DuPage County for 3 station pair locations (design, IGA)	Years 1-2	Pace	DuPage County	
Coordination with IDOT for 5 station pair locations (design, IGA)	Years 1-2	Pace	IDOT	
Coordination with local municipalities on 20 station pair locations (design, IGAs)	Years 1-2	Pace	Route communities*	
Elmhurst Memorial Healthcare facility service coordination	Years 1-2	Pace	Elmhurst Memorial Healthcare, City of Elmhurst	
Project Design and Engineering				
Design and permitting of corridor stations	Year 2	Pace	IDOT, Counties, Route communities*	
Design and permitting of Oakbrook Center transit center	Year 2	Pace	General Growth Properties, Village of Oak Brook	
Develop Transit Signal Priority (TSP) Technology strategy, including replacing/modifying signal controllers	Year 2	RTA	Pace, IDOT, Counties, Councils of government	
Conduct corridor pedestrian improvement / facilities study	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Adopt transit-supportive zoning overlays along ART route	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Construction				
Construction of curbside intermediate station pairs	Years 3-4	Pace	Route communities*, IDOT, Counties	
Construction of Oakbrook Center transit center	Year 3	Pace	General Growth Properties, Village of Oak Brook	
Potential modifications to NWTC (terminal station)	Year 3	Schaumburg	Pace	
Installation of Transit Signal Priority (TSP) Technology and related signal controller / cabinet improvements	Years 2-3	RTA, IDOT, Counties	Pace, Route communities*	
Alternate provisions for loss of up to 80 on-street parking spaces	Years 2-3	Elmhurst		Same spaces impacted as York Road – Rosemont route
Construction of sidewalk improvements and pedestrian crossings per pedestrian improvement study	Years 2-3	Route communities*	Pace, CMAP, RTA	
Local Service Changes				
Service improvements to existing Route 332	Year 1	Pace		Precursor to ART service
Adjustments to intersecting Routes 313, 330	Year 3	Pace		To commence at start of ART service
Schedule coordination with Metra for Elmhurst and Bensenville stations	Year 3	Pace	Metra	To commence at start of ART service
Communications				
Establish Task Force and identify project champions	Year 1	Pace	Councils of government, Route communities*	
Route-specific education/outreach (online/print materials, media contacts, public meetings)	Year 2	Pace	Route communities*	
"Street team" launches campaign (free rides, incentives, media contacts)	Year 3+	Pace	Route communities*	Ongoing campaign

* Refer to "Near Term Network Stakeholder Communities" table

YORK ROAD CORRIDOR (Rosemont CTA to Oakbrook Center)				
Category / Action	Timeframe	Lead Agency	Partners	Notes
Mobilization				
Red flag analysis	Year 1	Pace		
Small Starts pre-screening	Year 1	Pace	Route communities*	
Project risk register	Year 1	Pace		
Project Development				
Project Definition	Year 1	Pace	IDOT, Tollway, Counties	
NEPA documentation	Year 1	Pace	Route communities*	
Develop cost estimate and funding plan	Years 1-2	Pace	RTA, Route communities*	
Coordination with DuPage County for 2 station pair locations (design, IGA)	Years 1-2	Pace	DuPage County	
Coordination with IDOT for 7 station pair locations (design, IGA)	Years 1-2	Pace	IDOT	
Coordination with local municipalities for 21 station pair locations (design, IGAs)	Years 1-2	Pace	Route communities*	
Elmhurst Memorial Healthcare facility service coordination	Years 1-2	Pace	Elmhurst Memorial Healthcare, City of Elmhurst	
Project Design and Engineering				
Design and permitting of corridor stations	Year 2	Pace	IDOT, Counties, Route communities*	
Design and permitting of Oakbrook Center transit center	Year 2	Pace	General Growth Properties, Village of Oak Brook	
Design and permitting of Rosemont CTA terminal station	Year 2	Pace	CTA, Village of Rosemont	
Develop Transit Signal Priority (TSP) Technology strategy, including replacing/modifying signal controllers	Year 2	RTA	Pace, IDOT, Counties, Councils of government	
Conduct corridor pedestrian improvement / facilities study	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Adopt transit-supportive zoning overlays along ART route	Years 1-2	Route communities*	Pace, RTA, CMAP/etc.	
Construction				
Construction of curbside intermediate station pairs	Years 3-4	Pace	Route communities*, IDOT, Counties	
Construction of Oakbrook Center transit center	Year 3	Pace	General Growth Properties, Village of Oak Brook	
Rosemont CTA terminal construction/modifications	Year 3	CTA	Pace, Village of Rosemont	
Installation of Transit Signal Priority (TSP) Technology and related signal controller / cabinet improvements	Years 2-3	RTA, IDOT, Counties	Pace, Route communities*	
Alternate provisions for loss of up to 80 on-street parking spaces	Years 2-3	Elmhurst		Same spaces impacted as York Road – Rosemont route
Construction of sidewalk improvements and pedestrian crossings per pedestrian improvement study	Years 2-3	Route communities*	Pace, CMAP, RTA	
Local Service Changes				
Service improvements to existing Route 332	Year 1	Pace		Precursor to ART service
Adjustments to intersecting Route 312	Year 3	Pace		To commence at start of ART service
Schedule coordination with Metra for Elmhurst and Bensenville stations	Year 3	Pace	Metra	To commence at start of ART service
Communications				
Establish Task Force and identify project champions	Year 1	Pace	Councils of government, Route communities*	
Route-specific education/outreach (online/print materials, media contacts, public meetings)	Year 2	Pace	Route communities*	
“Street team” launches campaign (free rides, incentives, media contacts)	Year 3+	Pace	Route communities*	Ongoing campaign

* Refer to “Near Term Network Stakeholder Communities” table

Appendix G: Long Term ART Network Stakeholder Communities

	EOWB/I-90	I-290 BOS	IL-19 (Elgin to Hanover)	IL-19 (Hanover to Rosemont)	Mannheim	Ogden/Kingery	Roosevelt (east to Cicero)	Roosevelt (west to COD)
Addison						X		
Bellwood		X			X			
Bensenville	X			X		X		
Berwyn							X	
Broadview		X						
Chicago	X			X	X	X	X	
Cicero							X	
Clarendon Hills						X		
Des Plaines	X							
Downers Grove		X				X		
Elgin			X					
Elk Grove Village	X					X		
Elmhurst						X		
Forest Park		X					X	
Franklin Park				X	X	X		
Glen Ellyn								X
Hanover Park	X		X	X				
Hillside		X						
Hinsdale						X		
Itasca	X			X		X		
Lisle						X		
Lombard		X						X
Maywood		X						
Melrose Park					X			
Naperville						X		
Northlake					X			
Oak Brook		X				X		X
Oak Park							X	
Oakbrook Terrace		X				X		X
Roselle	X			X				
Rosemont	X			X	X	X		
Schaumburg	X			X		X		
Schiller Park				X	X	X		
Stone Park					X			
Streamwood			X					X
Villa Park						X		X
Westchester		X			X			
Wood Dale	X			X		X		

Appendix H: Long Term ART Network Implementation Actions

Long Term Route Implementation Actions			
Action	Lead Agency	Partners	Routes
Preliminary corridor study (including identifying preliminary station locations)	Pace	Route communities*	ALL
Preliminary pedestrian infrastructure assessment	Route communities*	Pace	ALL
Preliminary community outreach / coordination	Pace	Route communities*	ALL
Conduct Small Starts pre-screening	Pace	Route communities*	ALL
Develop cost estimate and funding plan	Pace	RTA IDOT Route communities*	ALL
Project Definition	Pace	IDOT Counties	ALL
Elgin-O'Hare planning coordination (Bus on Shoulder segments, station locations and access)	Pace	Tollway	Elgin-O'Hare
Bus on Shoulder feasibility assessment	Pace	IDOT	I-290 Bus On Shoulder
Terminal park-and-ride station study at Finley Road	Pace	IDOT Village of Lombard	I-290 Bus On Shoulder
Terminal station study at Elgin Transportation Center	Pace	Metra City of Elgin	IL-19 Irving Park Rd – Elgin to Hanover Park
Terminal station study at Hanover Park Metra	Pace	Metra Village of Hanover Park	Elgin – O'Hare IL-19 Irving Park Rd – Elgin to Hanover Park IL-19 Irving Park Rd – Hanover Park to Rosemont
Terminal station study at Cermak and Mannheim Roads	Pace	IDOT Village of Westchester	Mannheim Road
Terminal station study at Naperville Metra	Pace	Metra City of Naperville	Ogden / Kingery Highway
Terminal station study at Cicero CTA	Pace	CTA Town of Cicero	Roosevelt Road – East Ext.
Terminal station study at College of DuPage	Pace	College of DuPage Village of Glen Ellyn	Roosevelt Road – West Ext.

* Refer to "Long Term Network Stakeholder Communities" table

Appendix I: Small Starts Evaluation Criteria

Small Starts grants are awarded based on an established evaluation and rating process published by the FTA. Project Justification criteria include Mobility Benefits (see Table I.1); Environmental Benefits (Table I.2) Cost Effectiveness (Table I.3: FTA Small Starts Ratings - Cost Effectiveness); and Land Use (Table I.4) and Economic Development Effects (qualitative analysis).

Table I.1: FTA Small Starts Ratings - Mobility Improvements

Rating	Estimated annual trips (trips by transit dependent persons counted twice)
High	≥ 30 million
Medium-High	15 million – 29.9 million
Medium	5 million – 14.9 million
Medium-Low	2.5 million – 4.9 million
Low	< 2.5 million

Table I.2: FTA Small Starts Ratings - Environmental Benefits

Rating	Monetized benefits of improvements to air quality, energy use, and safety, divided by annualized federal share of capital costs
High	>10%
Medium-High	5 to 10%
Medium	0 to 5%
Medium-Low	0 to -10%
Low	< -10%

Table I.3: FTA Small Starts Ratings - Cost Effectiveness

Rating	Annualized federal share of capital cost per trip
High	< \$1.00
Medium-High	\$1.00 to \$1.99
Medium	\$2.00 to \$3.99
Medium-Low	\$4.00 to \$5.00
Low	>\$5.00

Table I.4: FTA New Starts and Small Starts Ratings - Land Use

Rating	Employment Served	Average Population Density	CBD Typical Parking Cost per Day	CBD Spaces per Employee
High	> 220,000	> 15,000 / sq. mile	> \$16	< 0.2
Medium-High	140,000 – 219,999	9,600 – 15,000	\$12 - \$16	0.2 – 0.3
Medium	70,000 – 139,999	5,760 – 9,599	\$8 - \$12	0.3 – 0.4
Medium-Low	40,000 – 69,999	2,561 – 5,759	\$4 - \$8	0.4 – 0.5
Low	< 40,000	< 2,560	< \$4	> 0.5

Economic Development Effects are based on a qualitative analysis resulting in a high, medium or low rating for transit-supportive corridor policies, supportive zoning near transit, tools to implement transit-supportive plans and policies, performance of transit supportive plans and policies, potential impact of transit project on regional development, and plans and policies to maintain or increase affordable housing in the transit corridor. Specific “break points” between high, medium and low have not been established to date. FTA will rather assess the reasonableness of the methodology and magnitude of the findings on a case-by-case basis.

Typically, in order to have a favorable chance of receiving federal funding, a project must receive an *overall rating* of Medium or better.