VISION 2020

Blueprint for the Future

Comprehensive Operating Plan
Update

Task 5 Report

21 December 2001

DRAFT FINAL

This document fulfills the requirements of Task 5 in the study scope of work, which includes integrating the findings of previous tasks into draft text for an updated COP document.

ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

VISION 2020: The Blueprint for the Future

1. Purpose of Vision 2020

Pace's vision for the future is to provide a publicly acceptable level of efficient suburban mobility. This Vision 2020 plan represents the blueprint for Pace's vision, and describes how Pace intends to achieve this objective. It calls for a network of new services, infrastructure improvements, and a decrease in travel times. Although challenging, this plan will bring Pace into the future, making viable public transportation available to the region.

Pace's vast service area covers six counties and 3,446 square miles, and encompasses a wide range of demographic groups, activity centers, travel patterns, and development patterns. More than 270 municipalities, townships, and other units of local government are represented, each with its own unique character, history, and travel needs.

The Northeastern Illinois Planning Commission (NIPC) estimates the population of Pace's service area to be approximately 5.2 million and expects it to grow to more than 6.2 million by 2020. As jobs and housing have increasingly relocated to the suburbs in the last several decades, the physical separation of residential and employment locations has increased. Commuters experience this as longer work trips. Growing population and longer trips lead to more traffic congestion. The Chicago Area Transportation Study (CATS) estimates that traffic congestion in the Chicago region has increased by more than 100% in the past two decades. The percent of lane-miles congested in the Chicago region grew from 32% in 1982 to 65% in 1999. Miles traveled on congested roadways are forecast to grow by 60% between 1996 and 2020, and time spent traveling is forecast to jump 44% between 1996 and 2020.

Likewise, the growing suburban job market and the national welfare-to-work initiative have created demand for transit services that connect locations in the City of Chicago with widely distributed suburban employers. The last two decades have seen a shift in employment to the suburbs and more various work hours. Pace's success depends on how effectively it serves these changing travel needs.

The region's growth in population and jobs has mostly been occurring in the suburban "ring", rather than the Chicago central area. The net result of these factors has been an increase in single-occupant automobile use and a decline in air quality. At the same time, there has been less public support of new, large highway improvement projects, and more support for the concept of "smart growth" concepts. These concepts include environmentally sensitive land development, minimizing dependence on private automobile transportation, reducing air pollution, and making infrastructure investments more efficient. In light of these factors, Pace must enhance its transit services to meet the needs of suburban economic development and travel markets.

Enhanced mobility requires services that are cost- and time-competitive with the private automobile, and that contribute to the community development objectives of each county and municipality. One objective is to provide the all important "last mile" of service which makes public transportation available to most of the region. These objectives, combined with an analysis of the current Pace routes, services, markets, and the future land use and population projections have led to the preparation of a long-range plan for Pace. Building the kind of suburban transit system needed to meet the long-range needs of Northeastern Illinois will take both considerable time and resources. The program is called "Vision 2020 – The Blueprint for the Future".

2. The Proposed Suburban Mobility Network

In the future, Pace must be a well-integrated system of public transportation services designed and operated to serve the suburban and urban travel needs of a growing and changing metropolitan region. Effectively providing suburban mobility means providing access to widely distributed trip origins and destinations while providing a time-competitive, long-distance line-haul service between suburban centers. This includes an evaluation of the present fixed-route structure, the creation of community-based services, the implementation of line-haul routes , and the development of transportation centers and other passenger facilities. The proposed Suburban Mobility Network in Year 2020 is illustrated in Figure 1 on page 6.

2.1. Community-Based Services

Pace's success depends on how well it brings customers to its network: the "first and last mile" of the passenger trip. Pace's service area includes a range of conditions from walkable neighborhoods in the inner-ring suburbs and satellite cities to dispersed, automobile-oriented development in the outer suburbs. Pace currently operates a variety of fixed route, commuter rail feeder, employer shuttle, route-deviation, and other services to provide access to widespread trip origins and destinations. The plan envisions a continuation and expansion of delivering flexible services tailored to the travel patterns of the local community.

Community-based services include a full gamut of service types from demand-response in some markets to fixed routes in others, with a customized mix of service types in each community. Current connections such as fixed-routes, employer shuttles, historic trolleys, and community circulators will expand. New community services will provide short-distance mobility within communities and include:

- ?? Flexible routes that can deviate to provide curb-to-curb service within a defined corridor,
- ?? Van services that provide curb-to-curb service on request within a defined service area,
- ?? Subscription routes that allow customers to make arrangements for rides on a regular basis.

These services will use recent advances in communications technology to ensure connections with other services, respond to real-time customer requests for service, and communicate service status with customers. The specific mix of service types, service levels, and other parameters will be based on detailed studies of travel markets and local interests and conditions in each community-based service area.

The plan identifies more than 90 such service areas for further study in partnership with communities. Three service levels are envisioned, based on the primary types of services most likely to be provided, as determined by expected ridership.

- ?? "Low" service areas have the least population and employment density and are best served by vanpools, subscription services, demand-response vans and flexible bus routes.

?? "Medium" service areas have higher population and employment densities and represent the majority of the region in terms of activity centers. A wide range of services may be considered in these areas including vanpools, subscription services, demand response vans, flexible bus routes, and traditional fixed bus routes.

?? "High" service areas contain dense urban centers that may be suitable for historic trolley and/or circulator services, in addition to other services under consideration for "Medium" service areas.

2.2. Passenger Facilities

Community-based services originate from transportation centers. These facilities provide comfortable, convenient locations for customers to make connections between various transit services. Transportation centers are typically located at and integrated with rail stations, community downtowns, shopping centers, and other major activity centers, and offer community transit-oriented development opportunities.

The design of these facilities typically includes:

?? Off-street bus bays,

?? Sheltered boarding areas and heated waiting areas,

?? Electronic passenger information systems,

?? Facilities for driver breaks and layover facilities,

?? Access enhancements such as improved sidewalks, bikeways, bicycle storage, kiss-and-ride areas, and park-and-ride lots.

The plan identifies 16 regional transportation centers and 150 community transportation centers. Regional transportation centers typically serve more routes than community transportation centers, and are located at activity centers of greatest regional significance.

2.3. Line-Haul Bus Routes

Line-haul routes provide a backbone of high-speed inter-suburban transit service connecting transportation centers. Bus Rapid Transit (BRT) techniques will be used to achieve a high service level at a low cost. Pace's BRT routes will feature:

?? Limited stops typically every ½ to 1 mile,

?? Simple routes typically associated with a single street,

?? Frequent service,

?? Off-board fare payment to speed boarding,

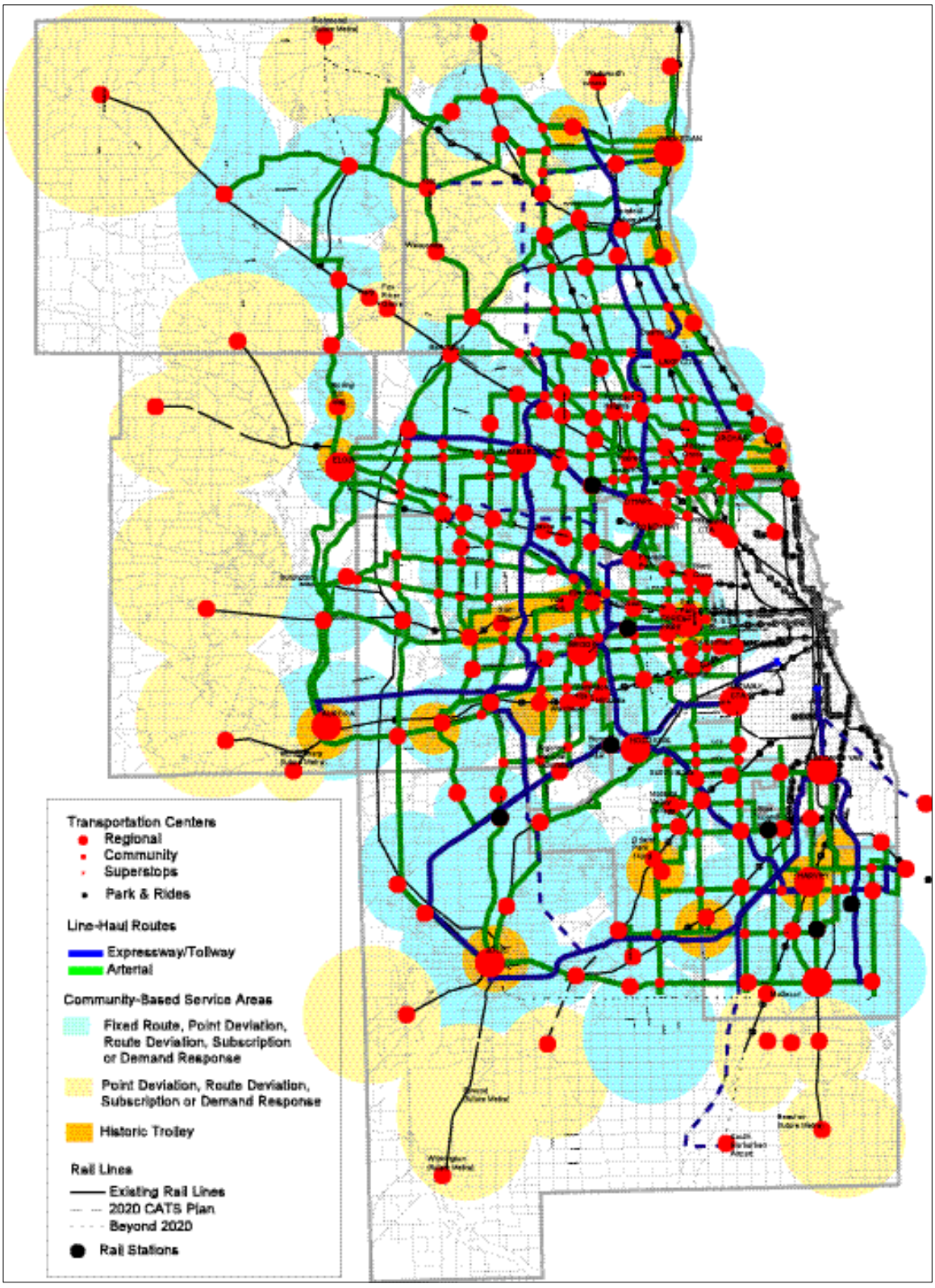
- ?? Electronic next-stop announcements on the bus,
- ?? Traffic signal priority to provide green lights at intersections,
- ?? Bus lanes or HOV lanes where appropriate to avoid congestion.

Upgraded bus stops are also an important feature of BRT routes and offer:

- ?? Raised platforms with level boarding,
- ?? Heated waiting areas and sheltered boarding areas,
- ?? Countdown signs displaying how long until the next bus arrives,
- ?? Bike racks,
- ?? Improved pedestrian access.

The plan identifies two types of line-haul routes based on their primary operating environment: Expressway / Tollway Routes and Arterial Routes. Expressway / tollway services use comfortable over-the-road coaches, provide frequent service, connect major regional activity centers with few stops in between, and operate in a high-occupancy vehicle lanes or dedicated right of way where appropriate to avoid traffic delays. Line-Haul Arterial Routes use specially marked low-floor transit buses to enhance system identity and increase boarding speed. They will also use Pace's upcoming Intelligent Bus System to improve on-time performance, communicate with customers, protect transfers with other bus services, and reduce operating costs.

Figure 1: Proposed Year 2020 Suburban Mobility Network



3. Implementing the Vision

Implementing Vision 2020 will require considerable resources, community participation, and cooperation among public agencies.

3.1. Community Transit Partnerships

The most effective local transit services are created through a working partnership of the affected community and the transit provider(s). Pace already works with 210 communities on the planning, design, and delivery of services. Pace envisions a broad and comprehensive program that involves a joint determination of local needs, goals, and objectives – all translated into tailored service plans. Pace will work with these community partners to develop the strongest funding possible through innovative financing and leveraging traditional transit funding.

The success of a transit service in attracting riders, especially in a traditionally automobile-oriented suburban context, requires coordination of infrastructure, service, information, and travel demand. Pace will need to focus efforts on:

?? Gaining consensus among the many stakeholders, communities, and organizations with interests in transportation and smart growth,

?? Creating viable community and regional partnerships,

?? Developing service plans for specific communities and groups of communities,

?? Gaining funding approvals from local, regional, state, and federal agencies.

There are three main types of studies, each involving outreach activities:

?? Community Transit Needs Assessment Studies: Pace will help communities define their transit needs and develop solutions for providing mobility. The solutions will be continuously monitored and adjusted to meet community transportation needs as effectively as possible while achieving maximum efficiency.

?? Line-Haul Corridor Studies: For each of the more than 80 line-haul corridors identified, Pace will study travel patterns, identify activity centers, and develop service plans for line-haul bus services.

?? Transportation Center Design Studies: For each of the more than 160 transportation centers identified, Pace will work with communities to design the most appropriate and efficient hub for community-based and line-haul transit service.

4. Benefits of "Vision 2020"

Suburban transportation has lagged behind the shifts in population and employment throughout the region. Service enhancements are needed to address the growth and new travel patterns that have emerged in the past and will be prevalent in the future. Between 1970 and 1990, the region's population and employment grew by 4% and 21% respectively. Older communities experienced declines in population and jobs, while new suburban areas grew rapidly. The 2020 forecasts show renewed growth in the City of Chicago and many of the older suburbs. Substantial new suburban development will be sustained not by abandonment of mature areas but by area-wide expansion in which all parts of the region share.

Over the next 20 years, this plan will provide Pace with the strategy to reshape its system by using new technology and methods to meet market needs and demands. Vision 2020 is the blueprint for the future of suburban transit.

By providing time- and access-competitive transit services throughout Pace's suburban service area, this plan is expected to substantially improve mobility for all segments of the suburban population, assist communities in their pursuit of improved quality of life, and promote regional smart growth goals.

In summary, the key reasons to implement Vision 2020 are to provide:

Customers

- High level of suburban mobility
- Pedestrian and bicycle facilities
- Improved passenger facilities
- Community based service
- Greater Public Safety
- Faster service
- Improved service connections

Environment

- Improved Air Quality
- Livable communities
- Reduced reliance on the automobile

Region

- Positive effect on development patterns
- Less Congestion
- Community based services
- Roadway improvements
- Strong economic development
- Strong regional public transportation system

Access to Opportunities

- Employment
- Affordable housing
- Recreation
- Society opportunities

Serve Changing Demographics

- Transit dependent
- Transit friendly
- Elderly Population

Full Suburban Access

- Convenient
- Affordable
- Easy to use
- Faster
- Direct

5. Glossary

Bus Lanes: A lane on a street or highway reserved primarily or exclusively for buses, either all day or for specified periods. Other traffic, typically limited to emergency vehicles and in some cases taxis, may be allowed. Automobiles may be given limited access, such as for making left or right turns.

Bus Rapid Transit: BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways, or ordinary streets. A BRT system combines a simple route layout, frequent service, limited stops, Intelligent Transportation Systems (ITS) technology, passenger information systems, traffic signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, high-quality passenger facilities, and integration with land use policy.

Community Based Services: Provide curb-to-curb or short-distance mobility within communities, and feeder connections to line-haul bus routes and CTA and Metra rail services. Community based services will include demand-response services, subscription services, fixed routes, community circulators, and other types of services such as historic trolley, point deviation and route deviation.

Community Transportation Centers: These centers serve as an origin or major stopping point for Community-Based Services. They are often integrated with CTA and Metra rail stations. They include many of the same amenities as Regional Transportation Centers.

Express Routes: Bus service with a limited number of stops, either between a collector area and a specific location or in a particular corridor with stops en route at major transfer points or activity centers.

Flexible Routes: Routes that can deviate to provide curb-to-curb service within a defined corridor, generally within ½ to 1 mile of the route.

High Occupancy Vehicle (HOV) Lanes: A lane or lanes on a highway, freeway, separate right of way, or arterial street which is restricted for use by vehicles carrying more than one person.

Intelligent Bus System (IBS): System includes Automatic Vehicle Location (AVL), Transit Signal Priority (TSP), Active Transit Station Signs (ATSS), Electronic Fare Collection (EFC), Transfer Connection Protection (TCP), on board next stop annunciators, incident management, and access management, especially at tollway facilities. All these components combine to provide better information to customers, make a seamless transit trip, and improve efficiency.

Last Mile: The surroundings a transit rider encounters from the moment they get off an arterial transit mode to the time they arrive at their destination. Walkable communities, sidewalk improvements, local shuttle connections, and proximity of the transit stop to the destination all factor in to the last mile.

Line-Haul Service - A fixed-route bus system that runs on arterial streets or on tollways or expressways.

Regional Transportation Centers: Large transit centers typically located at activity centers of regional significance, such as major shopping centers, satellite city downtowns, or important rail stations. Centers typically include off-street bus bays, sheltered boarding areas, heated waiting areas, and electronic passenger information displays.

Reverse Commute: A commuting trip that is in the direction having the lower volume of traffic during the periods of heaviest travel. The reverse commute generally involves travel between employment locations in the outlying suburban areas and residence locations closer to the urban core of the metropolitan area.

Smart Growth: Environmentally sensitive land development with the goals of minimizing dependence on auto transportation, reducing air pollution, and making infrastructure investments more efficient.

Super Stops: Passenger facilities located at the intersections of line-haul arterial bus routes. They include heated waiting areas, sheltered boarding areas, electronic passenger information systems, and pedestrian improvements at the intersection to make transfers between bus routes more convenient.

Traffic Signal Priority Systems: System of traffic controls in which buses are given an advantage over other general purpose traffic by use of early or extended green time to avoid delays at intersections. Systems are sometimes combined with traffic signal preemption systems used by emergency vehicles.

Table 3.1: Regional Transportation Centers

Name	Location	Existing Rail Services	Existing Pace Services	Proposed Pace Services
HARVEY	At existing Harvey Transportation Center / Metra MED station	Metra	EF	EACH
95 / DAN RYAN	At existing CTA 95 / Dan Ryan Red Line Station	CTA	F	EAC
JOLIET	At existing Joliet Union Station	Metra	F	EACH
HODGKINS	At UPS Wilow Springs facility		EF	EAC
MIDWAY	At existing CTA Midway Airport Orange Line station	CTA	F	EA
AURORA	At existing Aurora Transportation Center / Metra BNSF station	Metra	F	EACH
OAKBROOK	At Oakbrook Center Shopping Center		EF	EAC
FOREST PARK	At existing CTA Forest Park Blue Line station	CTA	EF	EAC
ELGIN	At existing Elgin Metra MD-W station	Metra	F	EACH
SCHAUMBURG	At planned Woodfield Mall-area BRT station		EF	EAC
ROSEMONT	At existing Rosemont CTA Blue Line station	CTA	EF	EAC
O'HARE	At existing O'Hare Transfer Metra NCS station	Metra	F	EAC
OLD ORCHARD	At Old Orchard Shopping Center		F	EAC
LAKE COOK	At existing Lake-Cook Road Metra MD-N station	Metra	EF	EAC
WAUKEGAN	At existing Waukegan Transportation Center / Metra UP-N	Metra	F	ACH

Legend
F = Existing Pace Fixed-Route Service, including route- or point-deviation variations
A = Proposed Line-Haul Arterial Route(s)
C = Proposed Community-Based Service Hub
E = Proposed Line-Haul Express Route(s)
H = Proposed Historic Trolley Circulator Hub

Table 3.2: Community Transportation Centers

Name	Location	Existing Rail Services	Existing Pace Services	Proposed Pace Services
54/Cermak	At existing CTA Blue Line station	CTA	EF	EAC
95th/TriState	Near 95th Street / Tri-State Tollway			EAC
127th/TriState	Near 127th Street / Tri-State Tollway			EAC
Algonquin	Near IL-31 / IL-62			AC
Antioch	At existing Antioch Metra NCS station			C
Argonne National Laboratory	At exsiting Argonne National Laboratory		F	AC
Arlington Heights	At existing Arlington Heights Metra UP-NW station	Metra	F	AC
Arlington Park	At existing Arlington Park Metra UP-NW station	Metra	F	EAC
Barrington	At existing Barrington UP-NW / planned OC Metra station	Metra		AC
Beecher	At planned Beecher Metra station			C
Bellwood	At existing Bellwood Metra UP-W station	Metra	F	AC
Bensenville	At existing Bensenville MD-W Metra station	Metra	F	AC
Berwyn	At existing Berwyn / Harlem Avenue BNSF Metra station	Metra	F	AC
Blue Island	At existing Blue Island Metra RI/MED stations	Metra	F	AC
Blue Island P&R	At existing Pace Blue Island P+R		EF	AC
Bolingbrook	At existing Pace Bolingbrook south P+R		EF	EAC
Bolingbrook P&R	At existing Pace Bolingbrook north P+R		F	AC
Buffalo Grove	Near McHenry Road / Lake-Cook Road			AC
Burr Ridge P&R	At existing Pace Burr Ridge P+R		EF	AC
Busse Woods BRT	Near Northwest Tollway / Arlington Heights Road		EF	EAC
Cary	At existing Cary Metra UP-NW station	Metra		C
Charlestown Mall	At existing Charlestown Centre Mall		F	AC
Cicero	At existing Cicero Metra BNSF station	Metra	F	AC
Clarendon Hills	At existing Clarendon Hills Metra BNSF station	Metra	F	AC
Crete	At planned Metra station			C
Crystal Lake	At existing Crystal Lake Metra UP-NW station	Metra	F	AC
Cumberland	At existing Cumberland CTA Blue Line station	CTA	F	AC
Danada Square	At existing Danada Square Shopping Center		F	AC
Deerfield	At existing Deerfield Metra MD-N station	Metra	F	AC
Des Plaines	At existing Des Plaines Metra UP-NW station	Metra	F	AC
Downer's Grove	At existing Downer's Grove Main Street Metra BNSF station	Metra	F	ACH
Elburn	At planned Metra UP-W station			C
Elk Grove BRT	Near Northwest Tollway / Elmhurst Road		EF	EAC
Elmhurst	At existing Elmhurst Metra UP-W station	Metra	F	EAC
Evanston	At exisitng Evanston Davis Street CTA Purple Line/Metra UP-N	CTA, Metra	F	ACH
Evergreen Plaza	At existing Evergreen Plaza Shopping Center		F	AC
Ford City Mall	At existing Ford City Mall		F	AC
Fox Lake	At existing Fox Lake Metra MD-N station	Metra	F	AC
Fox River Grove	At existing Fox River Grove Metra UP-NW station	Metra		C
Fox Valley Mall	At existing Fox Valley Mall		F	AC
Frankfort	At planned Metra OC Frankfort station			AC
Franklin Park	At existing Franklin Park Metra MD-W station	Metra	F	AC
Galewood	At existing Galewood Metra MD-W station	Metra		AC
Gary Airport	At existing Gary Airport			E
Geneva	At existing Geneva Metra UP-W station	Metra	F	AC
Glen Ellyn	At existing Glen Ellyn Metra UP-W station	Metra	F	AC
Glenview	At existing Glenview Metra MD-N/Amtrak station	Metra, Amtrak	F	AC
Golf Mill	At existing Golf Mill Shopping Center		F	AC
Governor's State University	At existing Governor's State University		F	C
Gurnee Mills	At Gurnee Mills Shopping Center		EF	EACH

Legend
F = Existing Pace Fixed-Route Service, including route- or point-deviation variations
A = Proposed Line-Haul Arterial Route(s)
C = Proposed Community-Based Service Hub
E = Proposed Line-Haul Express Route(s)
H = Proposed Historic Trolley Circulator Hub

Table 3.2 continued

Name	Location	Existing Rail Services	Existing Pace Services	Proposed Pace Services
Hammond Transit Center	At existing Hammond Transit Center		F	A
Hampshire	At planned Metra MD-W station			C
Hanover Park	At existing Hanover Park Metra MD-W station	Metra		AC
Harlem CTA	At existing Harlem / Kennedy CTA Blue Line station	CTA	F	AC
Harper College	At existing Harper College		F	AC
Harvard	At existing Harvard Metra UP-NW station	Metra	F	C
Hawthorne Center	At existing Hawthorne Center Shopping Center		F	AC
Hegewisch NICTD	At existing Hegewisch NICTD station	NICTD	F	AC
Highland Park	At existing Highland Park UP-N Metra	Metra	F	ACH
Hillside P+R	At existing Pace Hillside P+R		EF	EC
Hinsdale	At existing Hinsdale Metra BNSF station	Metra	F	AC
Homewood	At existing Homewood Metra MED / Amtrak station	Metra, Amtrak	F	AC
Homewood P&R	At existing Pace Homewood P+R		EF	EAC
Howard CTA	At existing Howard CTA Red/Purple/Yellow Line station	CTA	F	AC
Huntley	At planned Metra MD-W station			C
Indian Ridge/TriState	Along Tri-State Tollway between Euclid and Palatine Roads			EAC
Itasca	At existing Itasca Metra MD-W station	Metra		AC
Jefferson Park	At existing Jefferson Park CTA Blue Line / Metra UP-NW station	CTA, Metra	F	A
LaGrange	At existing LaGrange Road Metra BNSF station	Metra	F	AC
Lake Forest	At existing Lake Forest Metra UP-N station	Metra	F	ACH
Lake Villa	At existing Lake Villa Metra NCS station	Metra		AC
Lake Zurich	Near Rand Road / Lake Zurich Road			AC
Lakehurst Mall	At existing Lakehurst Mall / planned Metra MD-N station		F	AC
Lemont	At existing Lemont Metra HC station		F	AC
Libertyville	At existing Libertyville Metra MD-N station	Metra	F	AC
Lincoln Mall	At existing Lincoln Mall / near planned Metra OC station		F	AC
Lincoln Square CTA	At existing Western / Lincoln CTA Brown Line station	CTA	F	AC
Lincolnwood Town Center	At existing Lincolnwood Town Center		F	AC
Linden	At existing Linden CTA Purple Line terminal	CTA	F	C
Lisle	At existing Lisle Metra BNSF station	Metra	F	EAC
Lockport	At existing Lockport Metra HC station	Metra	F	AC
Louis Joliet Mall	At existing Louis Joliet Mall		F	AC
Manhattan	At planned Metra SWS station			C
Mannheim	At existing Mannheim Metra MD-W station	Metra		AC
Matteson 211th Street	At existing 211th Street Metra MED station	Metra	F	AC
Maywood	At existing Maywood Metra UP-W station	Metra	F	AC
McHenry	At existing McHenry Metra UP-NW station	Metra	F	AC
Mokena	At existing Mokena Metra station	Metra		AC
Mont Clare	At existing Mont Clare Metra MD-W station	Metra	F	AC
Montgomery	At planned Metra BNSF station			C
Montrose CTA	At existing Montrose CTA Blue Line / Mayfair Metra UP-NW	CTA, Metra	F	AC
Moraine Valley College	Moraine Valley College		F	AC
Morton Grove	At existing Morton Grove Metra station	Metra	F	AC
Mount Prospect	At existing Mount Prospect Metra station	Metra	F	AC
Mundelein	At existing Mundelein Metra NCS station	Metra	F	AC
Naperville	At existing Naperville Metra BNSF / Amtrak station	Metra, Amtrak	F	ACH
New Lenox	At existing New Lenox RI / planned SWS Metra station	Metra	F	AC
Niles	Near Touhy Avenue / Harlem Avenue		F	AC
North Riverside Mall	At existing North Riverside Mall		F	AC
Northpoint Shopping Center	At existing Northpoint Shopping Center		F	AC

Legend

F = Existing Pace Fixed-Route Service, including route- or point-deviation variations
A = Proposed Line-Haul Arterial Route(s)
C = Proposed Community-Based Service Hub
E = Proposed Line-Haul Express Route(s)
H = Proposed Historic Trolley Circulator Hub

Table 3.2 continued

Name	Location	Existing Rail Services	Existing Pace Services	Proposed Pace Services
Oak Forest	At existing Oak Forest Metra RI station	Metra	F	AC
Oak Lawn	At existing Oak Lawn Metra SWS station	Metra	F	AC
Oak Park	At existing Oak Park CTA Green Line / Metra UP-W station	CTA, Metra	F	ACH
Orland Park 143rd	At existing Orland Park 143rd Street Metra SWS station	Metra	F	AC
Orland Park 179th	At existing Orland Park 179th Street Metra SWS station	Metra	F	AC
Orland Square Mall	At existing Orland Square Mall		F	AC
Palatine	At existing Palatine Metra UP-NW station	Metra	F	AC
Palos Park	At existing Palos Park Metra SWS station	Metra	F	AC
Park Ridge	At existing Park Ridge Metra UP-NW station	Metra	F	AC
Plainfield	At planned Metra OC station			AC
Prairie Crossing	At existing Prairie Crossing Metra MD-N/NCS station	Metra	F	AC
Prairie Stone	At existing Pace transp. center / planned Metra OC station		EF	EAC
Prospect Heights	At existing Prospect Heights Metra NCS station	Metra		AC
Pullman	At existing 115th Street / Pullman Metra MED station	Metra	F	A
Randhurst Mall	At existing Randhurst Mall	Metra	F	AC
Richmond	At planned Metra UP-NW station			C
River Grove	At existing River Grove Metra MD-W station	Metra	F	AC
River Oaks Mall	At existing River Oaks Mall		F	AC
Rondout	At planned Metra MD-N station			AC
Roselle	At existing Roselle Metra MD-W station	Metra		AC
Round Lake Beach	At existing Round Lake Beach Metra NCS station	Metra		AC
Sauk Village	Near Sauk Trail / Torrence Avenue		F	AC
Schaumburg Metra	At existing Schaumburg Metra MD-W station	Metra	F	AC
Shorewood	At planned Metra OC station			C
Skokie	Near Oakton Street / Niles Center Road		F	AC
South Suburban Airport	At proposed Peotone Airport			AC
Spring Hill Mall	At existing Spring Hill Mall		F	ACH
Stratford Square Mall	At existing Stratford Square Mall		F	AC
Sugar Grove	At planned Metra BNSF station			C
Tinley Park	At existing Tinley Park Metra RI station	Metra	F	ACH
Tri State Oasis	At Lake Forest Tollway Oasis			EAC
Two Rivers Plaza	At existing Two Rivers Plaza		F	AC
University Park	At existing Metra University Park MED station	Metra	F	AC
VA Hospital	At existing Loyola/Hines VA Medical Center		F	AC
Villa Park	At existing Metra Villa Park UP-W station	Metra	F	AC
Volo	Near US-12 / IL-120			AC
Wadsworth	At planned Metra MD-N station			C
Wauconda	Near US-12 / IL-176			AC
West Chicago	At existing West Chicago Metra UP-W / planned OC station	Metra		AC
Westmont	At existing Westmont Metra BNSF station	Metra	F	AC
Wheaton	At existing Wheaton Metra UP-W station	Metra	F	AC
Wheeling	At existing Wheeling Metra NCS station	Metra	F	AC
Wilmette	At existing Wilmette Metra UP-N station	Metra	F	AC
Wilmington	At planned Metra HC station			C
Winnetka	At existing Winnetka Metra UP-N station	Metra	F	AC
Wood Dale	At existing Wood Dale MD-W Metra station	Metra	F	AC
Woodstock	At existing Woodstock Metra UP-NW station	Metra	F	AC
Worth	At existing Worth Metra RI station	Metra	F	AC
Yorktown Mall	At existing Yorktown Mall		F	EAC
Zion	At existing Zion Metra UP-N station	Metra	F	AC

Legend
F = Existing Pace Fixed-Route Service, including route- or point-deviation variations
A = Proposed Line-Haul Arterial Route(s)
C = Proposed Community-Based Service Hub
E = Proposed Line-Haul Express Route(s)
H = Proposed Historic Trolley Circulator Hub

Table 3.3: Expressway and Tollway Route Links

Expressway / Tollway	From	To
IL-394 / I-94	Sauk Village	95 / DAN RYAN
I-94 Dan Ryan Expressway	Hammond Transit Center	95 / DAN RYAN
I-94 Dan Ryan Expressway	95 / DAN RYAN	Chicago CBD
I-55 Stevenson Expressway	JOLIET	Bolingbrook P+R
I-55 Stevenson Expressway	Bolingbrook P+R	Burr Ridge P+R / HODGKINS
I-55 Stevenson Expressway	HODGKINS	MIDWAY
I-55 Stevenson Expressway	MIDWAY	Chicago CBD
I-355 North-South Tollway	Bolingbrook P+R	Lisle
I-355 North-South Tollway	Lisle	Yorktown Mall
I-355 North-South Tollway	Yorktown Mall	SCHAUMBURG
I-88 East-West Tollway	AURORA	Yorktown Mall
I-88 East-West Tollway	OAKBROOK	Hillside P+R
I-290 Eisenhower Expressway	SCHAUMBURG	Elmhurst
I-290 Eisenhower Expressway	Elmhurst	Hillside P+R
I-290 Eisenhower Expressway	Hillside P+R	FOREST PARK
I-294 Tri-State Tollway	HARVEY	127th / Tri-State
I-294 Tri-State Tollway	127th / Tri-State	95th / Tri-State
I-294 Tri-State Tollway	95th / Tri-State	HODGKINS
I-294 Tri-State Tollway	HODGKINS	OAKBROOK
I-294 Tri-State Tollway	OAKBROOK	ROSEMONT
I-294 Tri-State Tollway	ROSEMONT	Indian Ridge / Tri-State
I-294 Tri-State Tollway	Indian Ridge / Tri-State	LAKE COOK
I-294 Tri-State Tollway	LAKE COOK	Tri-State Oasis
I-294 Tri-State Tollway	Tri-State Oasis	Gurnee Mills
IL-41 Skokie Valley Highway	Tri-State Oasis	LAKE COOK
I-94 Edens Expressway	LAKE COOK	OLD ORCHARD
IL-53	SCHAUMBURG	Lake-Cook Road
I-90 Northwest Tollway	Prairie Stone	SCHAUMBURG
I-90 Northwest Tollway	SCHAUMBURG	Elk Grove BRT
I-90 Northwest Tollway	Elk Grove BRT	O'HARE + ROSEMONT

ALL CAPS denote Regional Transportation Center.

Table 3.4: Arterial Route Corridors

Primary Arterial	From Transportation Center	To Transportation Center	Via
1st / Cumberland	MIDWAY	Park Ridge	*55th Street, 5th Avenue,* Maywood, Cumberland
111th Street	Blue Island	Moraine Valley College	*Pulaski Road*
127th Street	Blue Island	Orland Square Mall	127th/Tri-State, Orland Park 143rd
159th Street	Hammond Transit Center	Orland Park 143rd CTC	River Oaks Mall, HARVEY, Orland Square Mall
183rd Street	Homewood	Mokena	Tinley Park, Orland Park 179th
79th Street	Ford City Mall	WILLOW SPRINGS	*Archer Avenue*
87th Street	Ford City Mall	Moraine Valley College	*80th Avenue*
95th Street	95 / DAN RYAN	WILLOW SPRINGS	Oak Lawn, 95th/Tri-State
Archer Avenue	WILLOW SPRINGS	JOLIET	Lemont
Arlington Heights Road	Elmhurst	Buffalo Grove	*IL-83*, Wood Dale, Busse Woods BRT
Army Trail Road	Elmhurst	Geneva	West Avenue
Barrington / County Farm	Wheaton	Barrington	Hanover Park
Belvidere Road	WAUKEGAN	Woodstock	Prairie Crossing, Round Lake, McHenry
Buckley / Midlothian	WAUKEGAN	Lake Zurich	Mundelein, Libertyville
Cass / Midwest	Lemont	OAKBROOK	Argonne Nat. Lab., Westmont
Cermak / Butterfield	Cicero	AURORA	OAKBROOK, Yorktown, Danada Square
Chicago Avenue	Lisle	AURORA	Fox Valley Mall
Cicero Avenue	University Park	MIDWAY	Lincoln Mall, 127th/Tri-State
Dempster / Mannheim	Evanston	ROSEMONT	Morton Grove, DesPlaines, *Mannheim Road*
Dixie Highway	Chicago Heights	HARVEY	Homewood
Garfield Avenue	WILLOW SPRINGS	OAKBROOK	Hinsdale
Gary Avenue	Wheaton	Schaumburg Metra	Stratford Square Mall
Glenview Road	Wilmette	Glenview	OLD ORCHARD
Golf Road	Evanston	ELGIN	OLD ORCHARD, Golf Mill Mall, SCHAUMBURG
Grand Avenue	WAUKEGAN	Fox Lake	Gurnee Mills
Grand Avenue	Galewood	ROSEMONT	Franklin Park, *Rose Avenue*
Greenwood	Harlem CTA	Golf Mill Mall	*Talcott Road,* Park Ridge
Gross Point Road	Wilmette	Niles	OLD ORCHARD
Half Day Road	LAKE COOK	Lake Zurich	Highland Park
Halsted Street	Chicago Heights	95 / DAN RYAN	HARVEY
Harlem	Tinley Park	Glenview	95th/Tri-State, FOREST PARK, Mont Clare
Higgins	SCHAUMBURG	Prairie Stone	
IL-25	AURORA	ELGIN	Geneva Metra
IL-31	AURORA	McHenry	Geneva, ELGIN, Algonquin
IL-53	JOLIET	Lisle	Bolingbrook
IL-59	JOLIET	Lake Zurich	Plainfield, W.Chicago, Prairie Stone, Barrington
IL-60	Lake Forest	Mundelein	Tri-State Oasis, Hawthorne Center
IL-83	OAKBROOK	Mundelein	Elmhurst, Elk Grove BRT, Wheeling

Italics denote alignment along an arterial other than the primary arterial.
ALL CAPS denote Regional Transportation Center.

Table 3.4 continued

Primary Arterial	From Transportation Center	To Transportation Center	Via
Irving Park Road	Hanover Park	ELGIN	
Irving Park Road	ROSEMONT	Bensenville	*Des Plaines River Road*, Schiller Park
Johnsburg Road	Fox Lake	McHenry	*Broadway, Thelen Road, Riverside Drive*
Kedzie Avenue	211th Street Metra	Blue Island	
King Drive	Homewood P+R	95 / DAN RYAN	
LaGrange Road	Frankfort	WILLOW SPRINGS	Orland Park 143rd, Orland Square Mall
Lake / Euclid	Wilmette	Arlington Heights	Indian Ridge/Tri-State
Lake Street	Oak Park	ELGIN	Elmhurst, Hanover Park
Lake Cook	LAKE COOK	SCHAUMBURG	Buffalo Grove, *IL-53*, Arlington Park
Lake Cook	LAKE COOK	Barrington	Buffalo Grove
Lincoln Avenue	Lincoln Square CTA	Glenview	Morton Grove, *Waukegan Road*
Lincoln Highway	Sauk Village	JOLIET	Lincoln Mall, Frankfort, New Lenox
Madison Street	Austin	Hillside P+R	FOREST PARK
Main Street	Lemont	Yorktown Mall	Downers Grove
Mannheim Road	WILLOW SPRINGS	Des Plaines	LaGrange, Bellwood, ROSEMONT, O'HARE
Milwaukee Avenue	Montrose CTA/Metra	Libertyville	Indian Ridge/Tri-State
Naperville Road	Bolingbrook	Wheaton	*Washington Street*, Naperville
Niles Center	Jefferson Park CTA	OLD ORCHARD	*Central Avenue*, Edgebrook, *Carpenter Road*
North Avenue	Galewood	Geneva	Elmhurst
Oakton Street	Howard CTA	Elk Grove BRT	Niles
Ogden Avenue	Cicero	Naperville	LaGrange, Lisle, *Washington Street*
Park Avenue	Lake Forest	Mundelein	Rondout, Libertyville
Park Boulevard	Lisle	Glen Ellyn	
Pfingsten Road	Glenview	LAKE COOK	*Lake Street*
Plainfield Road	Bolingbrook P+R	OAKBROOK	Clarendon Hills, *IL-83*
Plum Grove Road	Roselle	Palatine	SCHAUMBURG
Rand Road	Des Plaines	Fox Lake	Lake Zurich
Ridgeland Avenue	Galewood	Cicero/Pershing	*Pershing Road*
Roberts Road	Oak Lawn Metra	Orland Square Mall	Moraine Valley College, Orland Park 143rd
Roosevelt Road	Cicero	Geneva	FOREST PARK, OAKBROOK, Wheaton
Roselle Road	Wheaton	Palatine	Roselle, Harper College
Sanders Road	Des Plaines	LAKE COOK	*Des Plaines River Road*, Indian Ridge/Tri-State
Schaumburg Road	Schaumburg Metra	SCHAUMBURG	*Springinsguth Road, Meacham Road*
Sheridan Road	WAUKEGAN	Zion	
Shoe Factory Road	ELGIN	Prairie Stone	*Dundee Avenue*
Sibley Boulevard	Hammond Transit Center	HARVEY	
Skokie Boulevard	Montrose CTA/Metra	OLD ORCHARD	*Cicero Avenue*
St. Charles Road	Elmhurst	Yorktown Mall	*Main Street, Highland Avenue*
Torrence Avenue	Sauk Village	Hegewisch NICTD	River Oaks Mall, *State Street, Avenue O*
Touhy Avenue	Howard CTA	ROSEMONT	*Des Plaines River Road*
US-45	Gurnee Mills	Mundelein	Prairie Crossing
Washington Street	WAUKEGAN	Round Lake	Grayslake
Waukegan Road	Niles	LAKE COOK	
Western Avenue	HARVEY	79th/Western	*154th Street*
Willow / Palatine	Winnetka	Palatine	
Wolf Road	ROSEMONT	Prospect Heights	O'HARE, *Higgins Road*
York Road	OAKBROOK	Elk Grove BRT	Elmhurst, Bensenville

Italics denote alignment along an arterial other than the primary arterial.
ALL CAPS denote Regional Transportation Center.

Table 3.5: Community-Based Service Areas

Primary Communities Served	Primary, Secondary Community Transportation Center(s) Served	Potential Service Types
Algonquin / Carpentersville / E+W Dundee / Sleepy Hollow	Algonquin, Spring Mill Mall, ELGIN	FPRSD
Alsip / Crestwood	127th/TriState	FPRSD
Antioch	Antioch	PRSD
Arlington Heights	Arlington Heights, Arlington Park, Randhurst, Northpoint	FPRSD
Aurora / North Aurora / Montgomery	AURORA	FHPRSD
Barrington / Lake Zurich / N. Barr. / Barr. Hills / S. Barr.	Barrington, Lake Zurich	FPRSD
Bedford Park / Burbank	Ford City Mall	FPRSD
Beecher	Beecher	PRSD
Bensenville / Wood Dale	Bensenville, Wood Dale	FPRSD
Berwyn / Riverside / North Riverside Park	Berwyn, North Riverside Mall, FOREST PARK	FPRSD
Blue Island / Calumet Park / Robbins / Riverdale	Blue Island	FPRSD
Bolingbrook	Bolingbrook	FPRSD
Buffalo Grove / Wheeling	Buffalo Grove, Wheeling, Northpoint	FPRSD
Calumet City / Burnham	River Oaks Mall, Hegewisch	FPRSD
Carol Stream / Glendale Heights / Bloomingdale	Stratford Square Mall, Schaumburg Metra	FPRSD
Cary / Fox River Grove	Cary, Fox River Grove	PRSD
Chicago Heights / S. Chicago Heights / Park Forest	Chicago Heights	FPRSD
Cicero	Cicero Metra, Cicero CTA, 54/Cermak CTA	FPRSD
Clarendon Hills / Westmont / Hinsdale	Clarendon Hills, Westmont, Hinsdale, Argonne Nat. Lab.	FPRSD
Crete / Steger	Crete	PRSD
Crystal Lake	Crystal Lake, Algonquin, McHenry, Woodstock	FPRSD
Downer's Grove / Woodridge	Downer's Grove	FHPRSD
Elburn / Lily Lake / La Fox	Elburn, Hampshire, Sugar Grove, Geneva, Burlington	PRSD
Elgin / South Elgin	ELGIN	FHPRSD
Elk Grove Village	SCHAUMBURG, BRT, Wood Dale, Bensenville	FPRSD
Elmhurst	Elmhurst, Bensenville, OAKBROOK	FHPRSD
Evanston	Evanston, Central Street Metra, Howard CTA, Linden CTA	FHPRSD
Evergreen Park	Evergreen Plaza	FPRSD
Forest Park / Oak Park / River Forest	FOREST PARK, Oak Park, Galewood	FPRSD
Frankfort	Frankfort	FPRSD
Franklin Park / River Grove / Elmwood Park	Franklin Park, River Grove, Mont Clare	FPRSD
Geneva / St. Charles / Burlington / Batavia	Geneva	FPRSD
Glenview / Northfield / Northbrook /	Glenview, Indian Ridge, Golf Mill, OLD ORCHARD	FPRSD
Gurnee	Gurnee Mills	FHPRSD
Hampshire / Pingree Grove / Plato Center	Hampshire, Huntley, Elburn	PRSD
Hanover Park / Streamwood / Bartlett	Hanover Park	FPRSD
Harvard	Harvard	PRSD
Harvey / S. Holland / Dolton / Markham / Posen / Dixmoor	HARVEY	FPRSD
Hillside / Bellwood / Berkeley / Westchester	Hillside P+R	FPRSD
Homewood / Floosmoor / Hazel Crest	Homewood, Homewood P+R	FPRSD
Huntley	Huntley, Algonquin, Crystal Lake	PRSD
Indian Ridge/TriState	Indian Ridge/TriState	FPRSD
Itasca / Addison / Villa Park / Lombard	Itasca, Villa Park, Wood Dale	FPRSD
Joliet	JOLIET, Louis Joliet Mall, Lockport	FHPRSD
LaGrange / LaGrange Park / Brookfield / Western Springs	LaGrange	FPRSD
Lake Forest	Lake Forest, Oasis	FPRSD
Lake Villa / Fox Lake / Round Lake Beach	Lake Villa, Fox Lake, Round Lake Beach	PRSD
Lansing	River Oaks Mall	FPRSD
Lemont	Lemont	FPRSD
Libertyville / Mundelein / Rondout / Vernon Hills	Libertyville, Mundelein, Hawthorne Center, Oasis	FPRSD
Lincolnwood	Lincolnwood Town Center	FPRSD
Lockport	Lockport	FPRSD

Legend

F = Fixed-Route Bus Service
H = Historic Trolley Circulator Service
P = Point-Deviation Bus Service
R = Route-Deviation Bus Service
S = Subscription Bus Service
D = Demand-Response Bus Service

Table 3.5 continued

Primary Communities Served	Primary, Secondary Community Transportation Center(s) Served	Potential Service Types
Matteson / Olympia Fields / Park Forest / Richton Park	Matteson 211th Street, Lincoln Mall	FPRSD
Maywood / Melrose Park / Broadview	Maywood, VA Hospital, FOREST PARK	FPRSD
McHenry	McHenry, Crystal Lake, Fox Lake	FPRSD
Mokena	Mokena	FPRSD
Montgomery	Montgomery	PRSD
Mount Prospect / Prospect Heights	Mount Prospect, Randhurst, Elk Grove BRT, Prosp. Hgts.	FPRSD
Naperville / Lisle / Warrenville	Naperville, Lisle, Fox Valley Mall, Two Rivers Plaza	FPRSD
New Lenox	New Lenox	FPRSD
Niles / Morton Grove	Niles, Golf Mill Mall	FPRSD
Northbrook / Deerfield / Highland Park / Glencoe	LAKE COOK, Deerfield, Highland Park, Indian Ridge	FPRSD
Oak Forest / Midlothian	Oak Forest, Brementowne Mall	FPRSD
Oak Lawn / Chicago Ridge / Hometown	Oak Lawn, Chicago Ridge Mall, 95th/Tri-State	FPRSD
Oakbrook / Oakbrook Terrace	OAKBROOK, Yorktown Mall, Elmhurst	FPRSD
Old Orchard	OLD ORCHARD, Glenview, Skokie	FPRSD
Orland Park / Orland Hills	Orland Park 143rd, Orland Square Mall, Orland Park 179th	FHPRSD
Palatine	Palatine, Harper College, Arlington Park	FPRSD
Palos Hills / Hickory Hills / Bridgeview / Worth	Moraine Valley College, 95th/TriState, Worth	FPRSD
Palos Park / Palos Heights	Palos Park, Moraine Valley College	FPRSD
Park Ridge	Park Ridge, ROSEMONT	FPRSD
Plainfield	Plainfield, Louis Joliet Mall	FPRSD
Prairie Crossing	Prairie Crossing	PRSD
Richmond	Richmond	PRSD
Romeoville	Lockport, Bolingbrook P+R	FPRSD
Roselle	Roselle	FPRSD
Rosemont / Schiller Park / Des Plaines	ROSEMONT, O'HARE, Schiller Park, Des Plaines	FPRSD
Sauk Village / Ford Heights / Lynwood	Sauk Village	FPRSD
Schaumburg / Hoffman Estates / Rolling Meadows	SCHAUMBURG, Prairie Stone, Arl. Park, Harper College	FPRSD
Shorewood	Shorewood	PRSD
Skokie	OLD ORCHARD, Skokie	FPRSD
Sugar Grove	Sugar Grove	PRSD
Tinley Park	Tinley Park	FPRSD
University Park	University Park	PRSD
Volo / Lakemoor / Round Lake Park	Volo, Wauconda, Round Lake, Fox Lake	PRSD
Wadsworth	Wadsworth	PRSD
Wauconda / Island Lake	Wauconda, Lake Zurich, Volo	PRSD
Waukegan / Park City / Beach Park	WAUKEGAN, Lakehurst Mall, N. Chicago, Gurnee Mills	FHPRSD
West Chicago	West Chicago	FPRSD
Wheaton / Glen Ellyn / Winfield	Wheaton, Glen Ellyn, Danada Shopping Center	FPRSD
Willow Springs / Burr Ridge / Justice / Hodgkins	WILLOW SPRINGS, Burr Ridge P+R	FPRSD
Wilmette	Wilmette, Linden	FPRSD
Wilmington	Wilmington	PRSD
Winnetka / Kenilworth	Winnetka	FPRSD
Woodstock	Woodstock, Crystal Lake, McHenry	FPRSD
Zion / Winthrop Harbor	Zion	PRSD

Legend

F = Fixed-Route Bus Service
H = Historic Trolley Circulator Service
P = Point-Deviation Bus Service
R = Route-Deviation Bus Service
S = Subscription Bus Service
D = Demand-Response Bus Service