I-290/I-88 EXPRESS BUS STUDY

FINAL PLAN
WINTER 2026

pace EXPRESS I-290/I-88 Express Bus Study

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THIS STUDY REPRESENTS AN EXCITING OPPORTUNITY TO EXPAND ACCESS TO FAST, RELIABLE TRANSIT FOR RESIDENTS AND WORKERS IN THE WEST SUBURBS. BY EXPLORING EXPRESSWAY BUS SERVICE ALONG THE I-290 AND I-88 CORRIDORS, WE’RE LOOKING AT WAYS TO IMPROVE REGIONAL CONNECTIVITY AND BETTER CONNECT PEOPLE TO JOBS, EDUCATION, AND ESSENTIAL SERVICES.

MELINDA J. METZGER
EXECUTIVE DIRECTOR

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This report was prepared in December 2025 by Epstein for Pace Suburban Bus.

PREFACE

EXECUTIVE SUMMARY

The I-290/I-88 Express Bus Study explores the possibility of adding Pace bus-on-shoulder service to I-290 and I-88. Throughout the project, the planning team gathered and analyzed data, selected potential routes and projected ridership on the routes, and selected potential stations for the routes, as well as the appropriate infrastructure for the stations.

The first step in the planning process was to review the existing conditions and conduct a market analysis of the I-290/I-88 corridors through a layered analytical framework that examines travel from zones, along corridors, and at specific points of access. The study identifies key patterns in how people travel for work, errands, and other purposes. This data helped inform the project team on where to select potential routes and stations.

The project team then developed eight potential service routes and analyzed them for potential ridership, equity, and connectivity, eventually narrowing them to two. After the routes were selected, 11 station locations were identified, as well as the appropriate infrastructure at each location. Additionally, bicycle and pedestrian connections to the proposed stations were recommended to create a more complete transportation network.

Implementation of the routes and stations is split into short-term and long-term. In the short term, service could begin as soon as 2029, with the use of existing stations and the development of proposed stations that require less infrastructure, depending on the timeline of IDOT's implementation of bus-on-shoulder pavement and signing improvements. In the long term, service could begin as soon as 2033 for stations that require more land and infrastructure.

Figure 01: Pace bus at a transit center.

1. Why is Pace studying the I-290/I-88 corridor now?
The I-290/I-88 corridor is a critical spine in the regional transportation network, serving thousands of daily commuters. This highway network providing connectivity for commuters is a web of some of the most congested highways in the country. In a 2018 study, the Federal Highway Administration ranked I-290 as the 7th most congested corridor in the country. The potential for bus-on-shoulder here is strong, because it could potentially alleviate commute time for bus riders and drivers alike. As travel patterns evolve due to changing work habits, economic shifts, and population trends, Pace is evaluating how to restructure and revitalize its network to better meet current and future demand. This study is part of that broader initiative. IDOT is supporting this study through a Technical Studies Grant awarded to Pace and through future infrastructure improvements to I-290 to support bus-on-shoulder.

2. What geographic areas does the study include?
The study area encompasses communities along the Eisenhower Expressway (I-290) and the Reagan Memorial Tollway (I-88), extending roughly five miles around these corridors. It includes a wide range of municipalities in Cook and DuPage counties, with connections to downtown Chicago, suburban job centers, and regional transit hubs.

3. How will the study impact my community or commute?
This study provides implementation recommendations for a new express bus service on I-290 and I-88. Through the use of bus-on-shoulder lanes, this service could bypass congested areas of the interstate, reducing travel times for riders. Commuters will have increased access to destinations within the study area such as jobs, shopping, and medical services, while existing commuters could utilize the service to improve the quality of their commute by avoiding the stress of driving in traffic.

4. What is the relationship between this study and Pace's Network Revitalization project, *ReVision*?
This study supports and aligns with ReVision which is a broader effort to improve the transit system across northeastern Illinois. The I-290/I-88 study area is one of several strategic areas being evaluated for enhanced transit service.

5. How does the study address equity and transportation access?
The study places a strong emphasis on improving access for historically underserved and disinvested communities. Demographic data and travel patterns are used to prioritize service in areas with limited transportation options and higher transit dependence.

6. Will park-n-ride lots be expanded or improved as a result of this study?
The study identifies locations where new lots or upgrades to passenger facilities could support better access to transit, particularly for commuters traveling longer distances to I-290/I-88 services.

7. When will new services or improvements be implemented based on the study findings?
In the short term, service at existing facilities and smaller proposed bus stops can begin by 2029, after IDOT makes shoulder and signing improvements along I-290. Service could begin at proposed larger stations approximately by 2033, pending capital funding and permits, and allowing time for construction.

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CHAPTER ONE

INTRODUCTION

Pace Suburban Bus serves as one of the largest public bus transportation providers in the nation, offering comprehensive transit solutions for suburban communities throughout northeastern Illinois. Established to enhance regional connectivity and mobility, Pace operates an extensive network of fixed-route bus services, demand-response transportation, and specialized community transit programs, significantly contributing to the accessibility and convenience of suburban transit.

Pace plays an essential role within the I-290 and I-88 corridors, operating several high-demand transit routes and services designed to facilitate efficient and reliable connectivity between suburban residential areas and major employment and commercial centers. Through initiatives like the bus-on-shoulder program and partnerships with other regional transportation agencies, Pace actively works to improve transit service reliability and reduce congestion, thus addressing the evolving transportation needs of the corridor's diverse population.

PURPOSE OF THE STUDY

The central purpose of this study is to thoroughly analyze existing transportation and transit conditions within the I-290 and I-88 corridors and to determine routes, terminals, and potential locations for bus-on-shoulder service along the corridors.

Designed to integrate with Metra and CTA rail service, the proposed express service would provide a reliable, affordable alternative to driving, particularly during peak commute hours. The feasibility study analyzes various factors, including ridership demand, travel patterns, and operational logistics, to determine the most effective design for an express bus service. The study seeks to address the growing demand for improved public transit options, enhancing accessibility and reducing congestion along the corridors. By providing an expedited service, the potential routes could significantly enhance mobility for residents, workers, and visitors who rely on public transportation for their daily commutes.

By thoroughly understanding existing conditions, this study serves as a strategic guide, helping Pace and other municipal, county, regional, and state agencies prioritize projects and optimize resource allocation. It will also address equitable transportation access, ensuring the needs of diverse communities along the study area are considered and integrated into future transit solutions. Ultimately, the analysis aims to deliver outcomes that positively impact residents, commuters, and local economies.

Lastly, this study plays a pivotal role in shaping the long-term transportation vision for the I-290 and I-88 corridors. The insights and recommendations derived from this analysis will help foster sustainable growth, reduce environmental impacts, and enhance quality of life through improved mobility and accessibility, benefiting current and future populations inside the study area.

Expressway Bus Service

Expressway bus services in Pace's network are specially designed to quickly connect suburban neighborhoods to major destinations and key transit stations, making travel faster and easier than traditional bus routes. By traveling on expressways and using special lanes like bus-on-shoulder and Flex Lanes, these buses offer shorter trips with fewer stops, making public transportation a convenient alternative to driving.

EXPRESSWAY BUS - CASE STUDY

A case study example of a successful express bus service is Pace Route 755, connecting Plainfield and Bolingbrook to Chicago's West Loop. Since 2011, Pace has been able to utilize the shoulder lanes during periods of congestion and boost ridership more than 700% since the service's launch. Looking at April 2025 data, Route 755 achieved significant post-COVID ridership recovery, with approximately 785 average daily boardings. This ridership underscores the attractiveness and effectiveness of the route, which benefits from dedicated highway lanes and strategically positioned park-and-ride facilities. The consistent high usage of Route 755 demonstrates the potential success that similar express bus enhancements could achieve in corridors such as I-290, offering faster and more reliable transit alternatives for regional commuters.

Figure 02: Pace Expressway Bus Case Study

Pace has successfully partnered with organizations like the Illinois Tollway and the Illinois Department of Transportation (IDOT) to give express buses an advantage over regular traffic. For example, since 2011, Pace buses have been allowed to use highway shoulders on the Stevenson Expressway (I-55) to bypass slow traffic. This initiative started as a demonstration project and proved so effective that, by 2014, Illinois lawmakers made bus-on-shoulder services permanent and expanded it to other highways throughout the region.

Currently, several Pace bus routes benefit from these enhancements, including four routes using the I-55 shoulder, one using the I-94 shoulder, and five routes operating in the Flex Lanes on I-90.

To handle growing ridership, Pace expanded parking facilities along the I-55 corridor and even opened three new park-and-ride lots between 2016 and 2018. These convenient parking areas help commuters easily access express bus services, reducing their need to drive in heavy traffic.

The Illinois Tollway refers to shoulder bus lanes as "Flex Lanes", like those on the Jane Addams Memorial Tollway (I-90). Flex Lanes allow buses to bypass traffic jams, significantly improving the commuting experience for passengers. Similar Flex Lanes will soon be added along the Tri-State Tollway (I-294), where Pace is collaborating with regional transportation agencies to plan new services and facilities.

Figure 03: Outdoor gathering at Oakbrook Center

STUDY
AREA OVERVIEW

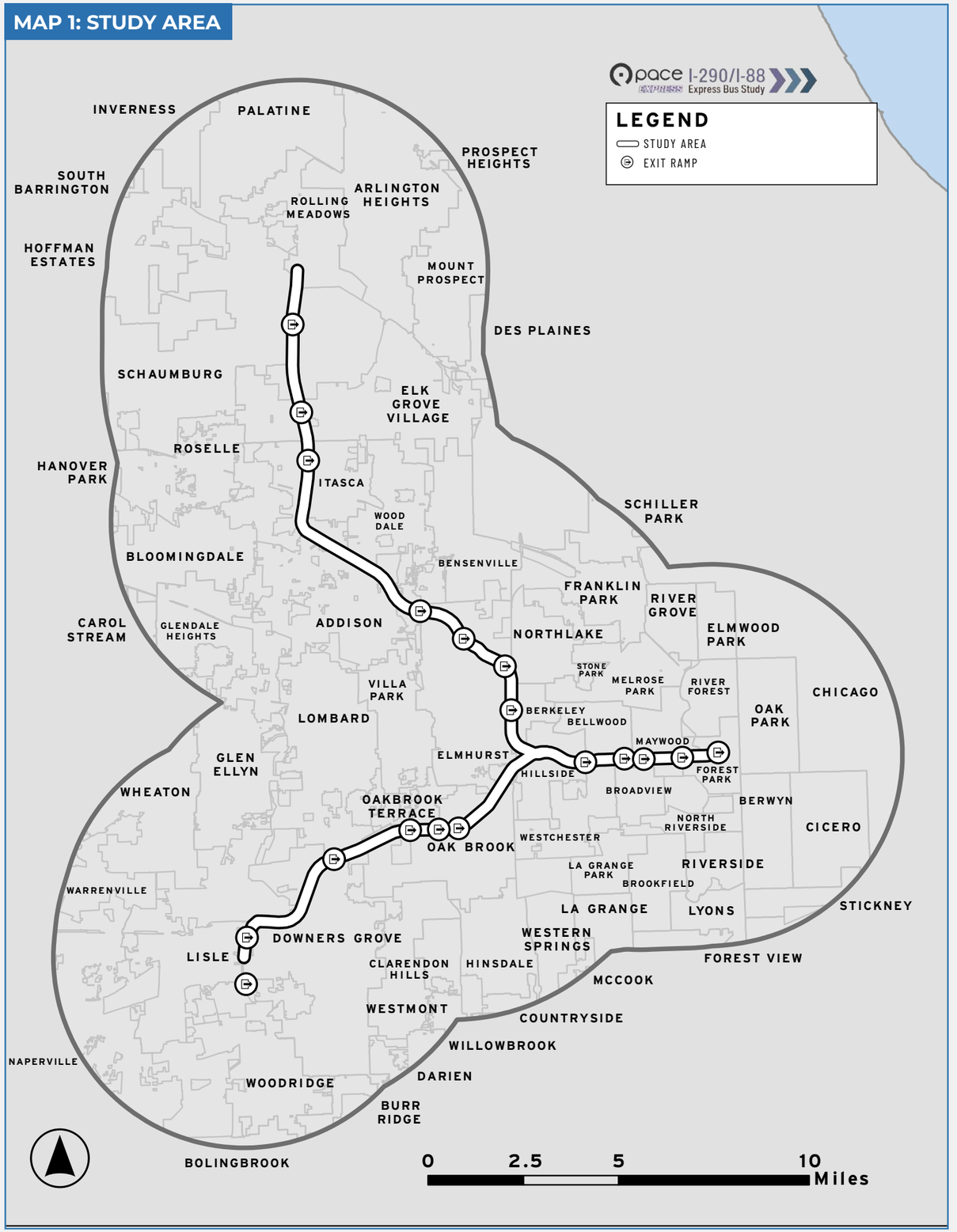
THERE ARE A TOTAL OF 69 MUNICIPALITIES THAT INTERSECT OR ARE WITHIN THE STUDY AREA.

The I-290 and I-88 corridors, central to this study, extend approximately 31.4 miles, and the 5 mile buffer around the corridor a substantial area of roughly 370 square miles of land. This extensive geographic scope integrates a diverse range of communities, municipalities, and economic hubs that significantly contribute to the metropolitan Chicago region's overall economic vitality and social dynamism. The study area features 18 different highway exit ramps, which are critical locations to show potential bus stops or exits throughout the study area.

Approximately 1.88 million residents inhabit the study area, reflecting a rich demographic diversity, including densely populated urban neighborhoods, suburban communities, and commercial districts. This varied demographic composition introduces complexities in transit demands and highlights the need for adaptable, multifaceted transit solutions capable of addressing varying commuter needs effectively.

Key regional economic and employment centers, including Schaumburg's Woodfield area and Oakbrook Center area, act as primary anchors along the study area. These centers generate significant daily commuter traffic, underscoring the study area's critical role in facilitating regional economic activity. The connectivity provided by I-290 and I-88 serves not only local commuters but also significantly impacts broader regional mobility, influencing employment patterns, business operations, and economic development.

MAP 1: STUDY AREA



OBJECTIVES OF THE ANALYSIS

Assessment of Current Transit Services
The primary objective of this analysis is to deliver a detailed evaluation of existing transit services within the study area. This involves an extensive review of infrastructure conditions, commuting patterns, and transit service performance metrics. Through this assessment, critical points of congestion, gaps in service coverage, operational challenges, and inadequacies within the transit infrastructure will be clearly identified.

Travel Market Analysis and Demand Forecasting
Another critical objective is the thorough exploration and definition of the transit market within the study area. Utilizing demographic data, economic activity indicators, and regional growth forecasts, this objective aims to accurately predict future transit demand and usage trends. By clearly understanding these evolving needs, transit agencies and planners can strategically plan for transit expansions, allocate resources effectively, and implement services that directly address anticipated demand, thereby ensuring a responsive and adaptive transit system.

Identification of Infrastructure Improvements
A vital part of the study focuses explicitly on identifying and evaluating necessary infrastructure improvements to enhance transit effectiveness. This objective includes assessing the feasibility and potential impact of infrastructure elements such as bus priority lanes, multimodal connection points, expanded park-and-ride facilities, and upgraded pedestrian and bicycle infrastructure. These infrastructure enhancements aim to promote a mode shift from private vehicle reliance toward sustainable public transit options, reducing congestion and contributing to environmental sustainability within the study area.

Promoting Transit Access for All
Ensuring widespread access to transit services, particularly among historically underrepresented communities, is an essential objective of this study, prioritizing the needs of underserved communities and transit-dependent populations. The analysis specifically addresses these considerations by identifying barriers to accessibility, recommending transit-oriented developments, and enhancing multimodal connectivity. This effort aims to ensure all community segments benefit from improved transit infrastructure and services, thereby supporting sustainable growth across the entire study area.

Figure 04: Utilizing the I-55 Shoulder

Integration and Strategic Implementation
Finally, the analysis includes the objective of developing an integrated approach that aligns transit infrastructure improvements and service enhancements with broader regional planning initiatives. This involves coordinating closely with local governments, transit agencies, community stakeholders, as well as various departments of transportation, and metropolitan planning organizations such as CMAP to ensure recommended strategies are feasible, sustainable, and effectively implemented. The goal is to foster collaborative partnerships, ensuring cohesive execution of transit improvements that comprehensively address the transportation needs of the entire region.

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CHAPTER TWO

STAKEHOLDER & PUBLIC OUTREACH

Public engagement is an important component of the planning process. By engaging with the public, plans are better suited to address the actual needs of communities. Throughout the study, the project team engaged with the public in a variety of ways. Engagement involved surveys, focus groups, public open houses, and a steering committee. These events proved to be beneficial and provided key insights into how residents currently travel throughout the region, how they would like to travel, and what locations would be suitable for new Pace service.

PUBLIC ENGAGEMENT
TIMELINE

Timeline
Public engagement happened from March 2025 through December 2025.

- Public Survey #1 – March 4 to June 20, 2025
  - The first survey asked respondents questions about their thoughts on potential express bus service, and about when and why they would use the potential service.
- Steering Committee #1 – March 14, 2025
  - The project team introduced the study to the Steering Committee members.
- Public Open House #1 – June 5, 2025
  - At the first public open house, participants were asked about their transit needs and where they would like to see bus service and stations.
- Steering Committee #2 – September 19, 2025
  - The project team provided the Steering Committee members with data and findings from the Travel Market Analysis, as well as the proposed routes and station locations.
- Focus Group Round 1 – September 30 to October 2, 2025
  - The project team presented the background of the study to the focus group members.
- Focus Group Round 2 – November 11 to 13, 2025
  - At the meetings, the project team presented and requested feedback on the proposed routes, stations, and implementation.
- Steering Committee #3 – November 14, 2025
  - The project team presented the recommendations to the Steering Committee and asked for feedback on the proposed routes and station concepts.
- Public Survey #2 – November 26, 2025 to December 9, 2025
  - The second survey asked respondents about the proposed routes and stations and which ones respondents were most likely to use.
- Public Open House #2 – December 9, 2025
  - The project team presented the proposed alignments and stations to the public and asked them about which stations and alignments they preferred, as well as station amenities and how they would travel to the proposed stations.

"HAVING A CONNECTION TO A 24-HOUR CTA ROUTE IS GOING TO BE A MASSIVE IMPROVEMENT FOR ANY TRANSIT RIDERS" - STEERING COMMITTEE MEMBER

Figure 05: Public Open House #1

PUBLIC
SURVEYS

Public Survey #1
The first public survey began on March 4, 2025, and ended on June 20, 2025. Respondents were asked questions about the potential new express service, their thoughts on it, the likelihood of them riding the service, what would encourage them to ride the potential new service, and the days and times they would be most likely to ride. The survey was provided in both English and Spanish and received 328 responses.

Respondents said that reduced travel time, ease of access, and reliability would be the main reasons to choose to ride the potential express bus service. Connectivity was important to respondents, with more than 90% of respondents saying connecting to other transit hubs was “important” or “very important.” Shopping, commuting to work, and visiting family and friends were the main reasons respondents would use the potential new service. Key destinations identified by respondents included Oakbrook Center, Forest Park Transit Center, Woodfield Mall, Yorktown Center, other transit stops, and downtown Chicago

Public Survey #2
The second public survey opened on November 26, 2025, and closed on December 10, 2025. Respondents were asked about their preferences for the proposed routes and stations, the likelihood of using the service, and amenities and station access. Overall, there were 93 survey responses.

Respondents were equally interested in both routes as their preferred route options. Among the proposed station locations, respondents said they were more likely to use the existing stations than the proposed ones, with the stations at Irving Park Road and Mannheim Road being the most popular of the new stations.

Participants also continued to express a desire for seamless transit connections with the proposed service, as well as accessible, safe, and clean facilities. Desired amenities included heated and covered shelters, accurate real-time arrival information, trash cans, bike racks, bathrooms, vending machines, and Ventra machines. A couple of respondents expressed a desire for coffee shops at the station locations.

For the full survey results, **see Appendices A & B.**

STEERING COMMITTEE
MEETINGS

Steering Committee #1
The first Steering Committee meeting was held on March 14, 2025. The Steering Committee members represented different municipalities and government agencies. The project team presented the project to the members and discussed the project timeline.

Steering Committee members expressed the need for transit routes that align with the existing transit networks to ensure seamless connections and access to key destinations, including employment centers and medical hubs. Due to the political and funding climate at the time of the meeting, Steering Committee members said it would be important to demonstrate the economic benefits of the proposed express bus service to secure the necessary funding and support.

Steering Committee #2
The second Steering Committee meeting was held on September 19, 2025. The project team reviewed the data and findings of the Travel Market Analysis with the members. They also presented the potential routes and station locations and asked the Steering Committee for feedback.

Two main themes emerged from the meeting: connectivity and the impact of external factors. Members discussed the importance of understanding the underlying causes of travel behavior and highway congestion. They emphasized the need for strong connections between the proposed system and the existing transit networks, with better coordination to make sure there are accurate schedules across modes.

Steering Committee #3
The third Steering Committee meeting was held on November 14, 2025. The project team presented the proposed routes and stations and asked for the steering committee’s thoughts on the recommended facilities.

Steering Committee Members provided feedback on the proposed locations, making sure that safety and existing infrastructure were being prioritized within the designs, to ensure seamless and safe bicycle and pedestrian connectivity. The Steering Committee emphasized the need for the proposed routes to effectively connect with major non-CTA transit services outside of Chicago.

"EXPRESS BUS SERVICES, PARTICULARLY FOR RECREATION OR EVENTS (LIKE THE FORMER SHUTTLES FROM SUBURBS TO WRIGLEY FIELD) ARE A GREAT WAY TO INTRODUCE SUBURBAN RESIDENTS TO PUBLIC TRANSIT"
- PUBLIC SURVEY RESPONDENT

PUBLIC OPEN HOUSES

Public Open House #1
The project team hosted the first of two public open houses on June 5, 2025 at Forest Park Public Library. The project team gave an overview of the project and provided four large maps of the project area for attendees to identify potential routes and stops. Additionally, attendees had the opportunity to identify transit needs and the value they bring. In total, there were 14 attendees.

Key takeaways included:
- Address transit inequity in the corridor.
- Keep people informed on the process of the study.
- Focus on the improvements that enhance pedestrian and bicycle amenities.
- Improve transit connections to accommodate workers.
- Extend hours of service to accommodate workers.
- Provide frequent, expansive, inclusive, and reliable bus service to all of the municipalities in the study area.

Public Open House #2
The project team hosted the second and final public open house on December 9, 2025 at the Howard Mohr Community Center. At the event, maps of the proposed routes and stations were set up around the venue. Attendees were asked questions about which new routes and stations they would likely use and when they would use the service, as well as amenities and transportation improvements to reach the stations. In total, there were 12 attendees.

Key takeaways included:
- A majority of the attendees said that the route from Yorktown Center to Forest Park Transit Center was the one they would most likely use upon implementation.
- Among the proposed station locations, the existing facilities were the locations that people were most interested in using.
- The need for the new bus service to align with transit connections along the routes.
- An interest in longer operating hours on weekends.
- A desire for multimodal connections to access the proposed stations.

Figure 06: Public Open House #1

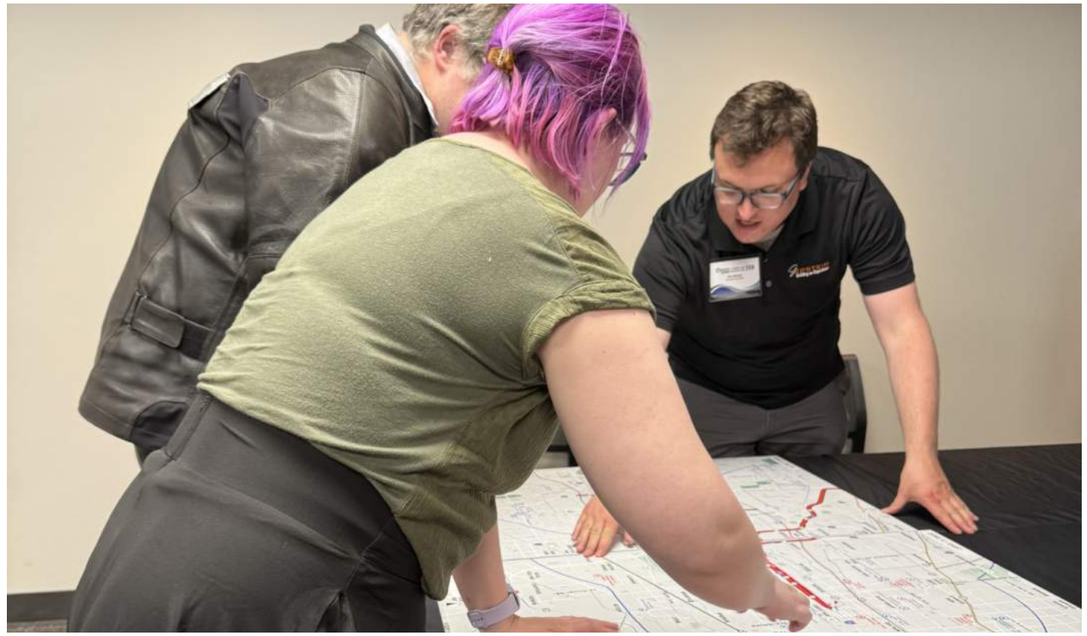

Figure 07: Public Open House #1

"IT'S YORKTOWN; IT'S GOING TO HELP A LOT OF PEOPLE IN THE WEST SUBURBS. "
- FOCUS GROUP ATTENDEE WHEN ASKED ABOUT WHICH STATION WOULD BE MOST USEFUL.

FOCUS GROUP MEETINGS

The focus groups consisted of residents from around the project area. To ensure a diverse group of individuals participated in the focus groups, members were recruited through different outreach strategies, including partnership with organizations, people who had previously engaged with the project, and in-person outreach at high-traffic locations, including CTA Blue Line stops, local malls, and libraries. Other outreach locations included Metra stations and college campuses.

Focus Group Round 1
The first round of focus groups was held on September 30, 2025, October 1, 2025, and October 2, 2025. At the meetings, the project team presented the project to the attendees, who discussed their experiences with public transit and how they would like to see it improved.

Key takeaways from the focus groups included reliable and more efficient transit, enhancing accessibility and user experience, improving passenger safety and comfort, and more affordable fares.

Focus Group Round 2
The second and final round of focus groups occurred on November 11, 2025, November 12, 2025, and November 13, 2025. At the meetings, the project team presented the proposed routes and stations to the groups and asked the members thoughts on the recommendations, as well as potential amenities at the stations.

The focus groups expressed enthusiasm for the proposed routes and stations, and the potential impact they would have on the region. The groups believed the proposed service would address critical needs related to employment access, social equity, and the demand for suburban-to-suburban connectivity. They also wanted to see effective integration of active transportation and micromobility options.

The focus groups emphasized the importance of reliability and frequency, with 20-30 minutes being identified as the most desirable for frequencies. Emphasis was given to the Northwest Transportation Center and Yorktown Center as important stations along the routes. Focus group members expressed a desire for a Northwest Transportation Center to Yorktown Center route.

KEY TAKEAWAYS

Throughout the engagement process, members of the public provided valuable feedback to the project team, which informed the planning process regarding proposed routes, station locations, amenities, and improved bicycle and pedestrian infrastructure. The input people provided at the different engagement events helped ensure that a diverse group of voices was heard throughout the study.

Several themes emerged from the public engagement process:

Equity
Riders want a more equitable transit system that is more accessible for riders with disabilities, more affordable for lower-income riders, and prioritizes riders who rely on transit.

Reliability
Riders want a more reliable and interconnected transit system; they desire accurate schedules and to know when buses and trains will arrive, as well as seamless transfers that minimize wait times for the next bus or train.

Comfort & Safety
Riders want a comfortable and safe riding experience. Riders want comfortable transit stops that are well-lit, have clear and easy-to-understand signage, and feature a variety of amenities, as well as improved bicycle and pedestrian amenities.

Economic Benefits
Riders want a transit service that is more employee-friendly and has a positive impact on the economy and connects to employment centers.

Connectivity
Riders want to be able to reach other key destinations via transit, such as shopping centers, medical hubs, and recreation.

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CHAPTER THREE

EXISTING CONDITIONS

Understanding existing plans and the existing conditions of the corridor, such as demographic factors, play a crucial role in shaping transportation needs and influencing transit planning. A clear understanding of the study area's past and current planning efforts, demographic characteristics, including population distribution, residential patterns, and socioeconomic factors, is essential for creating effective and responsive transit solutions.

The study area exhibits a diversity in population composition, including urban communities with high-density residential zones and suburban areas characterized by lower densities but significant residential and commercial developments.

Understanding demographic trends also supports equitable transportation planning by identifying and addressing the needs of underserved and transit-dependent populations within the study area. By examining factors such as income levels, car ownership rates, and transit reliance, the analysis helps pinpoint critical areas requiring enhanced transit services.

PREVIOUS
STUDIES & ANALYSES

I-294 Travel Market Analysis (RTA, 2016)
The Regional Transportation Authority (RTA) conducted the I-294 Travel Market Analysis in 2016 to assist the Illinois Tollway in reconstruction planning for the I-294 Central Tri-State corridor. This study performed a comprehensive evaluation of potential transit demand along I-294, utilizing advanced techniques including origin-destination analyses based on Census Longitudinal Origin-Destination Employment Statistics (LODES), Chicago Metropolitan Agency for Planning (CMAP) home-based work trip tables, and the Federal Transit Administration's (FTA) Simplified Trips-on-Project Software (STOPS).

The analysis primarily focused on the feasibility of implementing premium express bus services characterized by high frequencies and long-distance travel capabilities. Results indicated substantial transit potential in southern and central corridor segments, estimating approximately 2,100 new daily transit boardings across 11 potential stations extending from Lincoln Oasis located along I-294 in South Holland, to Pace Northwest Transportation Center. Approximately 46% of projected ridership was anticipated to access stations by walking, 31% via kiss-n-ride or park-n-ride facilities, and 23% through transfers.

Geographically, around 52% of projected boardings were concentrated at stations southward from 75th Street, and approximately 39% were from stations at Grand Avenue and northward. Notably, the stations at 75th Street, 95th Street, and 127th Street in the south, along with Thorndale/Busse (near I-490 at IL-390) and Northwest Transportation Center in the north, demonstrated particularly high ridership potential. The alignment studied had similarities to the current I-290 corridor study, specifically examining portions along I-490, IL-390, and I-290 on the western side of O'Hare, thus providing relevant insights and methodologies for the ongoing analysis.

South Cook County Mobility Study (2018)
Commissioned under the Connecting Cook County initiative, the South Cook County Mobility Study (2018) analyzed various transit improvement scenarios, including express bus services operating in flex lanes along I-294. Employing STOPS, the study estimated ridership for a scenario featuring express bus service at nine strategically located stations between Rosemont Transportation Center and Harvey Transportation

Figure 08: Rock Island Metra train

Center, including a detour to Oak Brook, with service frequencies every 15 minutes during peak periods.

This scenario projected a significant increase in public transit ridership, forecasting approximately 3,200 new Pace riders and 800 new CTA bus and rail users, offset by an estimated loss of about 400 Metra riders. Financial analyses indicated operating and maintenance costs would surpass revenue, with projected costs at approximately $3.6 million versus revenues around $1.2 million. The study further noted the trade-offs in removing Oak Brook from the service, highlighting reduced ridership but improved travel speeds to other stations.

Rosemont consistently emerged as a highly effective transit hub within the I-294 service scenario, indicating the importance of strategic transfer points in successful transit planning.

Pace IL-390 Tollway Corridor Service Study (Pace & Illinois Tollway, 2017)
In 2017, Pace and the Illinois Tollway completed the IL-390 Tollway Corridor Service Study, examining potential transit connections and modal suitability along the IL-390 corridor. A critical component of this study involved evaluating a potential service restructuring and expansion of the now-former Pace Route 895, specifically along the I-294 corridor from

Rosemont Transportation Center to the 95th Street station at Chicago Ridge Mall.

The analysis considered several key metrics, including transit propensity determined by geographic and socioeconomic factors, demand overlap with existing services, pedestrian accessibility, and overall travel demand. The proposed restructuring of Route 895 showed strong scores in transit propensity and minimal overlap with existing transit services; however, it ranked lower in travel demand and pedestrian connectivity.

Due to relatively lower projected demand and subsequent ridership, the corridor scored modestly overall in transit service feasibility. Nevertheless, findings from this study highlighted critical elements to address in future transit planning.

Pace Cook DuPage Area Rapid Transit Investment Plan (2014)
The Pace Cook DuPage Area Rapid Transit Investment plan was completed and identified strategies to begin integrating Arterial Rapid Transit into western Cook county and DuPage county. Pace identified six traits that exist among established rapid transit programs, frequency of service, legible wayfinding and routing, transit facilities that are accessible from different travel modes, speed of service, span of service, and branding to let riders know they are on a rapid transit route. These six items are important guiding values for expansion of new bus service that is dedicated towards rapid transit, and can be seen in Pace initiatives today such as Pace Pulse.

Driving Innovation (Pace, 2021)
Pace's Driving Innovation Strategic Plan was the agency's update to their Vision 2020 strategic plan. The strategic plan served as a response to a variety of issues including population decrease in some of Pace's operating areas and the national decline in transit ridership stemming from the COVID-19 pandemic. The plan outlines innovations to continue capitalizing on past successes, as well as pilot programs to identify future transit opportunities. In this plan, multiple action items are identified for Pace to focus efforts on increasing ridership. These initiatives include zero emission technology (i.e., hydrogen and electric buses), Pace Pulse service, integration with emerging mobility options, enhanced coordination with CTA and Metra, and bus-on-shoulder express service. The plan details the

Figure 09: Rendering of the proposed Cermak Road station from the I-294 Market & Facilities Feasibility Study.

success of the initial I-55 express bus service and recommends future bus-on-shoulder studies, including the I-290 expansion.

Pace Revision (Pace, Ongoing)
ReVision is Pace's strategic plan to restructure their bus network. Pace's goal is to modernize the agency's service to match the needs of the region. Pace released three network concepts in 2024, which they are currently evaluating. The concepts are based on the possibility of different levels of funding and the primary goals of the restructure. Pace Plus 50 – Ridership and Pace Plus 50 – Coverage are two separate concepts that focus on either increasing ridership or coverage respectively. The goal of the Pace Plus 50 concepts is to increase service by over 50% of pre-COVID levels. Either of the Pace Plus 50 concepts would cost $150 million annually. The third concept is Pace Plus 10 – Limited Investment. This concept assumes less funding and would increase service by 10%, returning Pace to pre-COVID service levels.

Pulse Cermak/22nd Street Line Project

The Pulse Cermak/22nd Street Line Project is a planned Pace Pulse route which will provide service for riders between Yorktown Center and the CTA Pink Line Station at 54th/Cermak. The project includes recommendations for several potential stations to be located within the I-290 study area. These potential stations are located at Yorktown Center, Oak Brook Place, Oakbrook Center, and McDonald Drive. The service is expected to launch in 2031.

Pace Northwest Transportation Center Improvement Project

Pace recently completed improvements to Northwest Transportation Center, which sees over 700 daily boardings. This renovation improved ADA accessibility with a new ADA Paratransit Transfer Facility. Other improvements included an upgraded waiting area with restrooms for passengers and operators, a larger drop-off area, real-time bus tracking information, and expanded sidewalks.

Joint I-290 Blue Line Modernization Project

CMAP is leading conversations between IDOT and the CTA to plan for comprehensive, mutlimodal modernization improvements along the I-290 corridor from the western suburbs into downtown Chicago and the Forest Park branch of the CTA Blue Line. Proposed alternatives include tolled HOV lanes that could be made available to Pace buses for express service. The Mannheim Road to Forest Park Transit Center section of the study area overlaps with the proposed HOV lane improvements. Stations recommended through this study will not prevent future investments that may occur along this corridor.

Figure 10: Pulse Cermak/22nd Street Line

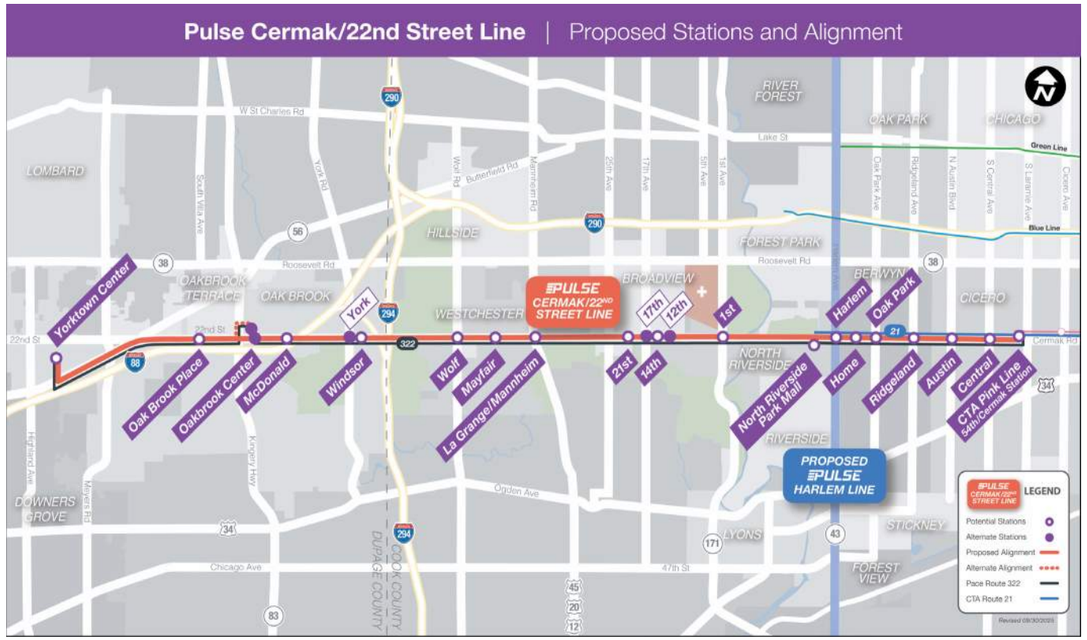


Figure 11: Ribbon Cutting at Pace Northwest Transportation Center's New ADA Paratransit Transfer Facility

I-55 and Harlem Avenue In-line Bus Rapid Transit Station Study (2025)
Pace is evaluating a strategic transfer facility connecting its existing I-55 Express bus-on-shoulder service with the future Pulse Harlem Line arterial rapid transit. The assessment is reviewing best practices from comparable projects, identifying environmental considerations, analyzing regional transit demand, and conducting structural and engineering evaluations of the existing and planned infrastructure. These findings will provide essential insights for informing the future design and planning of the proposed in-line bus station.

Transit Signal Priority Program (2019)
Transit Signal Priority (TSP) refers to a variety of techniques that can be implemented at intersections with traffic signals to reduce transit delays and improve service reliability. Delays from signalized intersections are shown to account for up to 20 percent of all bus delays. Pace installed TSP in 2019 along multiple high traffic routes and is installing it on all future and current Pace Pulse routes. While there are different types of TSP technologies, Pace uses a computer on buses which communicates with the traffic signal, extending green lights or shortening red lights. TSP helps increase the likelihood of a bus staying on schedule and delivering reliable service.

Transit Supportive Design Guidelines (2013)
Pace's Transit Supportive Design Guidelines are recommendations that detail the necessary physical characteristics of transit-related infrastructure. Recommendations include bus facility technical design guidance for stations and shelters, as well as recommendations to increase density near transit and signage.

Butterfield Road Corridor Plan (2024)
CMAP's Butterfield Road Corridor Plan between I-355 to the west and Kingery Highway to the east was a collaborative effort among the agency, the villages of Downers Grove, Lombard, and Oak Brook, as well as the DuPage County Department of Transportation, to enhance the corridor for evolving commercial and transportation needs. The plan made several transportation recommendations for the corridor. These recommendations included improving safety, pedestrian accessibility, bicycle accessibility, and enhancing Pace bus stops and accessibility to the bus stops. Among the specific recommendations included are filling in sidewalk gaps to connect people to bus stops/shelters and improving bus stops/shelters and their amenities.

Shared Mobility Programs
Shared mobility pilots and programs are becoming common solutions for first/last-mile gaps, as well as satisfying broader equity and safety goals. IDOT completed a Shared Micromobility study in 2024, outlining shared mobility options and assessing their benefits and weaknesses. The study detailed the importance of creating a docking system at or near transit stations, allowing for easier first/last-mile connections, and the effectiveness of "mobility hubs." Mobility Hubs are transportation stations that offer two or more transit options, with micromobility integration.

RTA is also engaging in a project partnered with the Shared Use Mobility Center and Cook County Department of Transportation to build the region's first Mobility Hub Network Framework. Kicking off in 2024, this study will include best practices for mobility hubs using both domestic and international case studies to inform these practices, a policy report for the multi-county RTA operating area, and to begin development of proposed Cook County mobility hubs.

POPULATION DENSITY

POPULATION DENSITY IS A MEASURE OF HOW POPULATION IS SPREAD ACROSS AN AREA, EXPRESSED AS POPULATION PER ACRE.

Population density within the study area significantly influences transit demand and service requirements. Approximately 1.88 million residents inhabit the study area, reflecting a varied density profile across urban, suburban, and transitional neighborhoods. Areas closer to Chicago, such as Forest Park and Oak Park, exhibit higher densities with robust demand for reliable transit services. Conversely, suburban areas like Schaumburg and Oak Brook display lower density but concentrated residential clusters that still generate notable transit ridership during peak commuting hours.

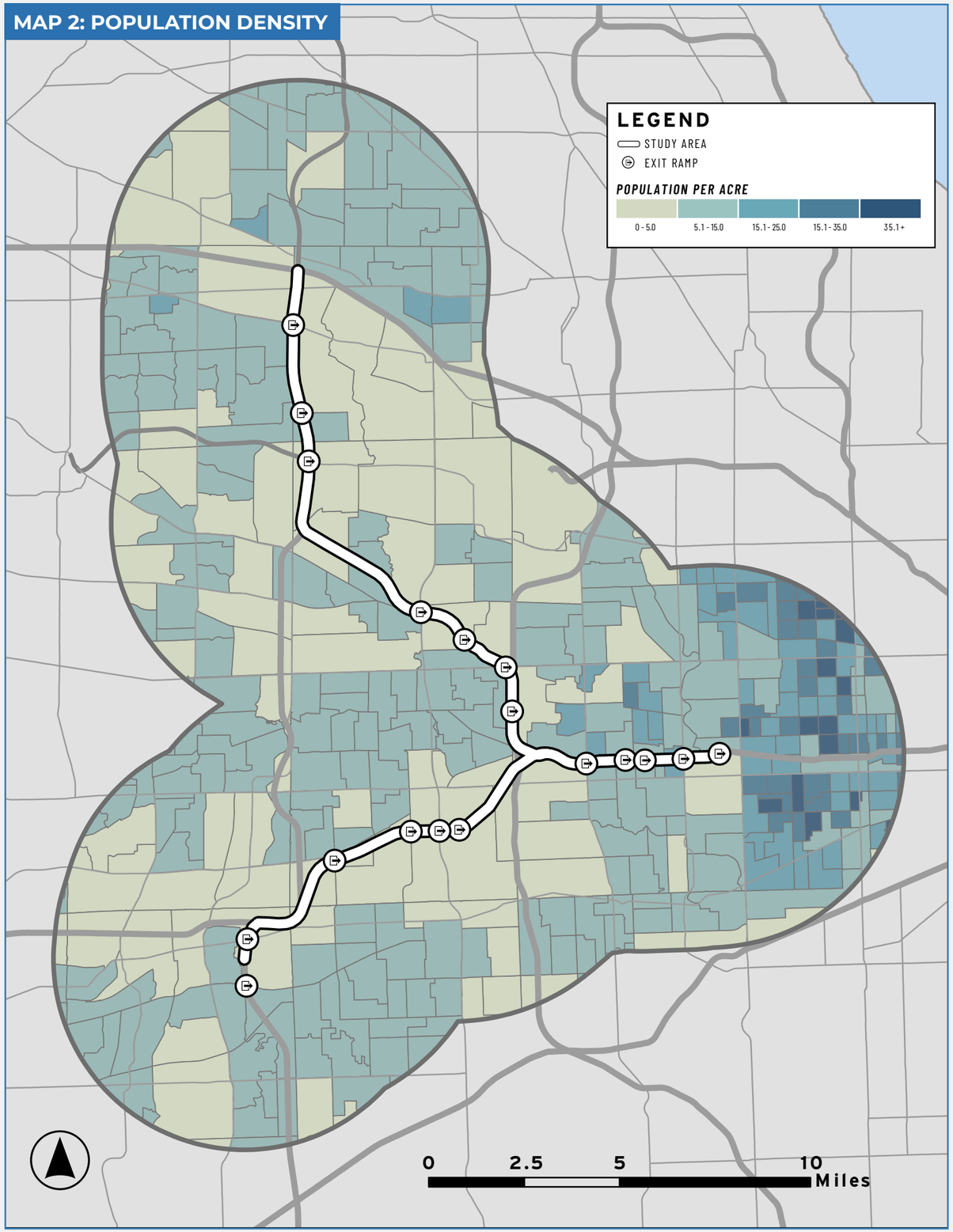
The distribution of population density impacts travel patterns, as densely populated areas typically exhibit higher rates of public transportation usage due to limited parking availability and higher congestion levels. For instance, Forest Park's proximity to the CTA Blue Line significantly enhances transit usage, reducing reliance on private vehicles.

Furthermore, population density trends within the study area are expected to evolve, with urban infill developments increasing densities in certain neighborhoods. These shifts suggest an impending rise in transit demand, particularly in areas experiencing redevelopment or new residential construction.

Additionally, transit-oriented development initiatives within high-density population zones offer substantial opportunities to further bolster public transit usage. By strategically aligning residential developments with transit infrastructure improvements, planners can encourage sustainable commuting behaviors, alleviate congestion, and improve overall transit service efficiency. Areas along the CTA and Metra lines, for instance, present significant potential for such developments.

Lastly, the varying population densities across the study area necessitate a tailored approach to transit planning and service provision. Differentiating service types—ranging from high-frequency local services in densely populated urban areas to express routes connecting suburban nodes—ensures that transit solutions effectively meet diverse commuter needs. Population density thus remains a central factor guiding strategic transit decisions and long-term planning within the study area.

MAP 2: POPULATION DENSITY



STUDY AREA KEY

ACTIVITY CENTERS

ACTIVITY CENTERS ARE LOCATIONS THAT GENERATE HIGH TRIP VOLUME DUE TO PROVIDING UNIQUE OR NECESSARY SERVICES WITHIN THE REGION.

Key activity centers significantly shape travel demand within the study area, with primary destinations including commercial hubs, major employment sites, educational institutions, healthcare facilities, offices, hotels and other retail sites . Prominent centers such as Oakbrook Center and Schaumburg's Woodfield Mall act as major attractors, drawing substantial commuter and visitor traffic daily.

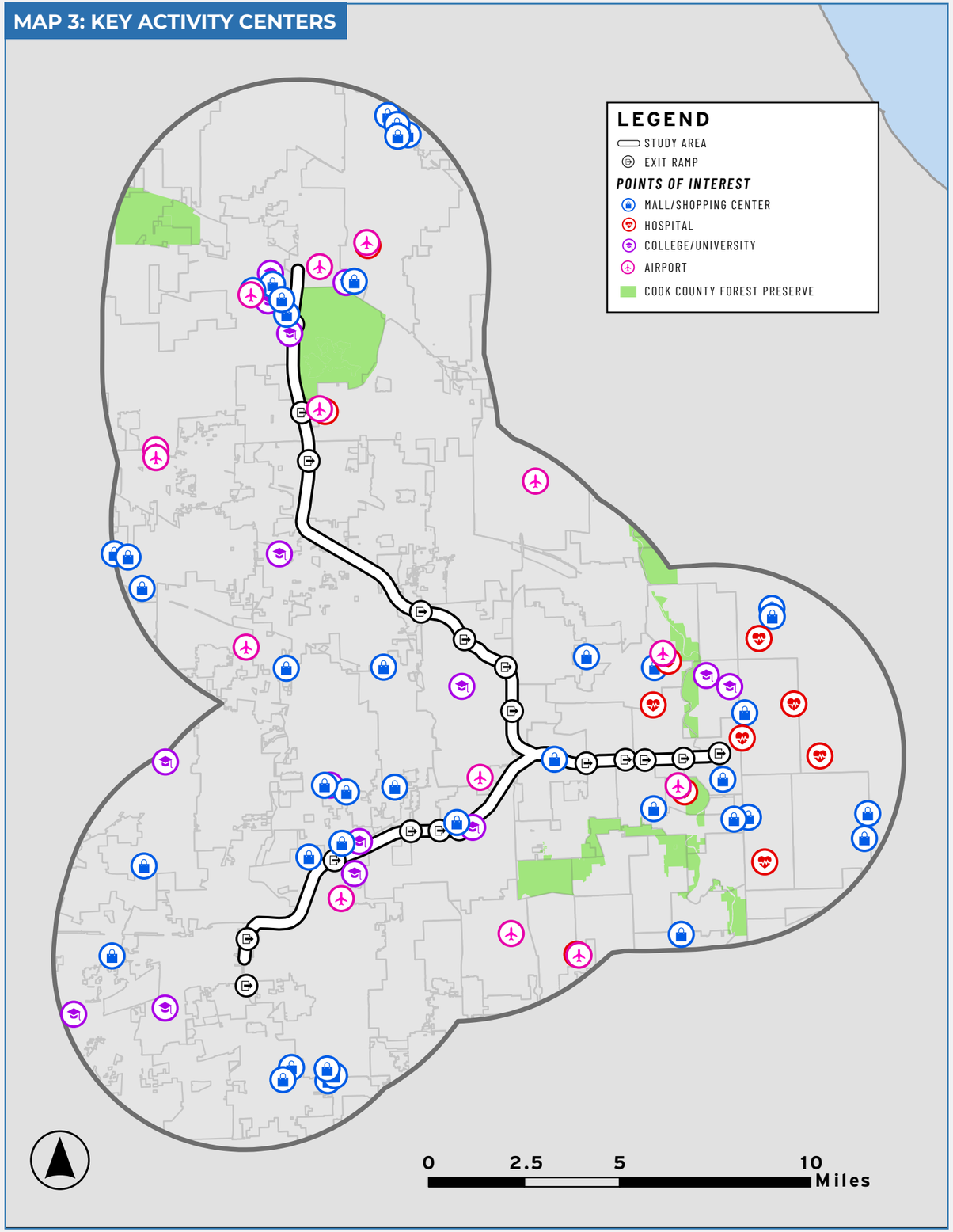
Commercial activity hubs like the Oakbrook Center area not only drive local and regional economies but also generate high levels of transit and vehicular traffic. The Oakbrook Center area alone attracts thousands of visitors daily for shopping, dining, and entertainment, creating consistent and high-volume transit demands.

Similarly, Schaumburg's Woodfield area, another significant activity center within the study area, is characterized by high employment density, extensive retail options, and substantial visitor attraction. Woodfield Mall and surrounding business districts generate significant weekday commuter traffic and weekend visitor volumes, requiring well-coordinated transit solutions to effectively manage congestion and accessibility challenges.

Educational institutions within the study area, such as College of DuPage and multiple school districts, also constitute important activity centers. They generate specific transit demands, particularly during peak morning and afternoon periods, as students and staff commute. Enhancing transit accessibility to these institutions through dedicated routes, multimodal connections, and improved pedestrian infrastructure can substantially reduce peak-hour congestion and improve service reliability.

Healthcare facilities within the study area further intensify transit requirements. Major hospitals and medical centers attract patients, visitors, and employees from across the region, resulting in continuous and diverse transit demands throughout the day. Ensuring reliable and accessible transit services to these facilities is critical, supporting not only patient access but also employee commuting needs.

MAP 3: KEY ACTIVITY CENTERS



EMPLOYMENT CLUSTERS

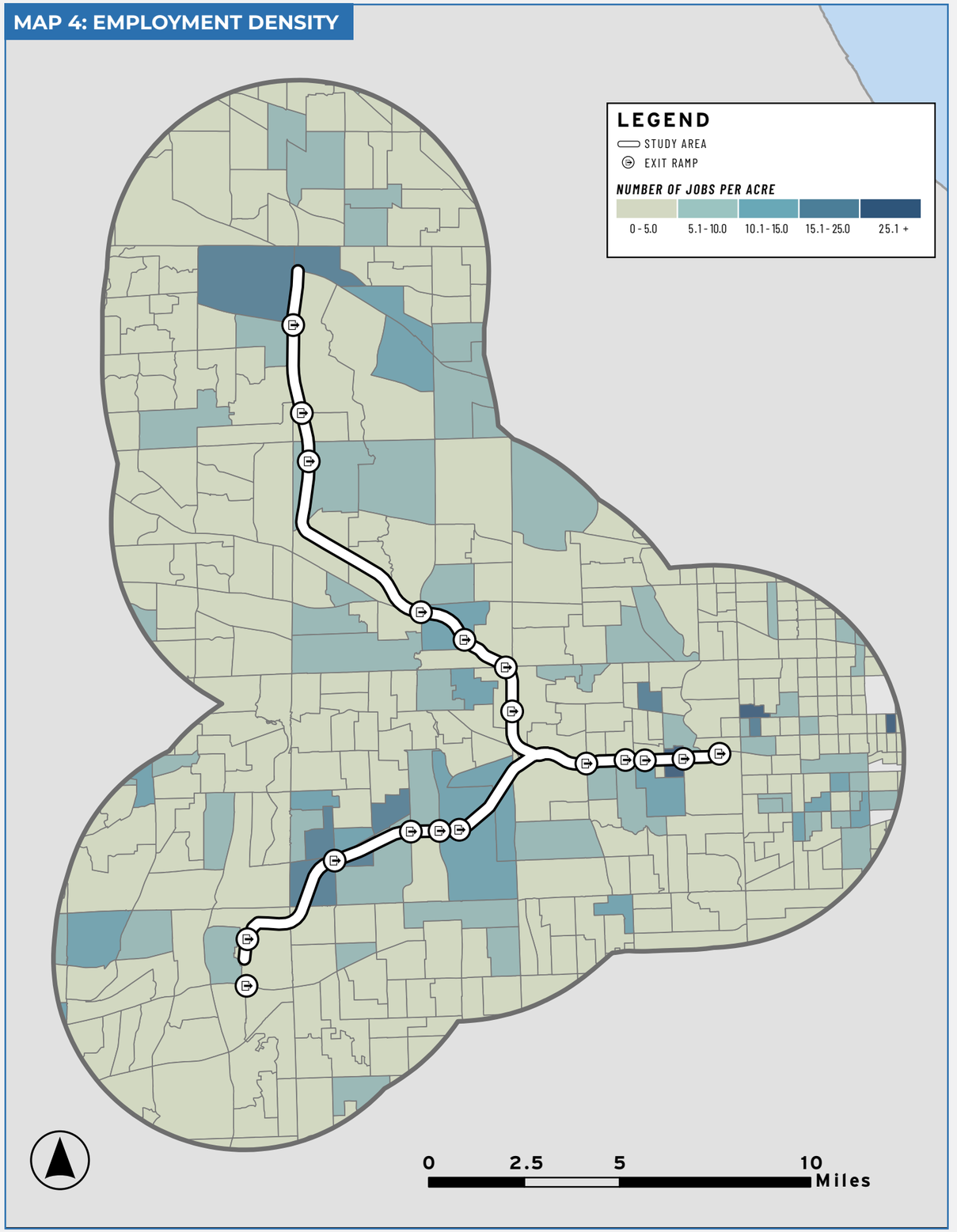
EMPLOYMENT DENSITY IS A MEASURE OF HOW JOBS ARE SPREAD ACROSS AND AREA, EXPRESSED AS JOBS PER ACRE.

Across the study area, locations with lower population density show higher employment density, exhibiting classic suburban style development that separates different land uses. Comparing employment density in Map 4 with land use in Map 5 shows that institutional and commercial land uses provide the greatest density of jobs adjacent to I-290/I-88, while industrial land uses make up employment clusters that are within the study area but further from the interstate corridors.

Locations with the greatest job density are Oak Park's commercial center along Lake Street and the Loyola and VA medical campus south of Maywood. Both areas have high densities of office and medical employment. The Woodfield Mall in Schaumburg and the Yorktown and Oakbrook Centers in the Oak Brook/Downers Grove area also host high employment density for the region due to the large number of commercial and office employment in these locations.

Other employment clusters are scattered throughout the study region, primarily in commercial or industrial areas. Some clusters, such as those in Berwyn/Cicero, are centered around railyards.

MAP 4: EMPLOYMENT DENSITY



LAND USE
PATTERNS

LAND USE PATTERNS PLAY A SIGNIFICANT ROLE IN SUPPORTING TRANSIT RIDERSHIP, AS AREAS WITH MIXED-USE CHARACTER AND HIGHER DENSITY CREATE DEMAND AS BOTH TRIP GENERATORS AND TRIP DESTINATIONS.

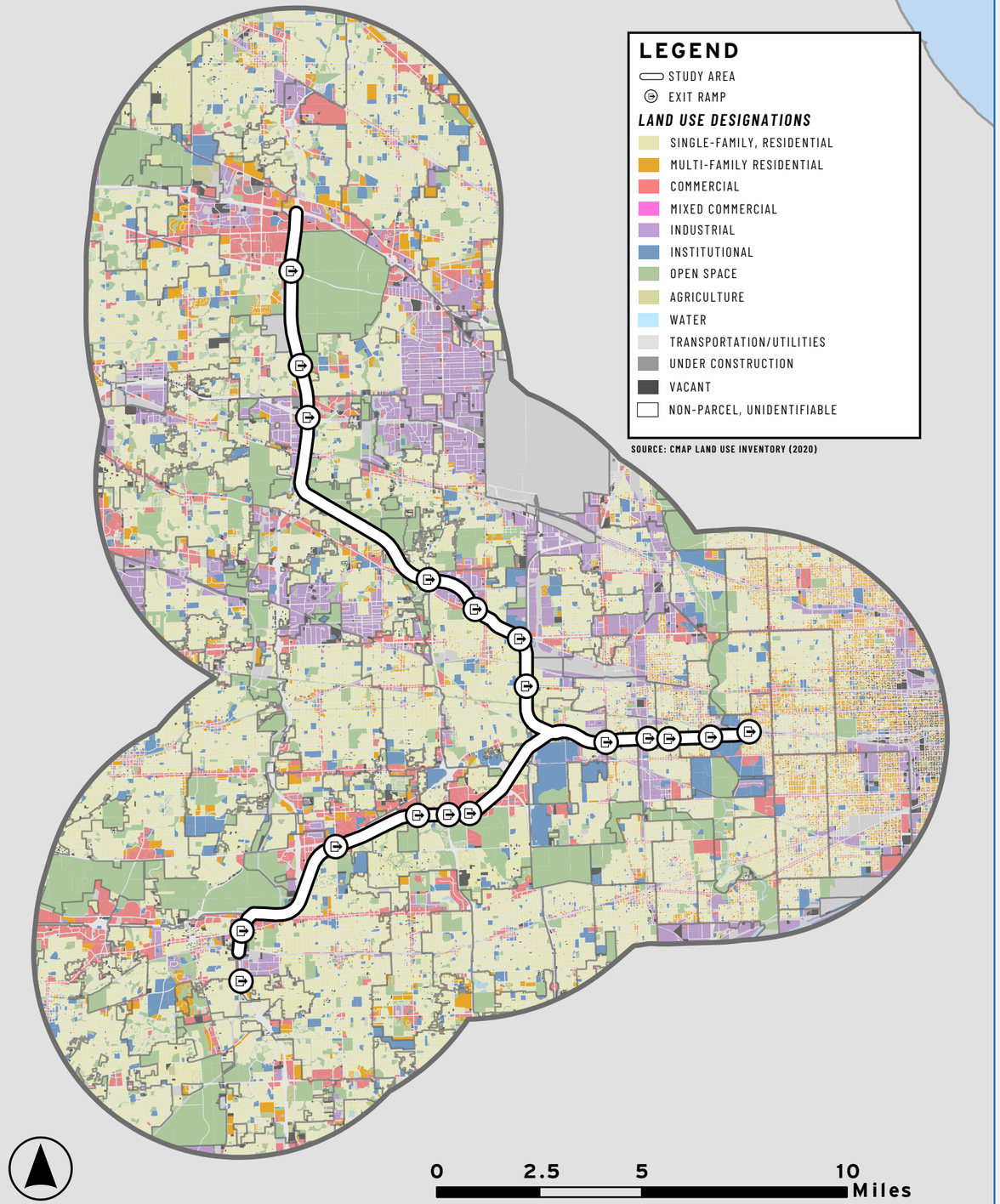
The primary land use within the study area is single family residential, consistent with the suburban style of development of the area. Parks and open space are prominent due to the number of waterways and conservation areas in the region, which lower population density but provide valuable recreation opportunities.

Clusters of commercial and institutional land use occur along the I-290/I-88 corridor, aligning with the locations of greatest job density in Map 5. Industrial zones, especially around the O-Hare Airport, also align with higher job density.

Developed areas around Metra stops and within the eastern portion of the study area - comprised of inner ring suburbs and portions of Chicago - have a greater variety of land uses and greater population density than other portions of the study area. These are also the areas that show the greatest level of transit ridership, as will be discussed in a later chapter. Many of these locations were built before the modern suburban zoning standards became prevalent and separated uses, and they still maintain some mixed-use character.

The Regional Transportation Authority's (RTA) *Transit Friendly Communities Guide* discusses strategies for improving transit ridership through land use changes adjacent to major transportation routes in suburban communities. Many locations along the study area have a foundation of activity centers that could be built upon to enhance transit ridership by increasing housing near commercial and office centers. Schaumburg's *90 North District Master Plan* is an example of this approach, laying out a vision for higher density mixed-use development in the area north of I-90 near Woodfield Mall.

MAP 5: LAND USE



DISCONNECTED & DISINVESTED AREAS

DISCONNECTED AND DISINVESTED AREAS ARE COMMUNITIES THAT FACE LIMITED ACCESS TO ECONOMIC OPPORTUNITIES AND ESSENTIAL SERVICES. UNDERINVESTMENT AND INSUFFICIENT TRANSPORTATION INFRASTRUCTURE.

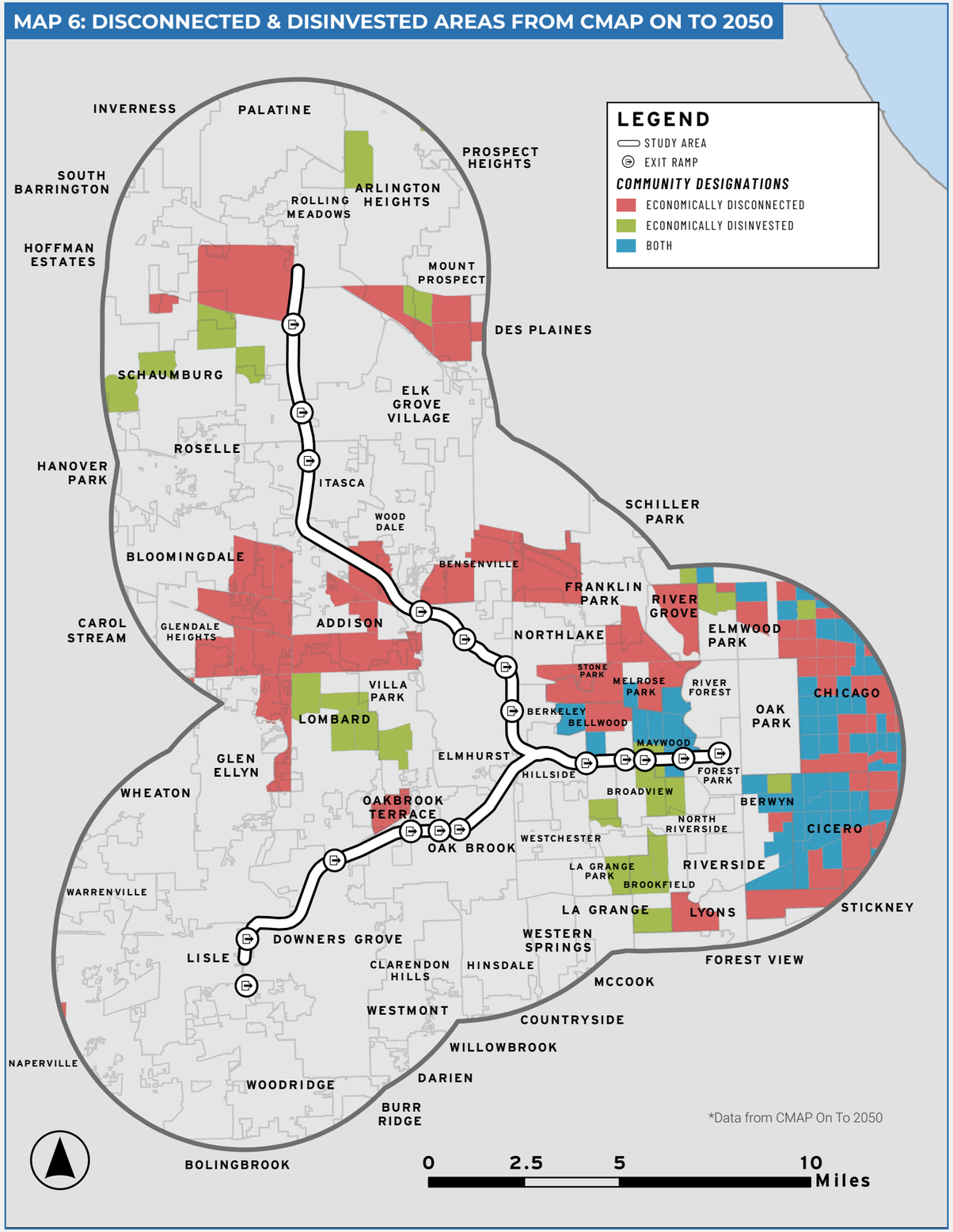
Prioritizing equitable transit access is vital in addressing longstanding disparities that disproportionately affect vulnerable communities. Within the study area, certain census tracts exhibit pronounced socioeconomic vulnerabilities, characterized by limited economic opportunities, lower household incomes, and a higher reliance on public transportation. Residents in these communities often lack access to personal vehicles and rely heavily on transit services for essential daily activities, including employment, healthcare visits, grocery shopping, and accessing educational institutions.

Transit improvements targeting these economically disconnected and disinvested areas directly address barriers to mobility and economic participation. Enhanced public transportation services within these vulnerable communities can significantly increase residents' access to employment opportunities throughout the region, allowing for greater economic inclusion and stability. Such investments also ensure that residents are better connected to healthcare facilities, educational centers, and other critical services that contribute to overall quality of life and community resilience.

Several census tracts within the study area have been specifically identified as economically disconnected or disinvested by the Chicago Metropolitan Agency for Planning (CMAP). Economically disconnected areas are places with high concentrations of low-income residents, minority residents, or residents with limited English proficiency. Economically disinvested areas are places that have experienced a persistent, long-term lack of market investment leading to declining property values, low tax receipts, and shrinking employment.

Ultimately, prioritizing transit enhancements in areas of inequity not only addresses immediate transportation challenges but also supports broader social goals. It fosters inclusive growth, promotes economic development, and enhances community vitality. By intentionally allocating transit investments toward these high-need census tracts, Pace and regional partners can create lasting positive impacts that empower underserved populations and strengthen regional cohesion.

MAP 6: DISCONNECTED & DISINVESTED AREAS FROM CMAP ON TO 2050



EXISTING PACE SERVICE

PACE'S SERVICE COVERAGE SPANS APPROXIMATELY 3,500 SQUARE MILES, AN AREA ROUGHLY FIFTEEN TIMES THE SIZE OF CHICAGO.

Pace operates an extensive bus transit network within the I-290 Eisenhower Expressway corridor, with several fixed and express routes, detailed below. All Daily average ridership data comes from Regional Transportation Authority Mapping and Statistics (RTAMS), and is representative of average weekday daily ridership from October of 2024.

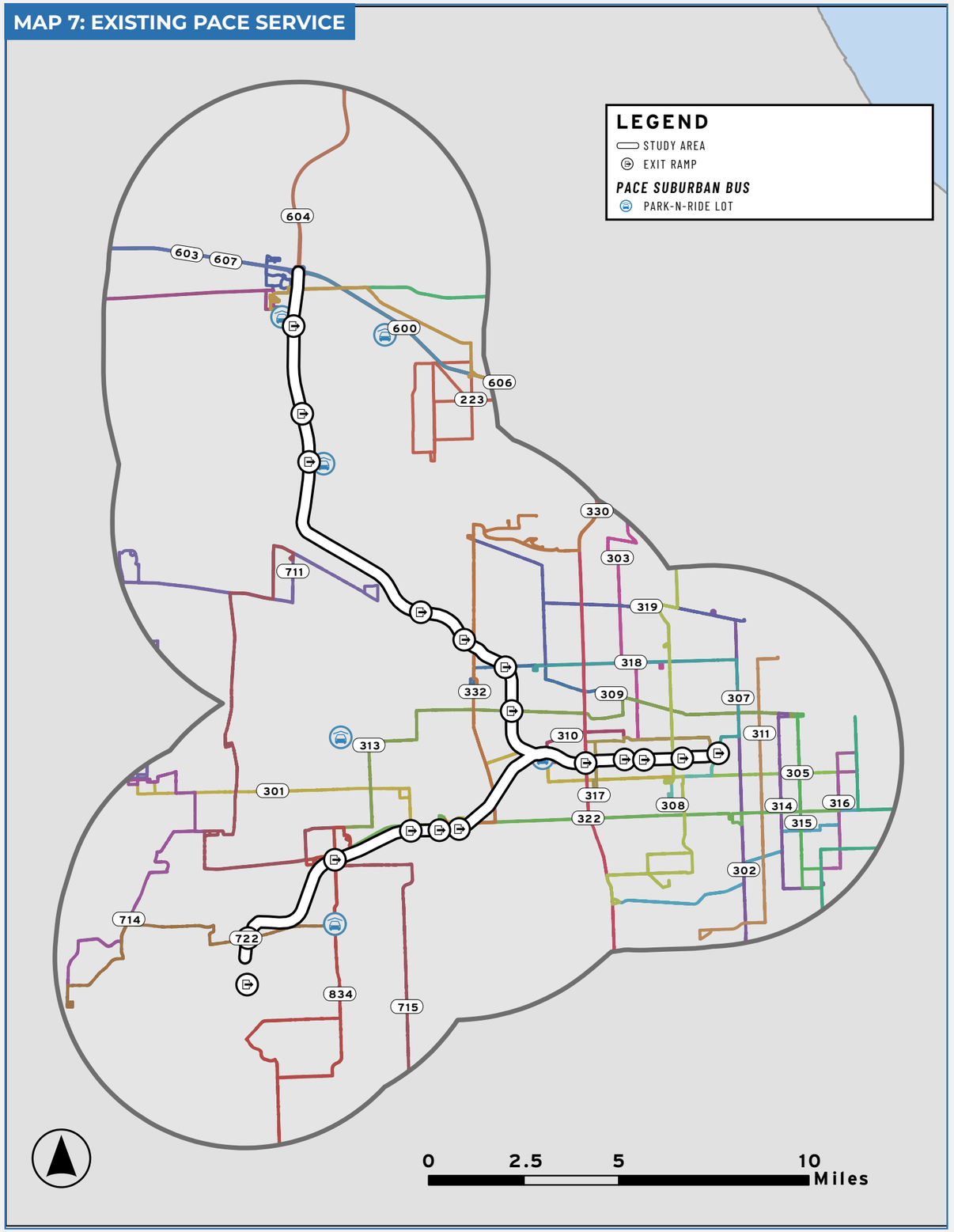
Route 208: Golf Road
Provides daily service between Evanston and Schaumburg. Service operates primarily via Golf Road between Davis Street CTA Purple Line/ Metra Station and the Pace Northwest Transportation Center. Service on Sundays has a shorter span of service. Key destinations include Evanston Township High School, Westfield Old Orchard, Golf Mill, Oakton College, Metra UP Northwest Line stations (Cumberland and Des Plaines), Pace Headquarters, Continental Towers, Meadows Corporate Center, Centennial Center, Hyatt, Woodfield Mall and Streets of Woodfield.

Route 223: Elk Grove - Rosemont CTA Station
Provides daily service between Elk Grove Industrial area, United Airlines Reservation Center, and the Rosemont CTA Blue Line Station. Key destinations include the CTA Blue Line Rosemont Station, United Airlines (UAL) Reservation Center, LSG Sky Chefs, Elk Grove Village Industrial Area and Liberty Business Park.

Route 301: Roosevelt Road
Provides weekday service between the CTA Blue Line Forest Park Transit Center and the Metra UP-West Line Wheaton Station. Certain weekday rush hour trips serve the DuPage County Judicial Center. Key destinations include the CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Hines V.A. Hospital, Proviso West High School, Pace Park-n-Ride Hillside, Elmhurst Memorial Hospital - Main Campus, Oakbrook Center, the Metra UP-West Line Wheaton Station and the DuPage County Judicial Center.

Route 302: Ogden - Stanley
Provides weekday and Saturday service between Cermak/Cicero in Cicero and La Grange/Hillgrove in La Grange. Key destinations include the CTA Pink Line Cicero Station, Morton East High School, MacNeal Hospital and the Amtrak/Metra BNSF Line La Grange Road Station.

MAP 7: EXISTING PACE SERVICE



Route 303: Forest Park - Rosemont
Provides weekday service between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Rosemont Station. Saturday and Sunday service operates between the CTA Blue Line Forest Park Transit Center and North Ave./9th Ave. in Melrose Park. Key destinations include CTA Blue Line Forest Park Transit Center, Proviso East High School, Metra UP-West Line Melrose Park Station, Metra MD-West Line Franklin Park Station (weekdays only), East Leyden High School (weekdays only) and the CTA Blue Line Rosemont Station (weekdays only).

Route 305: East Roosevelt Road
Provides daily service between the CTA Blue Line Forest Park Transit Center and the CTA Blue Line Cicero Station in Chicago. Key destinations include the CTA Blue Line Forest Park Transit Center, Forest Park Plaza, CTA Blue Line Cicero Station.

Route 307: Harlem
Provides daily service between BNSF Line Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station and the Metra MD-West Line Elmwood Park Station. This corridor is planned as a future Pace Pulse route. Key destinations include Metra BNSF Railway Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Rush Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Metra MD-West Line, Elmwood Park Station, Elmwood Park City Hall, Bridgeview Transit Center.

Route 308: Medical Center
Provides daily service between the CTA Blue Line Forest Park Transit Center and the Loyola/Hines medical complex in Maywood. Key destinations include CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Loyola Hospital and Hines Hospital.

Route 309: Lake Street
Provides daily service between the CTA Green Line Austin Station in Chicago and the Metra UP-West Line Elmhurst Station. Key destinations include the CTA Green Line Austin Station, West Suburban Hospital, Oak

Park River Forest High School, and the Metra UP-West Line Elmhurst Station.

Route 310: Madison Street - Hillside
Provides daily service between the CTA Blue Line Forest Park Transit Center and Harrison/Wolf in Hillside. Key destinations include the CTA Blue Line Forest Park Transit Center, Proviso East High School, Proviso West High School, and West Point Shopping Center.

Route 311: Oak Park Avenue
Provides daily service between North/Narragansett in Chicago and 47th/Lawndale in Lyons. Key destinations include MacNeal Hospital, the Metra BNSF Line Berwyn Station, the CTA Blue Line Oak Park Station and the CTA Green Line Oak Park Station.

Route 313: St. Charles Road
Provides daily service between the CTA Green Line Austin Station in Chicago and Branding/Finley in Downers Grove. Key destinations include the CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, Eastgate Center and Yorktown Center.

Route 314: Ridgeland Avenue
Provides weekday and Saturday service between Lake/Cuyler in Oak Park and Morton College in Cicero. Key destinations include Morton College, the Metra BNSF Line LaVergne Station, Fenwick High School, the CTA Green Line Ridgeland Station, and Oak Park and River Forest High School.

Route 315: Austin Boulevard
Provides daily service between the CTA Green Line Austin Station in Chicago and Central/38th in Cicero. Key destinations include the CTA Green Line Austin Station, the CTA Blue Line Austin Station, Morton East High School ,and Morton College.

Route 316: Laramie Avenue
Provides weekday and Saturday service between the CTA Blue Line Cicero Station in Chicago and Morton College in Cicero. Key destinations include the CTA Blue Line Cicero Station, the CTA Pink Line 54th/Cermak Station, and Morton College.

Route 317: Westchester
Provides daily service between the CTA Blue Line Forest Park Transit Center and Balmoral/Canterbury in Westchester. Key destinations include the CTA Blue Line Forest Park Transit Center, Proviso East High School as well as the communities of Westchester, Bellwood, Maywood, River Forest, and Forest Park.

Route 318: West North Avenue
Provides daily service between the CTA Blue Line Forest Park Transit Center and North/Wolf in Northlake. Key destinations include the CTA Blue Line Forest Park Transit Center, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Concordia University, Dominican University, Gottlieb Hospital, Kindred Hospital, and Northlake Commons.

Route 319: Grand Avenue
Provides weekday and Saturday service between Wolf/North in Northlake and Grand/Nordica in Chicago. Certain weekday rush hour trips serve the Metra MD-West Line Bensenville Metra Station. Additionally, certain weekday rush hour trips operate between Wolf/North in Northlake and the Metra MD-West Line Bensenville Metra Station, Northlake Commons and Grand/Nordica.

Route 322: Cermak Road - 22nd Street
Provides daily service between the CTA Pink Line 54th/Cermak Station in Cicero and Yorktown Center in Lombard. This corridor is planned as a future Pace Pulse route. Key destinations include the CTA Pink Line 54th/ Cermak Station, Morton West High School, North Riverside Park Mall, Broadview Village Square Shopping Center, Immaculate Heart of Mary High School, St. Joseph High School, Oakbrook Center, and Yorktown Center.

Route 330: Mannheim - LaGrange Roads
Provides daily service between the O'Hare Multi-Modal Facility (MMF) in Chicago and Archer Ave./Harlem Ave. in Summit. Key destinations include O'Hare Multi-Modal Facility (MMF), Rosemont CTA Blue Line Station, Metra North Central Service Rosemont Station, Donald E. Stephens Convention Center, Rosemont Theater, Amtrak/Metra BNSF Line La Grange Road Station, Countryside Plaza, and the Quarry Shopping Center.

Route 331: Cumberland - 5th Avenue
Provides weekday service between the CTA Blue Line Cumberland Station in Chicago and alternating southern terminals at the Brookfield Village Hall and the La Grange Amtrak/Metra Station. Provides Saturday and Sunday service between the CTA Blue Line Cumberland Station in Chicago and the Brookfield Village Hall. Key destinations include the CTA Blue Line Cumberland Station, Triton College, Gottlieb Memorial Hospital, Hines Hospital, Loyola Hospital, Brookfield Zoo, the Metra BNSF Line Brookfield Station, Riverside-Brookfield High School, and the Amtrak/Metra BNSF Line La Grange Road Station.

Route 332: River Road - York Road
Provides weekday service between the CTA Blue Line Rosemont Station and Oakbrook Center in Oak Brook. Saturday and Sunday service operates between the CTA Blue Line Rosemont Station and Delta Cargo in the south cargo area of O'Hare International Airport. Key destinations include the CTA Blue Line Rosemont Station, AMC O'Hare/P & D Center, Metra MD-West Line Bensenville Station (weekdays only), Metra UP-West Line Elmhurst Station (weekdays only), Elmhurst Memorial Hospital - Main Campus (weekdays only) and Oakbrook Center (weekdays only).

Route 392: UPS Hodgkins Limited
Provides weekday service between Cicero/Lake (CTA Green Line) in Chicago and UPS Hodgkins. Route serves the CTA Green Line Cicero Station, CTA Blue Line Cicero Station, CTA Pink Line Cicero Station, Morton College, and UPS Hodgkins. Key destinations include the CTA Green Line Cicero Station, CTA Blue Line Cicero Station, CTA Pink Line Cicero Station, Morton College and UPS Hodgkins.

Route 554: Elgin - Woodfield
Provides weekday and Saturday service between the Pace Elgin Transportation Center, Elgin Metra Station, Hanover Park Metra and Schaumburg (Woodfield Mall and Northwest Transportation Center). Key destinations include Towne Place West, Metra MD/West Line Hanover Park Station, the Irving Park Commercial Corridor in Streamwood/ Hanover Park, St. Alexius Medical Center, Woodfield Mall, and the Pace Northwest Transportation Center. The route also connects with Pace Hoffman Estates On Demand for local service in Hoffman Estates.

Route 594 On Demand: Arlington Heights - Rolling Meadows
Provides Weekday On Demand services to the Arlington Heights - Rolling Meadows area, roughly bounded by Euclid Avenue, Arlington Heights Road, 1-90/Golf Road, and Highway 53.

Route 600: Rosemont - Schaumburg Express
This route provides bidirectional express service via the Jane Addams Memorial Tollway (I-90) between Pace Northwest Transportation Center in Schaumburg and the Rosemont Transit Center where commuters can connect to other Pace bus routes serving surrounding communities and to the CTA Blue Line for access to O'Hare and Chicago.

Route 603: Elgin Transportation Center - Rosemont Express
This route provides express, bidirectional weekday and Saturday service between the Pace Elgin Transportation Center and the Rosemont Transit Center via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd.

Route 604: Wheeling - Schaumburg
This route provides weekday and Saturday service between Dundee Road in Wheeling and the Pace Northwest Transportation Center in Schaumburg. Key destinations include the Pace Northwest Transportation Center, Deer Grove Crossing, Park Place, and Buffalo Grove High School

Route 605: I-90/Randall Road Station - Rosemont Express
Route 605 provides express, bidirectional weekday and Saturday service between Pace I-90/Randall Rd. Station and Rosemont Transit Center via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station and the Jane Addams Memorial Tollway (I-90).

Route 606: Rosemont - Schaumburg Limited
Provides daily service between the Rosemont CTA Station and Woodfield Corporate Center, serving Woodfield Mall and business and commercial areas in Schaumburg, Arlington Heights, Rolling Meadows and Mt. Prospect. Key destinations include United Airlines, Pace HQ, Illinois Department of Employment Security, Hyatt Regency Schaumburg Complex, and the Pace Northwest Transportation Center. Operates via the Jane Addams Memorial Tollway (I-90) between River Road and Elmhurst Road. The route also connects with Arlington Heights-Rolling Meadows On Demand for local service in Arlington Heights and Rolling Meadows.

Route 607: I-90/Randall Road Station - Schaumburg Express
This route provides express, bidirectional weekday and Saturday service between Pace I-90/Randall Rd. Station and the Pace Northwest Transportation Center in Schaumburg via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station and the Jane Addams Memorial Tollway (I-90). Key destinations include Pace I-90/Randall Rd. Station, Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station, and Pace Northwest Transportation Center.

Route 697: Northwest Transportation Center - Harper College
Provides weekday service from Pace's Northwest Transportation Center in Schaumburg to Harper College in Palatine. Key destinations include Pace's Northwest Transportation Center, Woodfield Mall, Woodfield Village Green, Costco, Renaissance Schaumburg Hotel, Schaumburg Convention Center, Zurich Insurance, and Harper College.

Route 711: Wheaton - Addison
Provides weekday service between the Metra UP-West Line Wheaton Station and the Lincoln/Lake in Addison. Key destinations include the Metra UP-West Line Wheaton Station, Main Street Plaza, Mona Kea Medical Park, St. Charles Square, Autumn Ridge, Carol Stream Industrial Park, Greenway Apartments, Klein Creek, Stratford Square Mall, High Grove Business Park, Addison Walmart, and Friendship Plaza.

Route 714: College of DuPage - Naperville - Wheaton Connector
Provides weekday service between Naperville and Wheaton with direct service to the College of DuPage. Key destinations include Metra stations at Wheaton, College Avenue, and Naperville, Wheaton College, Ogden Mall and Downtown Naperville.

Route 715: Central DuPage
Provides weekday service between the Addison Walmart and Brookhaven Plaza in Darien. Certain weekday rush hour trips serve Argonne National Laboratory. Key destinations include the Addison Walmart, DeVry, Universal Technical Institute, Glen Oaks Hospital, the Metra UP - West Line Glen Ellyn Station, College of DuPage, Finley Square, Yorktown Center, Midwestern University, the Metra BNSF Line Westmont Station, and Brookhaven Plaza.

Route 722: Ogden Avenue

This route provides weekday and Saturday service between the Metra BNSF Railway Naperville Station and Yorktown Center in Lombard, operating via Ogden Avenue and Warrenville Road. Key destinations include Naperville, Ogden Mall, Navistar, Arboretum Lakes, Lisle, Downers Grove, Good Samaritan Hospital, and Lombard.

Route 834: Joliet - Downers Grove

Provides weekday and Saturday service from the Joliet central business district and Metra Station to Finley/Branding. Key destinations include Lewis University, Good Samaritan Hospital, Romeoville, Lockport, Bolingbrook, Will County Courthouse, and Downers Grove. Certain trips connect with Metra's BNSF service at the Main St. Station in Downers Grove.

Route 905: Schaumburg Trolley

Daily service is available from Memorial Day through Labor Day and from the day after Thanksgiving through January 1. Weekend-only (Fri-Sun) service is available during other times of year. Provides free service between Schaumburg Renaissance Hotel and Convention Center, Roosevelt University Schaumburg Campus, IKEA, Hyatt Regency, Woodfield Village Green, Woodfield Mall, Dicks Sporting Goods, Streets of Woodfield, AMC Theatre, and Northwest Transportation Center.

Figure 12: Pace Bus Average Weekday Daily Ridership. RTAMS, October 2024

ROUTE		DAILY RIDERSHIP	KEY DESTINATIONS
208	**Golf Road**	1,431	Evanston Township High School, Westfield Old Orchard, Golf Mill, Oakton College, Metra UP Northwest Line stations (Cumberland and Des Plaines), Pace Headquarters, Continental Towers, Meadows Corporate Center, Centennial Center, Hyatt, Woodfield Mall and Streets of Woodfield.
223	**Elk Grove – Rosemont CTA Station**	1,361	CTA Blue Line Rosemont Station, United Airlines (UAL) Reservation Center, LSG Sky Chefs, Elk Grove Village Industrial Area and Liberty Business ParkCenter.
301	**Roosevelt Road**	1,103	CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Hines V.A. Hospital, Proviso West High School, Pace Park-n-Ride Hillside, Elmhurst Memorial Hospital - Main Campus, Oakbrook Center, the Metra UP-West Line Wheaton Station and the DuPage County Judicial Center.
302	**Ogden – Stanley**	213	CTA Pink Line Cicero Station, Morton East High School, MacNeal Hospital and the Amtrak/Metra BNSF Line La Grange Road Station.
303	**Forest Park – Rosemont**	846	CTA Blue Line Forest Park Transit Center, Proviso East High School, Metra UP-West Line Melrose Park Station, Metra MD-West Line Franklin Park Station (weekdays only), East Leyden High School (weekdays only) and the CTA Blue Line Rosemont Station (weekdays only).
305	**East Roosevelt Road**	488	CTA Blue Line Forest Park Transit Center, Forest Park Plaza, CTA Blue Line Cicero Station.
307	**Harlem**	2,417	Metra BNSF Railway Harlem Station, Morton West High School, CTA Blue Line Harlem Station (Forest Park Branch), Rush Oak Park Hospital, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Metra MD-West Line, Elmwood Park Station, Elmwood Park City Hall, Bridgeview Transit Center.
308	**Medical Center**	380	CTA Blue Line Forest Park Transit Center, Riveredge Hospital, Proviso Math and Science Academy, Madden Mental Health Center, Loyola Hospital and Hines Hospital.
309	**Lake Street**	554	CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, and the Metra UP-West Line Elmhurst Station.

310	**Madison Street – Hillside**	228	CTA Blue Line Forest Park Transit Center, Proviso East High School, Proviso West High School, and West Point Shopping Center.
311	**Oak Park Avenue**	505	MacNeal Hospital, the Metra BNSF Line Berwyn Station, the CTA Blue Line Oak Park Station and the CTA Green Line Oak Park Station.
313	**St. Charles Road**	781	CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, Eastgate Center and Yorktown Center.
314	**Ridgeland Avenue**	258	Morton College, the Metra BNSF Line LaVergne Station, Fenwick High School, the CTA Green Line Ridgeland Station and Oak Park River Forest High School.
315	**Austin Boulevard**	480	CTA Green Line Austin Station, the CTA Blue Line Austin Station, Morton East High School and Morton College.
316	**Laramie Avenue**	505	CTA Blue Line Cicero Station, the CTA Pink Line 54th/Cermak Station and Morton College.
317	**Westchester**	334	CTA Blue Line Forest Park Transit Center, Proviso East High School as well as the communities of Westchester, Bellwood, Maywood, River Forest and Forest Park.
318	**West North Avenue**	2,346	CTA Blue Line Forest Park Transit Center, CTA Green Line Harlem Station, Metra UP-West Line Oak Park Station, Concordia University, Dominican University, Gottlieb Hospital, Kindred Hospital and Northlake Commons.
319	**Grand Avenue**	445	Certain weekday rush hour trips serve the Metra MD-West Line Bensenville Metra Station. Additionally, certain weekday rush hour trips operate between Wolf/North in Northlake and the Metra MD-West Line Bensenville Metra Station, Northlake Commons and Grand/Nordica.
322	**Cermak Road – 22nd Street**	2,020	CTA Pink Line 54th/Cermak Station, Morton West High School, North Riverside Park Mall, Broadview Village Square Shopping Center, Immaculate Heart of Mary High School, St. Joseph High School, Oakbrook Center and Yorktown Center.

330	**Mannheim – LaGrange Roads**	1,337	O'Hare Multi-Modal Facility (MMF), Rosemont CTA Blue Line Station, Metra North Central Service Rosemont Station, Donald E. Stephens Convention Center, Rosemont Theater, Amtrak/Metra BNSF Line La Grange Road Station, Countryside Plaza and the Quarry Shopping Center.
331	**Cumberland – 5th Avenue**	1,003	Serves the CTA Blue Line Cumberland Station, Triton College, Gottlieb Memorial Hospital, Hines Hospital, Loyola Hospital, Brookfield Zoo, the Metra BNSF Line Brookfield Station, Riverside-Brookfield High School and the Amtrak/Metra BNSF Line La Grange Road Station.
332	**River Road – York Road**	378	CTA Blue Line Rosemont Station, AMC O'Hare/P & D Center, Metra MD-West Line Bensenville Station (weekdays only), Metra UP-West Line Elmhurst Station (weekdays only), Elmhurst Memorial Hospital - Main Campus (weekdays only) and Oakbrook Center (weekdays only).
392	**UPS Hodgkins Limited**	98	CTA Green Line Cicero Station, CTA Blue Line Cicero Station, CTA Pink Line Cicero Station, Morton College and UPS Hodgkins.
554	**Elgin – Woodfield**	384	Towne Place West, Metra MD/West Line Hanover Park Station, the Irving Park Commercial Corridor in Streamwood/Hanover Park, St. Alexius Medical Center, Woodfield Mall, and the Pace Northwest Transportation Center.
594	**Arlinton Heights/Rolling Meadows**	27	Pace On Demand offers reservation-based, shared-ride service throughout the Arlington Heights - Rolling Meadows area, roughly bounded by Euclid Avenue, Arlington Heights Road, I-90/Golf Road, and Highway 53.
600	**Rosemont – Schaumburg Express**	274	Northwest Transportation Center and the CTA Blue Line Rosemont Station.
603	**Elgin Transportation Center - Rosemont Express**	169	Elgin Transportation Center and the CTA Blue Line Rosemont Station.
604	**Wheeling - Schaumburg**	187	Pace Northwest Transportation Center, Deer Grove Crossing, Park Place and Buffalo Grove High School.
605	**I-90/Randall Rd. Station - Rosemonnt Express**	174	Pace I-90/Randall Rd. Station, Rosemont Transit Center via Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station.

606	**Rosemont - Schaumburg Limited**	1,032	United Airlines, Pace HQ, Illinois Department of Employment Security, Hyatt Regency Schaumburg Complex, and the Pace Northwest Transportation Center. Operates via the Jane Addams Memorial Tollway (I-90) between River Road and Elmhurst Road.
607	**I-90/Randall Rd. Station - Schaumburg Express**	120	Pace I-90/Randall Rd. Station, Pace I-90/IL 25 Station, Pace I-90/Barrington Rd. Station, Pace Northwest Transportation Center.
697	**Northwest Transportation Center - Harper College**	84	Pace Northwest Transportation Center, Woodfield Mall, Woodfield Village Green, Costco, Renaissance Schaumburg Hotel, Schaumburg Convention Center, Zurich Insurance and Harper College.
711	**Wheaton - Addison**	176	Metra UP-West Line Wheaton Station, Main Street Plaza, Mona Kea Medical Park, St. Charles Square, Autumn Ridge, Carol Stream Industrial Park, Greenway Apartments, Klein Creek, Stratford Square Mall, High Grove Business Park, Addison Walmart and Friendship Plaza.
714	**College of DuPage - Naperville - Wheaton Connector**	177	Metra stations at Wheaton, College Avenue, and Naperville, Wheaton College, Ogden Mall and Downtown Naperville.
715	**Central DuPage**	287	Addison Walmart, DeVry, Universal Technical Institute, Glen Oaks Hospital, the Metra UP - West Line Glen Ellyn Station, College of DuPage, Finley Square, Yorktown Center, Midwestern University, the Metra BNSF Line Westmont Station, Brookhaven Plaza, and Argonne National Laboratory (weekday rush hour only).
722	**Ogden Avenue**	154	Naperville, Ogden Mall, Navistar, Arboretum Lakes, Lisle, Downers Grove, Good Samaritan Hospital, and Lombard.
834	**Joliet - Downers Grove**	321	Lewis University, Good Samaritan Hospital, Romeoville, Lockport, Bolingbrook, Will County Courthouse, and Downers Grove.
905	**Schaumburg Trolley**	91	Schaumburg Renaissance Hotel and Convention Center, Roosevelt University Schaumburg Campus, IKEA, Hyatt Regency, Woodfield Village Green, Woodfield Mall, Dicks Sporting Goods, Streets of Woodfield, AMC Theatre, and Northwest Transportation Center.

EXISTING METRA & CTA
SERVICE

The transit coverage within the study area is extensive, providing robust regional connectivity through multiple Metra lines, specifically the BNSF, Union Pacific West (UP-W), Union Pacific Northwest (UP-NW), Milwaukee District West (MD-W), and North Central Service (NCS). These lines link suburban communities to downtown Chicago, each serving key municipalities and important regional centers. The busiest line, the BNSF, for instance, connects key study area hubs including Berwyn, Riverside, Brookfield, La Grange, Hinsdale, and Downers Grove, and ranks highest in overall ridership.

Complementing the Metra lines, CTA's rail network significantly enhances local connectivity within the study area, notably through the Blue, Green, and Pink lines. The Blue line offers direct connections from Forest Park through Oak Park and Cicero, linking commuters to major employment centers such as downtown Chicago and O'Hare Airport. Meanwhile, the Green Line provides local access between Harlem and Central Avenues, serving densely populated communities like Oak Park and Austin. The Pink Line, with its terminus at 54th/Cermak, connects neighborhoods west of Chicago with direct access to downtown.

Each Metra station within the area exhibits distinct ridership patterns and amenities. Stations like Downers Grove Main Street (BNSF), Arlington Heights (UP-NW), and Elmhurst (UP-W) record some of the highest ridership volumes, reflecting their strategic locations and robust park-and-ride facilities. Accessibility at these stations is also noteworthy, with most locations in the study area offering either full or partial ADA compliance.

CTA stations similarly display varied characteristics, with major stations including Forest Park on the Blue Line and Harlem-Lake on the Green Line serving as critical hubs for daily commuters. Several stations also provide direct access to parking facilities, further encouraging multi-modal commuting.

Transit availability is depicted on map 8, which illustrates Metra and CTA station locations and route alignments, with an underlay of CMAP's "Transit Availability Index." The index measures availability within subzones and analyzes distance to stops, service frequency, sidewalk inventory, and other connections. These values are then averaged to create the index.

MAP 8: ALL EXISTING SERVICE

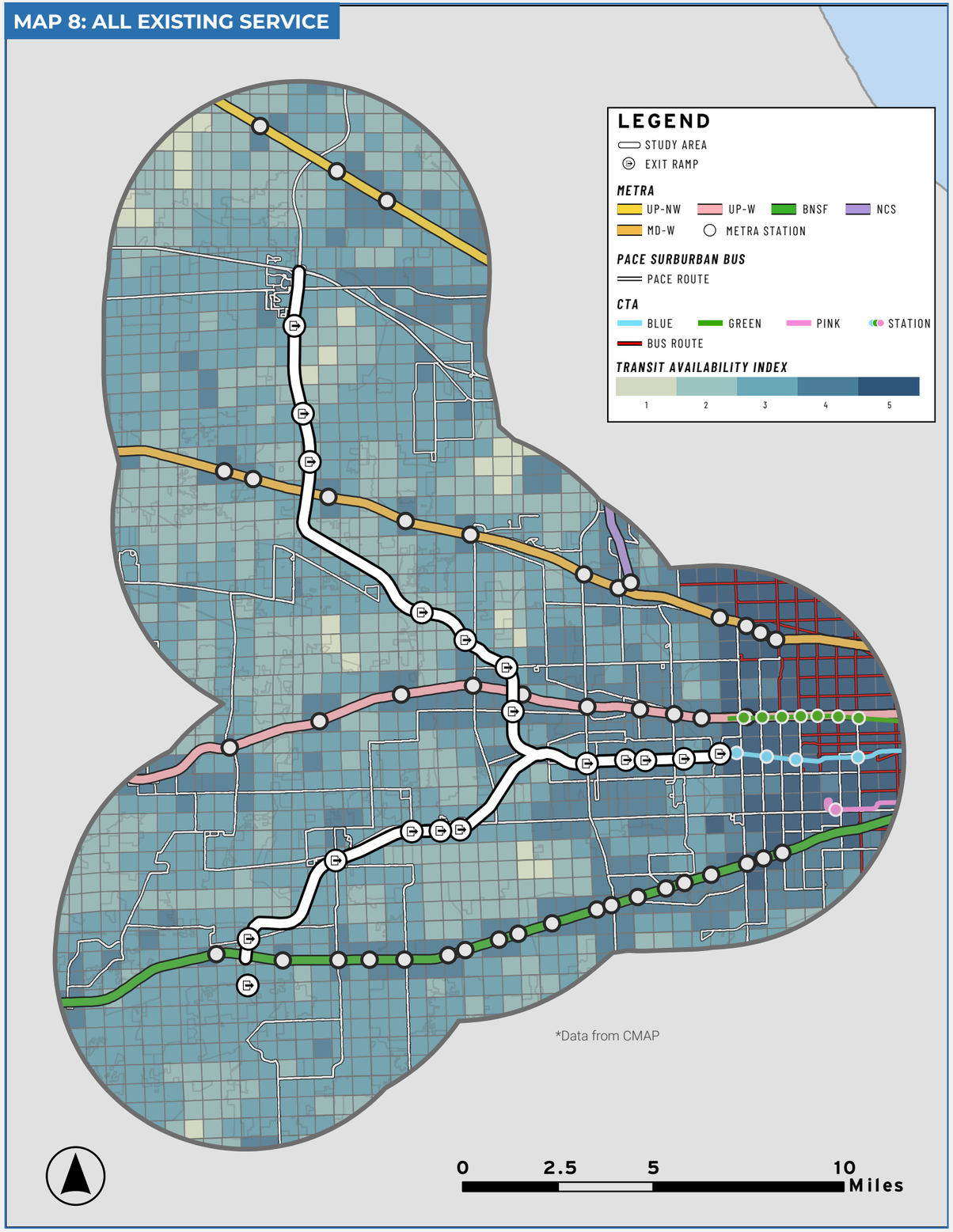


Figure 13: CTA L Train Average Weekday Daily Ridership. RTAMS, October 2024

CTA STATIONS IN THE SERVICE AREA

The CTA stations listed serve the Green, Blue, and Pink lines, providing critical transit connections across the study area. These stations link communities such as Oak Park, Austin, Cicero, and Forest Park to downtown Chicago and beyond via rapid transit. Several stations—such as Forest Park (Blue Line) and 54th/Cermak (Pink Line)—are fully ADA accessible, serving as major transfer points and park-and-ride hubs.

LINE	STATION	DAILY RIDERSHIP
Blue Line	**Austin-Congress**	723
	Cicero-Congress	613
	Oak Park-Congress	647
	Harlem-Congress	418
	Forest Park	1,283
Green Line	**Oak Park-Lake**	864
	Austin-Lake	1,036
	Cicero-Lake	787
	Ridgeland	778
	Laramie	726
	Central-Lake	1,322
	Harlem-Lake	2,197
Pink Line	**54th/Cermak**	1,780

METRA STATIONS IN THE SERVICE AREA

The Metra stations in the study area span multiple lines, including the BNSF, Union Pacific West (UP-W), Milwaukee District West (MD-W), and Union Pacific Northwest (UP-NW). These stations connect a range of suburban communities—from Berwyn and Brookfield to Itasca and Arlington Heights—to downtown Chicago, supporting reverse commuting and regional access to employment centers. Accessibility varies across the stations, with several—such as Downers Grove Main Street, Elmhurst, and Franklin Park—equipped with ADA-compliant facilities. These stations play a vital role in regional connectivity and complement Pace bus services and CTA rail lines within the study area.

CONTINUED IMPORTANCE OF THE RAIL NETWORK

Both CTA and Metra continue to serve as an important connection for the western suburbs for access between suburbs and into Chicago. CTA routes see higher volume of riders due to the greater population density of their service area compared to Metra. For Metra ridership, the BNSF line sees the highest weekday volume at roughtly 7,500 trips. Metra's Systemwide Network Plan is currently evaluating more opportunities to add more frequent service throughout the day to meet changing travel markets. Each trip taken by transit reduces traffic congestion, pollution, and wear and tear on road infrastructure.

Figure 14: Metra 2018 Daily Ridership by Station, RTAMS

LINE	STATION	MUNICIPALITY	DAILY RIDERSHIP
BNSF	**Berwyn**	Berwyn	732
	LaGrange Road	LaGrange	1,468
	Brookfield	Brookfield	607
	Congress Park	Brookfield	250
	Hinsdale	Hinsdale	1,168
	Clarendon Hills	Clarendon Hills	808
	Downers Grove Main St.	Downers Grove	2,473
UP-W	**Berkeley**	Berkeley	145
	Elmhurst	Elmhurst	2,313
	Villa Park	Villa Park	841
	Maywood	Maywood	81
	Melrose Park	Melrose Park	103
	Bellwood	Bellwood	165
MD-W	**Franklin Park**	Franklin Park	399
	Wood Dale	Wood Dale	608
	Itasca	Itasca	564
UP-NW	**Arlington Heights**	Arlington Heights	2,349

PARK-N-RIDE FACILITIES

Figure 15: Pace Express Bus Park-N-Ride at the I-90/Barrington Road Inline Station

Park-n-ride lots are designated parking facilities where commuters can park their personal vehicles and transfer to public transportation for the remainder of their journey. These lots are strategically located to intercept automobile traffic before it enters more congested urban areas, thereby encouraging the use of transit for longer or more traffic-prone segments of a commute.

In the context of Pace and the broader Chicago-area transit network, park-n-ride lots serve as critical access points to high-frequency bus routes, express services, and rail stations. They allow residents who may not live within walking distance of transit to drive a short distance, park, and continue their trip using public transportation. Many of these lots are located near major roadways or transit hubs, offering amenities like shelters, lighting, and sometimes even real-time service information to enhance the user experience.

Within the study area, several park-n-ride facilities support Pace bus operations and broader regional transit connectivity. Three of these are owned and operated by Pace: the Northwest Point - Elk Grove Park-n-Ride, the Hillside Park-n-Ride, and the Northwest Transportation Center. These facilities are well-integrated with Pace routes that serve key corridors such as I-290, I-294, and regional employment centers,

PARK-N-RIDE SUCCESS - SWIFTLY SUPPORTING WORK AND PLAY

In 2018 Pace hosted a bus ride along where rider Barbara Hopkins was introduced to “a whole new world” of using public transit to travel safely, comfortably, easily, and affordably to and from Chicago. Hopkins introduced friends and neighbors to the bus-on-shoulder service offered from the Romeoville Park-n-Ride, creating a small network of new riders.

In March 2018, Pace contracted architectural and engineering services to expand the Bolingbrook Old Chicago Park-n-Ride, a key hub for the bus-on-shoulder Express service that Hopkins rides. At the time, the service along the I-55 corridor has seen a 7.7% year over-year increase in ridership from 2017-2018, and expanded parking supports transit from communities in southwest suburban Will and DuPage counties.

making them essential components of the area’s transit infrastructure. They also help reduce the burden on local road networks and parking availability at final destinations by intercepting drivers earlier in their trip.

In addition to Pace-owned lots, the study area also includes several park-n-ride locations at privately owned or shared-use sites. While not owned by Pace, these locations still function as de facto park-n-ride access points for transit riders and are important for maintaining regional accessibility.

Figure 16: Park-and-Ride lots

NAME	PACE-OWNED
Northwest Point - Elk Grove Park-n-Ride	Yes
Hillside Park-n-Ride	Yes
Northwest Transportation Center	Yes

PACE'S NETWORK
REVITALIZATION VISION

Pace has embarked on a comprehensive Network Revitalization and System Restructuring Initiative, *ReVision*, aimed at enhancing the efficiency, effectiveness, and accessibility of bus transit services across northeastern Illinois. This initiative strategically evaluates existing transit routes, service frequencies, and operational patterns to better align with current and projected transit demands. By optimizing resource allocation, the restructuring effort seeks to improve service reliability, reduce travel times, and increase ridership satisfaction. However, sustainable funding is needed to support this effort.

A significant component of this initiative involves identifying essential corridors and opportunities for transit enhancements, including new or expanded express bus services, Bus-on-Shoulder/Flex Lane operations, and enhanced integration with regional rail networks.

The proposed I-290/I-88 transit corridor represents a crucial overlay within Pace’s broader restructuring framework. It integrates with numerous route and service proposals currently under consideration or in development by Pace.

This project will focus proposed stop locations where the study area intersect with Pace’s redesigned routes. Ensuring that new infrastructure investments associated with expressway bus-on-shoulder service will be useful to the broader system over the next decades is vital. Otherwise, the anticipated benefits of the new infrastructure investments may never be fully realized.

4

CHAPTER FOUR

MARKET ANALYSIS

The approach combines multiple geographic layers to assess travel behavior, service access, and ridership potential across the region. Beginning with a regional view, the study utilized modified Census-defined zones and broader zone groups to analyze commuting patterns in Cook, DuPage, and northern Will Counties. Employment clusters from CMAP's ON TO 2050 plan were also incorporated to identify key job centers and evaluate their role in regional transit demand.

The study area was broken into four zones for analysis. Travel patterns were evaluated between zones and the primary travel corridors were identified. For each zone, the census tracts with the highest trip origins were further analyzed to understand the primary trip modes, and when applicable, the most frequently used transit routes.

DATA
SOURCES

The primary dataset used for analyzing travel flows in the I-290 and I-88 study was Replica, a mobility analytics platform that provides modeled travel behavior data based on anonymized mobile location data, demographic data, built environment data, and economic activity data. Replica offers a near real-time snapshot of how people move throughout a region, capturing trip purpose, time of day, mode of travel, and demographic characteristics. Due to the broad collection methods, Replica is able to provide detailed travel information down to the census block group level, though increased specificity in the data querry reduces the projected accuracy of the modeled travel patterns.

Replica's 2024 Thursday travel model was utilized for this study.

GEOGRAPHIC
DEFINTIONS

The I-290/I-88 Market Analysis uses a multi-layered geographic framework to understand existing travel patterns and identify opportunities for improved transit service. To structure this analysis, three primary geographic units were defined: Zones, Corridors, and Points. These geographies reflect different scales and modes of travel and are used to assess how people currently move through the region and where enhanced transit services—such as express bus or bus-on-shoulder routes—could be most effective.

Zones represent larger geographic areas that align closely with Census-designated boundaries, often modified township or municipal borders. These zones were designed to capture broad regional travel flows and commuting patterns between neighborhoods, municipalities, and major employment centers. In this study, zone-based analysis helped to quantify origin-destination volumes across the study area and identify key trip generators, such as major job clusters, colleges, and retail hubs.

Figure 17: Downtown Oak Park

Corridors represent the road corridors at a variety of scales, ranging from interstates to local collectors. Viewing travel patterns along corridors helps to determine which routes people take between destinations as well as identify locations where people may transfer between modes, such as from a Pace bus to a CTA L line, or by driving to a Metra park-and-ride lot to access a train.

Points represent census tracts, or small groups of adjacent census tracts in this analysis. Where further detail is required, analysis on the census tract level offers additional insights into locations that serve as primary trip generators for a zone.

STUDY AREA
ZONES

The study area was divided into four zones by looking for natural breaks between density clusters in the population and employment density maps.

Zone 1 covers the northern portion of the study area, with the main activity center being the Woodfield Mall and surrounding office hubs in Schaumburg.

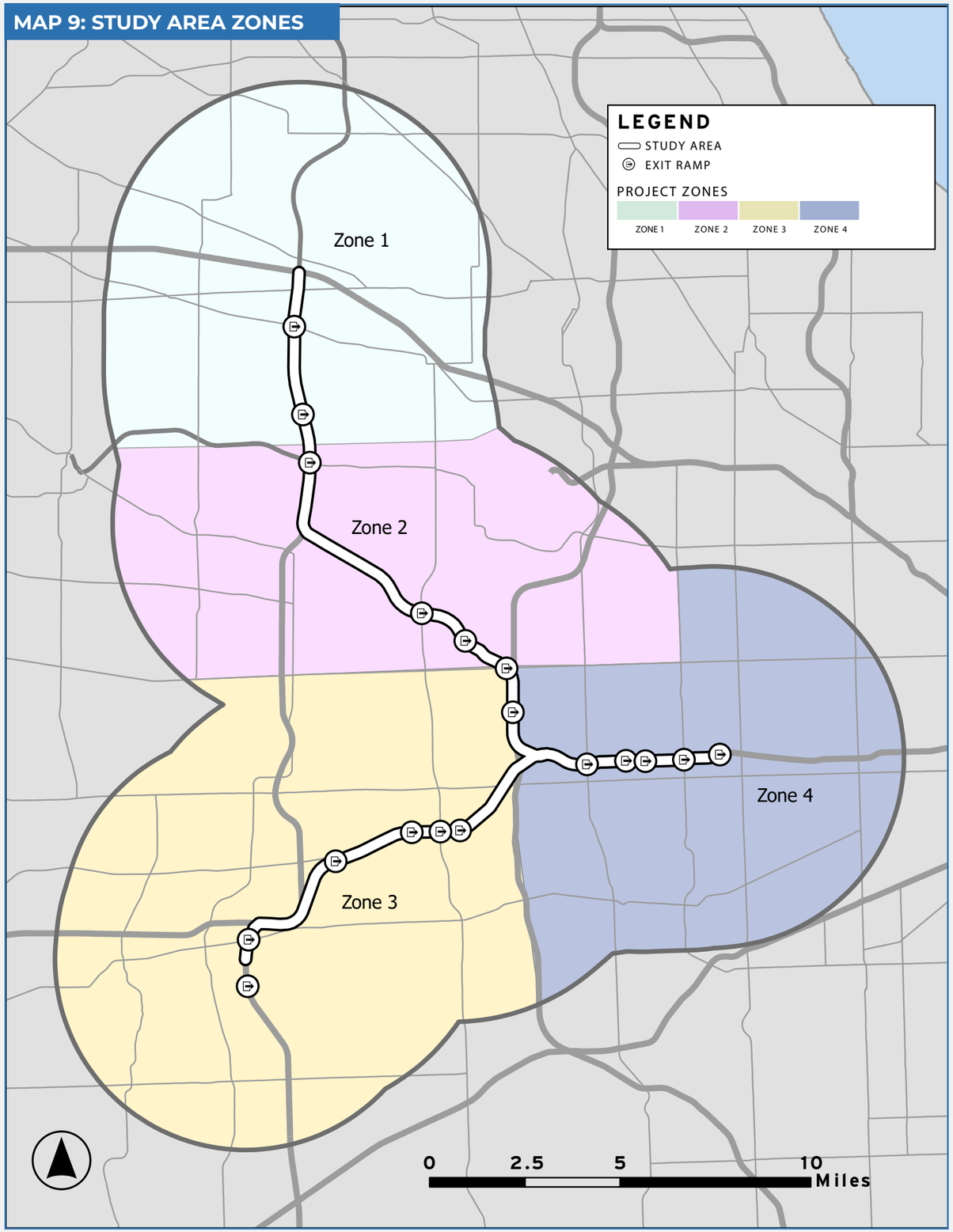
Zone 2 covers the lower density suburbs west of O'Hare where there is a significant amount of industrial development which serves as the zone's primary employment clusters.

Zone 3 covers the southwest portion of the study area based around the Yorktown and Oakbrook centers. These areas are dominated by commercial and office areas which generate significant trips to the zone as the primary activity centers.

Zone 4 covers the eastern portion of the study area, overlapping the higher density inner suburbs such as Oak Park, Berwyn, and Cicero. This zone has the highest population density, along with multiple employment clusters such as Oak Park's commercial center along Lake Street, and the VA and Loyola medical campus in Maywood.

In addition to these zones, travel to Chicago's central business district (CBD) was also analyzed. The CBD area was determined as the portion of downtown Chicago with the greatest job density - the area bordered by Roosevelt Road on the south, Halsted Street on the west, Chicago Avenue on the north, and the lakefront on the east.

MAP 9: STUDY AREA ZONES



REGIONAL
TRAVEL FLOW

Regional travel refers to all trips made within a defined metropolitan area, encompassing a wide range of trip purposes beyond commuting, such as shopping, education, healthcare, and recreation. These trips occur across different distances and scales, involving movements between neighborhoods, across cities, and through major transportation corridors. In the context of the I-290 corridor study, understanding regional travel patterns helps planners see the full picture of mobility—who is traveling, where they are going, and how they are getting there—not just for work but for all daily activities. This comprehensive view is essential for designing transit services that meet both peak and off-peak travel needs.

Regional Travel Analysis

A key method for evaluating regional travel is zone-to-zone analysis, which captures the volume of trips between broad geographic units like municipalities, townships, or other Census-based boundaries. This analysis provides a strategic overview of travel demand, allowing planners to identify high-activity areas and major trip generators or attractors. For example, if a large number of trips occur between a residential zone in the western suburbs and an employment-heavy zone near the Medical District, that connection may warrant direct or higher-frequency service. Zone-to-zone data is particularly valuable for long-range planning and service prioritization across subregions.

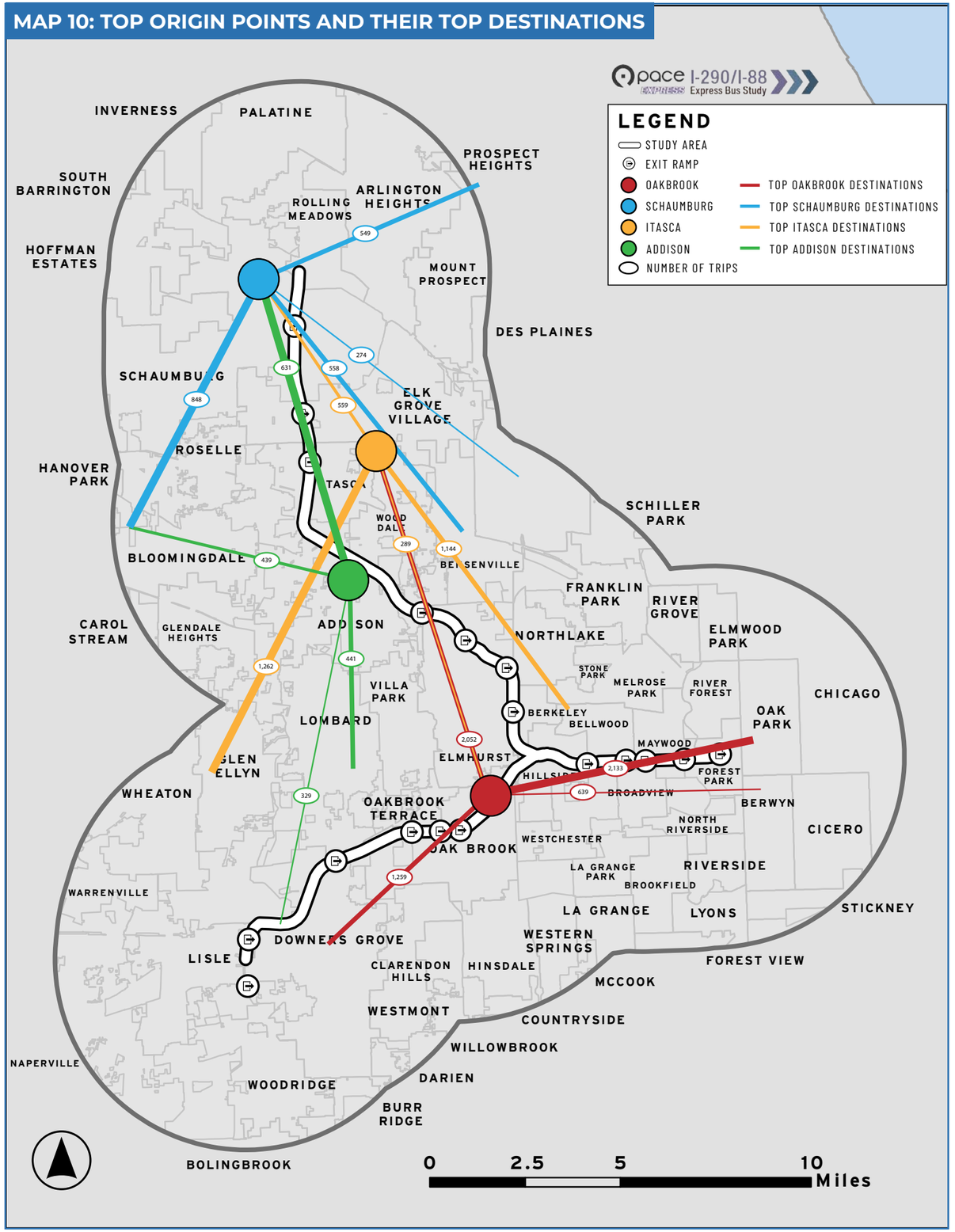
Corridor Analysis

While the zone-to-zone analysis shows where people are traveling from, overlaying this information with corridor volumes allows insights into which routes travelers are taking for these trips. This provides an understanding of traffic flow and how the I-290 service could interact with existing travel patterns.

Point Analysis

To better understand how people are traveling between zones, the census tracts with the highest number of trip origins into a zone were investigated to better understand travel mode and trip purpose. This targetted analysis is also able to determine which transit routes are currently utilized, allowing decision makers to ultimately determine if a new route will better support these existing riders or attract new ones.

MAP 10: TOP ORIGIN POINTS AND THEIR TOP DESTINATIONS



Regional Travel Analysis

Regional travel flow was investigated by analyzing all trips that originated in the study area and traveled to each of the defined zones. Maps 11-14 on the following pages show the origin census tract of trips that ended within each zone. Figure 20 breaks down travel to each zone by transportation mode and trip purpose.

Map 11 shows the origin points for trips ending in Zone 1, as well as the corridors being used to make these trips. This map showcases that the majority of travel into Zone 1 originated in Zone 1 or Zone 2, with limited travel originating in other portions of the study area. Travel is heaviest along I-290 from the I-355 interchange and the Hwy 72 interchange. This matches with IDOT congestion data which shows this section of I-290 experiences significant congestion. Only 1% of trips that end in Zone 1 utilize transit.

Map 12 shows the origin points for trips ending in Zone 2. As this zone is in the center of the study area and also encompases the census tract with O'Hare Airport, it sees significant travel from all parts of the study area. However, transportation is also spread across a larger number of travel corridors though more than 10,000 trips that end in Zone 2 utilize I-290 for at least a portion of their journey, while only 1% of trips use transit.

Map 13 shows the origin points for trips ending in Zone 3. More north-south travel for these trips occurs on I-355 and Hwy 83 than along I-290, but there is a significant amount of east-west travel that utilizes I-88. A high volume of trips originate in all three of the other zones, but internal Zone 3 travel and travel from Zone 2 make up the majority of trips. Only 1% of trips ending in Zone 3 make use of transit.

Map 14 shows the origin points of trips ending in Zone 4. Not counting trips to Chicago, this Zone has the highest percent of transit trips at 6%. Travel is heaviest along I-290 from the Hwy 83 interchange to the Harlem Avenue exit. The greatest number of trips originate at either O-Hare or the Oakbrook Center area, though regional job clusters such as Elk Grove Village, Melrose Park, and the Loyola University Medical Center south of Maywood also provide a significant portion of trip origins. 40% of travel into Zone 4 are people returning home, either from work, shopping, or entertainment. This is the primary trip purpose for Zone 4 trips, with work and shopping making up under 15% of trips each. This suggests that Zone 4 is a net exporter of workers and shoppers, which explains why regional employment and shopping centers serve as the primary origin points for trips to Zone 4 as those travelers return home.

Analysis Method

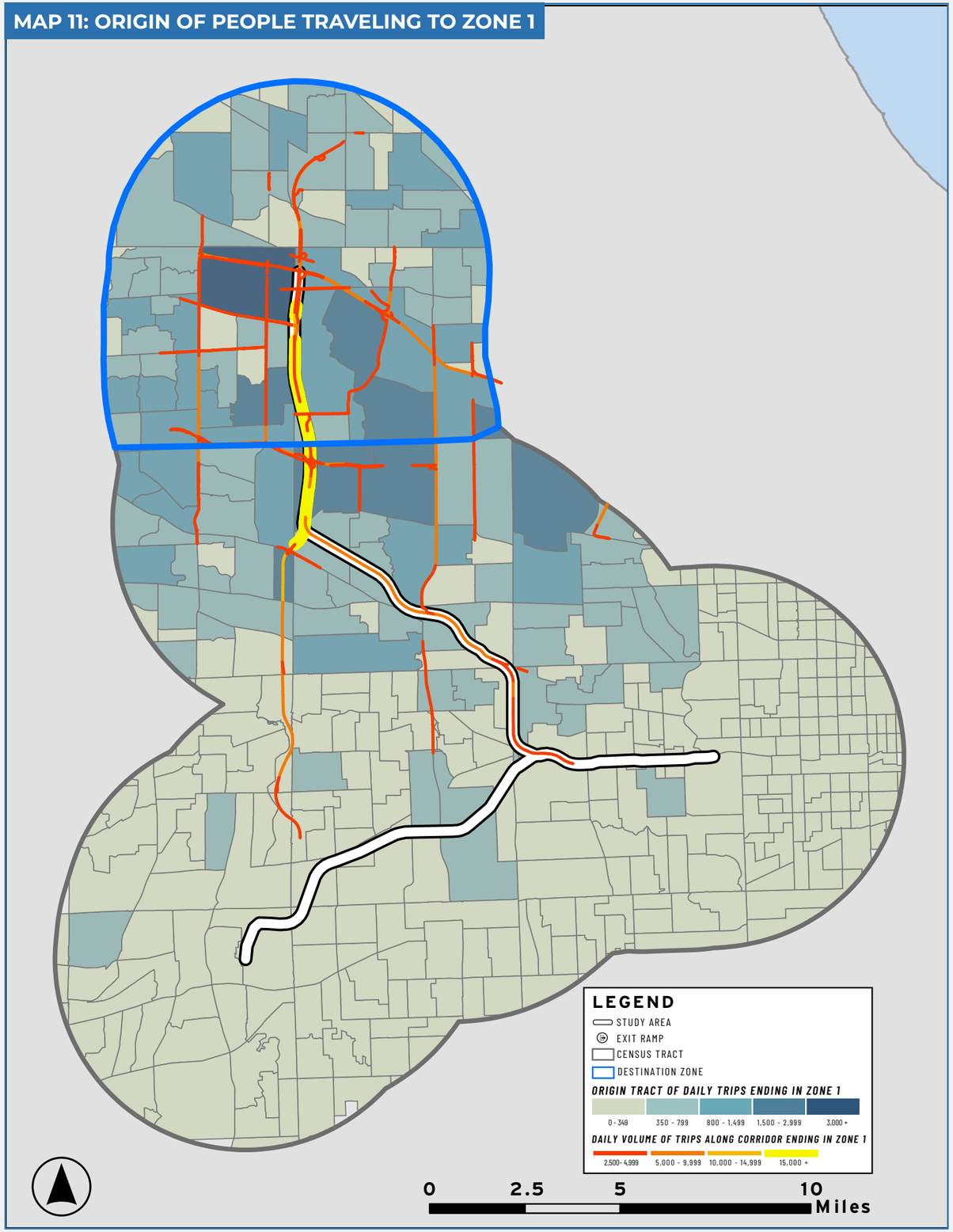
All trips originating in the study area that were greater than 15 minutes in length were analyzed. Freight, biking, and walking trips were removed as these trips are unlikely to be replaced by an interstate express bus. The resulting set of modeled trips was analyzed at a variety of scales to better understand movement between the four zones of the study area, as well as travel into Chicago's central business district .

REGIONAL TRAVEL FLOW DETAILS	WORKERS	NONWORKERS
O'HARE	19.2%	80.8%
WOODFIELD MALL	32.4%	67.6%
OAKBROOK CENTER	34.7%	65.3%

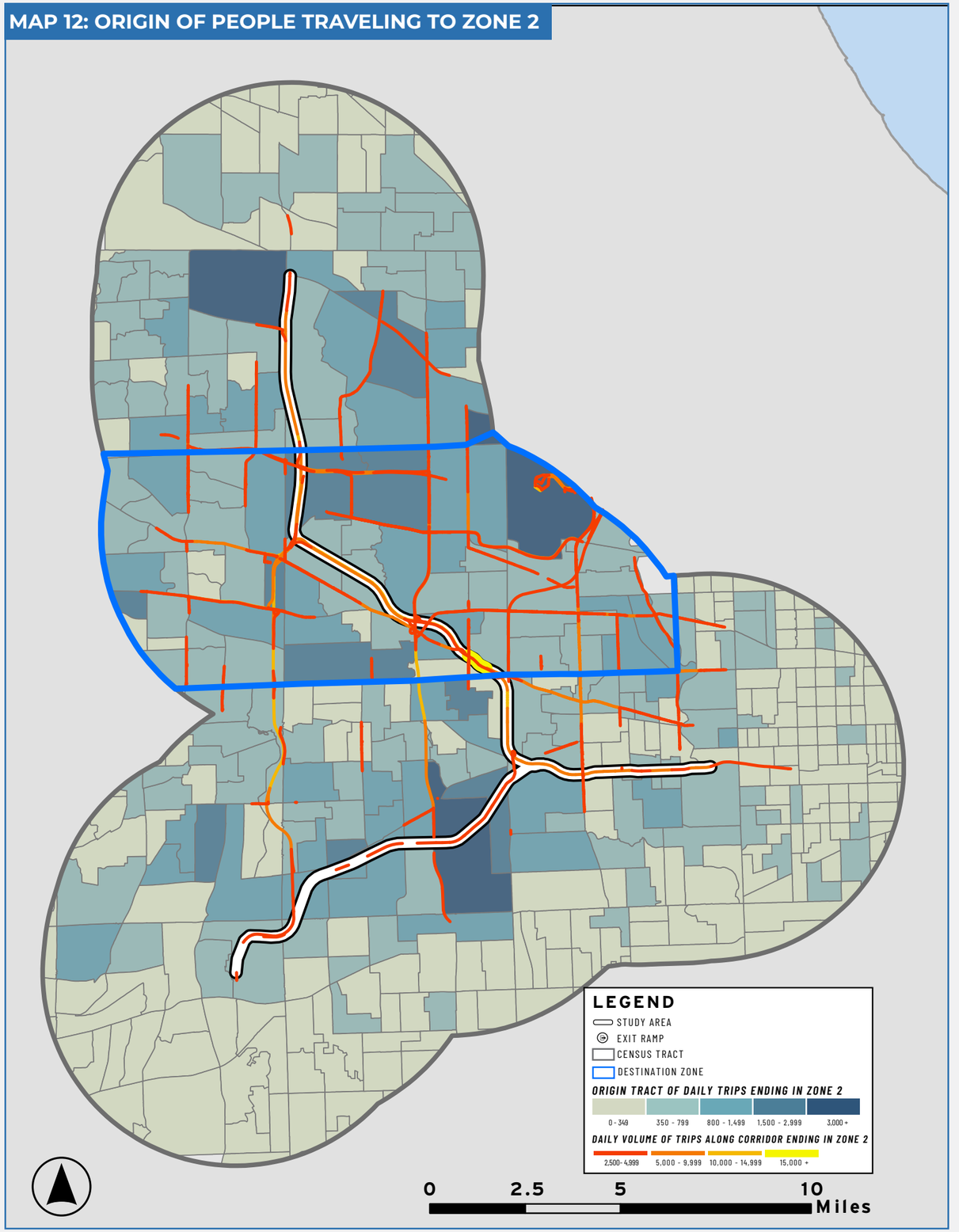
Figure 18: Regional Travel Flow Details

REGIONAL TRAVEL FLOW DETAILS		DESTINATION				
		CHICAGO	ZONE 1	ZONE 2	ZONE 3	ZONE 4
Volume	Daily Trips	75,600	119,000	185,000	225,000	241,000
Transportation Mode	Auto passenger	22.6%	25.5%	32.1%	27.7%	24.0%
	Private auto	45.8%	73.2%	66.4%	71.1%	69.6%
	Public transit	28.8%	1.0%	0.9%	0.9%	6.0%
	Taxi/TNC	2.8%	0.3%	0.7%	0.3%	0.4%
Trip Purpose	Eat	9.0%	8.0%	7.9%	8.6%	9.0%
	Errands	2.0%	3.1%	3.7%	3.8%	3.7%
	Home	8.0%	34.9%	27.1%	34.4%	41.3%
	Lodging (hotels etc.)	0.0%	1.0%	2.1%	1.0%	1.6%
	Other	1.0%	2.6%	6.0%	2.0%	1.9%
	Pass-through traffic	0.0%	0.0%	0.0%	0.0%	0.0%
	Recreation	3/0%	4.1%	3.8%	4.6%	3.5%
	Region departure (airport)	0.0%	0.0%	2.5%	0.0%	0.0%
	School	2.0%	2.0%	3.2%	3.8%	1.5%
	Shop	9.0%	14.2%	14.3%	14.4%	14.6%
	Social	1.0%	5.7%	6.2%	8.4%	8.0%
	Work	67.0%	24.5%	23.1%	19.0%	14.9%

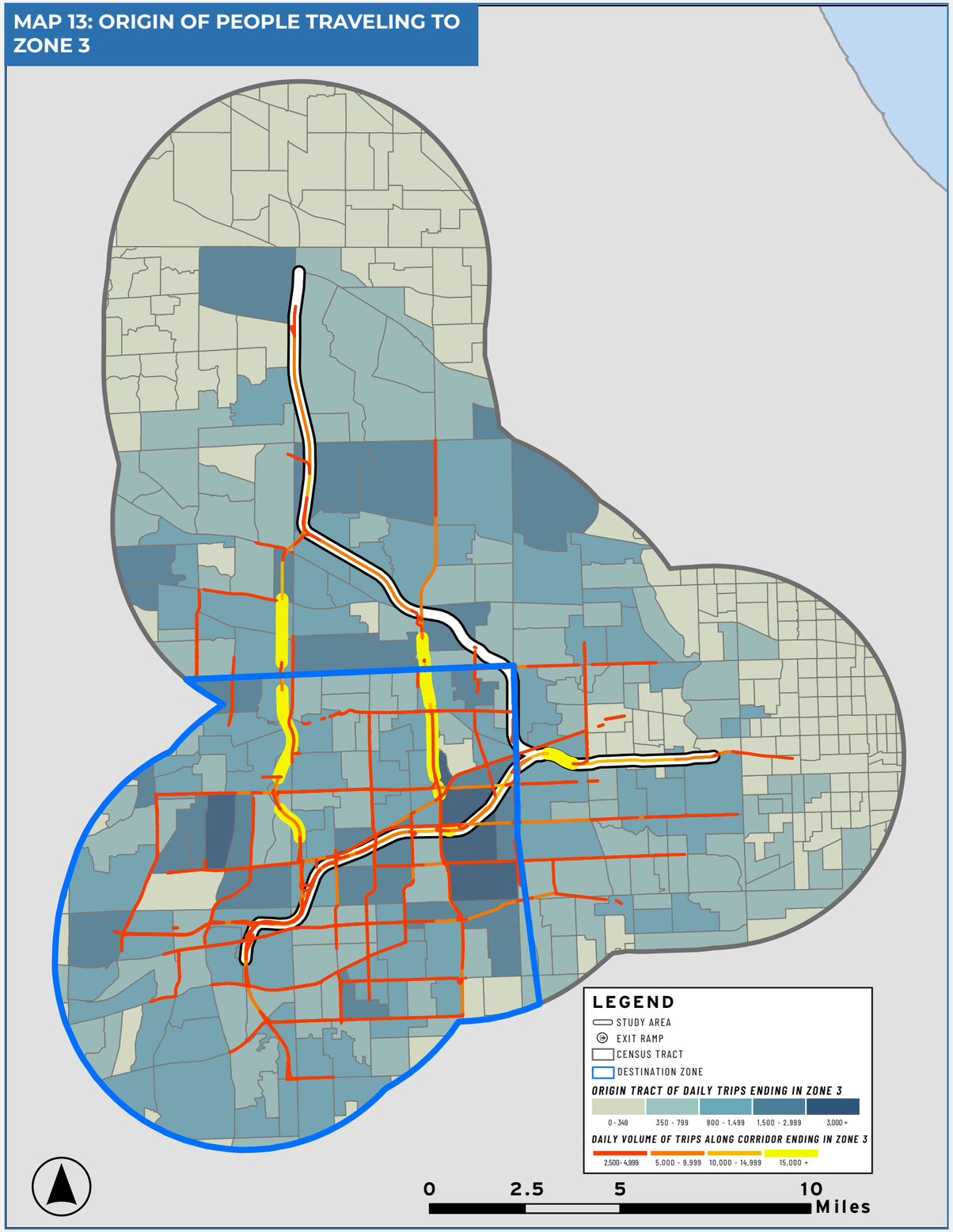
MAP 11: ORIGIN OF PEOPLE TRAVELING TO ZONE 1



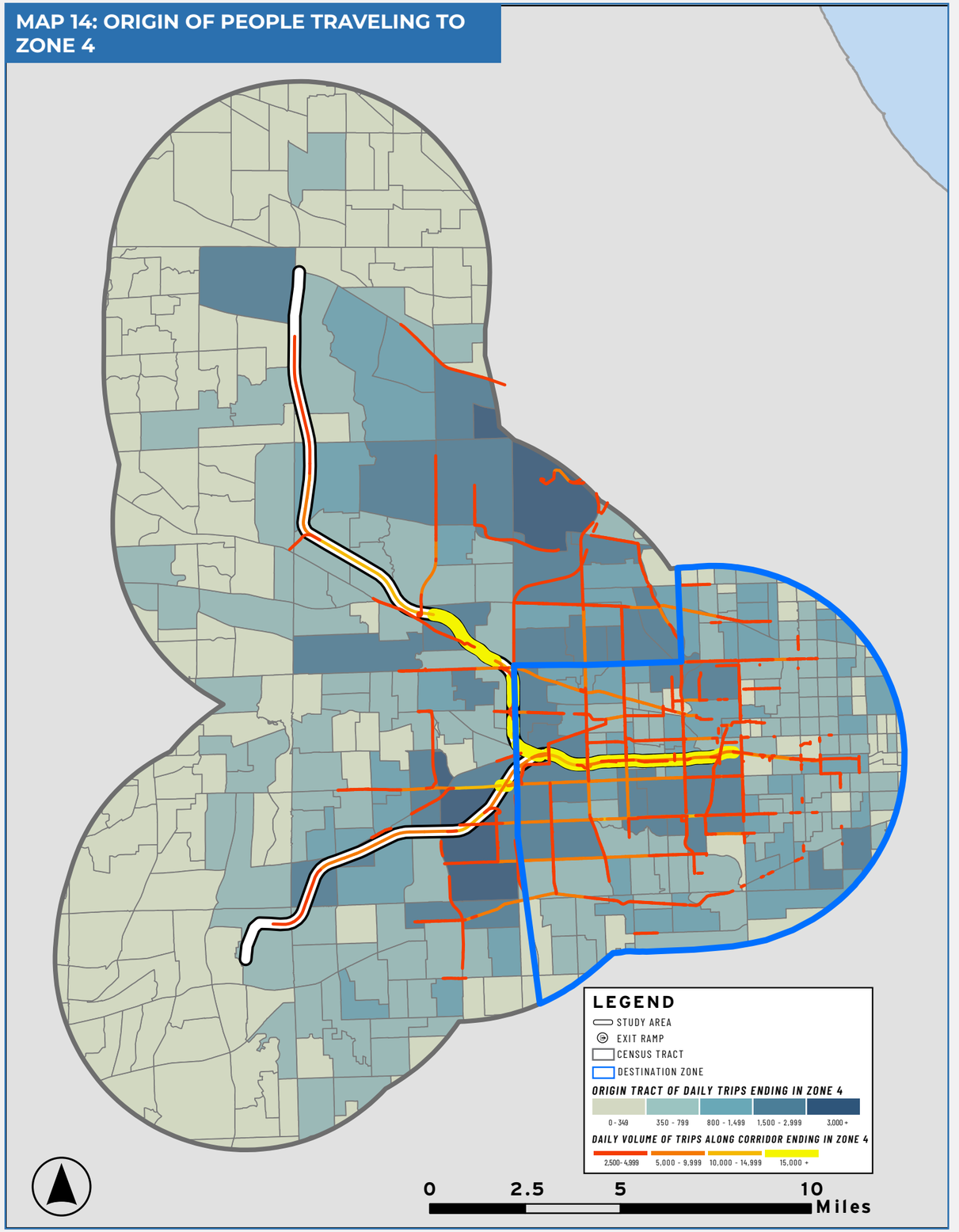
MAP 12: ORIGIN OF PEOPLE TRAVELING TO ZONE 2



MAP 13: ORIGIN OF PEOPLE TRAVELING TO ZONE 3



MAP 14: ORIGIN OF PEOPLE TRAVELING TO ZONE 4



As Chicago and its central business district (CBD) remain a key economic driver and job center for the region, travel from the study area into Chicago is important to evaluate. Map 15 shows the number of trips originating in the study area that end in Chicago's CBD. Overlayed are the Metra routes, showing that census tracts with access to a Metra line have greater numbers of trips to Chicago than other parts of the study region.

The greatest volume of trips into Chicago originate from O'Hare from people returning home, likely after a flight. The majority of these trips are taken in a car, with 17% utilizing public transit. The CTA Blue Line is the primary transit option used, accounting for over 97% of these transit trips, with Pace, Metra and CTA bus routes making up the remainder.

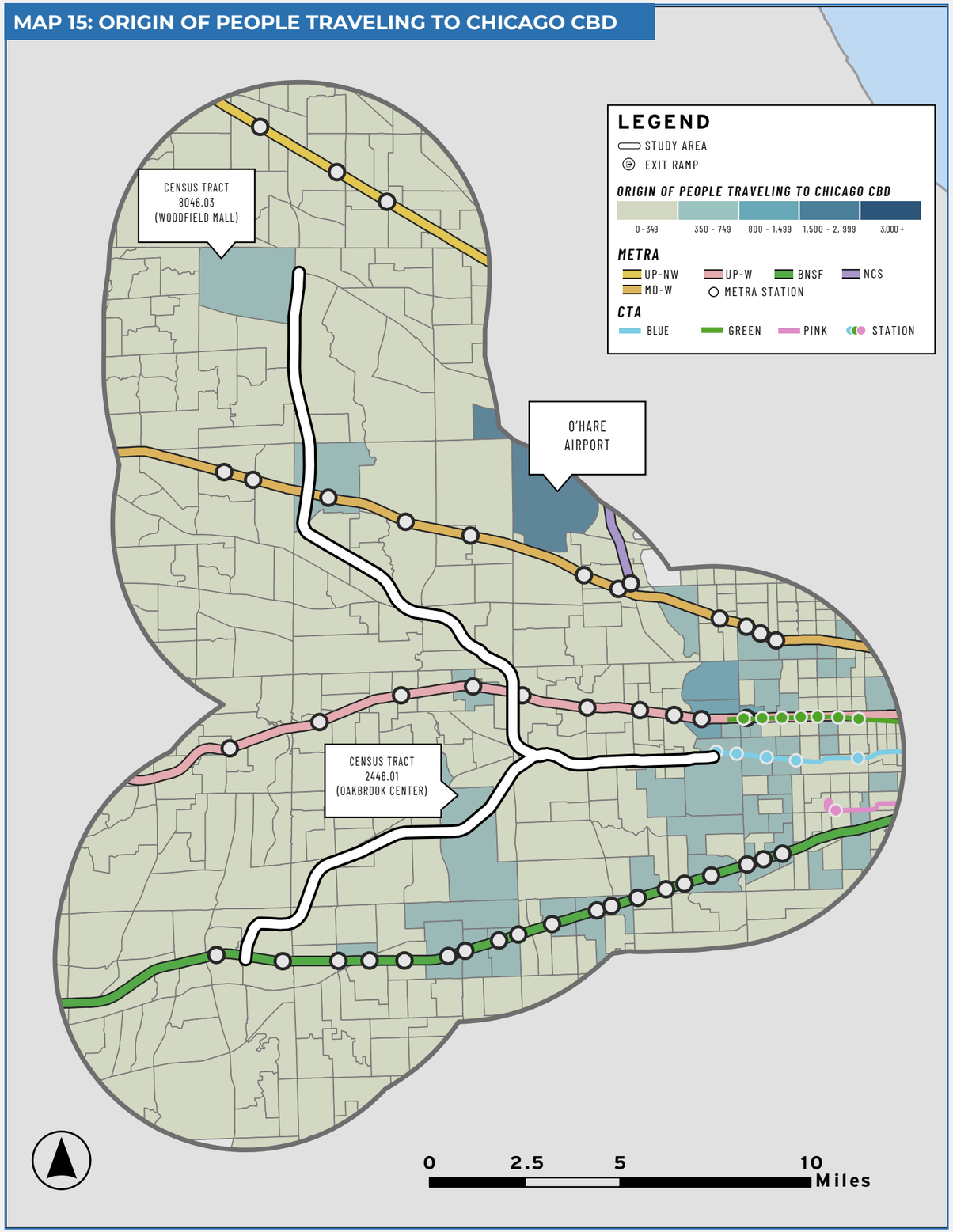
The second highest volume of trips into Chicago originate in River Forest and Oak Park. 62% of these trips are taken for work, with another 20% of trips taken for shopping and dining. The majority of trips are taken by car, though nearly a quarter of trips are taken on public transit. 46% of transit trips are taken on the CTA Green Line, with 35% and 11% of trips taken on the UP-W and MD-W Metra lines respectively.

While most of the areas with a significant share of travel into Chicago are located along a Metra or CTA route, a few notable exceptions stand out. First, census tract 2446.01 in Oakbrook and second, census tract 8046.03 in Schaumburg.

Census tract 2446.01 includes the Oakbrook Center as its primary activity center. Nearly 800 trips a day occur from this area into Chicago. 37% of these trips are people returning home, indicating a significant number of "reverse commuters" who live in Chicago and travel to Oak Brook for work. While driving is the primary travel mode, nearly 11% of trips are taken by transit. Most (75%) utilize the CTA Pink Line for a portion of their trip, and 34% ride the Pace 322 Route, likely to make the connection to the Pink Line. This represents roughly 250 people each day traveling into Chicago's CBD almost exclusivley by transit.

Census tract 8046.03 tells a similar story, though trip volume is only around 400 trips per day. This tract includes Schaumburg's Woodfield Mall and the surrounding offices. 54% of trips are taken to work, with 27% of trips being people returning home. Only 12% of trips are taken by transit, primarily by connecting the the CTA Blue line by Pace Routes 600 and 606, or by driving.

MAP 15: ORIGIN OF PEOPLE TRAVELING TO CHICAGO CBD



While travel from the study area into Chicago are important, another area of importance are people traveliing from within a half-mile of the CTA Blue Line into the study area. Map 16 shows the top destinations for people traveling from within a half-mile of the Blue Line. The map shows that destinations closest to the Blue Line see the greatest number of trips from locations within a half-mile of the Blue Line.

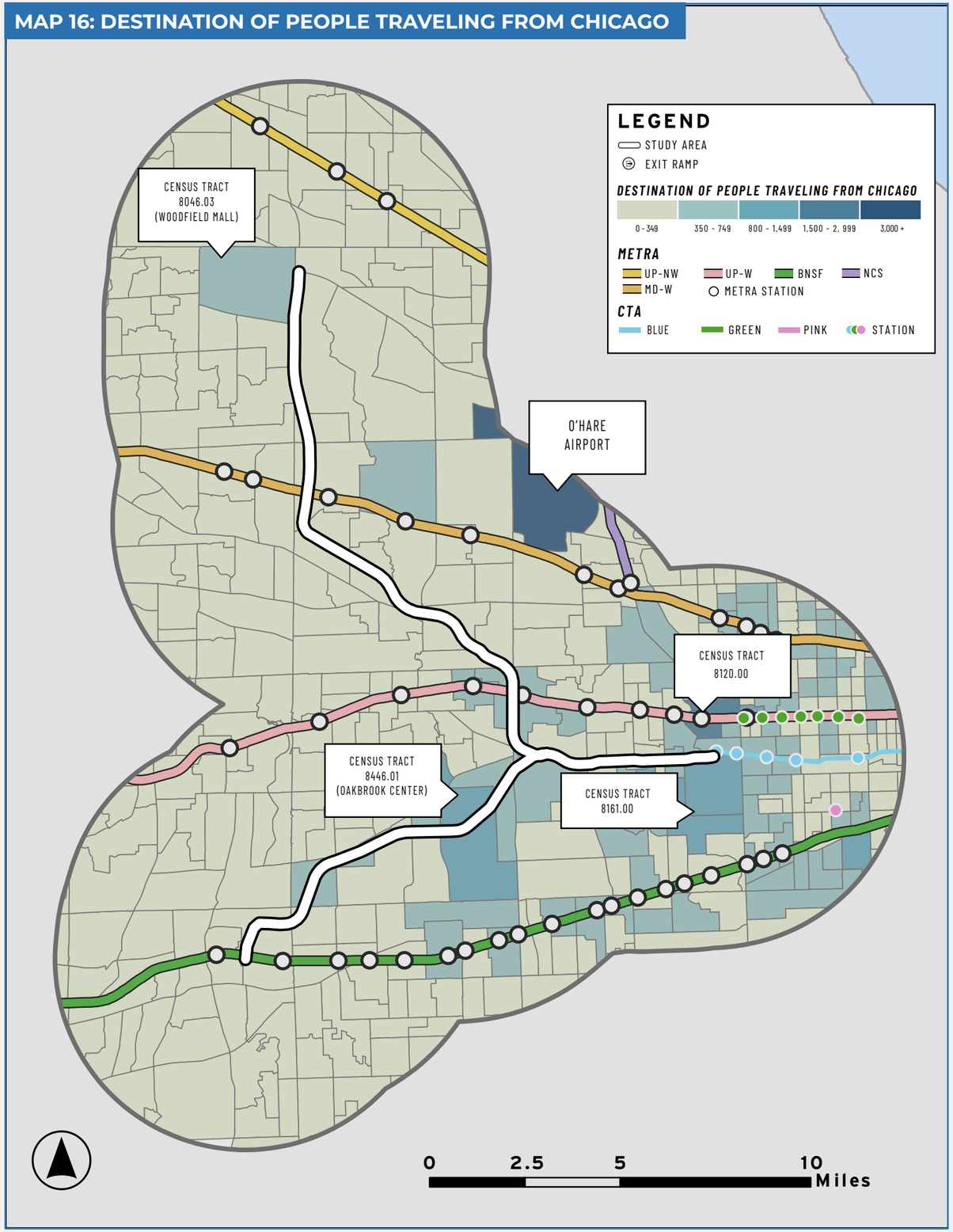
The greatest volume of trips from within a half-mile of the Blue Line into the study area are to O'Hare. 71.1% of trips are done via private automboile either as a driver or a passenger. Meanwhile, 18.6% of trips are done via public transit, however these travellers are most likely travelling the length of the Blue Line through Chicago, and not through the study area to reach the airport.

Census tract 8120.00 has the second highest volume of trips from within a half-mile of the Blue Line. Of the 1,960 trips, 64% of trips are people driving or riding in automobiles, while 31.1% take public transit.

Census tract 8161.00 has the third highest volume of trips from within a half-mile of the Blue Line. Of the 1,160 trips, 79.6% are people driving or riding in automobiles. Just under a quarter of trips, 24.2% are public transit. Commuting home and shopping are the main purpose of these trips, with people likely traveling home from working in downtown Chicago.

Census tract 8446.01 has the highest volume of trips outside of O'Hare and the Blue Line corridor. This tract is located along I-290 and is home to Oakbrook Center and other destinations for working and shopping. Work trips make up the majority of the 1,130 trips at 35.9%, followed by shopping and eating at 26.5% and 13.3% respectively. These trips are mainly completed by automobile, with drivers and passengers making up 87.8% of the trips. Public transit only accounts for 9.5% of trips. The makeup of commuters and shoppers in this area, continue to indicate a higher level of "reverse commuters" in the Oak Brook area.

MAP 16: DESTINATION OF PEOPLE TRAVELING FROM CHICAGO



INTERSTATE
CONGESTION

Both I-290 and I-88 experience significant congestion throughout the study area. While a portion of this congestion can be attributed to construction around the I-88/I-294 interchange that has been ongoing since 2023, other portions of these interstates experience congestion that can't be solely an outcome of construction.

I-290 experiences congestion on the following segments:

- Eastbound between IL-72/Higgins Road and Thorndale Avenue, with the area approaching the Thorndale Avenue exit (Exit 5) experiencing the greatest degree of congestion and reduced travel speeds. This primarily occurs during peak afternoon travel starting around 3pm and lasting until 6pm.
- Eastbound between North Avenue and I-88 (Exit 15) all day from 6am to 8pm, with the evening peak from 2pm to 6pm experiencing average speeds of 10-20pmh.
- Eastbound between US-45 (Exit 17) and 1st Avenue (Exit 20) all day from 6am to 8pm, with the morning rush from 6-8am and the evening rush from 4-6pm experiencing the greatest levels of congestion, with average speeds below 10mph during the evening peak.
- Westbound between 1st Avenue (Exit 20) and US-45 (Exit 17) with the greatest congestion occurring between 7-9am and 3-5pm. In the morning, moderate congestion extends further west to the I-88/I-294 interchange, especially from 8-9am.

I-88 experiences congestion on the following segments:

- Eastbound approaching the I-294 interchange during both morning and afternoon rush hour.

Figure 19: I-88 Congestion Map. Source: IL Tollway.

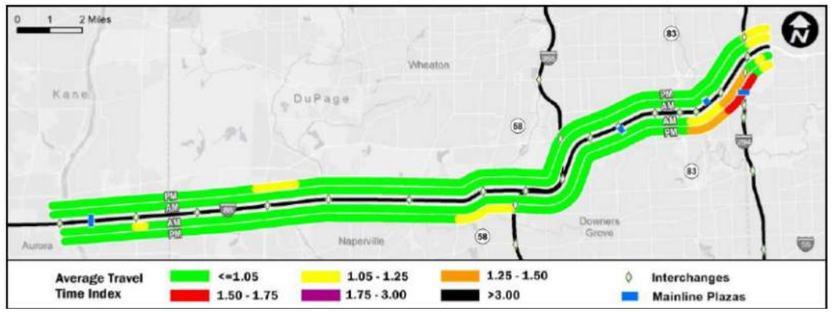
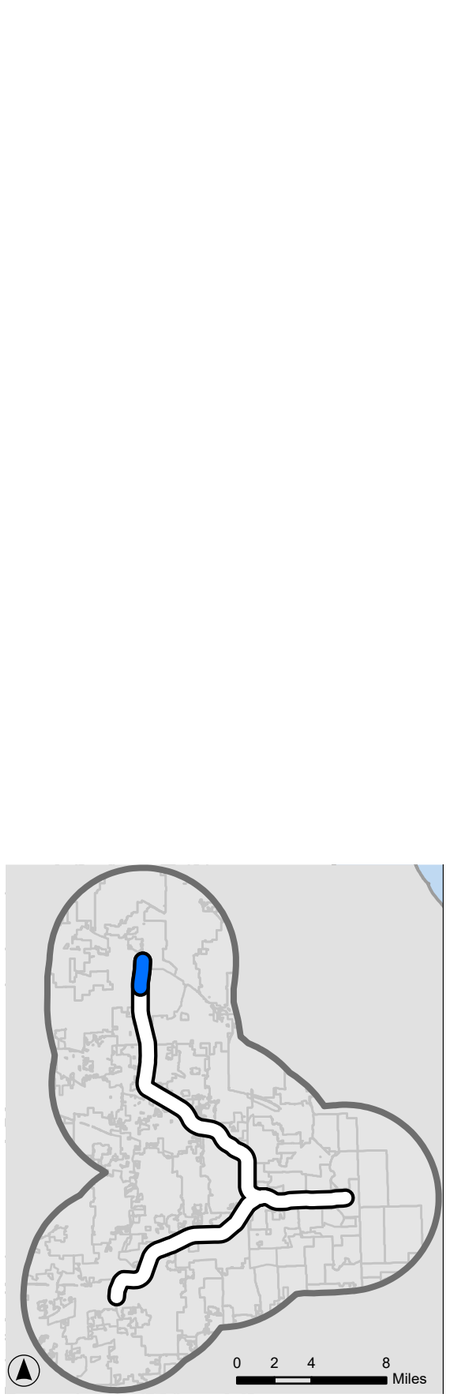
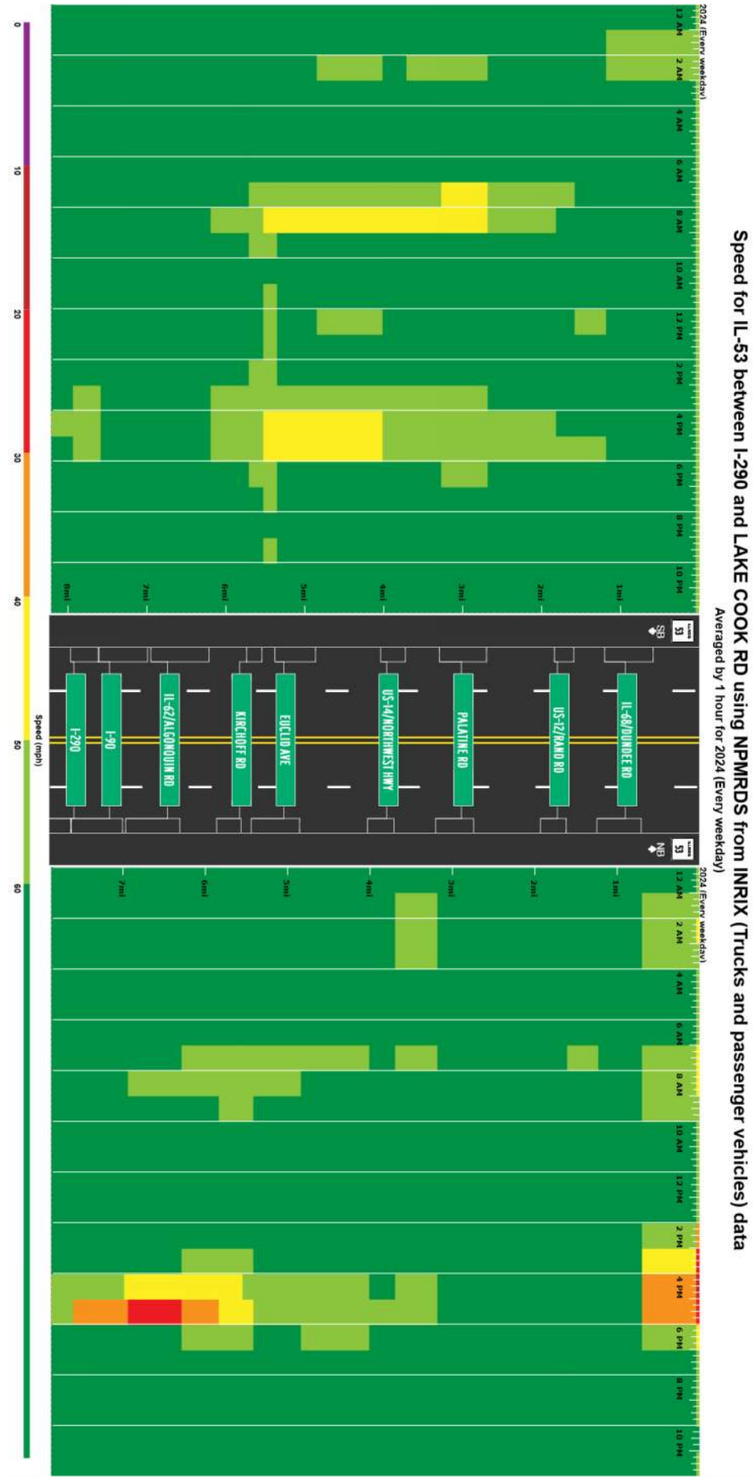
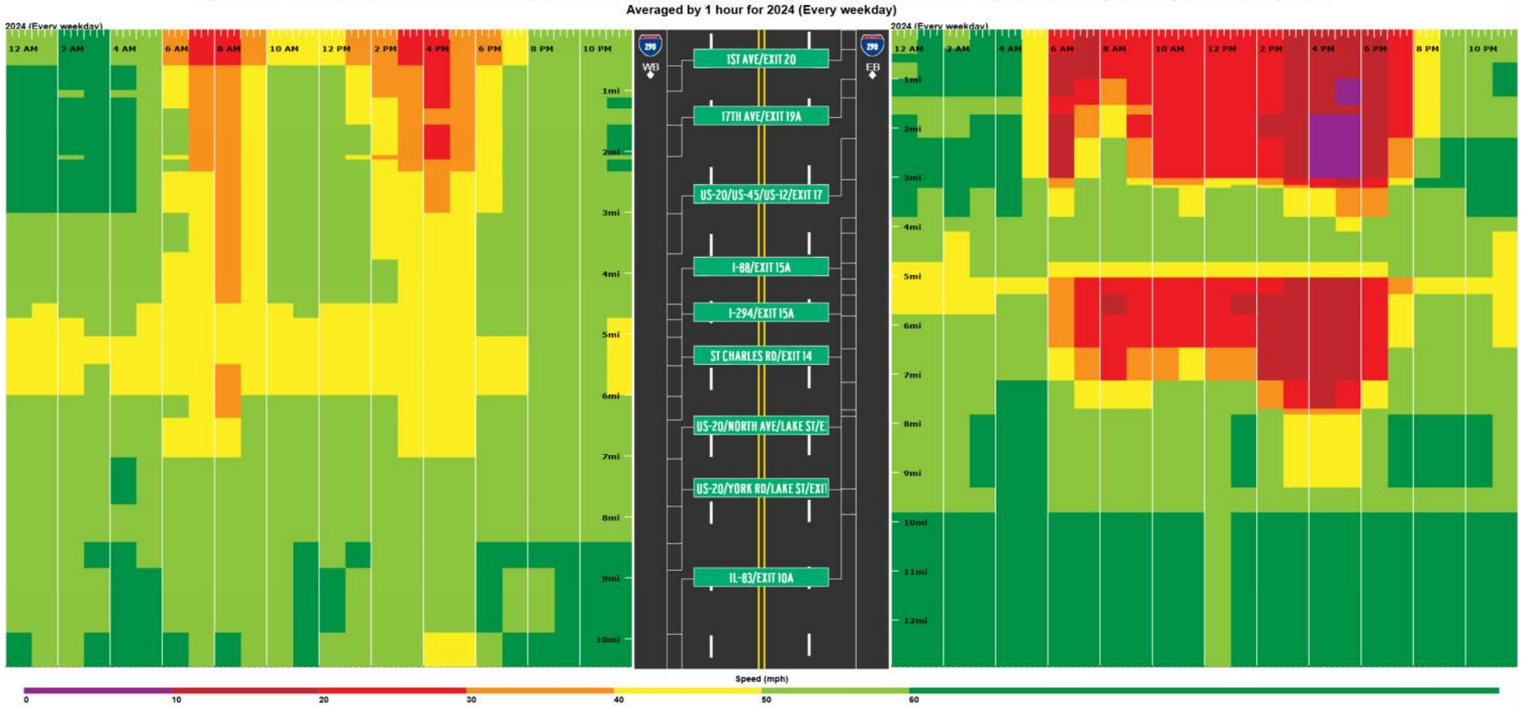


Figure 20: I-290 Congestion Maps. Source: IDOT.







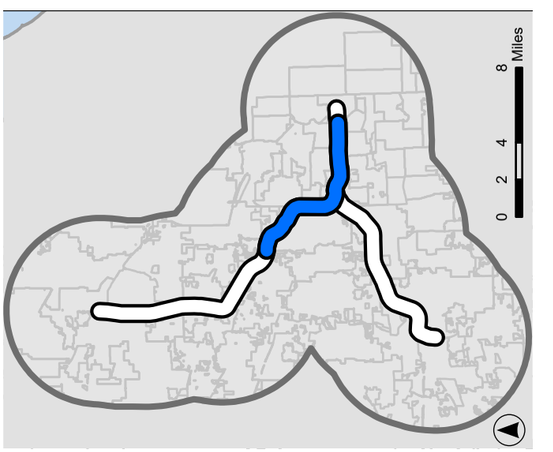
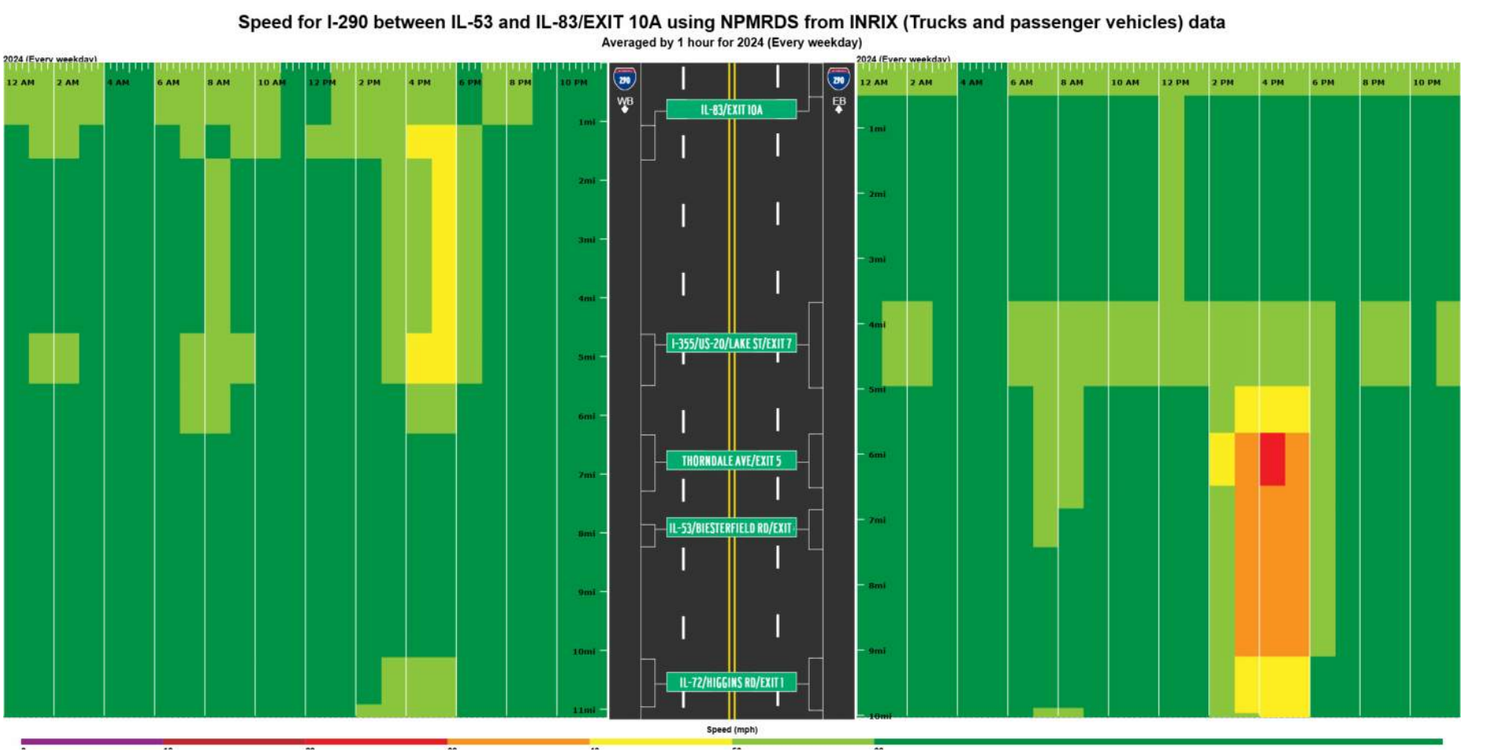


Figure 22: I-290 Congestion Maps. Source: IDOT.



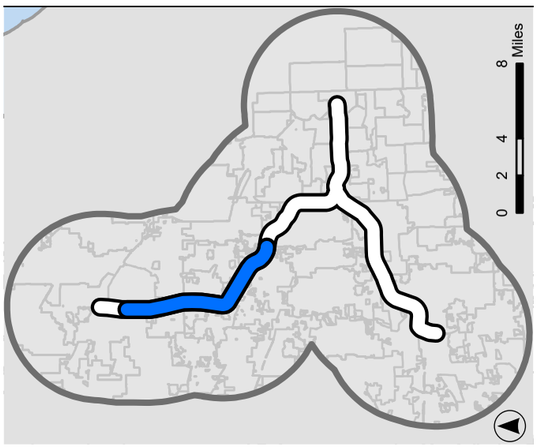


Figure 21: I-290 Congestion Maps. Source: IDOT.

SUMMARY OF FINDINGS

Primary Travel Patterns

The majority of travel is along the I-88 corridor within Zone 3, the area encompassing the suburbs of Downers Grove, Lombard, and Oakbrook, and Zone 4, the area encompassing the suburbs such as Maywood, Forest Park, Oak Park, Berwyn, Cicero, and the western portion of Chicago. Zone 3 and 4 make up around 60% of both trip origins and destinations. According to Replica data, these trips are primarily for the purposes of work or shopping.

Travel north-south along the I-290 corridor is less frequent for trips originating within the study area. Presumably, anyone with access to Woodfield Mall will not find frequent need to visit Oakbrook Center, and vice versa. Travel between Zone 1 and Zone 4 is also more likely to take I-90 than I-290 as the travel distance is shorter and likely faster due to frequent congestion on I-290.

While north-south travel between the ends of the study area is not as frequent, the corridor could still provide beneficial connections for people travelling to Zone 2, the area west of O-Hare, from the other three zones. Even if few travellers are likely to ride the route from end-to-end, trips are still likely within the central segments of the study area to areas of Zone 2 with higher population density such as Addison and Roselle, MD-W Metra line, and areas with higher worker densities within Zone 2 such as Elmhurst and Itasca.

As Chicago remains the economic hub of the region, a large portion of travel from the study area also ends in Chicago's CBD. These trips are primarily for work, and have the highest frequency of utilizing transit. Travel data shows that a portion of commuters are utilizing existing Pace connections to access CTA L service, which is a positive indication that some travelers would utilize a new service on I-290/I-88 to access the Blue Line in Forest Park.

Key Activity Centers

According to travel patterns, Oakbrook Center and Woodfield Mall stand out as primary destinations within the study area. O'Hare Airport also generates a high volume of trips both as a trip origin and destination, but as the airport is not adjacent to the I-290 or I-88 corridors, airport trips are unlikely to make use of an I-290/I-88 express bus.

Other activity centers include the VA Hospital and Loyola Medical Center south of Maywood, and the commercial center of Oak Park along Lake Street just west of Halem Avenue.

Next Steps

The travel patterns and activity centers identified will be used to determine potential express stop locations. The initial selection of stops will be analyzed through further travel analysis to identify the locations with the greatest potential for ridership. A priority list of locations for implementation will be created based on stakeholder and public feedback and the opportunity to connect with current and planned Pace service following the *ReVision* process.

5

CHAPTER FIVE

SERVICE PLANS

Proposed express bus service routes are at the core of the study. Identifying potential routes for express bus service is crucial in developing an express bus service and creating a more equitable and connected suburban transit system. Proposed routes should have positive impacts on equity, connectivity to key locations such as employment and residential areas, and system ridership.

Building off of the existing conditions and market analysis, potential routes were identified through a service selection process that aimed to select the routes that would have the largest positive impact on equity, connectivity, and ridership, and would seamlessly be integrated with planned projects and services.

The proposed routes represent the best opportunities to improve transit access and service along the I-290 and I-88 corridors, creating more transportation options for residents and workers within the project area.

SERVICE
SELECTION

SERVICE SELECTION APPROACH

The service design approach was to develop potential routes based on selected terminals along the project corridor. The first step identified six potential terminals based on general origin-destination data compiled in the Travel Market Analysis. Eight alignments were then developed involving the terminals. Four additional station locations were selected based on travel within the project area, population density, and employment density. The terminals, routes, and stations were then analyzed to determine which options would be the most deserving of express bus service.

Replica Analysis Parameters

The Replica data platform is the analysis foundation for this project as directed by Pace. Replica collects anonymized data from a variety of sources to build large scale travel models that are updated twice a year. The model used for this analysis was based on Spring 2024 travel data. Analysis was performed on trips starting and/or ending within the study area, a subset of the study area, or the Chicago CBD. The CBD was made up of portions of downtown Chicago, University of Illinois Chicago (UIC) and the Illinois Medical District (IMD). For each analysis, filters were applied to exclude the following:

- Freight, bike, or pedestrian trips
- Trips shorter than 15 minutes

The study area was also divided into four zones by looking for natural breaks between density clusters in the population and employment density maps.

- Zone 1 covers the northern portion of the study area, with the main activity center being the Woodfield Mall and surrounding office hubs in Schaumburg.

- Zone 2 covers the lower density suburbs west of O'Hare where there is a significant amount of industrial development which serves as the zone's primary employment clusters.

- Zone 3 covers the southwest portion of the study area based around the Yorktown and Oakbrook centers. These areas are dominated by commercial and office areas which generate significant trips to the zone as the primary activity centers.

- Zone 4 covers the eastern portion of the study area, overlapping the higher density inner suburbs such as Oak Park, Berwyn, and Cicero. This zone has the highest population density, along with multiple employment clusters such as Oak Park's commercial center along Lake Street, and the VA and Loyola medical campus in Maywood.

In addition to these zones, travel to Chicago's central business district (CBD) was also analyzed. The CBD area was determined as a portion of downtown Chicago, UIC's campus, and the IMD.

Trip Pair Analysis

Replica defines a trip origin as the starting point of a trip made for any purpose. Replica then assigns a trip reason, such as a work commute, going shopping, or returning home. The destination is then defined as the end point of that trip.

For each of the four zones, the top three (3) census tracts for trip origin volume were identified. This resulted in 12 top origin tracts for the study area.

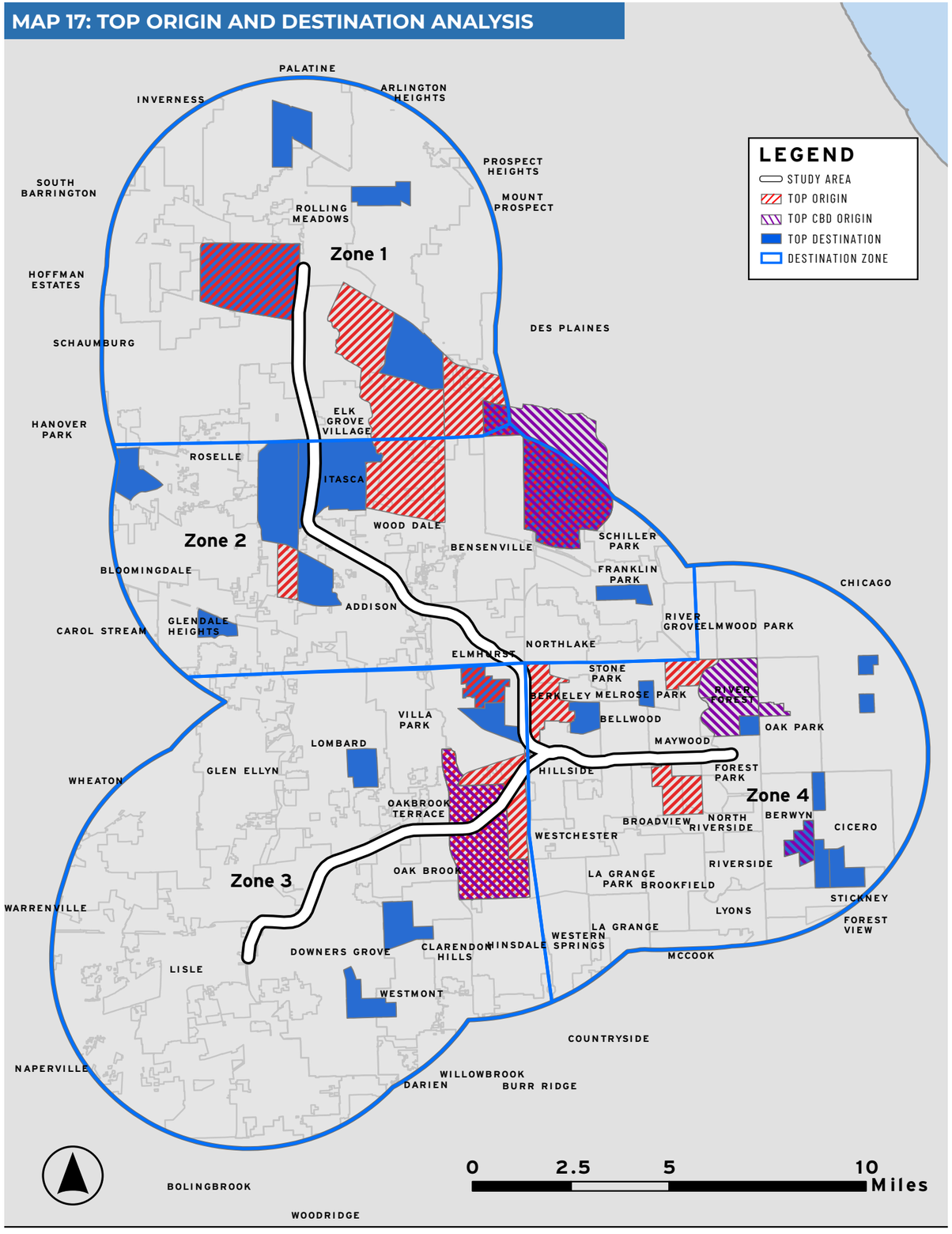
Each origin tract was analyzed to determine its top three (3) destination census tracts based on trip volume. This resulted in a total of 36 trip pairs for the study area, which were further analyzed to calculate the following:

- Trip volume
- Trip mode
- Trip purpose
- Trip length (distance and time)

CBD Analysis

Because the Chicago CBD, UIC, and IMD area is not within the study area

MAP 17: TOP ORIGIN AND DESTINATION ANALYSIS



but represents a primary destination for a large volume of trips from the study area, it received its own dedicated travel analysis. Setting the Chicago CBD as the destination, Replica was used to identify the six (6) top origin census tracts from the study area by trip volume to the CBD. The same analysis to determine volume, mode, purpose, and length for these trip pairs was performed as was used for the Trip Pair Analysis.

Map 17 to the left summarizes the top travel origins and destinations within the study area based on the previous two analysis steps. This map shows that there is significant travel occurring both two and from each of the four analysis zones.

Potential Station Locations

The top trip origins from the Trip Pair Analysis and the Central Chicago Analysis were evaluated for their potential as a station location. The following factors were used to determine whether a top origin should be evaluated:

- Census tract overlaps the study corridor
- Tract includes transit supportive land uses such as employment centers, multifamily housing, etc.
- Census tract is also a top destination from other top origins
- Economically Disconnected and Disinvested Census tracts
- Existing transit that could connect to the proposed station
- Existing bike and pedestrian facilities to support first-last mile connections

Potential Terminals

The project team identified six potential terminal locations (Figure 25).

Northwest Transportation Center

This park-n-ride transportation center is located south of Woodfield Mall on Kimberly Drive in Schaumburg. The center services connections to eight different Pace Routes: #208, #236, #554, #600, #604, #606, #607, and #905. Pace Dial-A-Ride is also serviced here. The renovation project for this facility increases the capacity for the number of riders that this station can accommodate.

Irving Park Road

Located on Irving Park Road near the Milwaukee District West (MD-W) Metra route, the station would offer riders access to Itasca Metra Station. Itasca Metra Station is an accessible train station offering riders connections to several locations, including Elgin, Schaumburg, Franklin Park, and Elmwood Park, as well as several locations in Chicago, such as Grand Avenue/Cicero Avenue, Western Avenue, and Union Station. Irving Park Road does not currently offer any Pace connections.

Lisle

Lisle would offer riders access to BNSF Metra route at Lisle Metra Station. Lisle currently does not offer transfer service to Pace Bus Routes. The nearest bus route is #722, which runs along US 34 north of the Metra station.

Yorktown Center

Yorktown Center currently offers service to six Pace bus routes, #313, #322, #715, #722, #834. The bus stop is located at the northern entrance to the mall, off of Yorktown Shopping Center.

Oakbrook Center

Oakbrook Center offers Pace service to three different lines, #301, #322, #332. The bus stop is located outside of the entrance to Macy's, on the southwest corner of the mall.

Forest Park Transit Center

Located at the end of the CTA Blue Line in Forest Park, this multi-modal transit center connects riders to seven Pace bus routes, #301, #303, #305, #308, #310, #317, and #318. The center also offers paid parking spaces and access to Zipcar.

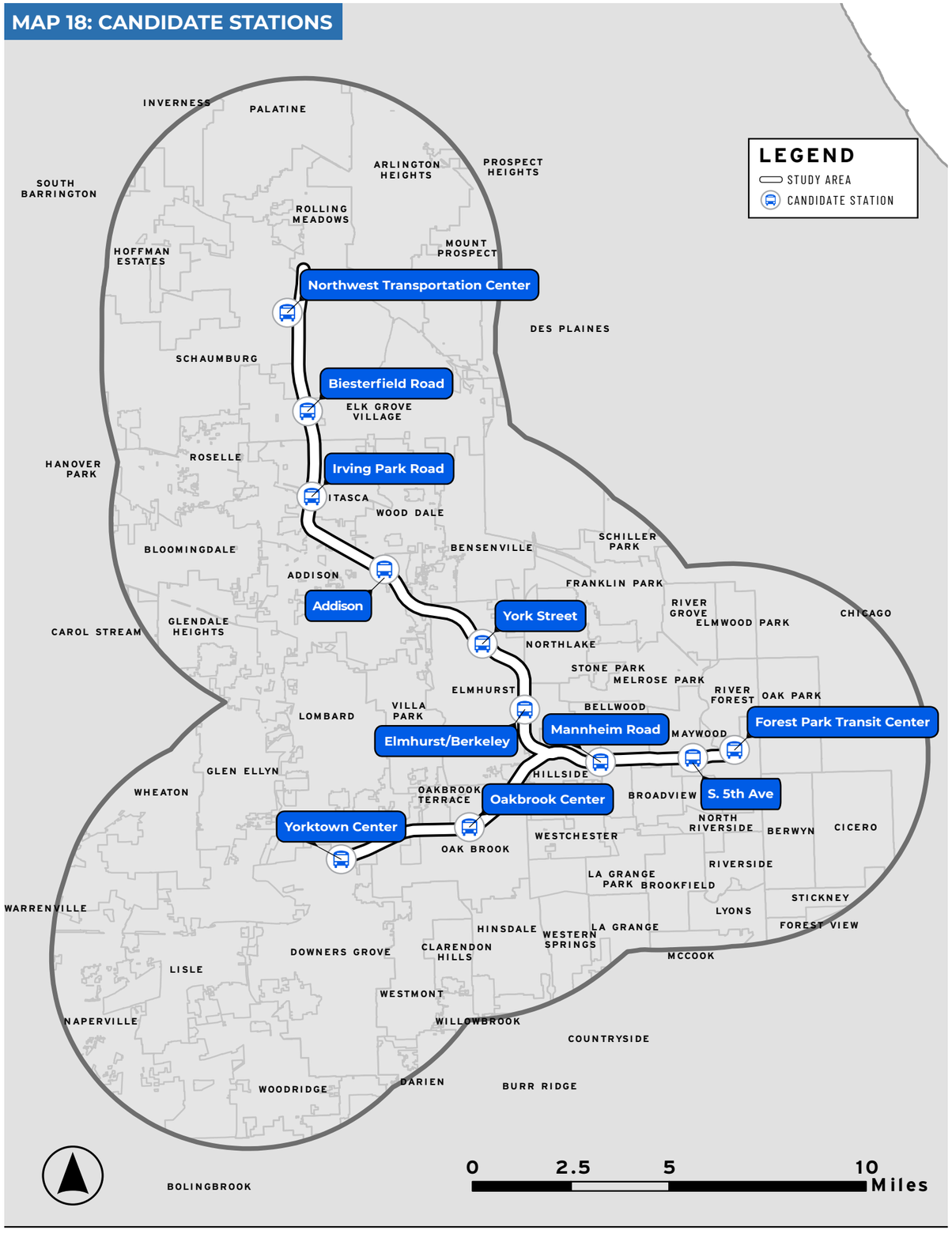
Alternative Service Alignments

A matrix was created to complete an evaluation of the potential terminals and the different possible alignments between the terminals. Due to the nature of the terminals and alignments, directionality does not matter. Because of this, the gray squares in the matrix do not factor into the analysis, since they have already been analyzed in the other squares. The blue squares indicate alignments that will be further analyzed. Any alignments not selected for further analysis will have the reason for elimination in their square. Even though O'Hare has significant demand as a regional transportation hub, it is located outside the study area and is an unlikely destination for users of the I-290 express bus. Therefore, it has been eliminated from analysis. Figure 25 displays the alignments that connect to each terminal that was were continued forward for further analysis.

Figure 23: Potential Terminals

	FOREST PARK BLUE LINE STATION	OAKBROOK CENTER	YORKTOWN CENTER	LISLE METRA STATION	IRVING PARK ROAD	NORTHWEST TRANSPORTATION CENTER
Forest Park Transit Center						
Oakbrook Center	1,2					
Yorktown Center	1	Short Distance				
Lisle Metra Station	Limited Demand	Limited Demand	Limited Demand			
Irving Park Road	3	5	5,7	Limited Demand		
Northwest Transportatrion Center	3,4	5,6	5,7,8	Limited Demand	Short Distance	

MAP 18: CANDIDATE STATIONS



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ALIGNMENTS, STATIONS, AND
TRANSFER OPPORTUNITIES

ALIGNMENT 1: YORKTOWN CENTER TO FOREST PARK TRANSIT CENTER

Route

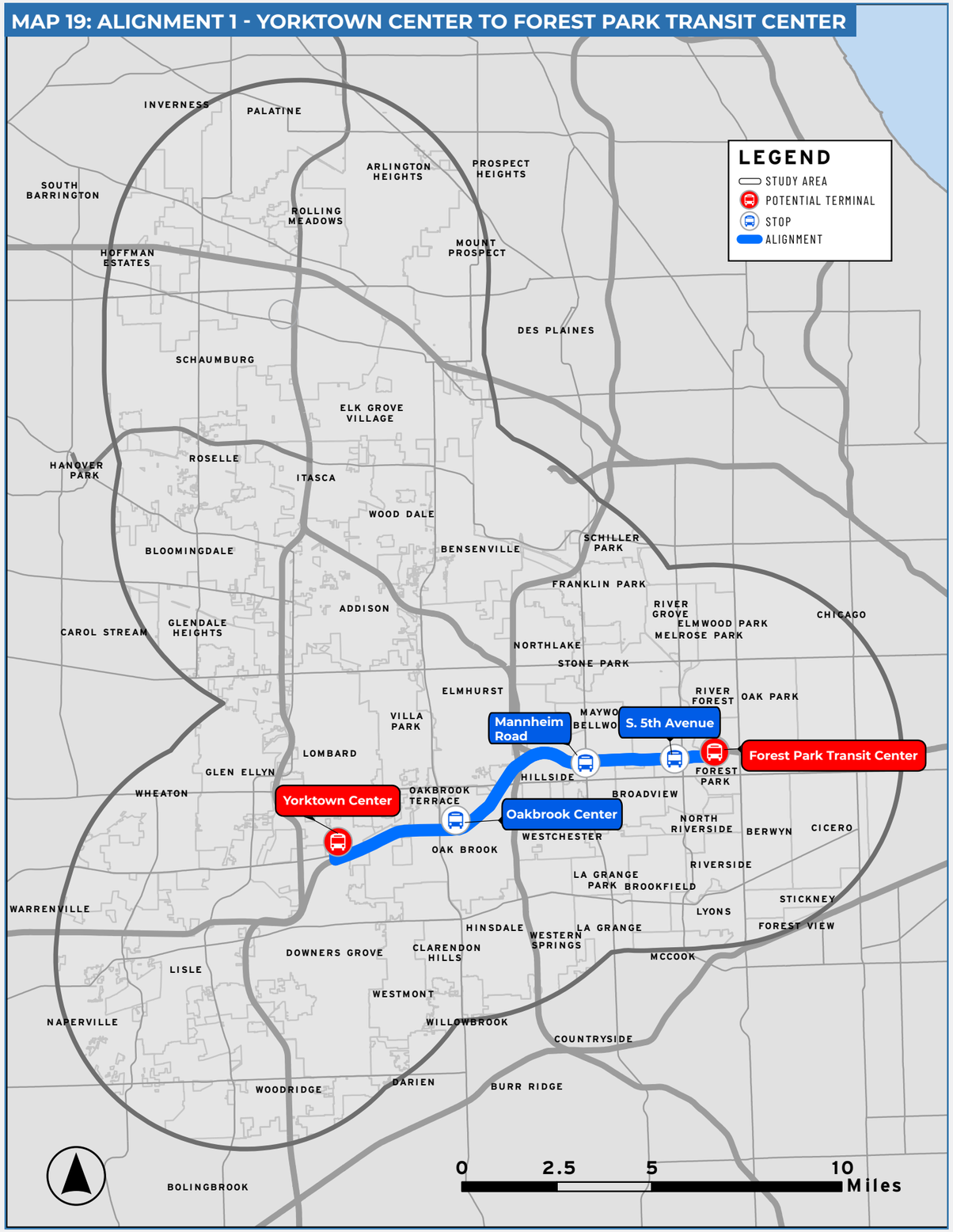
This alternative alignment assumes that the bus service would operate between Yorktown Center and Forest Park Transit Center along I-88 and I-290 to Forest Park Transit Center. Service would travel to I-88 from the Yorktown Center parking lot via Highland Avenue. The bus would then travel along I-88 until it merges with I-290, where it would continue until Forest Park Transit Center via Des Plaines Avenue.

Stations and Transfers

Depending on where the terminals are located, the existing bus stops located at Yorktown Center and Forest Park Blue Line could be used for the service. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Yorktown Center: Pace routes, #313, #322, #715, #722, and #834
- Oakbrook Center: Pace routes #301, #322, and #332
- Mannheim Road: Pace routes #317 and #330
- S. 5th Avenue: Pace route #331
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318

MAP 19: ALIGNMENT 1 - YORKTOWN CENTER TO FOREST PARK TRANSIT CENTER



ALIGNMENT 2: OAKBROOK CENTER TO FOREST PARK TRANSIT CENTER

Route

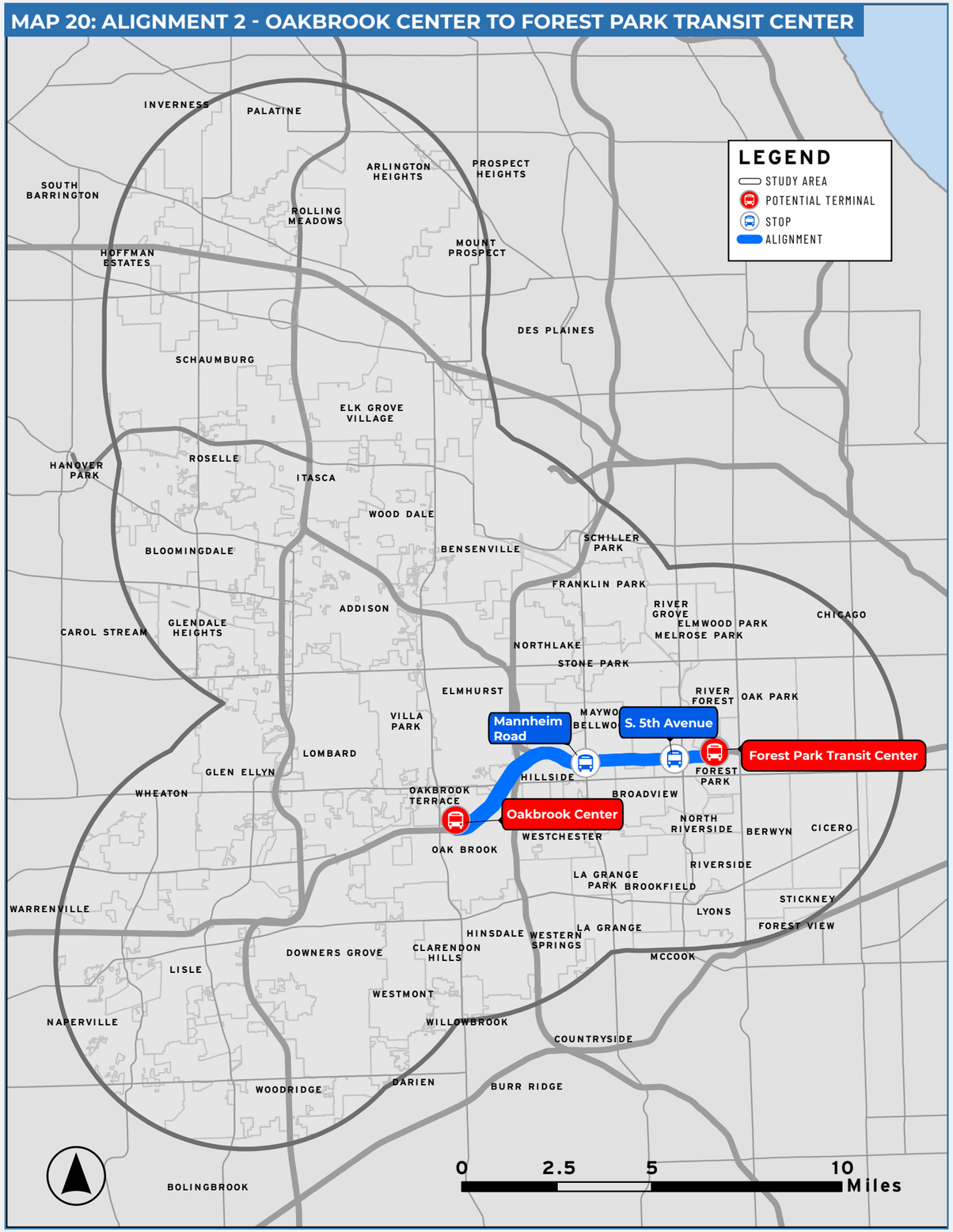
This alternative alignment assumes that the bus service would operate between Oakbrook Center and Forest Park Transit Center along I-88 and I-290 to Forest Park Transit Center. Service would travel to I-88 from Oakbrook Center parking lot via Kingery Highway. The bus would then travel along I-88 until it merges with I-290, where it would continue until Forest Park Transit Center via Des Plaines Avenue.

Stations and Transfers

The existing bus stops at Oakbrook Center and Forest Park Blue Line would be used for this service. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Oakbrook Center: Pace routes #301, #322, and #332
- Mannheim Road: Pace routes #317 and #330
- S. 5th Avenue: Pace route #331
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318

MAP 20: ALIGNMENT 2 - OAKBROOK CENTER TO FOREST PARK TRANSIT CENTER



ALIGNMENT 3: IRVING PARK ROAD TO FOREST PARK TRANSIT CENTER

Route

This alternative alignment assumes that the bus service would operate along I-290 between the Itasca Metra Station and Forest Park Transit Center. Bus service would travel to I-290 from a station located west of the Itasca Metra Station. Service would operate south and then continue onto I-290 traveling east until Forest Park Transit Center via Des Plaines Avenue.

Stations and Transfers

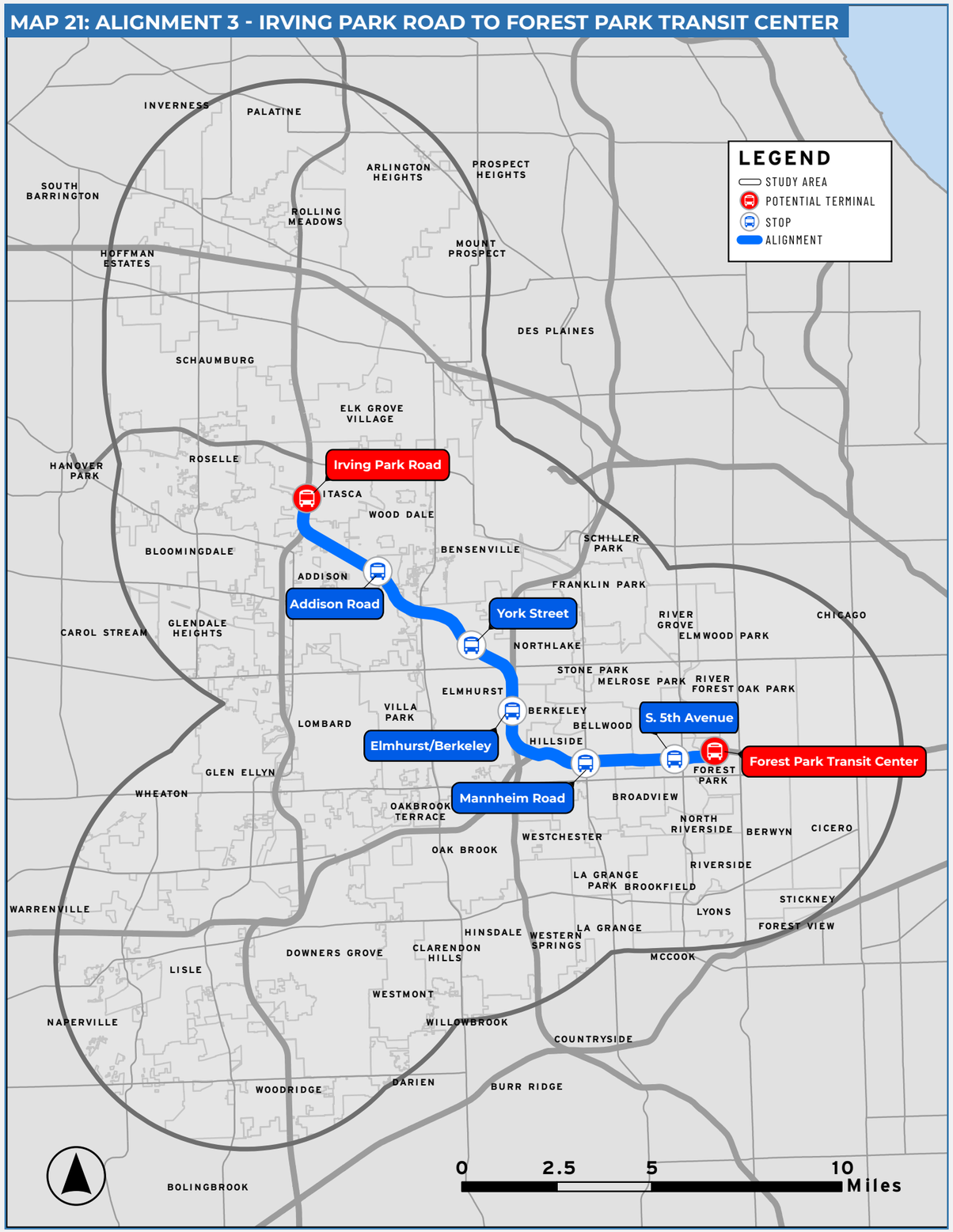
The existing bus stop at Forest Park Transit Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Irving Park Road: Metra MD-W line
- Addison Road: No transit connections
- York Street: Pace route #332
- Elmhurst/Berkeley: Metra UP-W line
- Mannheim Road: Pace routes #317 and #330
- S. 5th Avenue: Pace route #331
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 21: ALIGNMENT 3 - IRVING PARK ROAD TO FOREST PARK TRANSIT CENTER



ALIGNMENT 4: NORTHWEST TRANSPORTATION CENTER TO FOREST PARK TRANSIT CENTER

Route

This alternative alignment assumes that the bus service would operate along I-290 between Northwest Transportation Center and Forest Park Transit Center. Bus service would travel to I-290 from Northwest Transportation Center via Martingale Road and Higgins Road. Service would operate south and then continue onto I-290 traveling east until Forest Park Transit Center via Des Plaines Avenue.

Stations and Transfers

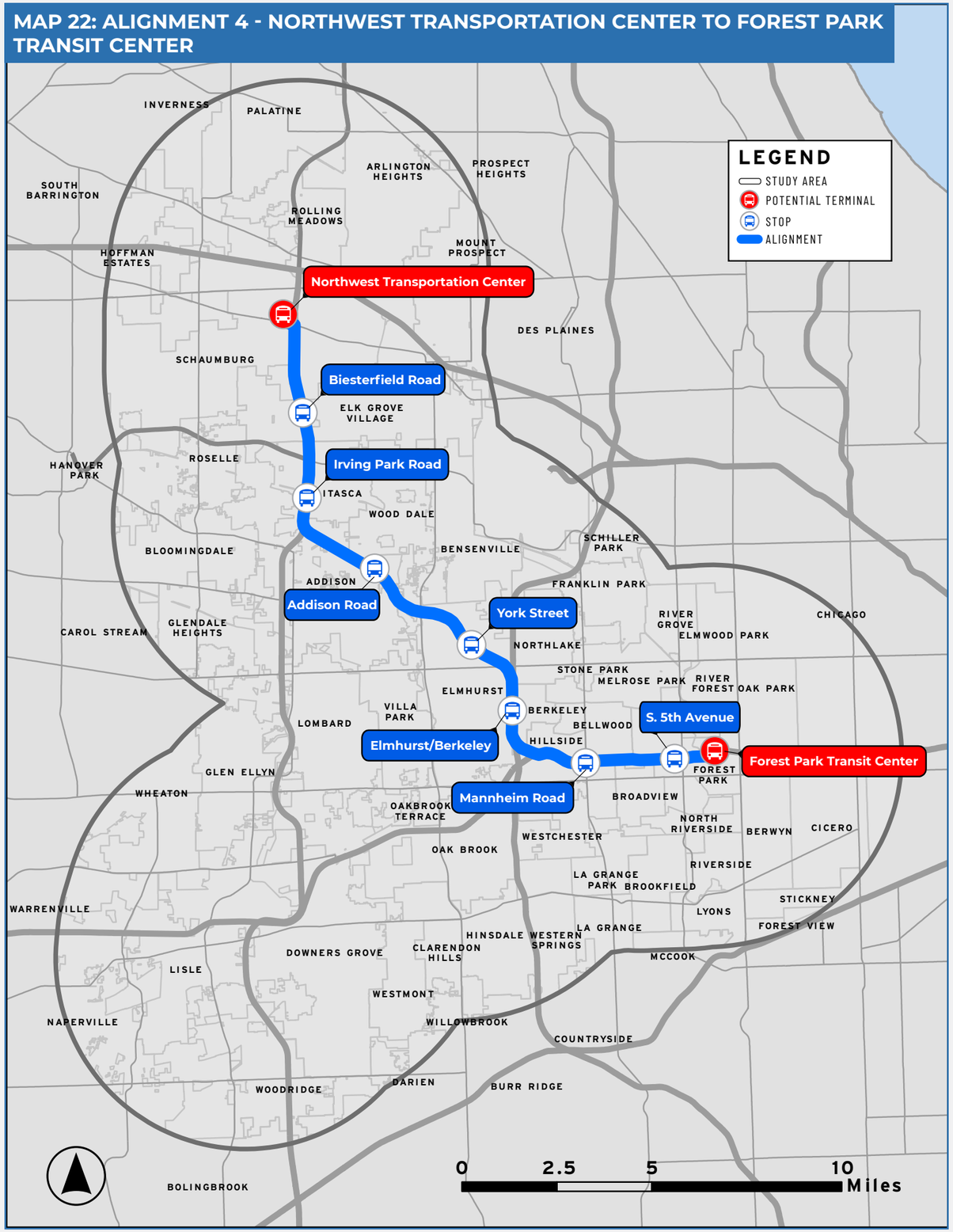
The existing bus stops at Northwest Transportation Center and Forest Park Transit Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Northwest Transportation Center: Pace routes #208, #236, #554, #600, #604, #606, #607, #905, and Pace Dial-a-Ride
- Biesterfield Road: No transit connections
- Irving Park Road: Metra MD-W line
- Addison Road: No transit connections
- York Street: Pace route #332
- Elmhurst/Berkeley: Metra UP-W line
- Mannheim Road: Pace routes #317 and #330
- S. 5th Avenue: Pace route #331
- Forest Park Transit Station: CTA Blue Line; Pace routes #301, #303, #305, #308, #310, #317, and #318

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 22: ALIGNMENT 4 - NORTHWEST TRANSPORTATION CENTER TO FOREST PARK TRANSIT CENTER



ALIGNMENT 5: IRVING PARK ROAD TO OAKBROOK CENTER

Route

This alternative alignment assumes that the bus service would operate between the northern branch of I-290 and I-88, from Irving Park Road to Oakbrook Center. Bus service would travel to I-290 from a station located on Irving Park Road, west of the Itasca Metra Station. Service would operate south before it merges with I-88 and continues southwest to Oakbrook Center via Kingery Highway.

Stations and Transfers

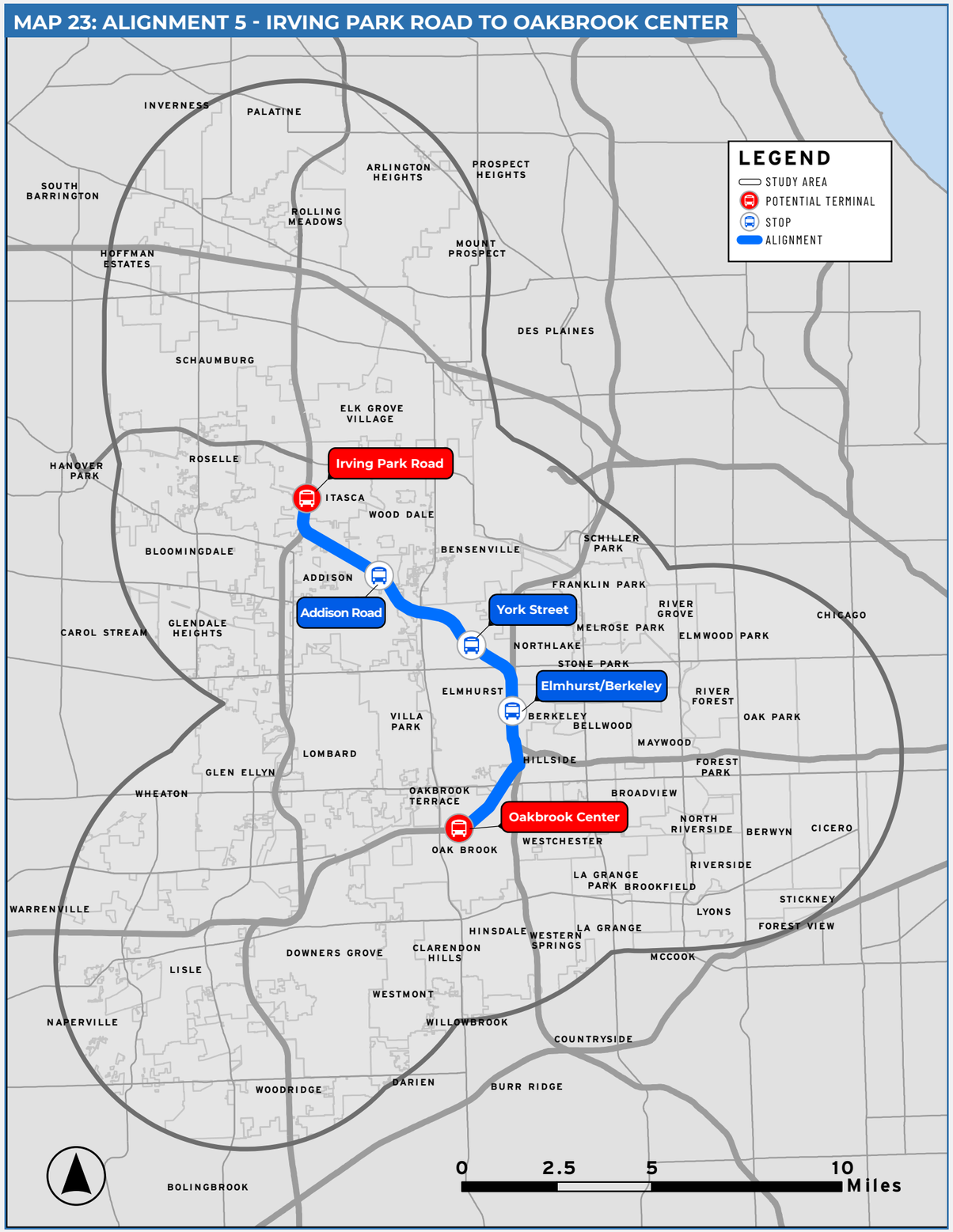
The existing bus stop at Oakbrook Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Irving Park Road: Metra MD-W line
- Addison Road: No transit connections
- York Street: Pace route #332
- Elmhurst/Berkeley: Metra UP-W line
- Oakbrook Center: Pace routes #301, #322, and #332

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 23: ALIGNMENT 5 - IRVING PARK ROAD TO OAKBROOK CENTER



ALIGNMENT 6: NORTHWEST TRANSPORTATION CENTER TO OAKBROOK CENTER

Route

This alternative alignment assumes that the bus service would operate between the northern branch of I-290 and I-88, from Northwest Transportation Center to Oakbrook Center. Bus service would travel to I-290 from Northwest Transportation Center via Martingale Road and Higgins Road. Service would operate south before it merges with I-88 and continues southwest to Oakbrook Center via Kingery Highway.

Stations and Transfers

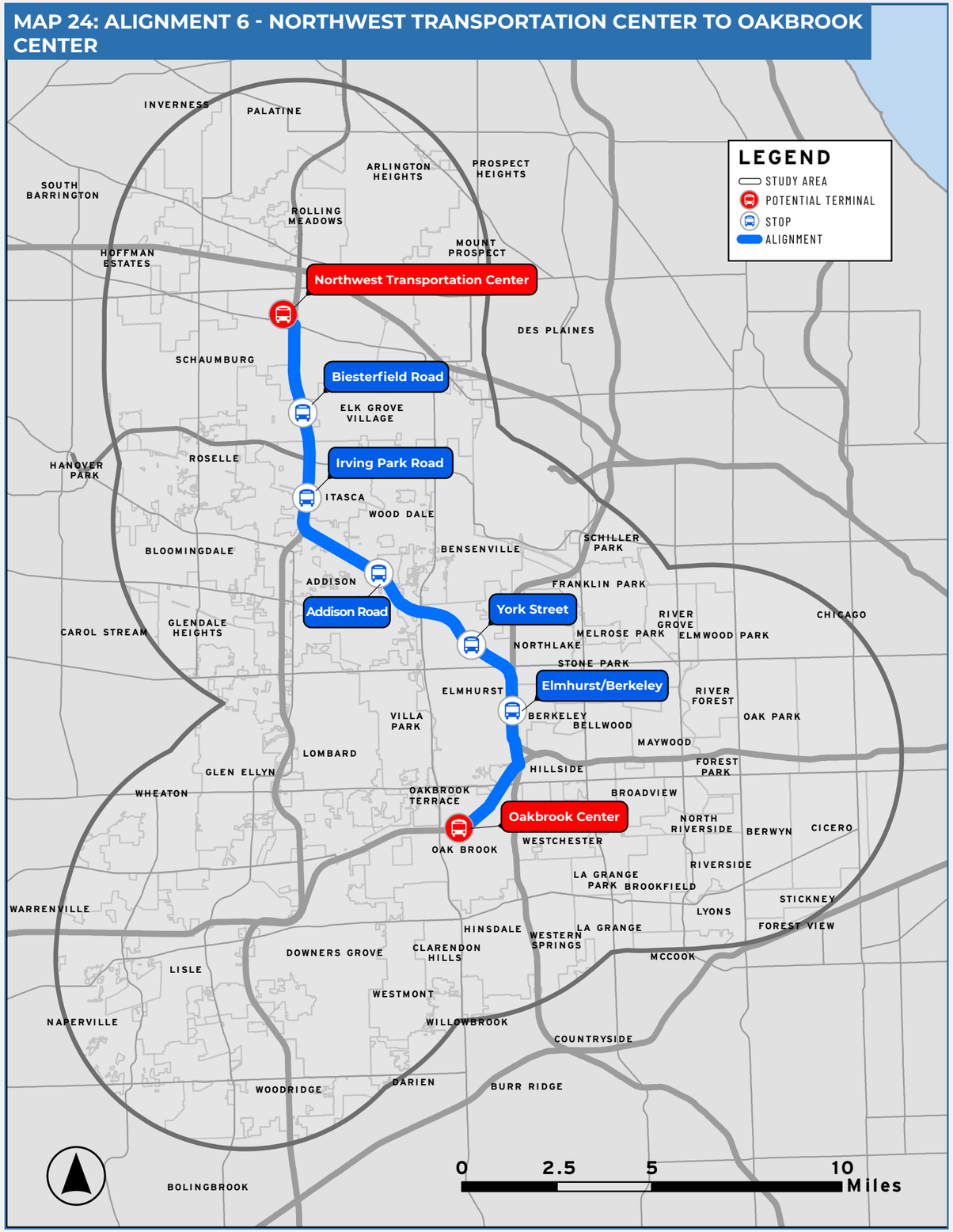
The existing bus stops at Northwest Transportation Center and Oakbrook Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Northwest Transportation Center: Pace routes #208, #236, #554, #600, #604, #606, #607, #905, and Pace Dial-a-Ride
- Biesterfield Road: No transit connections
- Irving Park Road: Metra MD-W line
- Addison Road: No transit connections
- York Street: Pace route #332
- Elmhurst/Berkeley: Metra UP-W line
- Oakbrook Center: Pace routes #301, #322, and #332

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 24: ALIGNMENT 6 - NORTHWEST TRANSPORTATION CENTER TO OAKBROOK CENTER



ALIGNMENT 7: IRVING PARK ROAD TO YORKTOWN CENTER

Route

This alternative alignment assumes that the bus service would operate between the northern branch of I-290 and I-88, from Irving Park Road to Yorktown Center. Bus service would travel to I-290 from a station located on Irving Park Road, west of the Itasca Metra Station. Service would operate south before it merges with I-88 and continues southwest to Yorktown Center parking lot via Highland Avenue.

Stations and Transfers

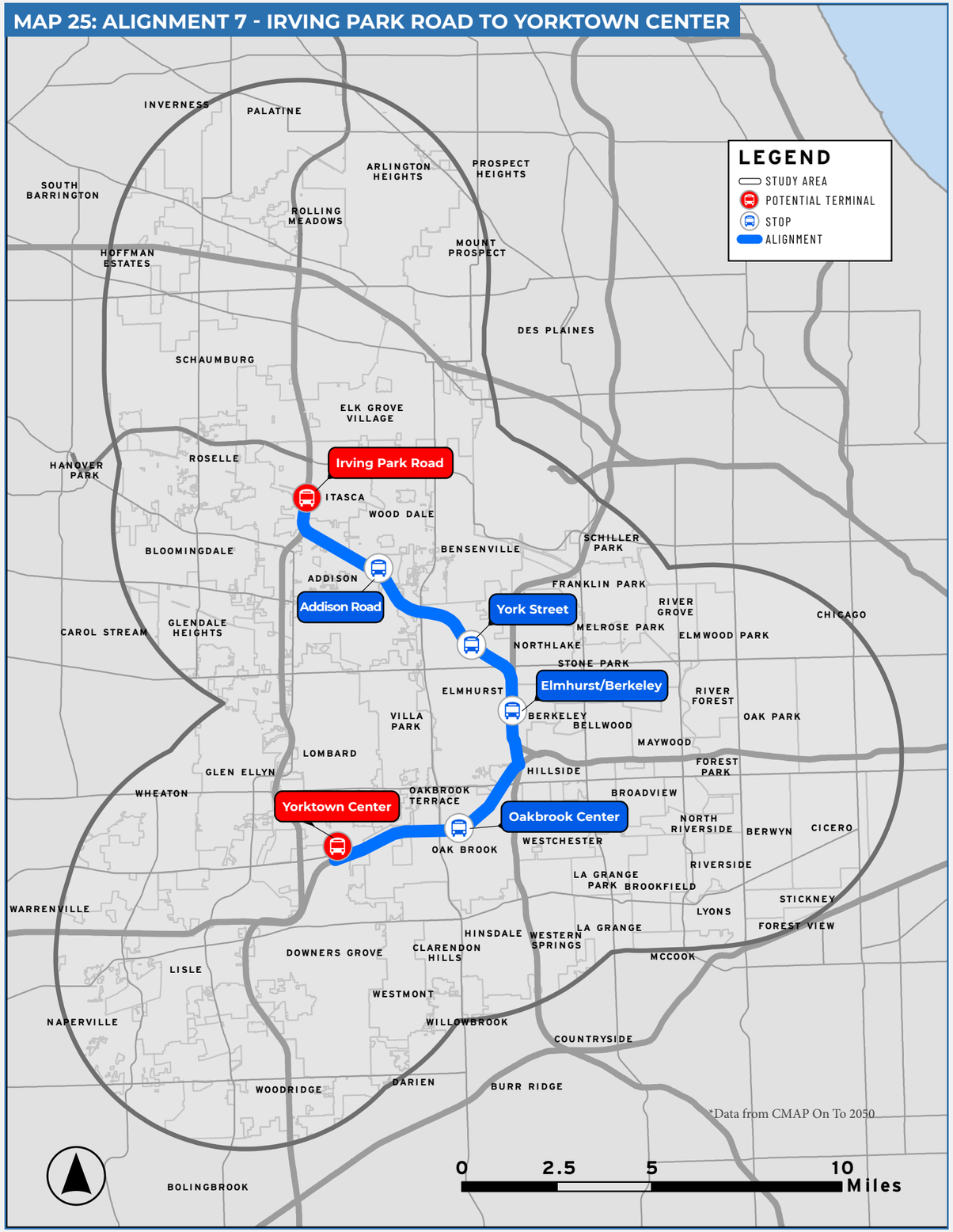
The existing bus stops at Oakbrook Center and Yorktown Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Irving Park Road: Metra MD-W line
- Addison Road: No transit connections
- York Street: Pace route #332
- Elmhurst/Berkeley: Metra UP-W line
- Oakbrook Center: Pace routes #301, #322, and #332
- Yorktown Center: Pace routes, #313, #322, #715, #722, and #834

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 25: ALIGNMENT 7 - IRVING PARK ROAD TO YORKTOWN CENTER



ALIGNMENT 8: NORTHWEST TRANSPORTATION CENTER TO YORKTOWN CENTER

Route

This alternative alignment assumes that the bus service would operate between the northern branch of I-290 and I-88, from Northwest Transportation Center to Yorktown Center. Bus service would travel to I-290 from Northwest Transportation Center via Martingale Road and Higgins Road. Service would operate south before it merges with I-88 and continues southwest to Yorktown Center parking lot via Highland Avenue.

Stations and Transfers

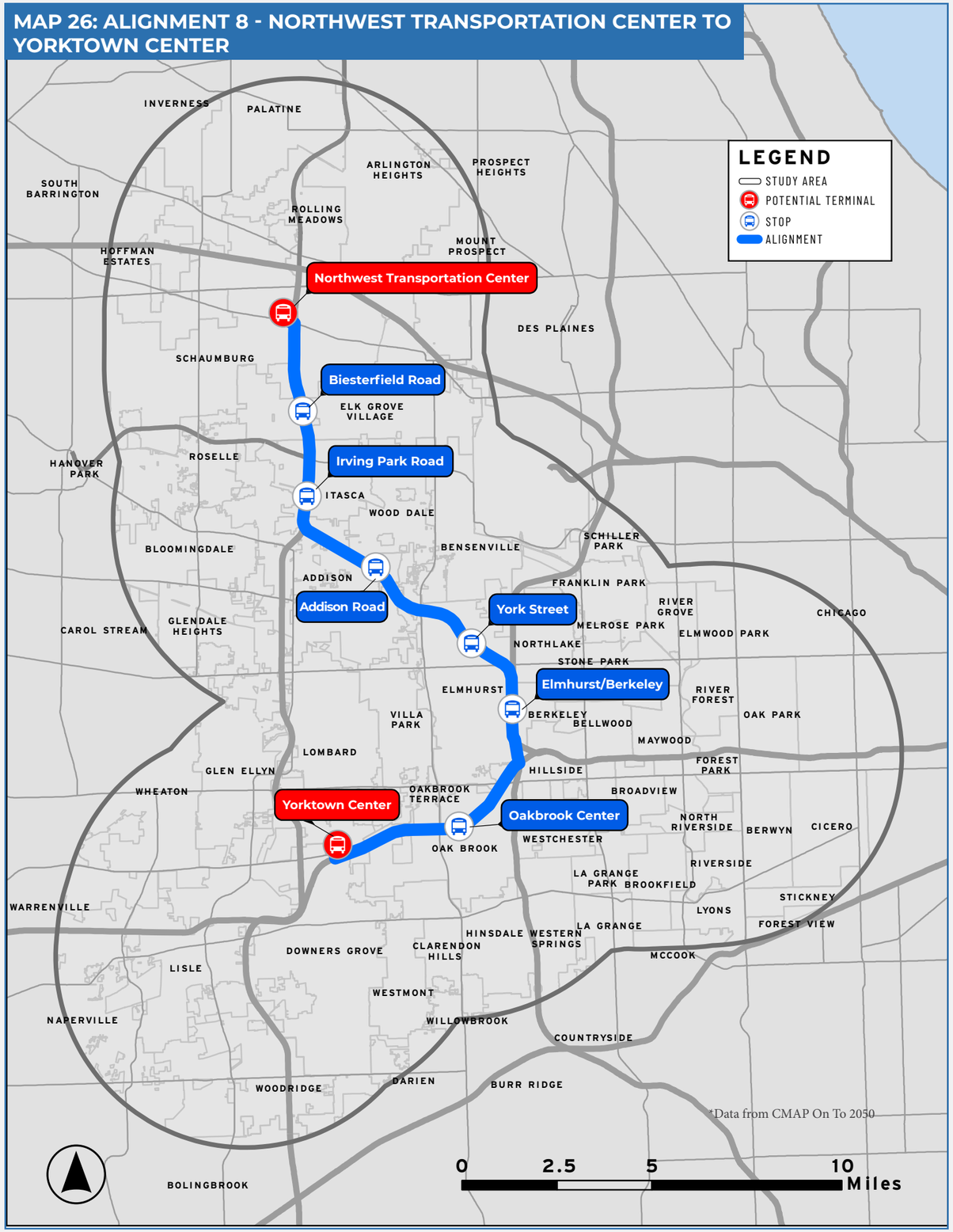
The existing bus stops at Northwest Transportation Center, Oakbrook Center, and Yorktown Center would be used. This alternative would offer riders several potential transfer opportunities to other transit routes:

- Northwest Transportation Center: Pace routes #208, #236, #554, #600, #604, #606, #607, #905, and Pace Dial-a-Ride
- Biesterfield Road: No transit connections
- Irving Park Road: Metra MD-W line
- Addison Road: No transit connections
- York Street: Pace route #332
- Elmhurst/Berkeley: Metra UP-W line
- Oakbrook Center: Pace routes #301, #322, and #332
- Yorktown Center: Pace routes, #313, #322, #715, #722, and #834

ALTERNATIVE ROUTES

Due to the inability of buses using the shoulder between York Street and Mannheim Road, alternative routes along local streets were also analyzed. However, due to the nature of the local streets and the expressway offering the fastest routing (even with the bus traveling in traffic), it was determined that I-290 was still the most suitable option for the route.

MAP 26: ALIGNMENT 8 - NORTHWEST TRANSPORTATION CENTER TO YORKTOWN CENTER



SERVICE EVALUATION

TRAVEL DEMAND MODELING METHODOLOGY

Potential Ridership Estimates

Once potential station locations were identified, Replica was used to analyze travel patterns from the five mile buffer around each station (origin) to the "transit shed" for the service area. Map 27 shows this transit shed, which includes the ½ mile buffer around each potential station and the ½ mile buffer for all connecting transit services.

This methodology recognized that people may be willing to drive to a park & ride location at their boarding station, but would either walk to their final destination or connect to another transit service at their alighting station. It is generally assumed that the maximum distance people would be willing to walk from transit to their final destination is ½ mile, thus the ½ mile buffer on the transit shed. The transit shed also captured almost the entirety of the CBD. Because of this, only trips to the transit shed were calculated.

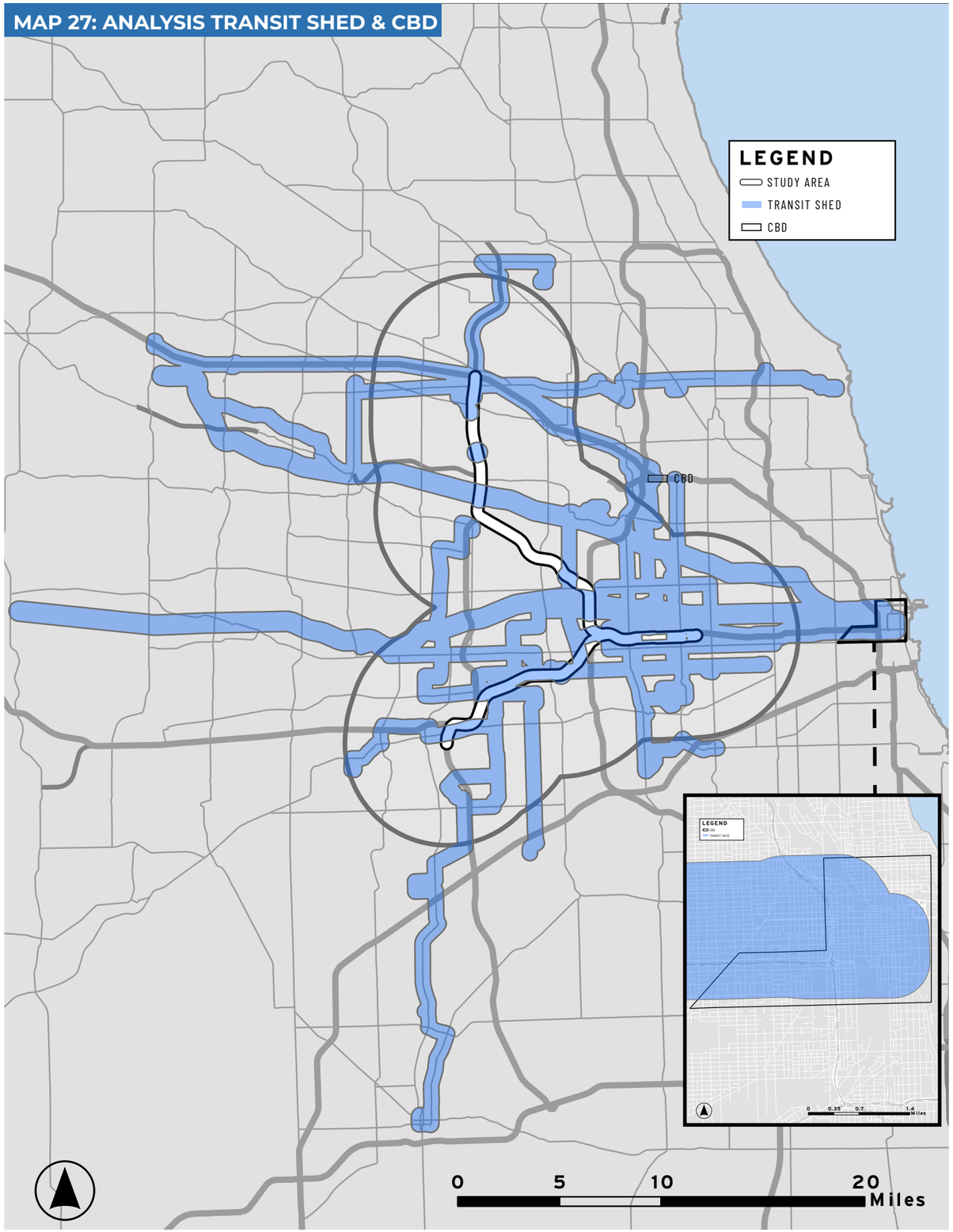
Total trip numbers for each potential station location were calculated. It was assumed that people would not be using the service to travel within the five mile buffer. Trips that took place within buffers were subtracted from the total trips to the transit sheds.

Additionally, it was assumed that travelers from the Forest Park Transit Center who were traveling to the CBD would not be using the service either. The number of trips from the Forest Park Transit Center five mile buffer to the CBD were subtracted from the total trips originating at the transit center.

To estimate the number of trips that could be replaced by transit through a new express service, the calculated transit mode share from Replica was recorded, and CMAP's estimate of transit mode share growth due to new express service of 0.17% was added[1]. This addition helped capture the latent demand for transit trips that were not captured in current travel data because the transit service does not yet exist.

1 CMAP Transit Ridership Growth Study

MAP 27: ANALYSIS TRANSIT SHED & CBD



The analysis process included the following steps:

1. Calculate overall trips from each station's five mile buffer to the transit shed

2. Calculate overall trips within station's five mile buffer

3. Subtract trips to transit shed and trips within buffer from each other

4. Subtract trips from Forest Park's five mile buffer to CBD

5. Assume 0.17% of trips will switch to using the new service once implemented

6. Calculate estimated ridership based on the assumed 0.17% transit increase in mode share

These estimates were projected to 2050 based on regional growth estimates. As an internal check of whether the ridership estimates are reasonable, calculated ridership was compared to ridership numbers for the previous corridor services of Routes 747 and 757.

Ridership was also projected out to the 2050 planning horizon. Using CMAP's 2050 population growth estimates, it was assumed that trip numbers would grow at the same rate as population. 2050 ridership estimates were calculated by:

1. Calculating the average population growth for the study area based on CMAP's growth estimates for the counties that overlap the study area

2. Multiply estimated trips by the population growth rate to determine 2050 ridership estimates

Results

The analysis results indicate stations in the southeastern portion of the study area have the highest estimated new ridership when trips originate at these stations. Mannheim Road and S. 5th Avenue have estimated new ridership of 216 and 215 trips per day.

The estimated new ridership at Forest Park Transit Center is 129. This is likely because most travel from the Forest Park is oriented into Chicago, with fewer people making the "reverse commute" to the western suburbs. While the estimated ridership for Forest Park Transit Center as an origin for a rider is lower, the station is a necessary component of future service as both a destination and as a connection into Chicago.

Stations towards the northern end of the study area also have lower expected ridership compared to other stations in the study area. Northwest Transportation Center has an estimated new ridership of 115, while Biesterfield Road and Irving Park Road have estimated new ridership of 154 and 157 respectively. This portion of the study area has fewer transit connections compared to the southern portion of the study area, which contributes to the lower estimated ridership of the northern stations..

Evaluation and Screening

Among the proposed alignments, Alignment 4 has the highest expected new ridership of 1,584, followed by Alignment 8 and Alignment 3 at 1,376 and 1,316 respectively. Alignments 1 and 2 have the lowest estimated new ridership at 912 and 756 respectively.

However, estimated new ridership for alignments is affected by the number of stations in each alternative. Alignments with a higher number of stations will have higher estimated new ridership, while alignments with lower estimated ridership have the lowest number of stations.

When accounting for average estimated new riders per station, alignments with a lower number of stations had a higher average. Alignments 2 and 5, while they have the lowest and third lowest overall estimated new ridership, had the highest average per station, due to the lower number of stations.

Figure 24: Estimated Ridership

Route	NWTC	Biesterfield Road	Irving Park Road	Addison Road	York Street	Elmhurst / Berkeley	Yorktown Center	Oakbrook Center	Mannheim Road	S. 5th Avenue	Forest Park Transit Center	***Total***	***Average per Station***
Alignment 1	X	X	X	X	X	X	156	196	216	215	129	***912***	***182***
Alignment 2	X	X	X	X	X	X	X	196	216	215	129	***756***	***189***
Alignment 3	X	X	157	180	211	208	X	X	216	215	129	***1316***	***188***
Alignment 4	115	154	157	180	211	208	X	X	216	215	129	***1584***	***176***
Alignment 5	X	X	157	180	211	208	X	196	X	X	X	***951***	***190***
Alignment 6	115	154	157	180	211	208	X	196	X	X	X	***1220***	***174***
Alignment 7	X	X	157	180	211	208	156	196	X	X	X	***1108***	***185***
Alignment 8	115	154	157	180	211	208	156	196	X	X	X	***1376***	***172***

Figure 25: Estimated Ridership 2050

Route	NWTC	Biesterfield Road	Irving Park Road	Addison Road	York Street	Elmhurst / Berkeley	Yorktown Center	Oakbrook Center	Mannheim Road	S. 5th Avenue	Forest Park Transit Center	***Total***	***Average per Station***
Alignment 1	X	X	X	X	X	X	175	220	243	241	144	***1023***	***205***
Alignment 2	X	X	X	X	X	X	X	220	243	241	144	***848***	***212***
Alignment 3	X	X	176	202	237	233	X	X	243	241	144	***1475***	***211***
Alignment 4	128	172	176	202	237	233	X	X	243	241	144	***1776***	***197***
Alignment 5	X	X	176	202	237	233	X	220	X	X	X	***1067***	***213***
Alignment 6	128	172	176	202	237	233	X	220	X	X	X	***1368***	***195***
Alignment 7	X	X	176	202	237	233	175	220	X	X	X	***1242***	***207***
Alignment 8	128	172	176	202	237	233	175	220	X	X	X	***1543***	***193***

When projecting ridership for 2050, the estimated new ridership was increased by 12.1%, the average population growth for Cook County and DuPage County to 2050, estimated by CMAP's ON TO 2050 (2018). Largest growth occurred on Alignments 4, 8, and 3. While the lowest growth was seen on Alignments 1 and 2. Similar to the 2025 estimated new ridership, the estimated 2050 new ridership was affected by number of stations in each alignment. When broken down by estimated average new riders per station per alignment, the results were similar to the 2025 numbers.

A matrix was created assigning points to each station. The different categories were weighted to reflect the importance of each category to the routes. Because ridership is difficult to accurately project, ridership was weighted lower than other categories in the matrix.

Category weighting was determined through previous analysis in the Travel Market Analysis. Population density, Employment density, and equity were all considered important factors to analyze in the Travel Market Analysis and useful to determine where future stations and route alignment would be most beneficial. While ridership data was calculated, due to the reliability of estimating future ridership, existing origin-destination analysis was considered more important, since it is a more accurate representation of where people are currently beginning and ending their trips.

The matrix used the following categories:

1. Population Density Rank – Census tracts within a half-mile of each station were analyzed to determine points based on density levels:
    a. Level 1 Density (0-5 people per acre) = 0 points per Census tract
    b. Level 2 Density (6-15 people per acre) = 1 point per Census tract
    c. Level 3 Density (16-25 people per acre) = 2 points per Census tract
    d. Level 4 Density (26-35 people per acre) = 3 points per Census tract
    e. Level 5 Density (36 people or more per acre) = 4 points per Census tract

    Once the population density score was calculated, the alignments

were then ranked in order and assigned points based on their rank, with the lowest ranked alignment receiving one point, and the highest ranked alignment receiving eight points. In cases of a tie, the two alignments split the score - for example, two alignments tied for third rank would both receive 5.5 points, the average of 6 (third place score) and 5 (fourth place score).

2. Employment Density Rank – Census tracts within a half-mile of each station were analyzed to determine points based on density levels:
    a. Level 1 Density (0-5 workers per acre) = 0 points per Census tract
    b. Level 2 Density (6-10 workers per acre) = 1 point per Census tract
    c. Level 3 Density (10-15 workers per acre) = 2 Points per Census tract
    d. Level 4 Density (16-25 workers per acre) = 3 points per Census tract
    e. Level 5 Density (26 workers or more per acre) = 4 points per Census tract

    Once the employment density score was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

3. Equity Rank – Economically disconnected and Economically Disinvested Census tracts within a half-mile were analyzed to determine points based on equity:
    a. Economically disconnected = 2 Points per Census tract
    b. Economically disinvested = 2 Points per Census tract
    c. Both economically disconnected and economically disinvested = 4 Points per Census tract

    Once the equity score was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

4. Estimated Ridership Rank – Once the alignment ridership estimate was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

5. Estimated Average Ridership per Station Rank – Once the alignment ridership estimate was calculated, the alignments were ranked in order and assigned points using the same method as the population density score.

6. Top Origins per Zone – Census tracts within a half-mile of each station were analyzed to determine points based on Top 3 Origins from each zone:
    a. Top Origin #1 per zone = 3 points per Census tract
    b. Top Origin #2 per zone = 2 points per Census tract
    c. Top Origin #3 per zone = 1 point per Census tract

7. Top Origin to CBD – Census tracts within a half-mile of each station were analyzed to determine points based on Top 3 Origins from each zone to the CBD area:
    a. Top Origin to CBD = 3 points per Census tract
    b. Forest Park Transfer = 3 points per Census tract

8. Top Destinations per Top Origins – Census tracts within a half-mile of each station were analyzed to determine points based on Top Destinations = 1 point per top destination Census Tract.

9. Connecting Service Quality Rank - Each station was analyzed to determine the number and quality of connecting transit services. Each connecting service was assigned points based on quality:
    a. Good quality service (headways of 15 minutes or less) = 3 points
    b. Fair quality service (headways of 15 to 45 minutes) = 2 points
    c. Poor quality service (headways of more than 45 minutes or limited days of service) = 1 point

    Once the connecting service quality score was calculated for each alignment, the alignments were ranked in order and assigned points using the same method as the population density score.

10. Strength of Travel Alignment – Based on the current demand of travel between locations:
    a. Strong bi-directional demand: 6 points
    b. Strong demand in one direction: 3 points
    c. Weak bi-directional demand: 0 points

Figure 26: Station Scoring

STATION	POPULATION DENSITY	EMPLOYMENT DENSITY	EQUITY	TOP ORIGINS	TOP ORIGIN TO CBD	TOP DESTINATIONS	CONNECTING SERVICE QUALITY
Northwest Transportation Center	1	4	2	3	0	3	13
Biesterfield Road	1	0	0	0	0	0	0
Irving Park Road	0	1	0	0	0	2	1
Addison	1	0	2	0	0	0	0
York Street	1	2	0	0	0	0	1
Elmhurst/ Berkeley	1	0	0	1	0	1	1
Yorktown Center	1	6	0	0	0	0	9
Oakbrook Center	0	2	0	3	6	0	5
Mannheim Road	1	1	4	0	0	0	4
Loyola University Medical Center	2	5	12	3	0	0	2
Forest Park Transit Center	3	1	4	0	0	1	17

Based on this further analysis, each alignment was ranked to determine which alignments should be further pursued, with scores shown in Figure 29. The top three alignments were:

- Alignment 4: Northwest Transportation Center to Forest Park Transit Center
- Alignment 1: Yorktown Center to Forest Park Transit Center
- Alignment 8: Northwest Transportation Center to Yorktown Center

These alignments connect the three main transit hubs within the service area. Because Alignment 8 provides a similar connection to the proposed service on I-355, this alignment is not being advanced further.

Figure 27: Scoring Matrix

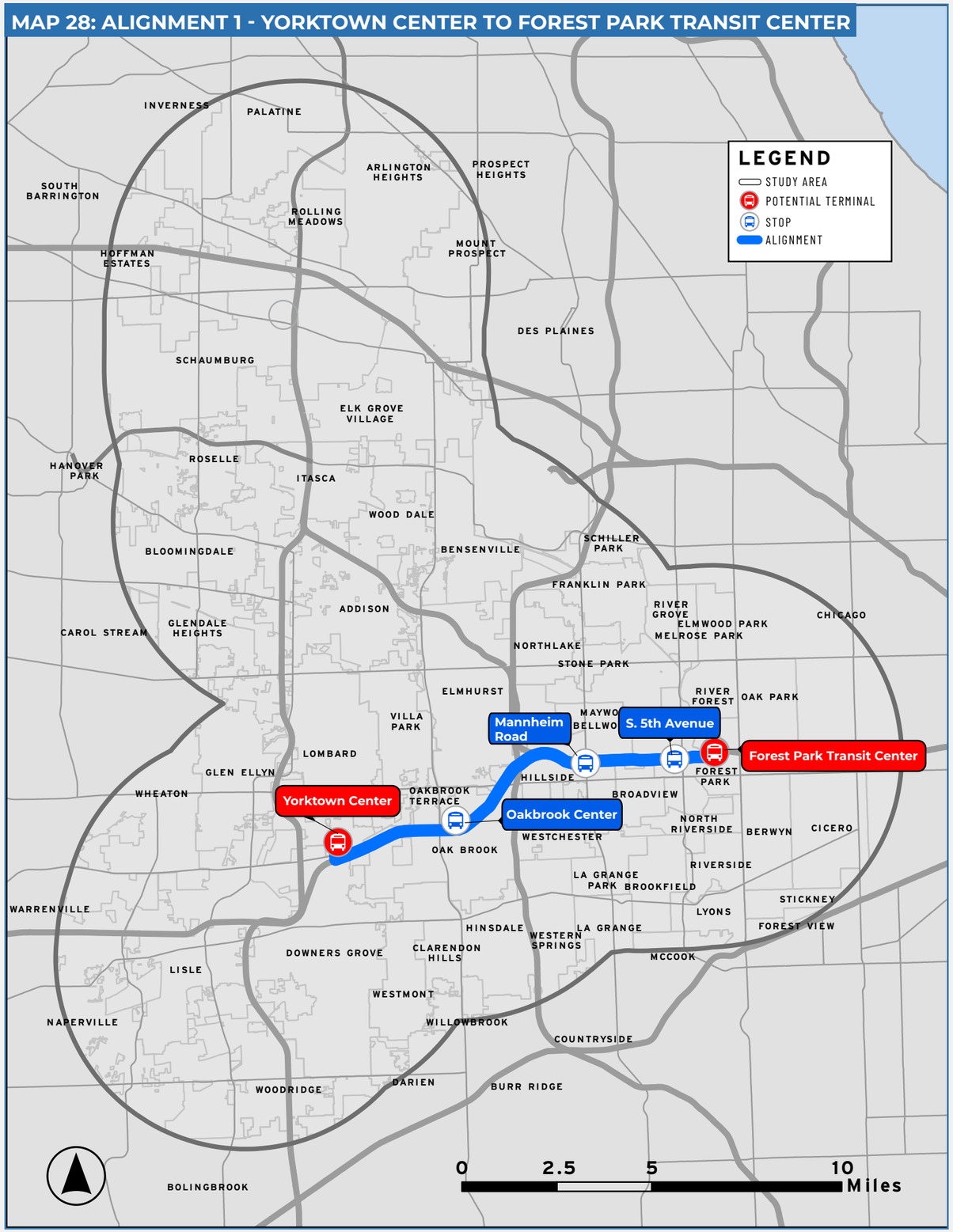
Route	Population Density Rank	Employment Density Rank	Equity Rank	Estimated Ridership Rank	Average Ridership per Station Rank	Top Origin Tracts	Top Origin Tracts to CBD	Top Destination Tracts	Connecting Service Quality Rank	Strength of Travel Alignment	Overall Score
Alignment 4	8	6	8	8	3	7	0	7	8	3	58
Alignment 1	6	7.5	6	2	4	6	6	1	7	6	51.5
Alignment 8	4.5	7.5	3.5	7	1	7	0	6	6	3	45.5
Alignment 2	4.5	2.5	6	1	7	6	6	1	5	6	45
Alignment 3	7	4	7	6	6	4	0	4	4	3	45
Alignment 6	3	2.5	3.5	5	2	7	0	6	3	3	35
Alignment 7	2	5	1,5	4	5	4	0	3	2	3	29.5
Alignment 5	1	1	1.5	3	8	4	0	3	1	3	25.5

SERVICE
RECOMMENDATIONS

Based on the scores shown in Figure 29, Alignment 1 and Alignment 4 have the strongest ability to meet the study goals of increasing transit access to jobs, improve equity, and encourage mode shift from personal cars to transit by providing transit options for trips people are currently making.

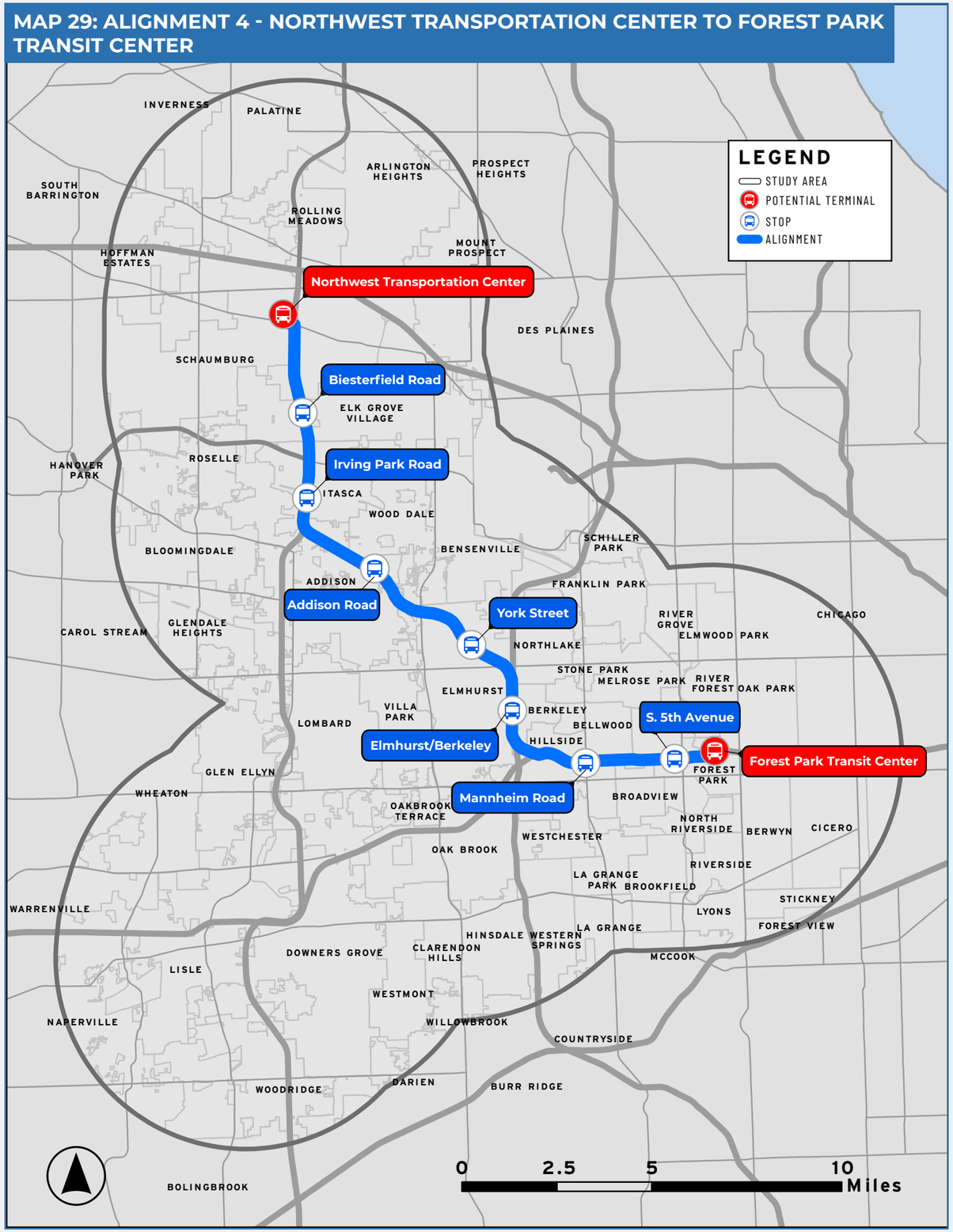
Alignment 1, from Yorktown Center to Forest Park Transit Center has the second highest score, driven primarily by the current travel patterns showing that large volumes of drivers are currently making trips between these two areas and to destinations in between. Yorktown Center and Oakbrook Center have high employment densities, and the area around the Forest Park Transit Center has some of the highest population density in the study area. Connecting these job centers with population centers has a strong potential to generate transit trips with the addition of service along I-88/I-290. Additionally, the area around Oakbrook Center has one of the highest volumes of people traveling into Chicago from the study area, and providing a convenient connection to the CTA Blue Line may encourage more of these travelers to choose transit instead of driving. For these reasons, Alignment 1 is recommended for implementation.

MAP 28: ALIGNMENT 1 - YORKTOWN CENTER TO FOREST PARK TRANSIT CENTER



Alignment 4, from Northwest Transportation Center to Forest Park Transit Center scored highest, primarily due to the high employment density near Northwest Transportation Center and the high population density around the Forest Park Transit Center. This alignment also supports improved equity due to the number of disadvantaged or disinvested communities near the proposed stations. However, this alignment scored lower for how well it matches existing travel patterns, primarily because there was observed to be limited travel towards the Schaumburg area from the Oakbrook or Forest Park areas. Still, the potential to provide access to the high employment density of Schaumburg for other communities along the I-290 corridor, especially economically disconnected communities like Addison, is a strong benefit of Alignment 4.

MAP 29: ALIGNMENT 4 - NORTHWEST TRANSPORTATION CENTER TO FOREST PARK TRANSIT CENTER



Service Frequency
Express service along I-290/I-88 should match frequencies of existing express service to ensure a consistent user experience across the Pace system. It is suggested that weekday service operate every 15 minutes during rush hour peaks, with daytime and evening service frequencies of every 30-60 minutes. Weekend service is suggested to operate every 60 minutes.

Bi-directional Service Frequencies

- Weekday Peak 5:00 a.m. to 9:00 a.m., 4:30 to 7:30 p.m.: 15 minutes
- Weekday Off Peak 9:00 a.m. to 4:30 p.m., 7:30 p.m. to 11:00 p.m.: 30 minutes
- Weekend 6:00 a.m. to 8:00 p.m.: 60 minutes

Service Span

- Weekday 5:00 a.m. to 11 p.m. (18 hours)
- Weekend 6:00 a.m. to 8:00 p.m. (14 hours)

OPERATIONS COST ESTIMATE METHODOLOGY

Operating Cost of Routes
The estimated operating costs include types of vehicles and cost of service, cost of vehicles with identification of miles and hours utilizing the Pace Cost Model to allocate costs for services. Service hours/miles were calculated based on the estimated time that vehicles would be in revenue service according to the specific service parameters identified for each service alternative.

The average estimated travel time from Northwest Transportation Center to Forest Park Transit Center ranges from 60-75 minutes and would require five buses on weekdays and three buses on weekends. Service would operate every 15 minutes during peak hours and every 30-60 minutes during non-peak hours and weekends. The average estimated travel time from Yorktown Center to Forest Park Transit Center ranges from 45-60 minutes and would require four buses on weekdays and two buses on weekends. Service would operate every 15 minutes during peak hours and every 30-60 minutes during non-peak hours and weekends.

On both recommended routes, weekday buses would operate for 18 hours per day (5 a.m. to 11 p.m.) and weekend buses would operate for 14 hours per day (6 a.m. to 8 p.m.).

The annual revenue hours were then determined by multiplying the daily operating hours by the number of buses by the number of days the service would operate in a year. An additional 15% was assumed for the layover time, when the bus reaches the end of the route and turns around to begin return service. Annual vehicle hours were calculated based on the vehicle to revenue hour ratio of 1.6723, which Pace provided.

Operational and Maintenance cost estimates were calculated based on the cost per vehicle per hour Pace provided, at $96.75 multiplied by the annual vehicle hours for the year 2025. To account for inflation in operational costs, it is assumed that the hourly cost would increase by 3% every year. The costs have been estimated from 2029-2039 for the Yorktown Center route and 2033-2043 for the Northwest Transportation Center Route, which is a reasonable time frame to start the service and achieve full service and station implementation. The cost per vehicle per hour, when accounting for inflation, is estimated to be $142.08 by 2038 and $164.71 by 2043.

ESTIMATED
OPERATIONS COSTS

Route between Yorktown Center and Forest Park Transit Center
This route operates bus service on I-88 between Yorktown Center and I-290 and on I-290 from I-88 to Forest Park Transit Center. Service would travel to Oakbrook Center via Butterfield Road/22nd Street and then to I-88 from Oakbrook Center via Kingery Highway. Bus frequency would be every 15 minutes during peak hours and every 30-60 minutes during non-peak hours and weekends.

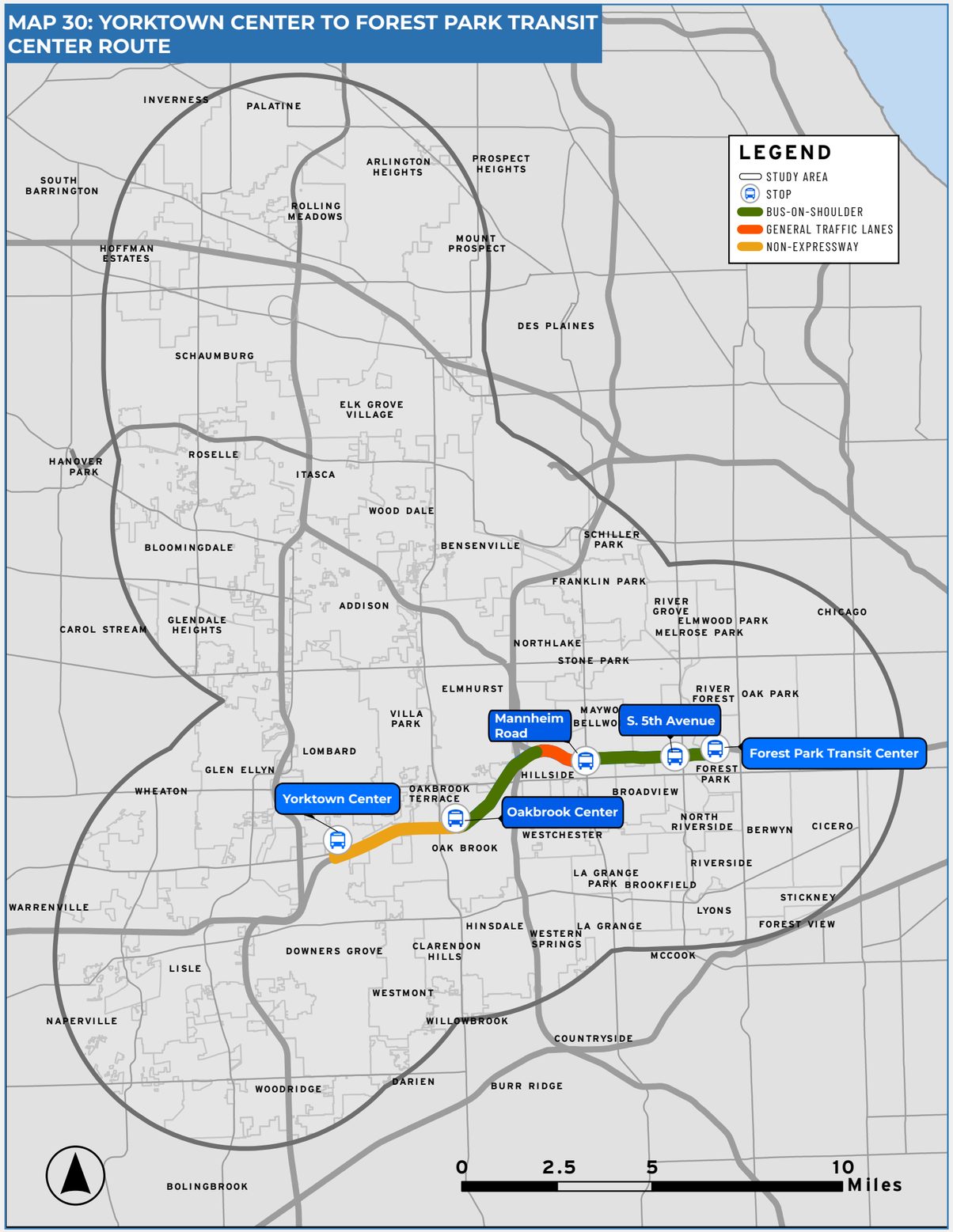
The bus would then travel on the inside or outside shoulders on I-88 until it merges with I-290, where it would utilize the Mannheim Road C-D Road to continue onto I-290 and exit Des Plaines Avenue to Forest Park Transit Center. The bus can operate on the outside shoulder from the C-D Road all the way to Des Plaines Avenue. The outbound bus can use the outside shoulder from Des Plaines Avenue to Wolf Road and exit to I-88 where it can use the inside or outside shoulders to Oakbrook Center via 22nd Street. The outbound bus can use Butterfield Road/22nd Street to travel to Yorktown Center.

Figure 28: Yorktown Center to Forest Park Transit Center Cost Estimate

YEAR	WEEKDAY COST PER YEAR	WEEKEND COST PER YEAR	TOTAL COST PER YEAR
2029	$3,920,285.96	$609,822.26	$4,530,108.22
2030	$4,037,894.54	$628,116.93	$4,666,011.47
2031	$4,159,031.37	$646,960.44	$4,805,991.81
2032	$4,283,802.31	$666,369.25	$4,950,171.56
2033	$4,412,316.38	$686,360.33	$5,098,676.71
2034	$4,544,685.88	$706,951.14	$5,251,637.01
2035	$4,681,026.45	$728,159.67	$5,409,186.12
2036	$4,821,457.25	$750,004.46	$5,571,461.71
2037	$4,966,100.96	$772,504.59	$5,738,605.56
2038	$5,115,083.99	$795,679.73	$5,910,763.72
2039	$5,268,536.51	$819,550.12	$6,088,086.64

*Costs represent inflation adjusted costs for each year.

MAP 30: YORKTOWN CENTER TO FOREST PARK TRANSIT CENTER ROUTE



Route between Northwest Transportation Center and Forest Park Transit Center

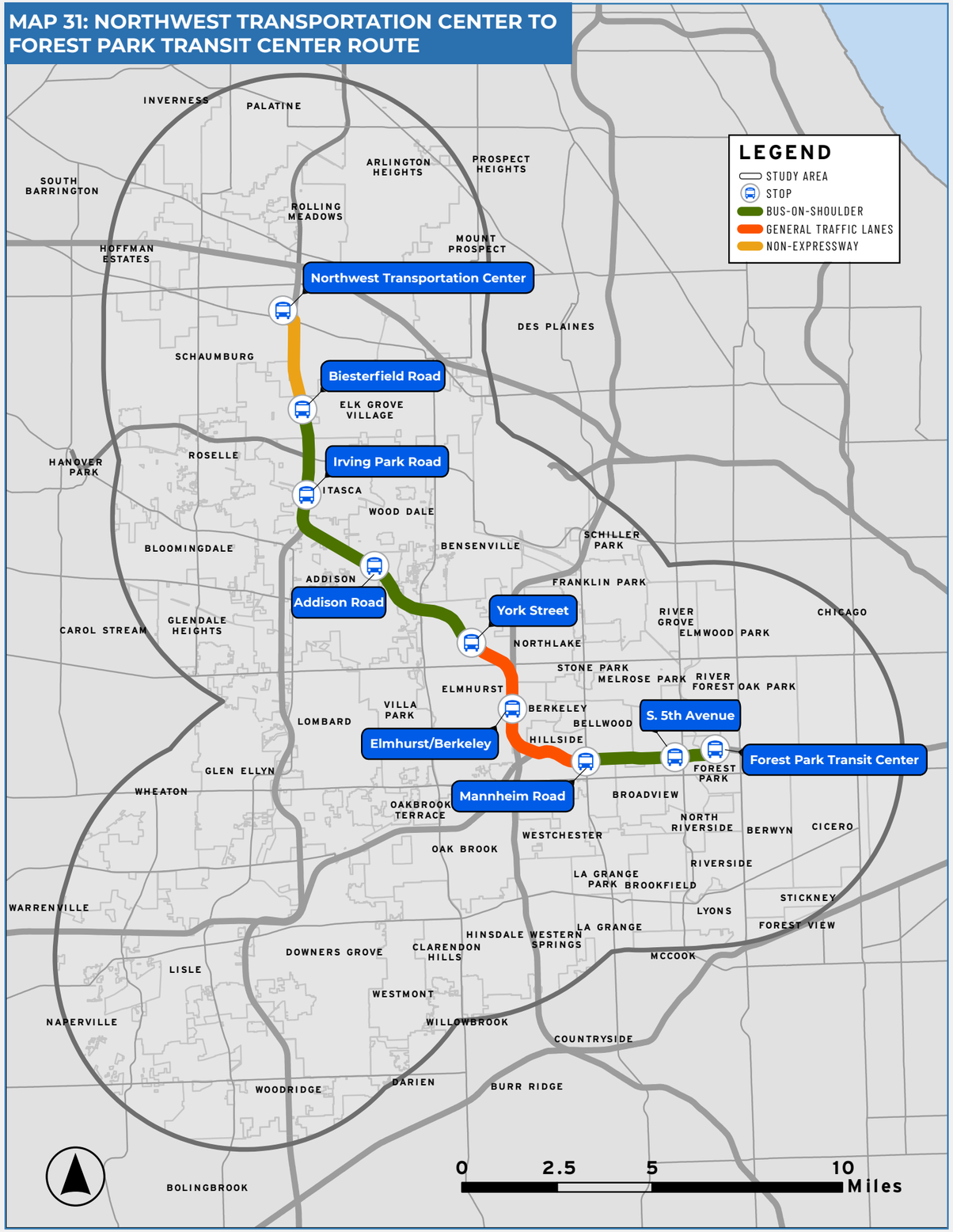
This route operates bus service on I-290 between Northwest Transportation Center and Forest Park Transit Center. Bus service would travel to I-290 from Northwest Transportation Center via Martingale Road and Higgins Road. Bus frequency would be every 15 minutes during peak hours and every 30-60 minutes during non-peak hours and weekends.

Service would operate on the inside shoulder to York Road where the shoulder width is too narrow to operate a bus. The inbound bus would utilize the Mannheim Road Collector-Distributor (C-D) Road to continue onto I-290 and exit Des Plaines Avenue to Forest Park Transit Center. The bus can operate on the outside shoulder from the C-D Road all the way to Des Plaines Avenue. The outbound bus can use the outside shoulder from Des Plaines Avenue to Wolf Road and the inside shoulder from York Road to Northwest Transportation Center.

Figure 29: Northwest Transportation Center to Forest Park Transit Center Cost Estimate*

YEAR	WEEKDAY COST PER YEAR	WEEKEND COST PER YEAR	TOTAL COST PER YEAR
2033	$5,515,395.48	$1,029,540.49	$6,544,935.97
2034	$5,680,857.34	$1,060,426.70	$6,741,284.05
2035	$5,851,283.06	$1,092,239.51	$6,943,522.57
2036	$6,026,821.56	$1,125,006.69	$7,151,828.25
2037	$6,207,626.20	$1,158,756.89	$7,366,383.09
2038	$6,393,854.99	$1,193,519.60	$7,587,374.59
2039	$6,585,670.64	$1,229,325.19	$7,814,995.83
2040	$6,783,240.76	$1,266,204.94	$8,049,445.70
2041	$6,986,737.98	$1,304,191.09	$8,290,929.07
2042	$7,196,340.12	$1,343,316.82	$8,539,656.94
2043	$7,412,230.32	$1,383,616.33	$8,795,846.65

*Costs represent inflation adjusted costs for each year.



6

CHAPTER SIX

STATION DESIGN

Effective and accessible station design is important to consider for a viable transit service. Having a safe, comfortable place to wait for buses is important for riders along any transit route.

The purpose of this section is to establish station design guidelines, the types of possible stations along the corridor, and the necessary criteria to determine the appropriate infrastructure at each potential station location.

PLANNING AND

DESIGN GUIDELINES

Several design standards must be considered to create an accessible transit station. These design elements include station size, travel lane width, boarding/alighting area size, accessible path width, elevator shaft width, and escalator/stairs width. Proposed station dimensions and amenities were modeled after Pace Transit Supportive Guidelines.

- Travel lane width – 11’ minimum, 12’ preferred
- Station size:
  - » Standard – 60’ long, 12’ deep
  - » Length-Constrained – 45’ long, 12.5’ deep
  - » Depth-Constrained – 63’ long, 9’ deep
- Boarding/alighting area – 8’ x 5’ minimum
- Accessible path width – 3’ minimum for travel and 5’ minimum for turn-around space.
- Elevator shaft width – 10’ 4” minimum
- Escalator/stairs width – 3’ 8” minimum
- Ramps are preferred over elevators and escalators due to reliability. If sites allow accessible ramps, elevators and escalators are not necessary

Figure 30: Minimum Bus Shelter Dimensions from Pace Transit Supportive Guidelines

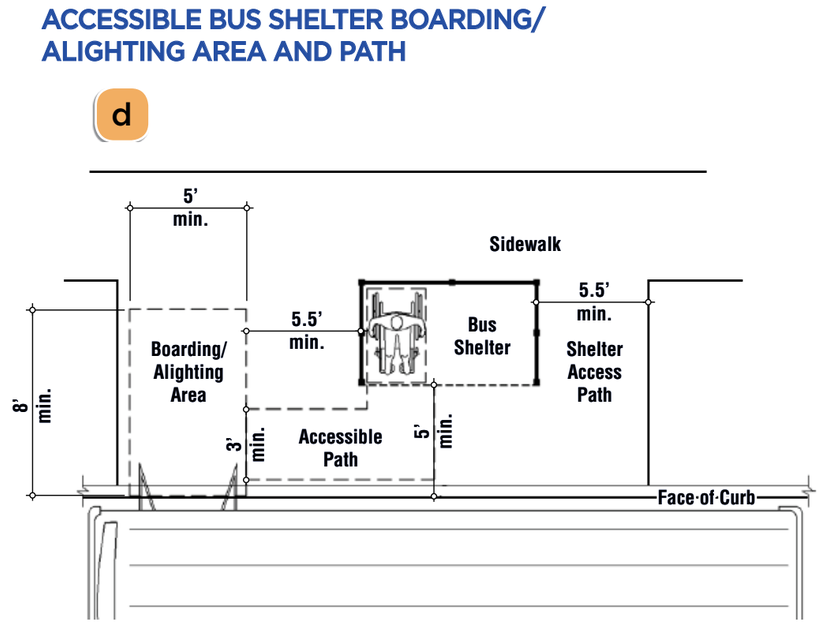


Figure 31: Minimum Station Dimensions from Pace Transit Supportive Guidelines

Layout	Minimum Dimensions	Features
Standard	60 ft long 12.5 ft deep	ADA-compliant ramps, shelter with front and back panels, bench, trash receptacle, vertical pylon (14.5′ high by 4′ wide), bike rack
Length-Constrained	45 ft long 12.5 ft deep	ADA-compliant ramps, shelter with front and back panels, bench, trash receptacle, vertical pylon (14.5′ high by 4′ wide)
Depth-Constrained	63 ft long 9 ft deep	ADA-compliant ramps, shelter with back panel, bench, trash receptacle, compact vertical pylon (14.5′ high by 2′ wide), bike rack

STATION TYPES

A part of this study is to evaluate different types of stations and their feasibility at the candidate station locations.

Median In-Line Stations
Median in-line stations offer a direct, accessible station in the center of the expressway. They allow riders to board and alight buses without leaving the roadway. These stations reduce the amount of travel time delay for stops.

Median in-line stations must be operationally and physically feasible at the different candidate stations, offering riders safe and accessible passage to the buses. Additionally, stations must be acceptable to IDOT and the Illinois Tollway. Median in-line stations come in different forms, with some being more suitable than others depending on the physical constraints of the location

The first type of median in-line station is a center platform station. These stations would be in the median of the expressway and would have one platform for buses traveling in both directions to share.

However, since Pace Buses strictly use right-side boarding, the design of the center stations must reflect these accommodations. Some express buses have used crossover lanes, where the buses switch sides before and after the platform to allow for right-side boarding/alighting. Operationally however, crossover lanes are undesirable. Other transit agencies have experienced challenges with crossover lanes, and in this study will be avoided.

Two-sided platforms, with buses travelling between them, are also possible at a median in-line station. These platforms would be designed to accommodate right-side boarding/alighting. This design involves one platform for each direction rather than a shared platform and requires a wider expressway median than a center platform.

Another option for the two-sided platform design at a center station would be to stagger the platforms with offset side platform stations. This design would still have buses running down the center of the expressway, where boarding and alighting will happen. However, instead of the

Figure 32: METRO Lake Street Station in Minneapolis, MN

Figure 33: METRO Lake Street Station in Minneapolis, MN

platforms being parallel to each other, they are offset from each other. This configuration reduces the necessary median width.

Safe access to the platforms from outside the expressway will be necessary for all stations. Safe access to the stations depends on the makeup of the expressway and the adjacent roadways. In places where stations are parallel with other roadways, an underpass or overpass should be considered to reach the median in-line station. In places where the expressway goes over or under another roadway, elevators and escalators/stairs to the expressway should be considered.

Side Platform Stations

Side platform stations have boarding/alighting platforms located on the outer shoulders of the expressway, one for each direction. Similar to median in-line stations, side platform stations would allow buses to continue to operate along the same route without having to leave and change the route, reducing potential delay to the service.

However, outside platforms would cause riders to board and alight on opposite sides of the roadway. Pedestrian overpasses, underpasses, and crossings are important to have in these station designs. Pedestrians should be able to reach both sides of the platform easily and conveniently.

Pace currently uses a side platform park-n-ride station at I-90 and Barrington Road. The stations are located on the sides of I-90 where the riders board and alight. Riders access the platforms via orverpasses and underpasses, which connect to parking lots and shared-use paths.

Adjacent Stations

In this configuration, the station is located adjacent to an expressway and would require the bus to leave the expressway and use local roads to reach the station. Adjacent stations are separated from the expressway and could connect riders to other transit routes, services, shopping, or other amenities directly. This option would cause a delay in service due to the bus leaving the route.

Figure 34: MTS, City Heights Transit Plaza Offset Station Platform in San Diego, CA

Figure 35: Fig. 7 Pace I-90/Barrington Road Park-n-Ride

Transit Center

Similar to an adjacent station, these facilities would be located off of the expressway and would serve as a central transit hub where multiple transit routes would stop, allowing riders easy transfer to other bus routes. The buses would need to exit to reach the transit center. This option would cause a delay in service, due to the bus needing to leave the route in order to reach the station.

Fig. 8 Assessment of Station Types from RTA/PACE I-294 Feasibility Study

Station Location & Platform Arrangemnt	Most Suitable as an In-Line Station	Minimize Bus Route Deviation	Minimize Walk Distance for Bus Rider	Minimize Impact to Existing Travel Lanes	Opportunities for Joint/TOD Development
Center - one median platform	*****	*****	***	**	*
Center - two side platforms	*****	*****	***	*	*
Center - two side platforms offset	*****	*****	***	***	*
Outside - one platform each side	***	****	*	****	***
Adjacent with direct access	*	*	*****	*****	*****
Transfer Station	*	*****	N/A	*****	*

***** best meeting criteria; *least meeting criteria; N/A: Not Applicable

Figure 36: Aurora Transportation Center in Aurora, IL

Figure 37: Julia M. Carson Transit Center in Indianapolis, IN

OTHER TRANSIT

SUPPORTIVE INFRASTRUCTURE

In addition to the several different types of stations, other infrastructure should be implemented to help create a safer, more accessible, and more efficient bus route.

Transit Signal Priority

Transit Signal Priority (TSP) improvements should continue to be implemented on arterial routes throughout the I-290/I-88 study area that might connect to the expressway routes., assisting in the delivery of faster and more reliable service. TSP allows bus drivers to communicate with a traffic signal to extend a green light or shorten a red light. Pace has existing TSP technology that can be repurposed from Pace Pulse and other routes. Another TSP element that could be considered are queue jumps, which combine bus-only lanes and TSP.

Signage & Pavement Markings

Signage as transit supportive infrastructure can take multiple forms. Wayfinding signage, regulatory signage, and informational signage all work together to create a clear and cohesive message around a transit station and encourage ridership.

Wayfinding signage communicates relevant destinations, such as nearby transit, micromobility stations, or popular destinations to riders. Wayfinding signage should be designed on a scale for pedestrians and cyclists.

Regulatory signage designates traffic flow for both vehicles and pedestrians and discourages improper use of facilities. For example, barring vehicles from idling in a bus-only boarding zone, or traveling against the flow of traffic in a one-way street.

Informational signage can educate riders about the services provided and can also work as a form of branding. On Pace Pulse routes, the buses are wrapped in a unique livery, designating the route as a “Pulse” experience and distributing more information about the service.

Pavement markings often use easy-to-understand pictures, such as a bike to indicate a bike lane, or red paint to indicate a bus lane. Signage and pavement markings can work together to create redundancy in information, ensuring that service runs smoothly.

Figure 38: RTA Wayfinding Signage in Elgin, IL

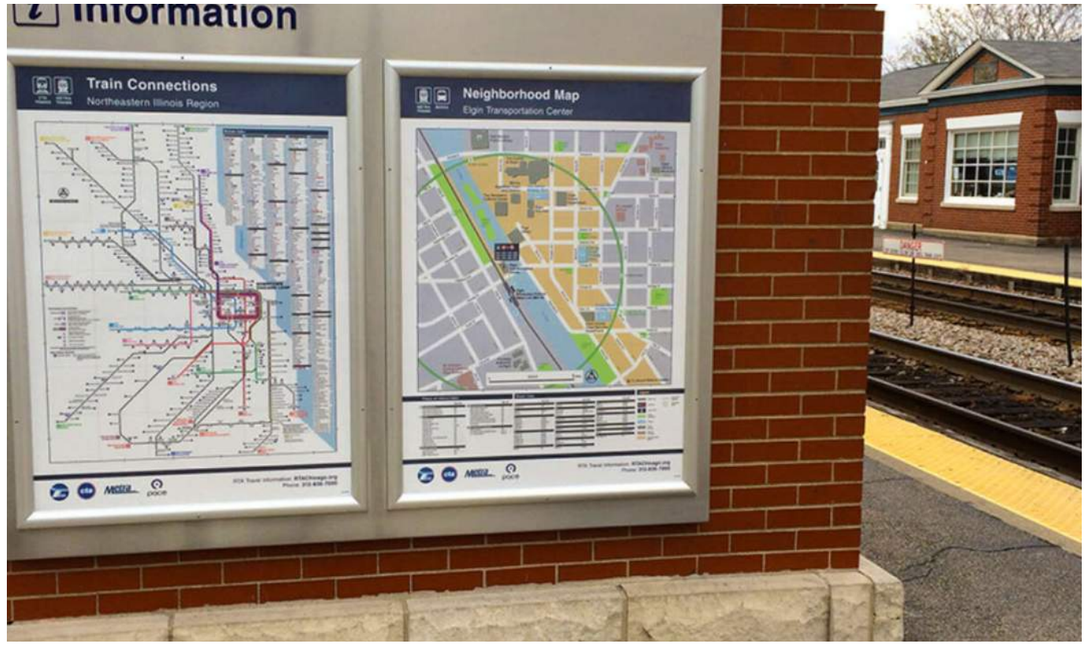


Figure 39: Bus Lane Pavement Markings

Bus Bulbs & Boarding Islands
Both bus bulbs and boarding islands are infrastructure options that speed up bus service by making the boarding process more efficient. They increase safety by having riders board from an extended curb. Both improvements create more space for riders to wait and for the driver to activate bus access ramps.

Parking
Due to the nature of suburban transit travel, an adequate number of parking spaces should be provided at stations to create Park-n-Rides. Providing riders with a parking space can help solve first-mile/last-mile connectivity concerns, especially if driving to the station is the only way for a rider to access it. Accessible parking spaces and shared mobility spaces (bike and scooter share) should also be provided.

Shelter and Seating
Stations should provide accessible shelters and seating areas for waiting riders. Shelters can help protect riders from rain, snow, traffic noise and heat. Additionally, shelters can be equipped with heat lamps for riders to use in colder weather. Accessible seating can provide comfort for riders as they wait, specifically older riders, riders with disabilities, and parents with young children.

Mobility Hub
One form of shelter and seating is a mobility hub. Similar to transit centers, a Mobility Hub functions as a station that offers two or more separate transportation services, as well as connections to other non-transit modes and convenient services. mobility hubs can adapt easily to different scenarios, functioning well in both high and low-density areas. Mobility hubs can range from dense urban areas, incorporating large communities into their context, or smaller areas near transit routes that function as areas for micromobility parking near well-used transit routes.

Mobility Hubs can be home to different amenities which can include commercial opportunities such as a coffee shop or café, convenience store, conference rooms, community gathering spaces, restrooms, bicycle storage, and parking spaces. Support with the local community would be critical to the success of a Mobility Hub.

Figure 40: Pace Pulse Boarding Area in Des Plaines, IL

Figure 41: Planned Mobility Hub Rendering in Cary, IL

Sidewalk
Sidewalks are pedestrian dedicated spaces, typically 5’ wide, but can vary depending on pedestrian volume. Safe and comfortable sidewalks often include a buffer of a minimum 5’ between vehicle travel lanes and pedestrians. Sidewalks near transit stations should be connected to a larger network of sidewalks, allowing for pedestrian connectivity with transit.

Shared Use Path
Shared Use Paths can function similarly to a sidewalk but are built for both pedestrians and cyclists. Typically 10’ wide, Shared Use Paths function well as active transportation connectors through low density and/or recreational areas. Shared Use paths may replace sidewalks on one side of the street, dependent on pedestrian volume, and are the recommended bikeway for high speed/high traffic roads..

Lighting
All sidewalks and transit stations should have adequate lighting infrastructure, particularly emphasized where there are pedestrian and vehicle conflicts. Lighting that meets the minimum requirement for vehicles does not always meet the needs of pedestrians. Installing lighting at pedestrian scale, or at more frequent intervals can improve a pedestrian’s sense of security and improve safety at crossings.

Bicycle Parking
Adequate bicycle parking is important to allow bicyclists the ability to safely and securely lock up their bicycle when they arrive to take the bus.

Bicycle racks allow bicyclists to securely lock up their bicycles. Bicycle racks do not take up much space and are cost-effective. The most common type of bicycle rack is an inverted U rack.

Enclosed bicycle storage, such as bicycle rooms and bicycle lockers, offer a more secure and safe place for bicyclists to store their bicycles. Additionally, these enclosed parking spaces help protect bicycles from extreme weather.

Figure 42: Shared Use Path in Des Plaines, IL

Figure 43: Bicycle Locker in Toronto, Ontario

ESTIMATED
CAPITAL COSTS

Capital Costs of Stations
The estimated costs for the proposed stations were prepared using the Federal Transit Administration's (FTA) Standard Cost Categories (SCC) framework. This structure ensures uniformity in cost estimation across Capital Investment Grant (CIG) Program projects. Although funding through the FTA CIG Program is not anticipated for these stations, using the SCC framework has been accepted by Pace before in Rapid Transit planning (e.g. Pulse lines or the I-294 Tri-state Feasibility Study).As outlined in Figure 46, the SCC framework is organized into nine primary cost categories, each further divided into subcategories of specific cost components.

Transit Supportive Infrastructure
Safe and comfortable infrastructure for bicycling and walking to stations is required to support the desired ridership at the stations. It is proposed that, costs for these improvements would be made by the agencies having jurisdiction. The Implementation and Finance Plan chapter discusses grant programs available for these types of improvements. Costs were not estimated for this infrastructure as this would not be a Pace cost but would be a partnership with local agencies and IDOT. This report can be utilized as a tool by Pace for approaching local and regional agencies and private property owners to advocate for funding to construct transit supportive infrastructure.

Figure 44: SCC Framework

	FTA COST CATEGORY
10	Guideway & Track Elements
20	Stations, Stops, Terminals, Intermodal
30	Support Facilities: Yards, Shops, Administration Buildings
40	Sitework & Special Conditions
50	Systems
60	ROW, Land, Existing Improvements
70	Vehicles
80	Professional Services
90	Unallocated Contingency

Capital Cost Breakdown
Quantities of infrastructure elements (e.g., number of shelters, square feet of pavement, length of railing, etc) were estimated from the concept layouts and applied to unit costs that are representative of Chicago area construction costs in 2025, including project cost experience from Pace. Costs are shown for 2029 for capital investments that could have a shorter implementation period and 2033 for capital investments that could require a longer implementation period.

The SCC provides two areas where estimated costs are adjusted for project uncertainty. An Allocated Contingency is applied to each subcategory's unit cost that relates the degree of unknown that can affect cost. For example, constructing a roadway lane for a given dimension (e.g., per square foot) can be estimated with a relatively high level of certainty; whereas, the cost to address stormwater management will require specific information (e.g., soils, topography) and will have a higher level of unknown until studies are completed.

The other area to address unknown factors is to apply an Unallocated Contingency. This percentage is applied to all estimated costs and relates to the level of planning (i.e., higher unallocated contingency) versus engineering (i.e., lower unallocated contingency). A 20 percent Unallocated Contingency was applied.

The costs provided in the following tables reflect estimated construction dollars including furnish and install. There are "soft costs" associated with professional service activities that are necessary to plan, design, and manage the project. Figure 47 lists the seven soft cost categories and the percentages for each that would be applied to project construction costs. Overall, these individual percentages total 30 percent.

Estimated costs are based on station designs that meet Pace's preferred design features and freeway designs that meet IDOT's preferred design features for reconstruction. Costs can be reduced if needed by designing to minimum dimensions rather than preferred dimensions for both Pace and IDOT design elements and by seeking design exceptions where practicable.

Figure 45: Professional and Environmental Services Construction Cost Percentages

PROFESSIONAL AND ENVIRONMENTAL SERVICES	% OF CONSTRUCTION COSTS
Project Development	2.0%
Engineering	10.0%
Project Management for Design and Construction	5.0%
Construction Administration & Management	7.5%
Professional Liability & other Non-Construction Insurance	1.0%
Legal; Permits; Review Fees by others	2.5%
Surveys, Testing, Investigation, Inspection	2.0%
Total	30.0%

Modeled after Pace Transit Supportive Guidelines, each location's base items include heated 6'x16' shelters with a bench and real time arrival display; trash receptacle; bike racks; bus curb; tactile warning strip; lighting; new electrical service; wayfinding; and 12'x60' platform. On any proposed in-line and side platform stations, additional amenities include: 9' tall metal screen; a covered, accessible ramp to the station; and security systems.

Estimates were developed to represent the necessary costs to make a station viable for service on opening day. For example, if no sidewalks exist adjacent to the new station, the cost to construct sidewalks to connect to an existing network is included. Additional sidewalk and bicycle facilities are encouraged within their respective travel sheds and can be implemented by the local agencies. Contributions by other agencies who would benefit from the improvement is possible and can be used to fund some of the estimated costs.

Each station has its own level of potential for adding amenities such as a community center, restrooms, food or cafe vendors, and services. The cost of those amenities is not included. Pace can continue to work with each community getting a new station to determine the development opportunities, cost share, agreements, leases, and land transfers as they become available.

Land acquisition, Right-of-Way (ROW), and property leases are not included in the costs. At the Mannheim stop, there is a need for an easement agreement with the private property owner to connect the bus access route to their parking lot. At the Elmhurst/Berkeley stop, there is a need for easements, land acquisition or maintenance agreements to construct necessary shared use paths on IDOT, Illinois Tollway, Union Pacific Railroad, City of Elmhurst and Village of Berkeley property.

Beyond these exceptions, all stations are anticipated to fit within existing IDOT or roadway ROW with no private property required to start the service and construct the capital improvements.

For the full cost estimate breakdowns by station, **see Appendix D.**

7

CHAPTER SEVEN

STATION CONCEPTS

Each of the eleven identified potential station locations require different infrastructure needs than the others. Due to the physical location, the availability of ROW, and the location of the expressway to the local roadways, appropriate infrastructure needs to be identified.

The purpose of this section is to analyze potential station locations and the necessary infrastructure they would require. The analysis will help determine whether locations are physically feasible for stations, the types of stations at each location, and any other supportive infrastructure that will be necessary.

STATION
LOCATIONS

As discussed in Service Plans chapter, in order to select the candidate stations, the top trip origins from the Trip Pair Analysis and the Central Chicago Analysis were evaluated for their potential as a station location. The following factors will be used to determine whether a top origin should be evaluated as a station location:

- Census tract overlaps the study corridor
- Tract includes transit supportive land uses such as employment centers, multifamily housing, etc.
- Census tract is also a top destination from other top origins
- Existing transit that could connect to the proposed station
- Existing bike and pedestrian facilities in the area to support first-last mile connections

Proposed Locations

Eleven candidate stations were selected throughout the project area along both I-290 and I-88:

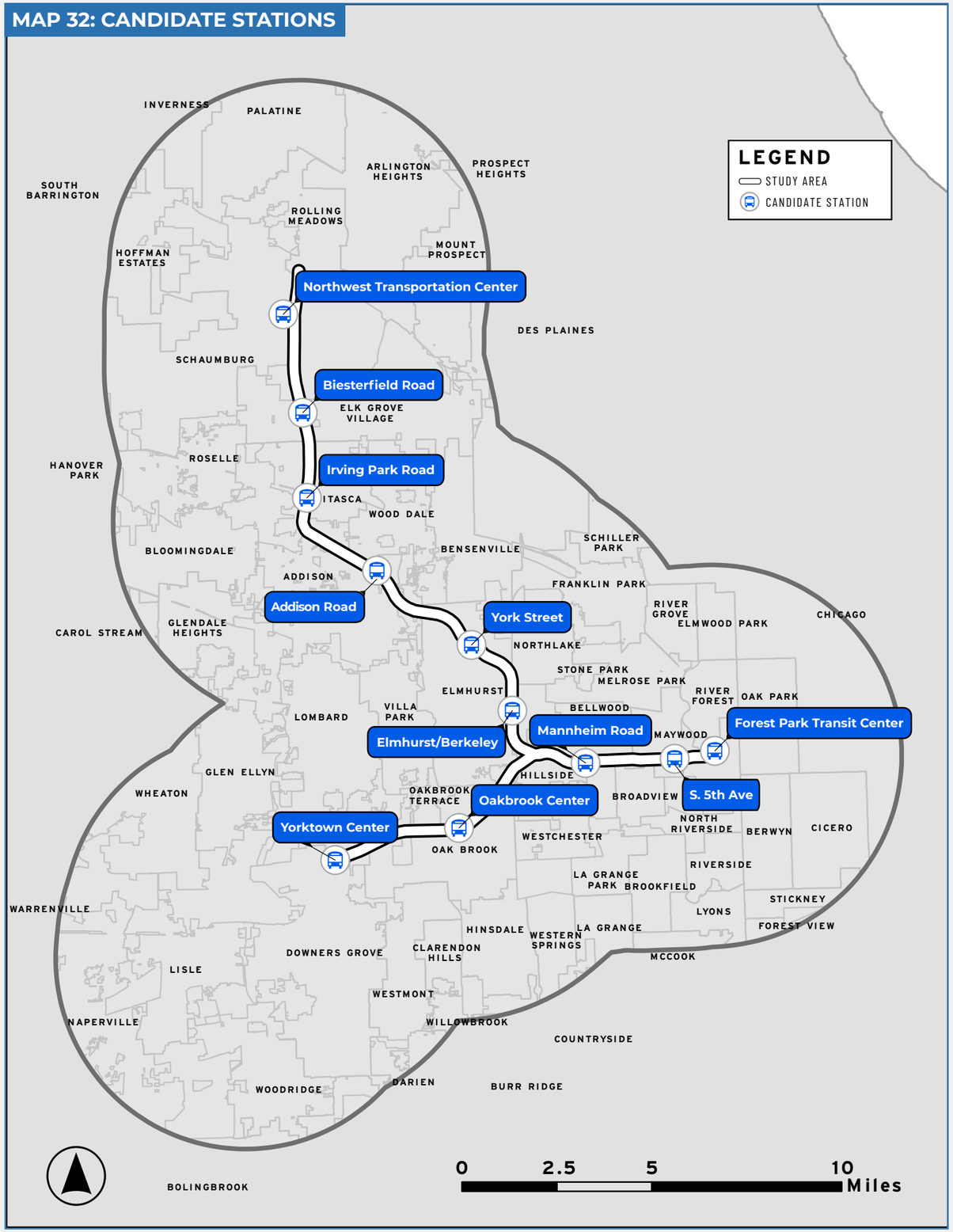
- Northwest Transportation Center
- Biesterfield Road
- Irving Park Road
- Addison Road
- York Street
- Elmhurst/Berkeley
- Oakbrook Center
- Yorktown Center
- Mannheim Road
- S. 5th Avenue
- Forest Park Transit Center

Screening Process

A two-tiered screening process was used to determine the feasibility of the eleven candidate stations. The first part was to determine whether or not the candidate stations were viable by looking at the travel markets, population and employment density, equity, and potential ridership. Results of this analysis are provided in the Service Design Plan.

The second part of the screening process was to determine the physical feasibility of the candidate station locations, to determine if stations

MAP 32: CANDIDATE STATIONS



would be able to be constructed, what type of station would be suitable, and what other transit supportive infrastructure would be needed.

Initial Feasibility Review

Northwest Transportation Center

This location would be the northernmost facility along the I-290 express bus route. Bus service would begin and end at the existing facilities located at the Northwest Transportation Center. Buses would reach the station via Martingale Road and Higgins Road.

Riders would be able to connect to multiple Pace routes: #208, #236, #554, #600, #604, #606, #607, #697, #905, Arlington Heights-Rolling Meadows On Demand, and Pace Dial-a-Ride.

Due to the existing bus facilities, this location will skip the physical feasibility assessment.

Biesterfield Road

Located along Biesterfield Road in Elk Grove Village, this location is in the general vicinity of Ascension Alexian Brothers hospital, the Elk Grove Village Business Park, and other employment locations. The initial review recommends further planning and engineering work to determine the best location and configuration.

This location does not offer any transit connections.

Advance for physical feasibility assessment.

Figure 46: Northwest Transportation Center Aerial

Figure 47: Biesterfield Road Aerial

Irving Park Road
Located along Irving Park Road in Itasca near the Itasca Village Hall, this station is located a half-mile from the Itasca Metra Station and would potentially connect riders to the Milwaukee District West (MD-W) Metra line at the Itasca Metra Station. Due to the lack of entrance/exit ramps, and the locations of the existing ones, the initial review recommends further reviewing a side platform station pair beneath Irving Park Road.

Advance for physical feasibility assessment.

Addison Road
Located near the intersection of Addison Road and Byron Avenue, this station would connect riders to both nearby residential areas and employment centers south of the location along Addison Road. Due to the lack of entrance/exit ramps, the initial review recommends further reviewing a median in-line center station on I-290 above Addison Road.

This location would connect riders to Pace route #711

Advance for physical feasibility assessment.

Figure 48: Irving Park Road Aerial

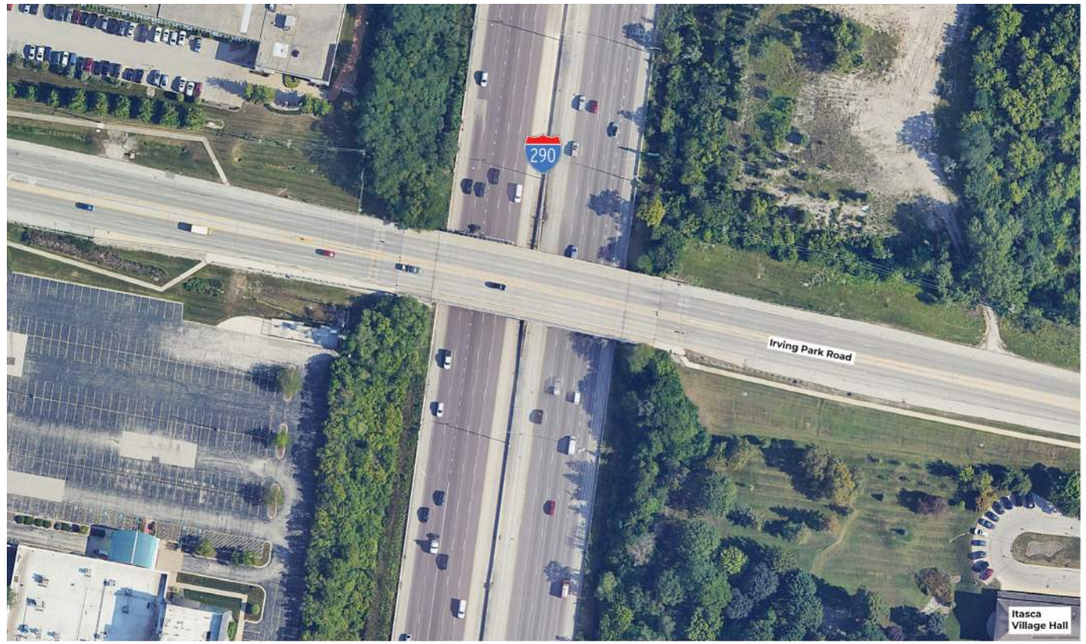


Figure 49: Addison Aerial

York Street
Located at York Street in Elmhurst, this location connects riders to residential areas to the east, southwest, and southeast, and employment centers to the north and south. Additionally, it would connect riders to Pace route #332.

Due to the existing design of the entrance/exit ramps ramps, the initial review recommends further review of an adjacent transit center or side platform stations for eastbound and westbound buses.

Advance for physical feasibility assessment.

Elmhurst/Berkeley
Located a half-mile from the Berkeley Metra station in Berkeley, the station connects riders to the Metra Union Pacific West (UP-W) line. The location is bordered by residential areas to the southwest, northwest, and southeast, and employment centers to the north and northeast.

Due to the existing widths of this section of I-290 and the inability of the bus to use the inside shoulders, the initial review recommends further review of side platform stations.

Advance for physical feasibility assessment.

Figure 50: York Street Aerial

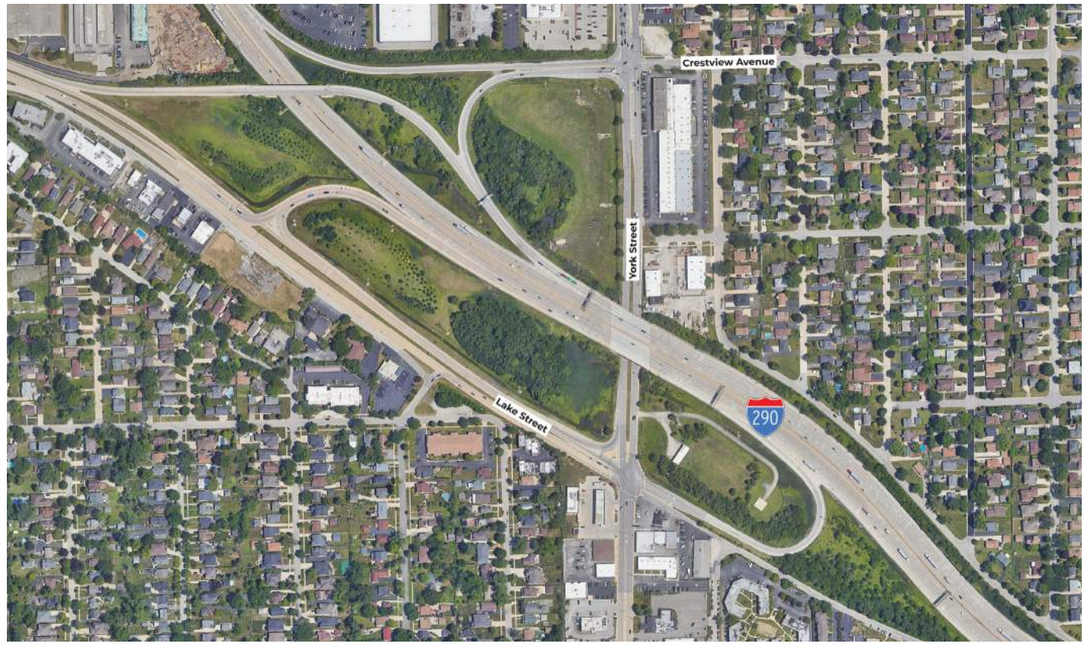
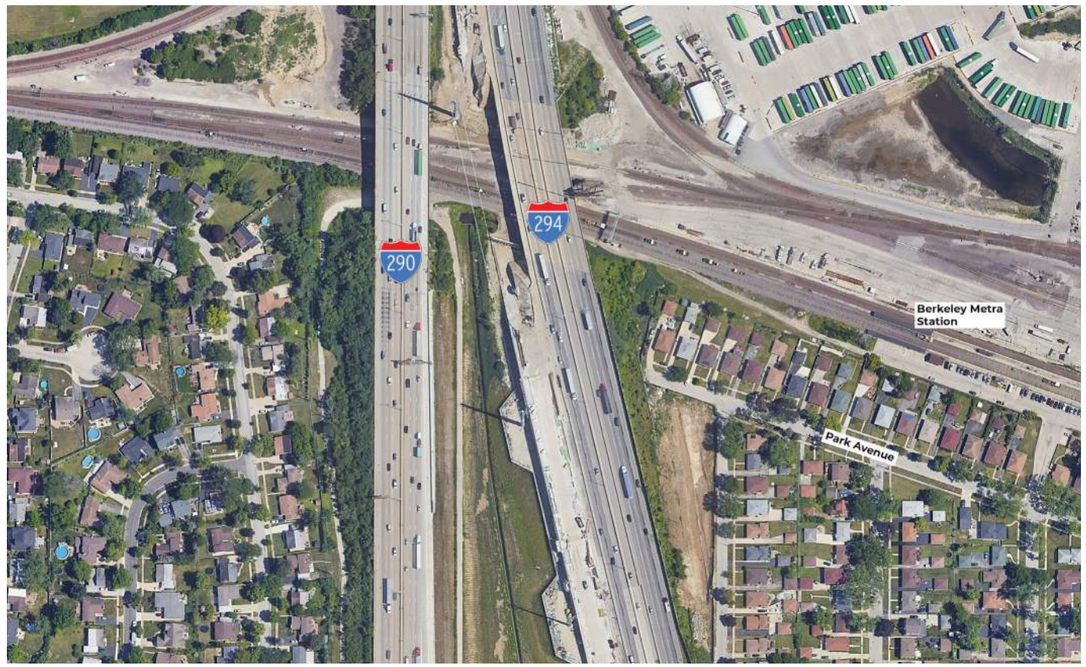


Figure 51: Elmhurst Berkeley Aerial



Yorktown Center
Located at Yorktown Center in Lombard, this location is the southwestern-most proposed facility location. A stop at Yorktown Center offers riders access to residential areas and employment centers, as well as access to several Pace routes: #313, #322, #715, #722, and #834.

Because Yorktown Center already has existing bus facilities, the proposed express bus service would be able to use the same facilities. The bus would operate on Butterfield Road to access Yorktown Center.

Due to the existing bus facilities, this location will skip the physical feasibility assessment.

Oakbrook Center
Located at Oakbrook Center in Oak Brook, this location offers riders access to residential areas and employment centers, as well as access to several Pace routes: #301, #322, and #332.

Because Oakbrook Center has existing bus facilities, the proposed express bus service would use the same facilities. The inbound bus would access Oakbrook Center via 22nd Street and the outbound bus would operate between I-88 and Oakbrook Center via Kingery Highway.

Due to the existing bus facilities, this location will skip the physical feasibility assessment.

Figure 52: Yorktown Center Aerial

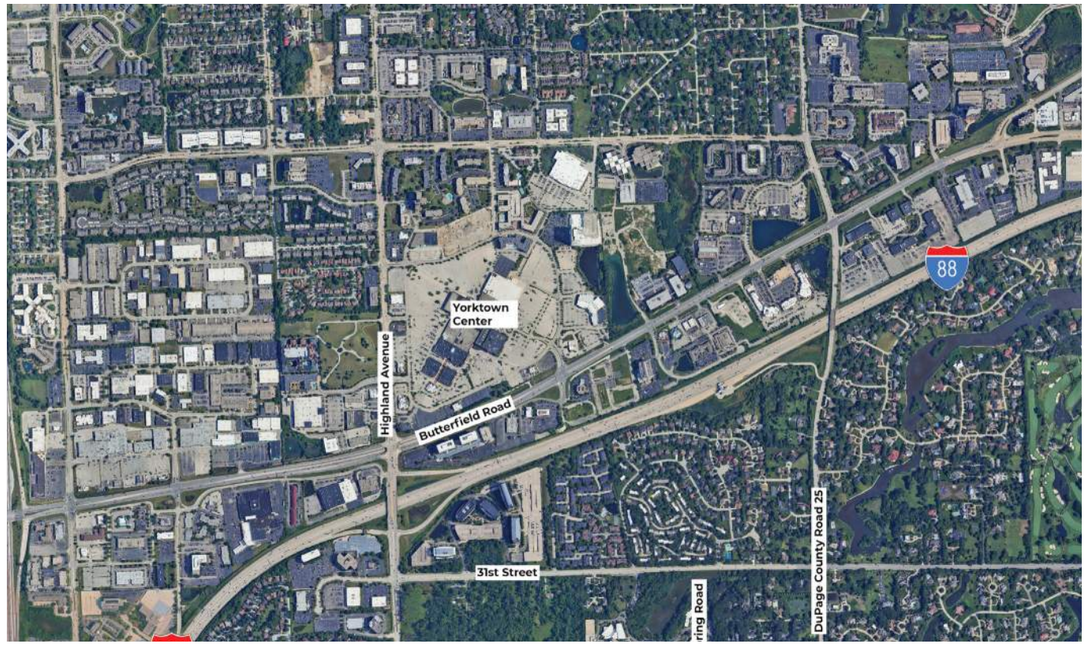


Figure 53: Oakbrook Center Aerial

Mannheim Road
Located at Mannheim Road on the border of Hillside and Westchester, this location offers riders access to employment centers, as well as Pace routes #317 and #330.

Due to the shoulder width and location of entrance/exit ramps, the initial review recommends further examination of adjacent stations on the nearby roadways.

Advance for physical feasibility assessment.

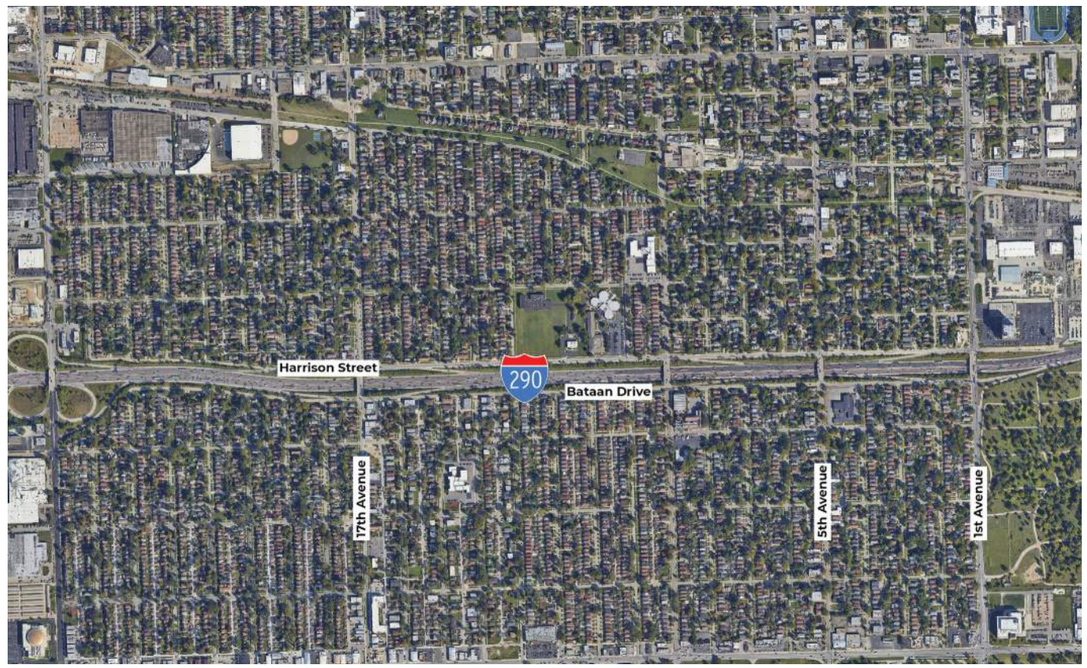
S. 5th Avenue
Located at I-290 and 5th Avenue in Maywood, this location would offer riders access to Loyola University Medical Center and Pace route #331.

In order to connect riders to the Pace route #331 stop on 5th Avenue, the initial review recommends reviewing the placement of stops on Bataan Drive for eastbound service and Harrison Street for westbound service. Due to the locations of the entrance/exit ramps, the eastbound service would need to exit at 17th Avenue, and westbound service would need to exit onto Harrison Street at Exit 20.

Advance for physical feasibility assessment.

Figure 54: Mannheim Road Aerial

Figure 55: S. 5th Avenue Aerial



Forest Park Transit Center
This location would be the eastern most terminal for both the I-290 express bus route and the I-88 express bus route. It would connect riders to residential areas and employment centers, including downtown Chicago via the CTA Blue Line.

Bus service would begin and end at the existing facilities located at the Forest Park Transit Center. Buses would reach the transit center via Des Plaines Avenue.

Riders would be able to connect to the CTA Blue Line and multiple Pace routes: #301, #303, #305, #308, #310, #317, and #318.

Due to the existing transportation center facilities, this location will skip the physical feasibility assessment.

Figure 56: Forest Park Transit Center Aerial

PHYSICAL FEASIBILITY ASSESSMENTS OF
POTENTIAL STATION SITES

Biesterfield Road

The proposed Biesterfield Road bus stop requires further planning and engineering work to determine the best location and configuration. Options considered are a median in-line station south of Biesterfield Road; side platform on the outside shoulders of I-290 south of Biesterfield Road, or an adjacent stop along Rohlwing Road at White Trail. Coordination is required between Pace, IDOT, Forest Preserves of Cook County, and Elk Grove Village to further study these options. Elk Grove Village is seeking funding for the reconfiguration of the interchange to move the northbound loop ramp to a slip ramp in the northeast quandrant. The project would also add sidewalks and reconstruct Biesterfield Road Bridge over I-290. This project could provide an opportunity to include transit improvements and create an express bus station for a mutli-modal improvement, increasing the chances of obtaining grant funding in a competitive environment.

For the purposes of this study, an adjacent stop along Rohlwing Road was evaluated and is described below and shown in Figure 60.

Physical Feasibility: This location is physically feasible to fit within the existing right-of-way because of its compact size. Due to the nature of the stop, infrastructure designed after the base items from the Pace Transit Supportive Guidelines should be utilized here. A median in-line station or side platform station are possible at this location. I-290 would require widening, but space will become available on I-290 if the interchange gets reconfigured as proposed by Elk Grove Village.

Implementation Timeline: 8+ years. Coordination is required between Pace, IDOT, Forest Preserves of Cook County, and Elk Grove Village.

Capital Costs: Accessible bus stop pair, including the previously mentioned base items modeled after the Pace Transit Supportive Guidelines.

Beyond the base items, 80’ of sidewalk will be needed on the east side of the roadway, north of White Trail, to complete pedestrian connections to the proposed stop.

Figure 57: Biesterfield Road Site Plan

Figure 58: Biesterfield Road Cost Estimate

BIESTERFIELD ROAD	
Estimated Final Cost (2033 Dollars)	$1,531,525*

*If a station on I-290 is chosen, costs could range from $20M-$30M depending on what agency is responsible for Biesterfield Road Bridge and I-290 widening.

Irving Park Road

The proposed Irving Park Road side platform station pair is necessary due to the right side exit to I-290 east and the right side entrance from I-290 west at Irving Park. Service will be using the outside shoulder at this location, similar to sections of express bus service on I-94. The stations reflect the bus travel patterns and would exist on the east and west sides of I-290, featuring separate head houses for eastbound and westbound riders. There is existing pedestrian infrastructure on the south side of Irving Park Road that can be used for access to the station as the entrance and exit will be solely on this side of the road. This bus route would connect with existing Metra service at the Itasca Metra station, located less than a half mile east of the proposed station. A mobility hub can be built in addition to pedestrian improvements, allowing connections at the Itasca Metra Station.

Physical Feasibility: There is space available within the existing right-of-way to fit a station on the outside shoulders. Extensive earthwork, tree removal, and drainage will be required to create the grade necessary to support a concrete bus platform. The Irving Park Road Bridge needs minor modifications to remove a portion of the barrier wall and construct head houses adjacent to the bridge.

Implementation Timeline: 8+ years. Coordination will be required between Pace, IDOT, Village of Itasca, and private landowners to construct the station and any mobility hub amenities.

Capital Costs: The Irving Park Road side platform station would require two 12’ x 60’ covered center platforms on the outside shoulders of I-290. Two headhouses connecting to two 6’ x 300’ sheltered accessible ramps are required to connect riders to Irving Park Road.

Beyond the base items, a barrier wall separating expressway traffic from the platforms, security cameras, public address system, and headhouse security are necessary.

Figure 59: Irving Park Road Site Plan

Figure 60: Irving Park Road Cost Estimate

IRVING PARK ROAD	
Estimated Final Cost (2033 Dollars)	$23,148,000

Addison Road

The proposed Addison Road station is recommended at the crossover of I-290 and N. Addison Road. The bus travels along I-290 on the inside shoulders, with riders waiting in a station built in the median. An inline station is the only feasible station here, due to the lack of entrance/exit ramps to I-290 at this location. The station would provide a direct and convenient connection to the Salt Creek Trail. Traffic signals and high-visibility crossings are recommended at the intersection of Byron Avenue and N Addison Road, located directly south of the proposed station. Currently, Pace route 711 operates along N Addison Road for a portion of its service. While the service does not extend to I-290, service for route 711 could be extended to allow for a connection to be made for riders.

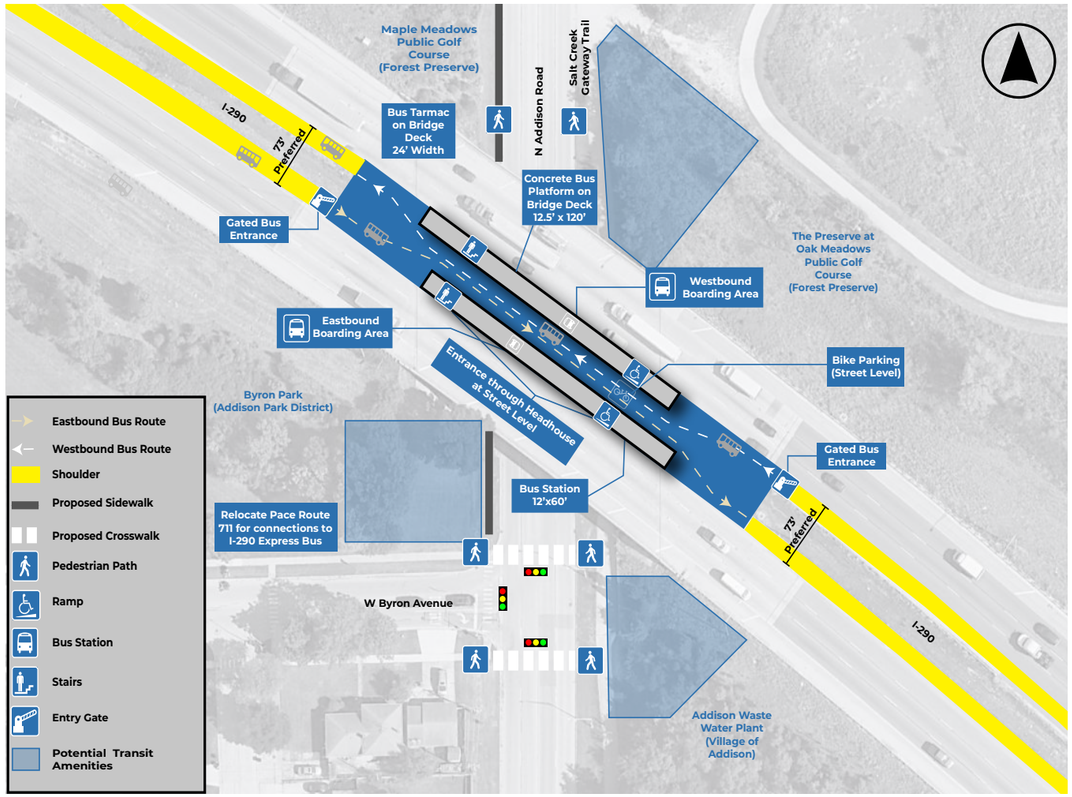
Opportunities for mobility hub amenities such as park-and-ride lots, EV charging stations, shops, restaurants, or plazas could be constructed on adjacent properties through partnerships with the Cook County Forest Preserve, Addison Park District and Village of Addison.

Physical Feasibility: This location is physically feasible due to ample shoulder width and additional acquirable land for the construction of a mobility hub.

Implementation Timeline: 8+ years. Coordination will be required between Pace, IDOT, and Village of Addison.

Capital Costs: The Addison Road in-line station would require two 12’ x 60’ center platforms in the center of I-290. Additionally, the bus travel lanes will need to be 12’ each. To implement the proposed station, I-290 will need to be widened by 27’, creating a 73’ median, allowing for the appropriate station dimensions. Entrance gates to the stations will be installed to prevent vehicular traffic from traveling through the station. Two 6’ x 300’ sheltered accessible ramps and a headhouse are required for both platforms to connect riders to Addison Road.

Figure 61: Addison Road Site Plan



Beyond the base items, the total cost includes new I-290 bridges, a barrier wall separating expressway traffic from the platform, security cameras, public address system, headhouse security, and new crosswalks and traffic signal at Byron Avenue to get riders across Addison Road are required. The new bridges could be eliminated from the program if Pace and IDOT accept 11’ bus lanes, and substandard inside shoulders at the station.

Figure 62: Addison Road Cost Estimate

ADDISON ROAD	
Estimated Final Cost (2033 Dollars)	$30,155,000

York Street

The proposed York Street stop is shared for both east and westbound buses, located in the infield of the ramps. Ramps provide full entrance and exit access for both directions of travel. The stop provides connectivity to residential and an industrial area.

An undeveloped lot across US 20 could be utilized for a park and ride or mobility hub amenities.

Physical Feasibility: This location is physically feasible due to the space available to build stations and mobility hubs in infield areas. The shoulder width is not a concern, because the bus will not be traveling on the shoulder on this section of I-290. The shared station location is more feasbile, due to the travel patterns of the bus intersecting. Having a shared station is more cost effective and easier to implement when the opportunity presents itself.

Implementation Timeline: 8+ years. Coordination is required between Pace, IDOT, and the City of Elmhurst, with potential land transfer or leasing from IDOT to Pace for the station and any additional amenities. Additional mobility hub amenities could be added to the site at a later date.

Capital Costs: Accessible bus stops including the previously mentioned base items modeled after the Pace Transit Supportive Guidelines.

Both directions of travel can use the same platform due to the travel path of each bus entering and existing I-290. Additional infrastructure includes a new crosswalk across Lake Street and 1,200 feet of sidewalk to connect to the existing network at York Street.

Figure 63: York Street Site Plan

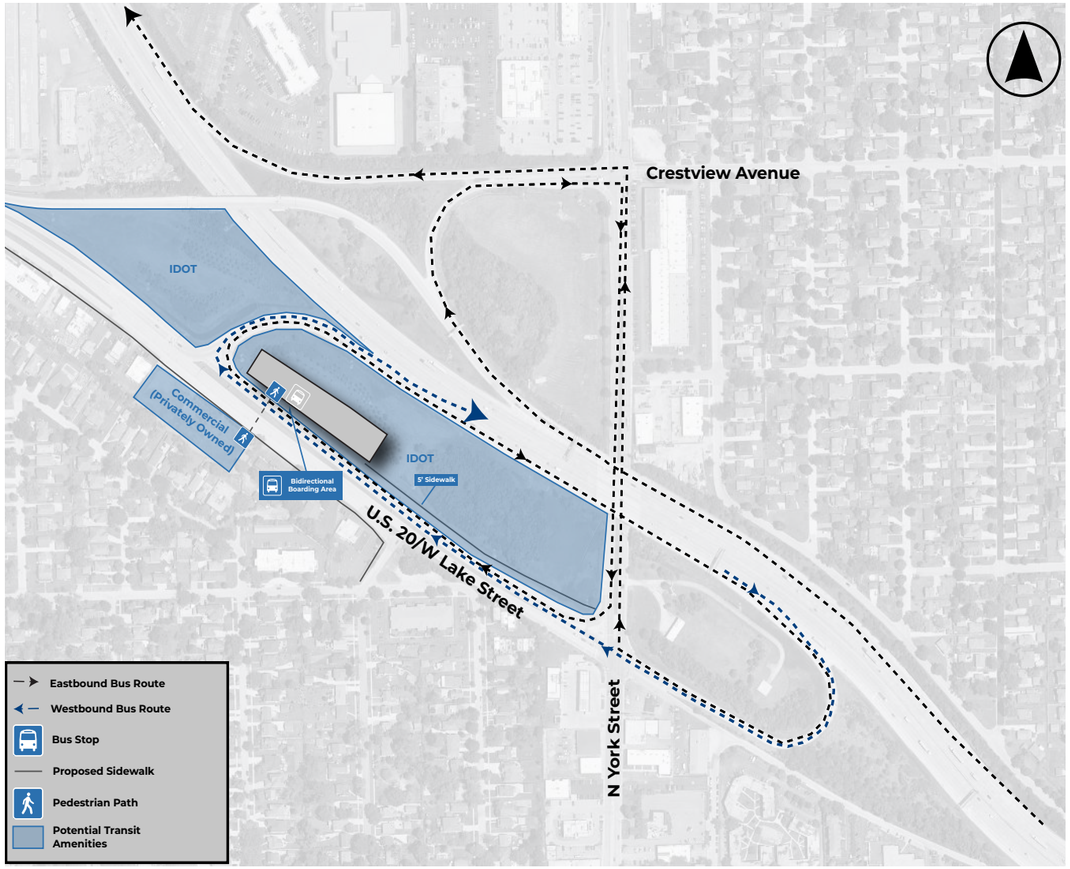


Figure 64: York Street Cost Estimate

YORK STREET	
Estimated Final Cost (2033 Dollars)	$2,792,000

Elmhurst/Berkeley

The proposed Elmhurst/Berkeley side platform station pair is necessary due to the narrow median width. Service will not be using the inside shoulder at this location due to the narrow width, and can be conducted on the outside shoulder, similar to sections of express bus service on I-94. The stations reflect the bus travel patterns and would exist on the east and west sides of I-290, featuring separate buildings for eastbound and westbound riders. There is an existing service road closed to regular traffic below I-290, which could be modified to allow for pedestrian travel to the east and west neighborhoods creating a pedestrian connection to the Berkeley Metra Station.

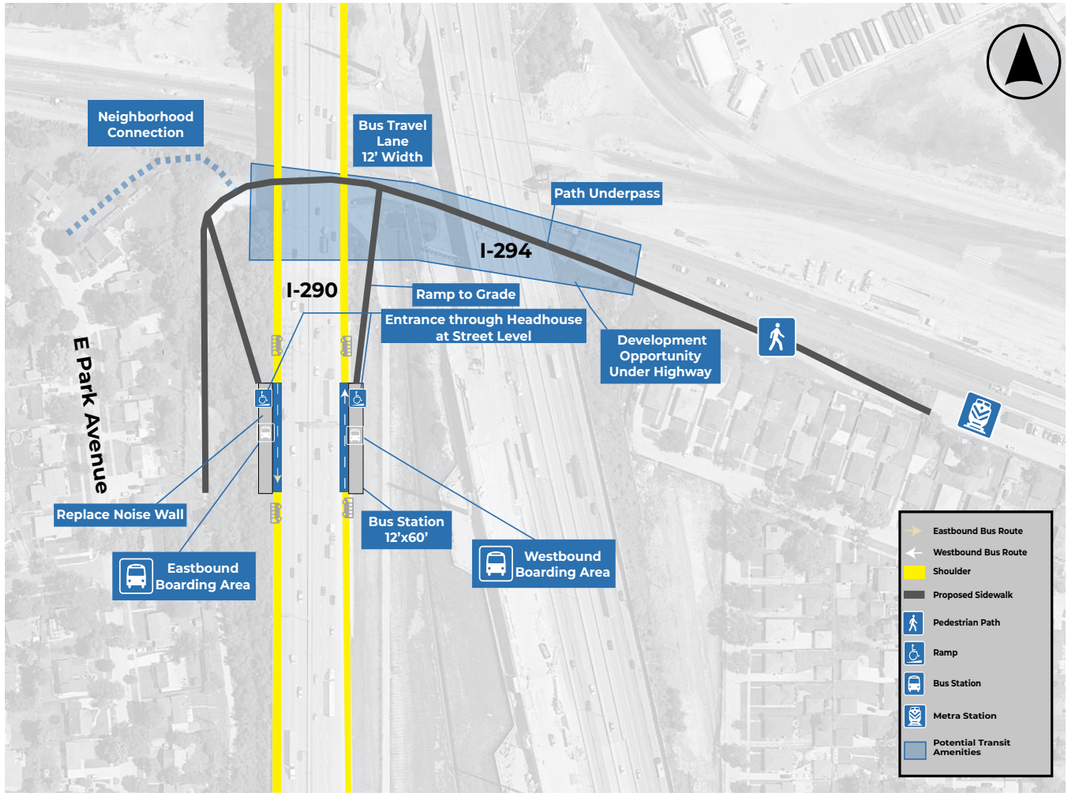
Physical Feasibility: Although this location lacks inside shoulder space, it does have outside shoulder space. The change from inside shoulder space to outside shoulder space is feasible and is exemplified by the existing Pace I-94 express bus service. There is also significant space under the station in the form of a service road, where, if pedestrianization efforts are undertaken, this area can be a safe and comfortable way for riders to access the nearby Metra station by biking or walking.

To create the pedestrian connection between the station, neighborhood to the west, and Metra station to the east, new paths will be required to traverse the embankment alongside I-290. Retaining walls may be required. The paths can go under existing I-290 and I-294 bridges.

An engineering study should be performed to evaluate the best way to protect the station from errant vehicles. A small opening between offset barrier walls could be possible where the bus enters at slow speed, but vehicles traveling at design speed would not enter.

Implementation Timeline: 8+ years. The path to the Metra station and west neighborhood connection are required to make this station viable. These paths are on property owned by IDOT, Illinois Tollway, Union Pacific Railroad, City of Elmhurst and Village of Berkeley. Significant coordination, easements, land acquisition or maintenance agreements will be required. This station should not be constructed until those agreements are in place

Figure 65: Elmhurst/Berkeley Site Plan



Capital Costs: The recommended outside shoulder side platforms at Elmhurst/Berkeley are both 12' x 60' with 12' bus lanes. Two 6' x 300' sheltered accessible ramps and a headhouse are required to connect riders to the platforms.

Beyond the base items, a barrier wall separating expressway traffic from the platform, noise wall replacement, 2,300 feet of shared use path, security cameras, public address system, and headhouse security are necessary.

Figure 66: .Elmhurst/Berkeley Road Cost Estimate

ELMHURST/BERKELEY ROAD	
Estimated Final Cost (2033 Dollars)	$23,732,000

Mannheim Road

The proposed Mannheim Road bus stop pair is an adjacent station along the ramps. From York Street to Forest Park, the I-290 inside shoulder is too narrow to support bus-on-shoulder. The bus can use the outside shoulder for this section. The bus will exit I-290 at Mannheim Road. The most feasible stop location for the westbound route exists along the Frontage Road, west of Mannheim Road. The westbound bus can exit at Mannheim Road, and continue straight through the existing traffic signal.

The eastbound route would pull off the Mannheim ramp and enter a bus boarding area outside the flow of ramp traffic. After the stop, the bus would use a new bus-only connection between the Mannheim ramp and a parking lot to get to Harrison Street and the signalized intersection with Mannheim. Once northbound on Mannheim, the eastbound bus can re-enter I-290.

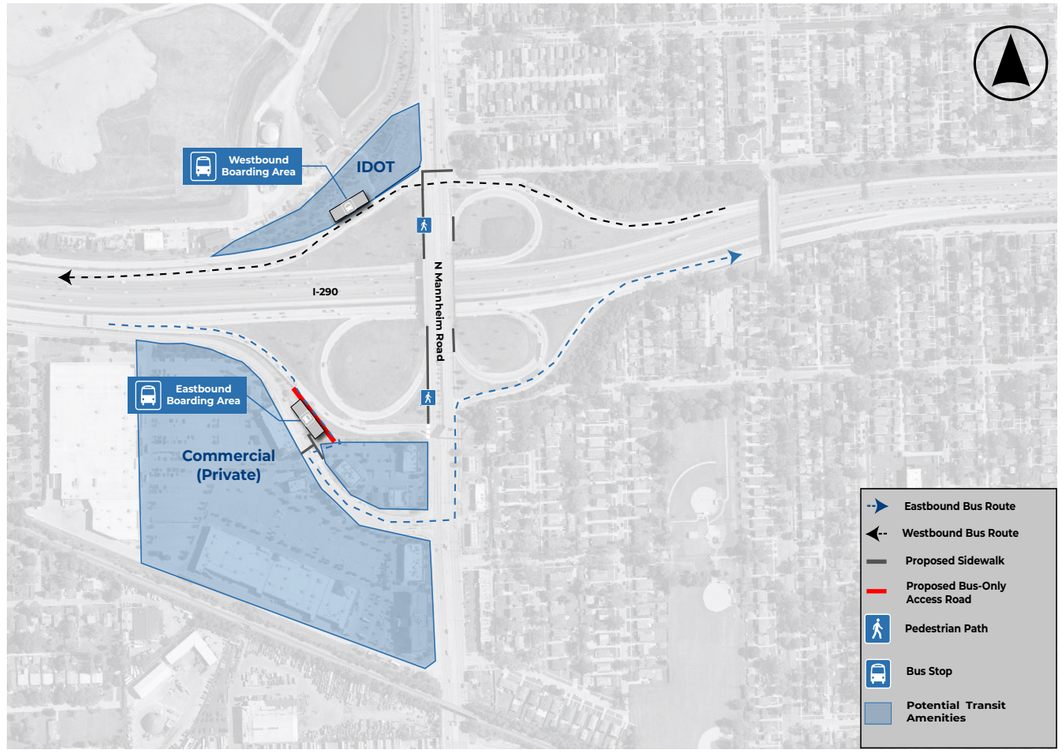
This creates the opportunity to build a mobility hub, allowing connections to the existing Pace route 330, and creating a positive and comfortable transportation connection for riders. Significant pedestrian improvements must be made in addition to the stop to allow for travel to and from the Mobility Hub. Through a partnership with the Hillside Town Center and IDOT, park-n-rides can be created within existing parking infrastructure and within IDOT owned property at the westbound ramp.

Physical Feasibility: This location is physically feasible due to significant space along access ramps and the existing Hillside Town Center parking lot for bus station and mobility hub construction.

Implementation Timeline: 8+ years. Coordination is required between Pace, IDOT, the Village of Hillside, the Village of Westchester, and Hillside Town Center.

Capital Costs: Accessible bus stops including the previously mentioned base items modeled after the Pace Transit Supportive Guidelines.

Figure 67: Mannheim Road Site Plan



Beyond the base items, security cameras are necessary, and a bus-only access road connecting the ramp to the outlot parking area will be required so the bus can cross Mannheim and re-enter I-290. Sidewalks are necessary along Mannheim to get riders across I-290 and a crosswalk is necessary for riders crossing Mannheim.

Figure 68: Mannheim Road Cost Estimate

	MANNHEIM
Estimated Final Cost (2033 Dollars)	$5,227,000

S. 5th Avenue

The proposed S. 5th Avenue bus stop pair is an adjacent station along the I-290 service road. The eastbound and westbound buses will be using the outside shoulder and can exit at 17th Street (eastbound) and 1st Avenue (westbound) to access the 5th Street stop. Both buses travel on Bataan Drive for one mile and through the 9th Street four-way stop to reach the 5th Street bus stop. Adjacent stations would look similar to traditional bus stops due to their constrained location. Signs, benches, and concrete pads are possible at these locations.

Physical Feasibility: This location is physically feasible because of the ease of construction. Stations would be less demanding due to the ability to create adjacent stations that look like more typical roadside bus stop.

Implementation Timeline: Approximately 3 years. Coordination is required between Pace, IDOT, and the Village of Maywood.

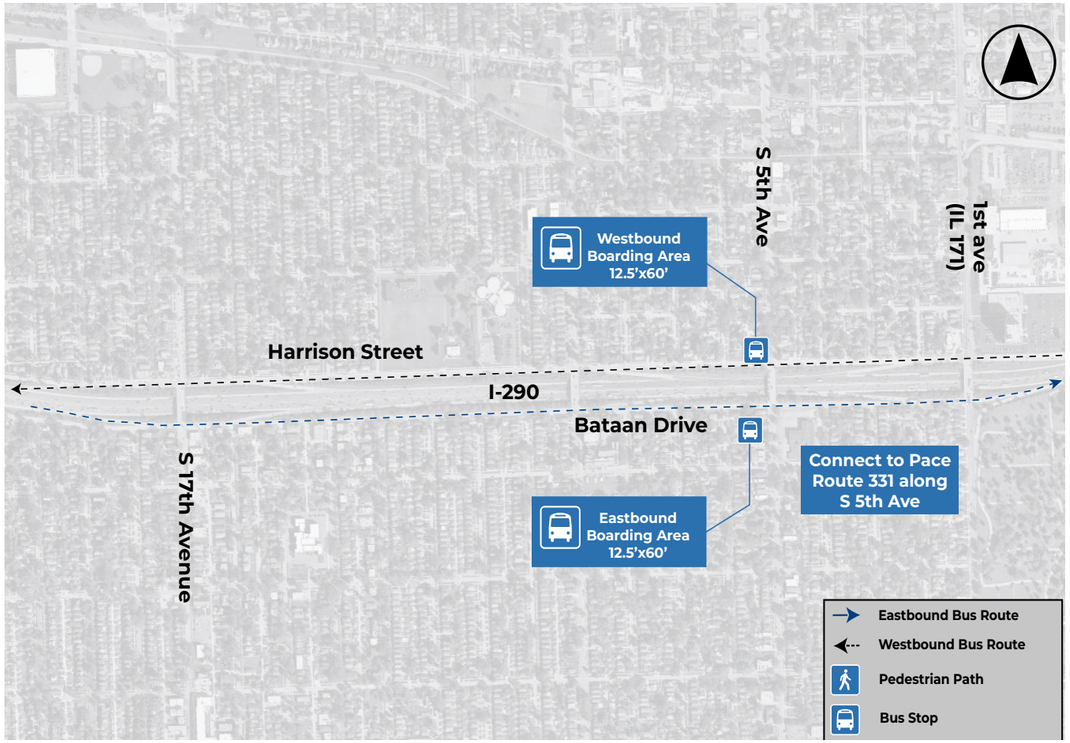
Capital Costs: Accessible bus stop pair, one on Bataan Drive and one on Harrison Street, including the previously mentioned base items modeled after the Pace Transit Supportive Guidelines.

There are no additional amenities beyond the base items for this location as there is limited ROW.

Figure 69: S. 5th Avenue Cost Estimate

S. 5TH AVENUE	
Estimated Final Cost (2029 Dollars)	$1,102,000

Figure 70: S. 5th Avenue Site Plan



8

CHAPTER EIGHT

BICYCLE & PEDESTRIAN CONNECTIONS

To create a transit service that is accessible for everyone, regardless of age and ability, the creation of an interconnected, multi-modal transportation system is necessary. Making the proposed station locations more accessible for bicyclists and pedestrians is important to creating a more equitable and accessible bus service.

This section evaluates the bicycle and pedestrian connections near the eleven station locations. Recommendations are made to the bicycle and pedestrian networks to ensure the proposed station locations are accessible for all roadway users, increasing the potential reach of the bus-on-shoulder service.

BICYCLE
CONNECTIONS

As part of a robust transportation system, bicycles can provide first-last mile connections to transit services for riders who need to reach destinations beyond walking distance of a station. This study evaluated the existing and planned bicycle network within three miles of each station and identified additional recommendations for new bicycle facilities to improve connections. Three miles (a 15 minute bike ride) is considered a reasonable distance a rider will bike to or from a transit station.

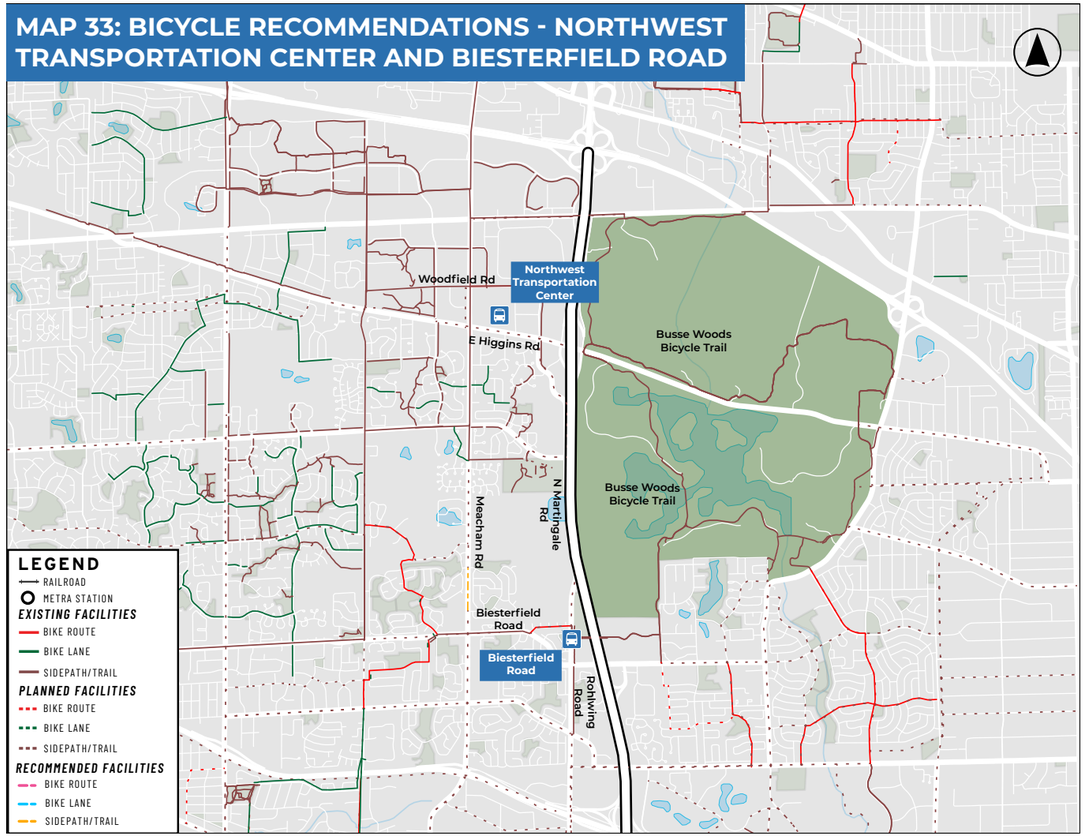
Through ongoing collaboration with local and state partners when implementing service, Pace should encourage construction of these improvements to support the new transit investment and boost quality of life for communities the new Pace express route will serve.

Northwest Transportation Center
The Village of Schaumburg has a comprehensive network of sidepaths and bike lanes in the area around Northwest Transportation Center. Additional sidepaths have been proposed through other local and regional planning efforts, and it is recommended that these planned projects continue to be considered for implementation.

Biesterfield Road
The only proposed facility is a sidepath along Meacham Road, connecting two previously proposed sidepaths.

An existing bicycle and pedestrian bridge crosses I-290 at the proposed stop location on Rohlwing Road and connects to Busse Woods and the neighborhoods east of I-290. A sidepath exists along the east side of Rohlwing Road, and marked bike routes connect to additional side paths in the neighborhood west of the proposed stop. Similar to above, additional bicycle facilities have been proposed through other planning processes, and this report supports the continued implementation of these projects.

Sidepaths have been proposed for portions Meacham Road through other plans, and it is recommended that the proposed path continue continuously from Biesterfield Road to Old Schaumbrg Road.

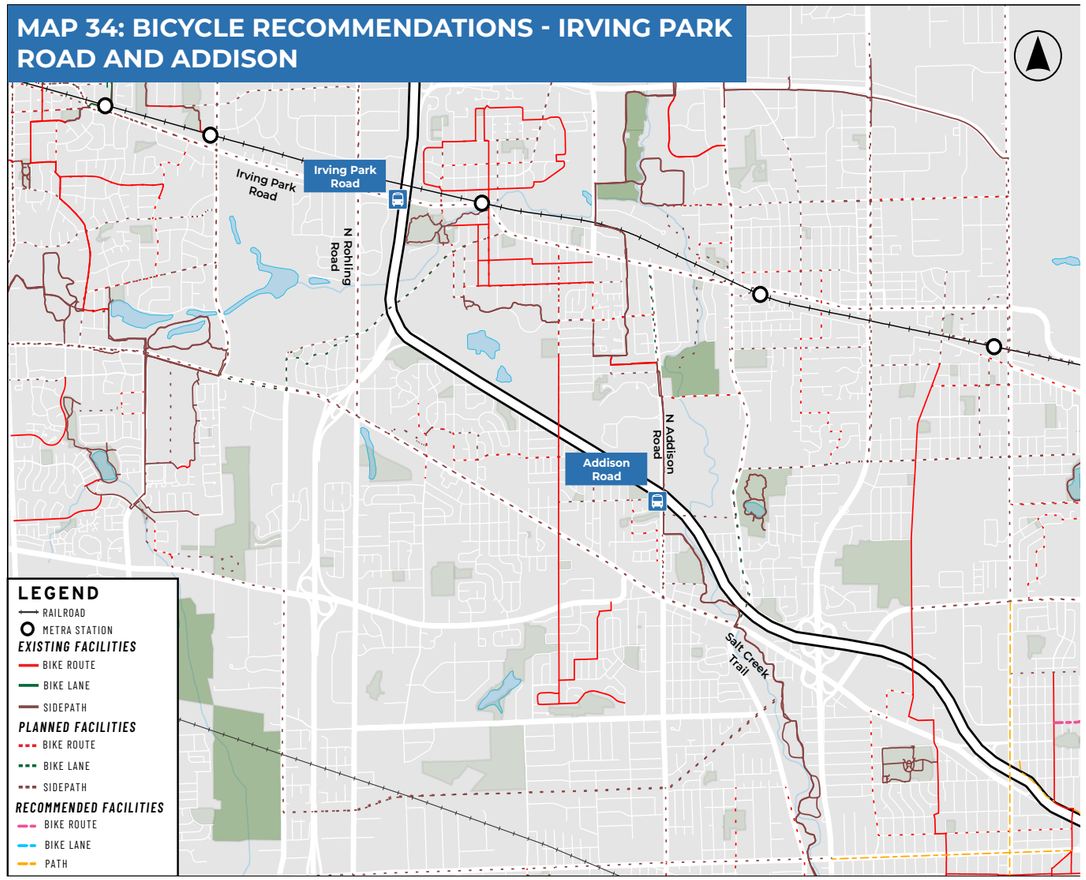


Irving Park Road
A planned sidepath along Irving Park Road would connect the proposed station with existing bike facilities in the surrounding neighborhood. This connection will be critical to provide bicyle access to a new in-line station at Irving Park Road. It is recommended that this project be supported for priority implementation either before the station is constructed or as part of the station implementation itself.

Addison Road
The existing Salt Creek Trail on the east side of Addison Road will serve as an important link to the proposed station. This connects to existing bike routes and sidepaths to the north. Additional sidepaths and bike routes have been proposed through other local and regional planning processes that would expand connections to the surrounding communities, and it is recommended that these projects continue to be moved forward for implementation.

Two new recommendations for this area are shown on Map 34 in yellow. These are sidepaths along E. North Avenue and York Street, filling gaps that exist between other proposed facilities.

MAP 34: BICYCLE RECOMMENDATIONS - IRVING PARK ROAD AND ADDISON

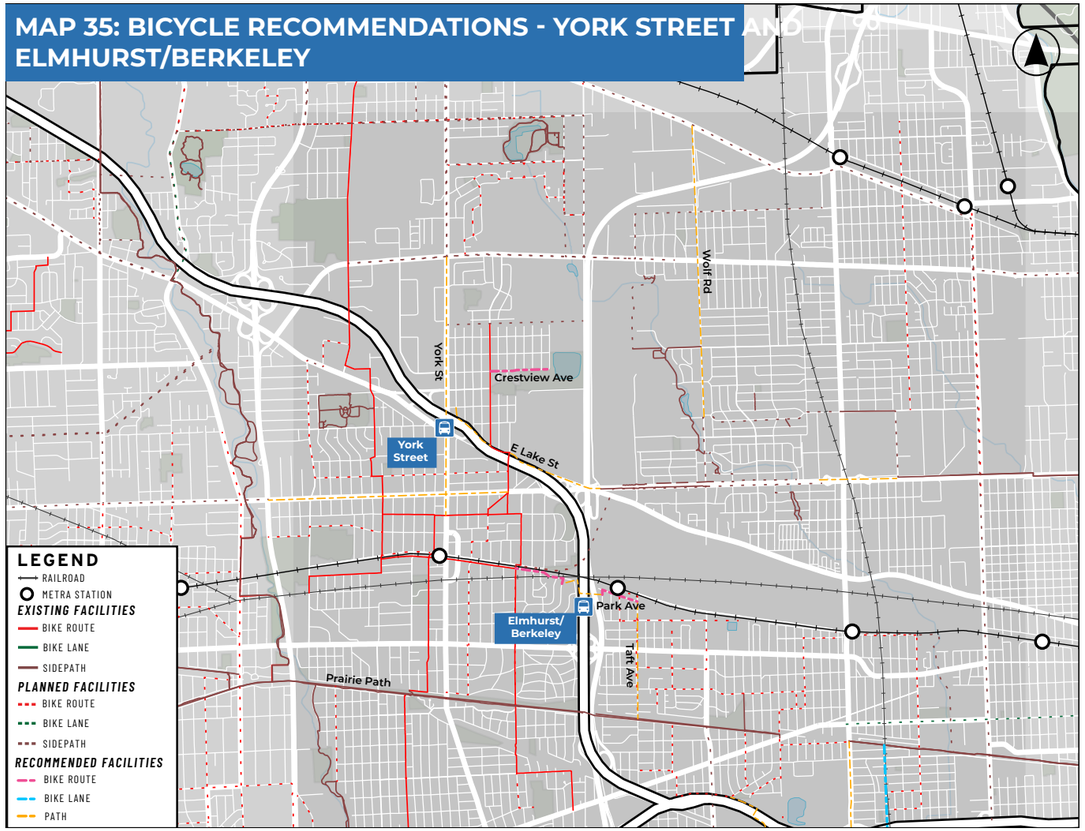


York Street
Elmhurst has existing bike routes near the proposed station at York Street. It is recommended that side paths be added to both York Street, Lake Street, Wolf Road, and North Avenue to complete planned connections that have been proposed through other local and regional planning processes.

Elmhurst/Berkeley
The primary recommendation to provide bicycle access to this station is a sidepath running under I-290 connecting the neighborhoods east and west of the station and also serving as the primary access point to the station. This sidepath could be extended to the Berkeley Metra station by widening the existing sidewalk. And additional connection on Taft Avenue is also proposed, connecting to the Prairie Path.

A vacant lot in the west neighborhood that is currently owned by the Village of Elmhurst could serve as the connection point from the proposed access path to the local street network. To connect to the eastern neighborhood, the path can link to Park Avenue, which currently dead-ends at the interstate.

MAP 35: BICYCLE RECOMMENDATIONS - YORK STREET AND ELMHURST/BERKELEY

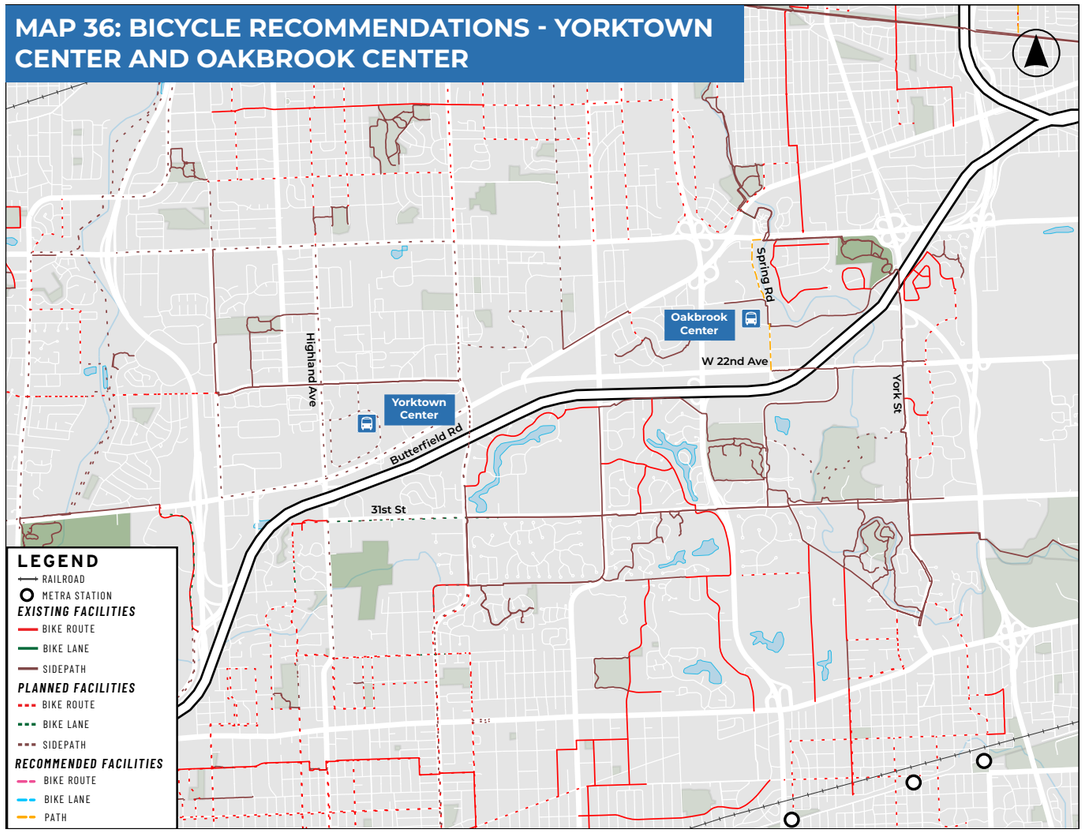


Oakbrook Center

There is an existing sidepath along a portion of 16th Street and Spring Road, continuing to a sidepath on Harger Road which connects to a neighborhood street and other regional trails. This study recommends the Spring Road sidepath be extended both north and south to make more direct connections to existing paths and trails that connect to other neighborhood routes.

Yorktown Center

A sidepath has been proposed to circle Yorktown Center and connect to existing sidepaths to the north through other local and regional planning projects, and it is recommended that this facility be prioritized to support connections to the existing transit stop where the I-290/I-88 express bus is expected to stop.



Mannheim Road
The proposed Mannheim Road station site is near both the Prarie Path and the Salt Creek Trail, but lacks connections to these trails and the surrounding neighborhoods. A sidepath is proposed for Mannheim Road to connect both trails to the proposed station, along with a sidepath along Harrson Street to connect to a future facility on Wolf Road that has been proposed though other local and regional planning processes.

An additional recommendation is to provide bike path on Winchester Boulevard which could serve as a lower-stress alternative to Mannheim Road. Multiple barriers prevent easy east-west travel in this area, so connections to existing trails can help support travel in those directions.

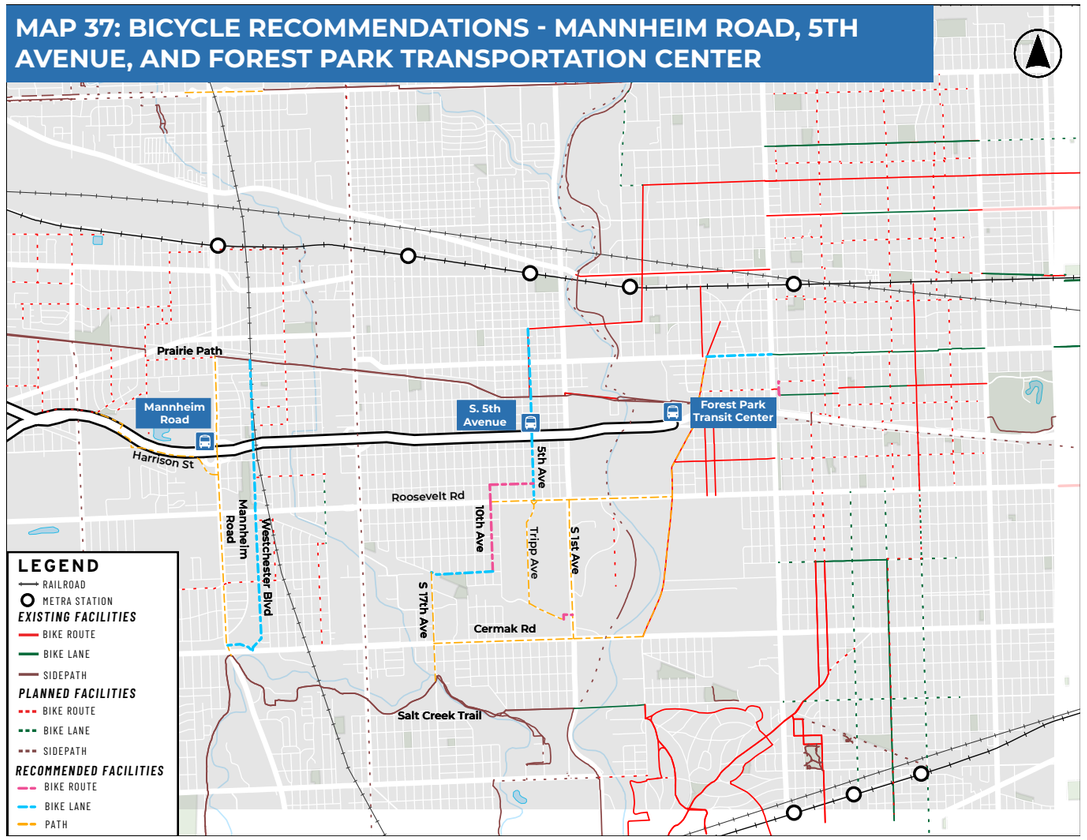
S. 5th Avenue
The S. 5th Avenue stop is intended to connect riders to the Loyola University Medical Center via Pace Route 331, but bicycle connections could provide greater schedule flexibility for people needing to make this connection. A bike lane is proposed along S. 5th Avenue, connecting to the Prairie Path and an existing bike route on Washington Boulevard to the north, and a proposed sidepath on Roosevelt to the south.

A sidepath is also proposed on Tripp Avenue, which runs through and is owned by Loyola University Medical Center. Coordination with the medical center will be requried to implement the sidepath. Additional bike facility recommendations that could provide connections to the surrounding neighborhood and Loyola University Medical Center are shown in Map 37 to the right.

Forest Park Transportation Center
Des Plaines Avenue, which connects to the transit center, is currently marked as a bike route, though as a four lane collector street that experiences high traffic volumes, it is recommended that this facility be upgraded to a sidepath to improve the safety and comfort of bicyclists accessing this key transit amenity.

Forest Park has several marked bike routes in the neighborhoods surrounding the transit center. Some of these routes connect to planned facilities in Oak Park, which are identified in Map 37. This project recommends a bike lane on Madison Street in Forest Park, connecting

MAP 37: BICYCLE RECOMMENDATIONS - MANNHEIM ROAD, 5TH AVENUE, AND FOREST PARK TRANSPORTATION CENTER



the proposed sidepath on Des Plaines to the bike lanes in Oak Park, which are planned to be upgraded to protected bike lanes in the recently adopted Oak Park Bike Plan.

PEDESTRIAN CONNECTIONS

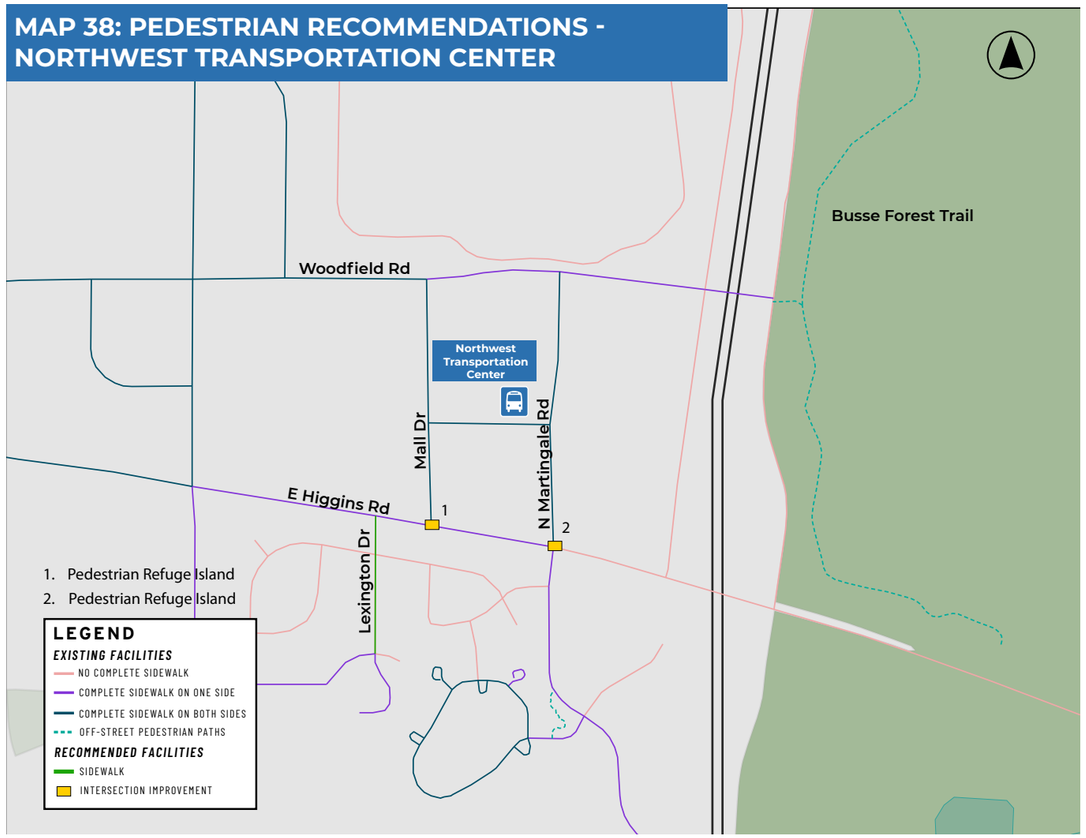
Every transit trip begins as a pedestrian trip. For this reason, a well connected sidewalk network is essential to support rider access to a transit station. This study evaluated the existing pedestrian network within a half mile of each station to identify opportunities for improved infrastructure. A half mile is generally considered the maximum distance a rider will walk to or from a transit stop.

Through ongoing collaboration with local and state partners when implementing service, Pace should encourage construction of these improvements to support the new transit investment and boost quality of life for communities the new Pace express route will serve.

Northwest Transportation Center

Northwest Transportation Center (NWTC) in Schaumburg primarily functions as a park-and-ride and transit hub, though the high employment density surrounding the center suggests the possibility of a workers needing to walk between their job site and the NWTC.

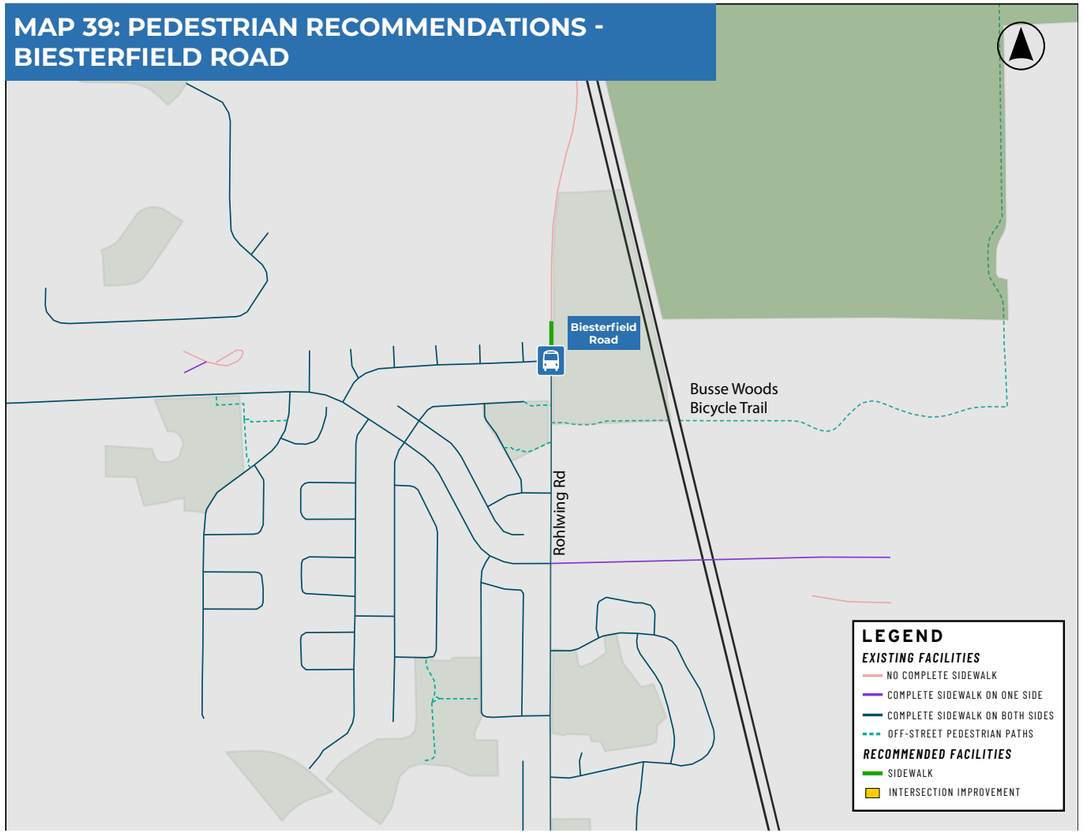
The recommended improvements through this process focus on helping pedestrians cross Higgins Road, which is a high volume arterial with three to four travel lanes in each direction. It is recommended that the existing crossings at Mall Drive and Martingale Road be enhanced with pedestrian refuge islands and high visibility crosswalks.



Biesterfield Road

The proposed Biesterfield Road stop is located on Rohlwing Road adjacent to White Trail and the Busse Woods Bicycle Trail that crosses I-290 to the east. The proposed stop location already has pedestrian signals and high-visibility crosswalks present. New sidewalk is recommended on a small section of the east side of Rohlwing Road to complete the sidewalk connection to the proposed stop.

MAP 39: PEDESTRIAN RECOMMENDATIONS - BIESTERFIELD ROAD



Irving Park Road

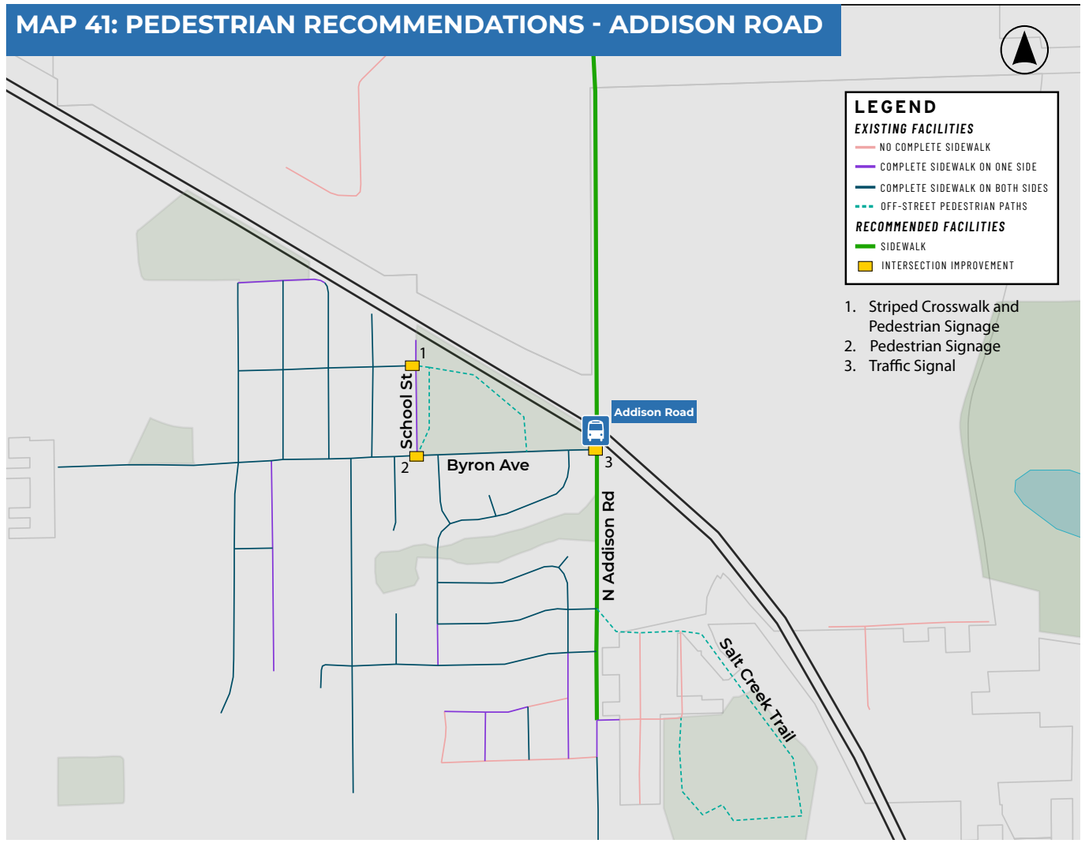
Irving Park Road has sidewalks on both sides of the street, with the exception of the bridge over I-290 where sidewalk only exists on the south side. For this reason, access to the station is planned for the south side of the bridge utilizing the existing sidewalk.

An enhanced pedestrian crossing is recommended for Spring Lake Drive, to facilitate transit riders accessing potential job sites on both sides of the street. It is also recommended to add sidewalks to Rohlwing Road.

Addison Road

The proposed Addison Road station is adjacent to Bryon Park. The Salt Creek Trail currently exists only on the east side of Addison Road.

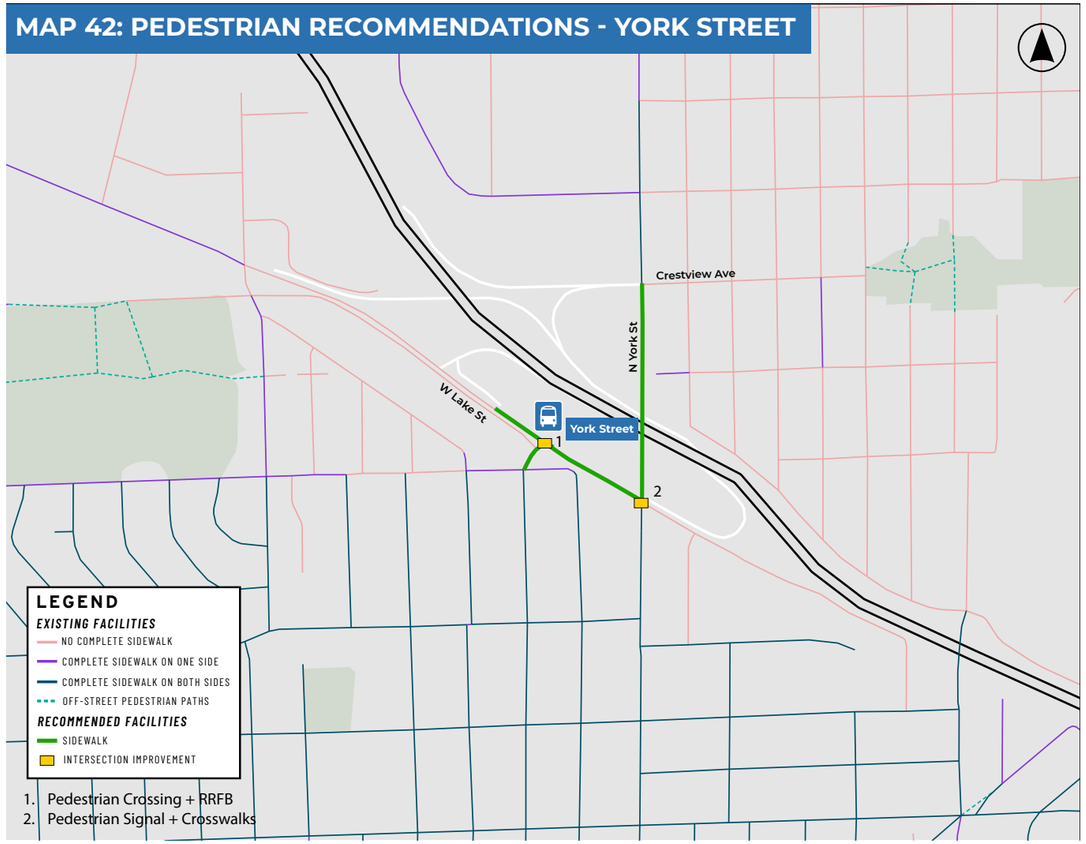
It is recommended to add sidewalk to the west side of Addison Road from I-290 south to Stone Avenue. A new traffic signal and cross walks are proposed at Byron Avenue and Addison Road to facilitate crossings for people seeking to access either side of the station. Striped crosswalks on School Street at Bryon Avenue and Meadow Avenue are also proposed to support access to the station from the residential neigborhood to the west.



York Street

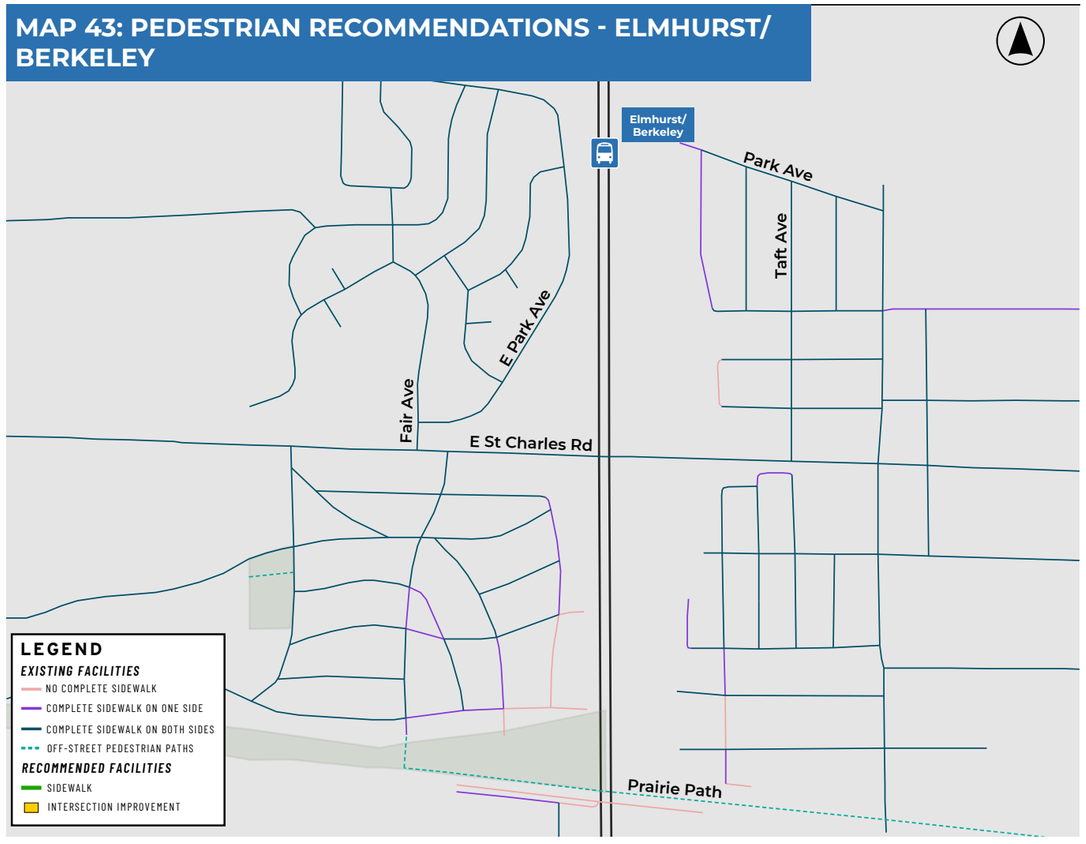
As the proposed York Street stop is located on the expressway on-ramp, current pedestrian infrastructure is limited. It is recommended to add sidewalk along Lake Street from York Street to the proposed stop, as well as along York Street from Lake Street north to Crestview Avenue.

A pedestrian signal and crosswalks are proposed at the existing traffic signal at Lake Street & York Street, and a crosswalk with RRFB are proposed to support crossing Lake Street at the station.



Elmhurst/Berkeley

A complete sidewalk network exists in the neighborhoods west and east of I-290. Signalized intersections with pedestrian crossings exist at Fair Avenue and Taft Avenue intersections with St. Charles Road.



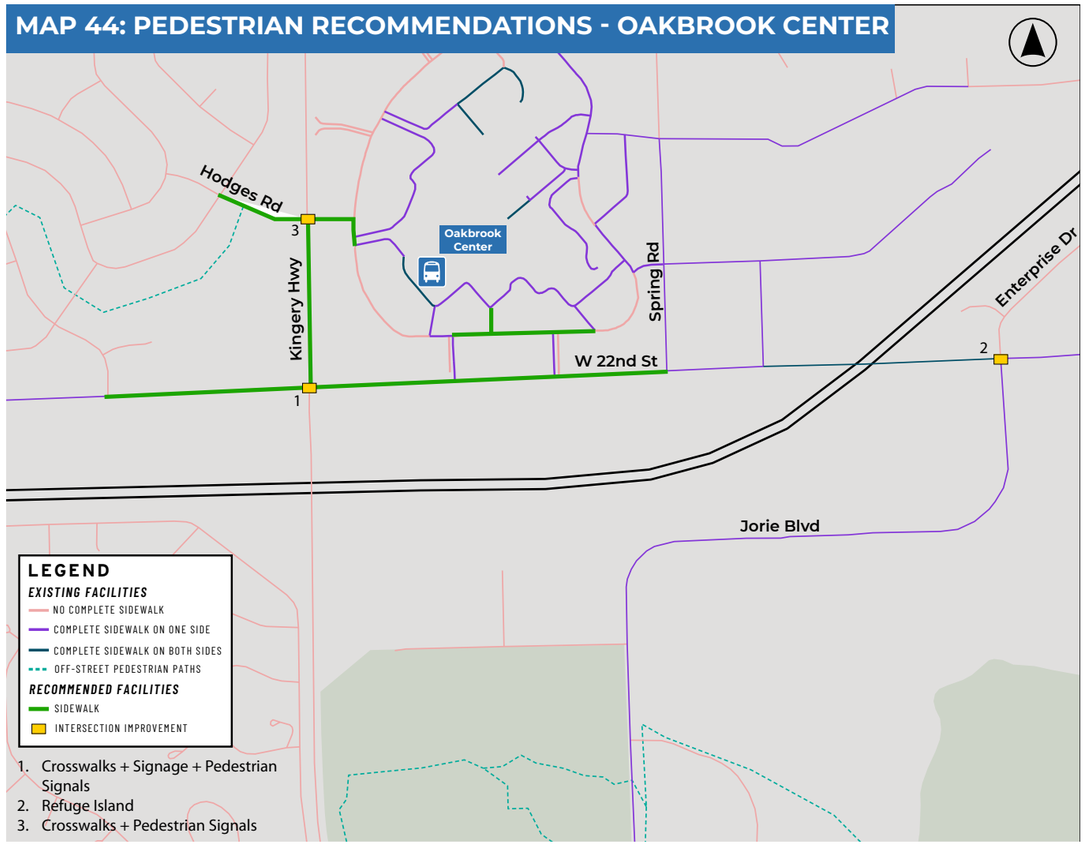
Oakbrook Center

The 1-290/I-88 service is proposed to utilize existing Pace bus facilities within Oakbrook Center near the southwest parking garage. Additional sidewalk is recommended within the Oakbrook Center complex to improve connectivity.

The exisiting signalized crossing at the intersection of Kingery Highway and 22nd Street could be enhanced with a pedestrian refuge island, and signal timings should be checked to ensure they allow enough time for pedestrians of limited mobility to comfortably cross within a single light cycle.

Crosswalks and pedestrian signals are recommended at the intersection of Hodges Avenue and Kingery Highway. Sidewalks are also recommended on Hodges Road from Monterey Avenue to Oakbrook Center and on Kingery Highway from Hodges Road to 22nd Street. A pedestrian refuge island is recommended at the intersection of Jorie Boulevard and 22nd Street.

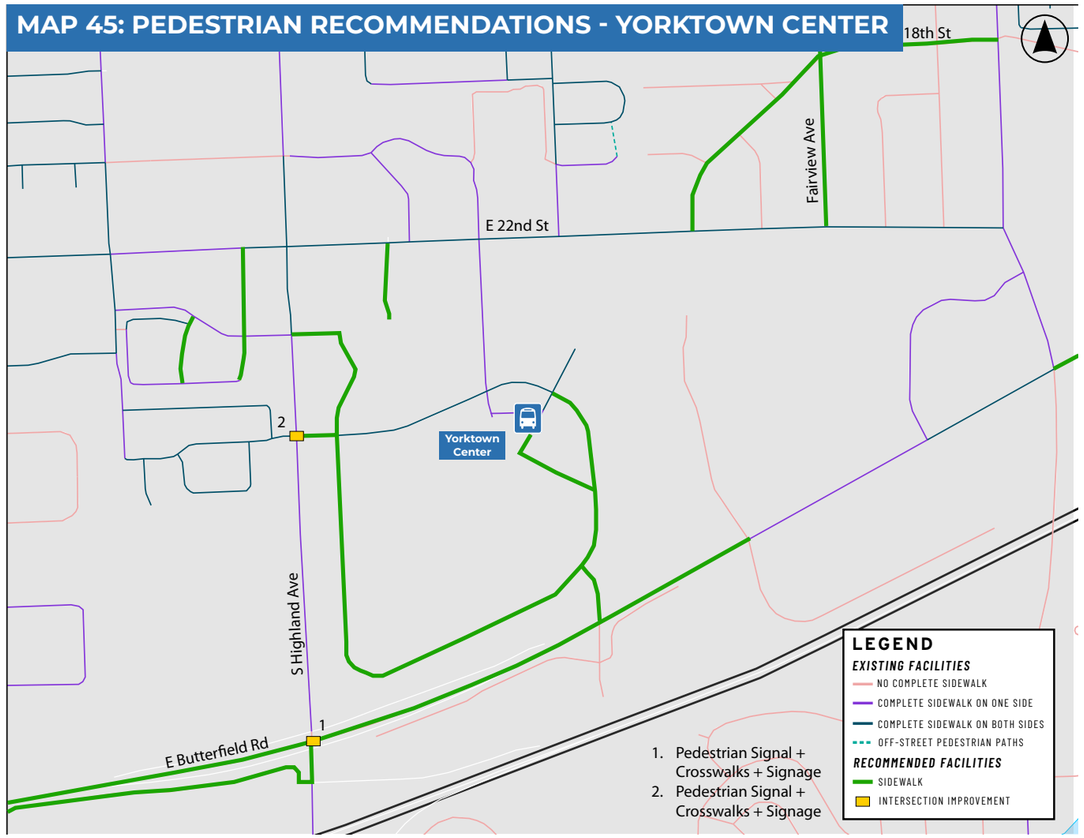
While not directly connected to the new express service, sidewalks are recommended on 22nd Street between MacArthur Drive and Spring Road. Current bus stops along 22nd Street only have a bus sign pole, and sidewalks would provide connections to these stops.



Yorktown Center

The Yorktown Center stop could utilize the existing transit shelter where other Pace routes currently stop to serve the area. Additional sidewalk is recommended around the periphery of the Center, and crossings on Highland Ave at Yorktown Mall Drive and Butterfield Road could be enhanced with high visibility crosswalks to make pedestrians more visible.

MAP 45: PEDESTRIAN RECOMMENDATIONS - YORKTOWN CENTER



S. 5th Avenue

As this location is primarily residential, limited pedestrian improvements are needed immediately surrounding the stops. However, improved crossings along 1st Avenue (shown in Map 46) could support the broader pedestrian network and people accessing these stops from the northeast or southeast neighborhoods

Forest Park Transportation Center

This location has long served as a transit center for the area and has a robust pedestrian network built out. No improvements are recommended at this time.

9

CHAPTER NINE

IMPLEMENTATION & FINANCE PLAN

While establishing service routes and stations is crucial to the transit planning process, the recommendations are only effective if they are able to be funded and implemented. Finding the right project partners and funding offers a major benefit to starting the service and constructing the stations. Several partnerships and funding opportunities exist for the implementation of the service.

A phased implementation approach is recommended for the proposed express bus service in order to maximize the benefits of the proposed service in both the short term and the long term. By phasing the implementation, Pace will be able to begin service sooner at locations that require less infrastructure. Long-term phasing will allow Pace enough time to form partnerships and acquire the necessary capital to construct the proposed in-line stations.

PARTNERSHIP
OPPORTUNITIES

All of the proposed stations will require further coordination and engagement with stakeholders, namely IDOT, Illinois Tollway, and municipalities hosting stations. There are multiple projects that are planned or ongoing that have the potential to affect the timing and cost of future Pace station projects. Those projects are detailed below along with the partnership opportunities with stakeholders that these stations provide. Adding multimodal infrastructure on other jurisdictions' right-of-way provides an opportunity to advance a project being considered by the municipality as it adds a multimodal component and a multi-jurisdictional component that score better than other projects.

ILLINOIS
DEPARTMENT OF TRANSPORTATION

The Illinois Department of Transportation (IDOT) will be a critical partner with Pace for the necessary shoulder improvements, sign installation, and development of stations along the I-290 section of the alignment.

Joint I-290 Blue Line Modernization Project
CMAP is leading conversations between IDOT and the CTA to plan for comprehensive, multimodal modernization improvements along the I-290 corridor from the western suburbs into downtown Chicago and the Forest Park branch of the CTA Blue Line. Proposed alternatives include tolled HOV lanes that could be made available to Pace buses for express service. The Mannheim Road to Forest Park Transit Center section of the study area overlaps with the proposed HOV lane improvements. This project is not funded for construction, but IDOT is actively developing enabling projects and seeking funding. This is a long-term project, but Pace should advocate for transit use within the HOV lane and explore the potential for in-line median stations potentially at Mannheim Road and 5th Avenue that would ultimately replace the stations being recommended in this report.

Certain stations may require right-of-way. New stations will require reconstruction of IDOT-owned infrastructure.

Figure 71: I-55 Pace bus-on-shoulder (Source: Pace Suburban Bus)

A multimodal and multijurisdictional project could present an opportunity to advance a project on their multi-year plan and is looked upon favorably by grantors.

I-290 Bus-on-Shoulder
IDOT has received Phase I, Preliminary Engineering approval for bus-on-shoulder improvements of I-290 from Forest Park to Lake Cook Road which is fully encompassed within this study area. They are working on detailed engineering and the project is funded for construction. Improvements include shoulder and mainline resurfacing, striping and bus-on-shoulder signs. They have indicated through regular coordination with Pace that they will implement those plans once Pace has an express bus service ready to operate on I-290. IDOT anticipates this to be implemented well before the previously mentioned Joint I-290 Blue Line Modernization project. Pace should coordinate with IDOT to ensure improvements are made in areas of recommended service

Inline Stations
The current recommendation is proposing in-line stations at Irving Park Road, Addison Street, and Elmhurst/Berkely. These stations may require reconstruction of bridges, pavement, infield areas, drainage or acquisition of right-of-way. IDOT prioritizes system improvements based on the need for safety, capacity, or condition and based on the availability of funding. By incorporating a multimodal and multijurisdictional component to a corridor that may already have a need for condition improvement, it will

increase the chances of funding and advance the project. Consider station development in coordination with IDOT's future plans for improvements.

Maintenance Improvements
IDOT publishes a Multi-year Improvement Plan (MYP) every year and can be found as a document or interactive map at this website:

https://idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs/myp.html

Pace should review the MYP for projects that fall within the I-290 corridor and request to review plans associated with these improvements to ensure accommodations for a future bus-on-shoulder, or a station. Currently, the MYP is planning bridge replacement at Des Plaines Avenue, Des Plaines River, 9th Avenue, 17th Avenue, IHB Railroad, and I-355. Pace should review proposed shoulder widths, bridge clearances over the shoulders, rumble strip location, and drainage structure locations on these projects as they will impact future bus operations.

ILLINOIS TOLLWAY

The Illinois Tollway will be a key partner for Pace along the I-88 section of the alignment. The RTA and Pace recently completed a study and coordinated with the Illinois Tollway to allow bus-on-shoulder (called Flex Lanes by Tollway) on the reconstructed Central Tri-State Tollway from Balmoral Avenue to 95th Street. The project includes Flex Lanes that will be made available to Pace buses. The project is currently under construction and is expected to be completed in 2027.

Pace should build off of their established relationship with the Illinois Tollway from the I-294 Flex Lane project and from the current I-90 bus-on-shoulder service and discuss the proposed bus-on-shoulder service on I-88 from I-290 to Yorktown Center. The shoulder width is available for a bus to run on I-88.

For the proposed Elmhurst/Berkeley station, a pedestrian path is proposed to go under I-290/I-294 and connect to neighborhoods and the Berkeley Metra station. Pace would need an agreement from the Illinois Tollway to determine access for construction and maintenance of the path. Coordination with the Village of Elmhurst, the Village of Berkeley and Union Pacific Railroad will be needed to connect the path to the Berkeley Metra Station parking lot.

Figure 72: Equiticity Go Hub rendering (Source: Equiticity/RTA)

LOCAL
MUNICIPALITIES

Pace will need to work with local municipalities for the development of stations and associated pedestrian and bicycle improvements. Pace should prioritize building on and establishing partnerships with local municipalities for the purpose of this project and future projects.

The Irving Road Park station has several opportunities for a community center and multimodal mobility hub. Each quadrant of the I-290/Irving Park Road crossing is available for additional development. The Village of Itasca Village Hall is in the southeast quadrant and already offers multiple municipal amenities (i.e., village hall, fire station, community library, water park, historical depot, and Springbrook Nature Center). With the right partnership, Pace and the Village could benefit from a mobility hub that attracts people to the area. The space could provide dining options, additional Village services, recreation, special events, community gathering, and bike parking.

The Addison Road station will require acquisition of land from the Village of Addison or the Forest Preserve District of DuPage County to create a community center. A community center could connect people from the bus service to the nearby Salt Creek Greenway Trail and golf courses, as well as provide social and recreational benefits.

RTA's Mobility Hub Network Framework (Figure 74) can be used as a guide for developing mobility hubs with local municipalities.

PRIVATE
LANDOWNERS

Five Pace bus routes serve the Yorktown Center with several stops around the perimeter and within the center. The north entrance bus stop provides a shelter and all five routes stop here. The Oakbrook Center is serviced by two Pace bus routes. The main stop is in front of the Macy's Department Store and is an outdoor stop with no shelters. Pace should confirm that the stops can support a new route. Partnerships with the shopping centers will be required to add or upgrade shelters.

Coordination with Hillside Town Center is also necessary, as infrastructure changes will be required to accommodate the Mannheim Road station, a bus-only access road, and potentially a mobility hub.

Strong partnerships with the shopping centers provide an opportunity for Pace and the shopping center to benefit from the development of a mobility hub within the centers. These mobility hubs can provide amenities for riders and non-riders, draw more shoppers to the area, and invite non-riders to take Pace for future trips.

There is an opportunity to partner with private property owners and develop Irving Park Road adjacent sites together for the benefit of Pace and the private landowner by providing amenities for riders and non-riders. Pace should coordinate with the private landowners to discuss future plans for the site.

PROJECT FUNDING

IDOT's Multi-Year Improvement Program (MYP), provides a 6-year plan to improve the State's transportation system. The current plan is for fiscal years 2026-2031. Potential IDOT funds that could contribute to the proposed station construction include:

- Regional Transportation Authority Capital Improvement Fund
- Transportation Series B Bonds
- Multimodal Transportation Bonds

The estimated capital costs of the proposed stations could possibly be designated as a regionally significant project (RSP) and be placed as a priority in CMAP's long range plan, ON TO 2050, if it is classified as "constrained." If the projects are classified as "constrained," they are eligible for federal funding. If they are classified as "unconstrained" they will require further study.

A project is classified as "constrained" based on whether or not it addresses current needs, does not require further study, and fits within the limitations of the forecasted revenues for the region.

Regardless of whether or not the stations are designated as an RSP, there are other funding sources that could be utilized for the station construction. In October 2025, the Illinois Senate passed Senate Bill 2111 which will provide funding to transit operations and capital projects. The new bill will result in $1.2 billion in new annual operating funding and $180 million in new capital revenue for CTA, Metra, and Pace. Funding is expected to be distributed starting in 2027. Additionally, SB 2111 requires IDOT to prioritize and include multi-modal transportation as a part of any construction project.

CAPITAL GRANTS

Federal Transit Administration (FTA) Capital Investment Grants Program (CIG)

FTA's CIG program offers grants for Small Starts, New Starts, and Core Capacity projects. The grant program funds eligible transit capital investment projects related to commuter rail, streetcars, light rail, bus rapid transit, and heavy rail.

Under the CIG program's current guidelines, the I-290/I-88 bus-on-shoulder project would not be eligible for funding since the buses would not operate within a separated right-of-way.

CMAP is leading conversations between IDOT and the CTA to plan for comprehensive, multimodal modernization improvements along the I-290 corridor from the western suburbs into downtown Chicago and the Forest Park branch of the CTA Blue Line. Proposed alternatives include tolled HOV lanes that could be made available to Pace buses for express service. The Mannheim Road to Forest Park Transit Center section of the study area overlaps with the proposed HOV lane improvements. Stations recommended through this study will not prevent future investments that may occur along this corridor.

Better Utilizing Investments to Leverage Development (BUILD) Grant Program

USDOT administers the BUILD grant program, which supports surface transportation infrastructure projects that generate substantial local or regional benefits. The program's flexible eligibility criteria enable a wide range of applicants—such as state and local governments, counties, Tribal entities, transit providers, and port authorities—to pursue complex, multi-modal, and multi-jurisdictional initiatives that are often challenging to finance through traditional funding sources.

Formerly known as the TIGER and RAISE grants, the minimum grant request for rural areas is $1 million, and the minimum grant request for urban areas is $5 million. The maximum award is $25 million. A single state can win no more than $345 million. In 2025, the second round of the BUILD grant program awarded $488,100,000 to eligible projects.

While this program could be explored as a potential funding source, the high level of competition makes securing a BUILD grant challenging. Developing a strong and visually engaging application typically requires a significant investment of time and effort, including the preparation of a detailed cost-benefit analysis. Additional information is available through the BUILD grants program.

Congestion Mitigation and Air Quality Improvement (CMAQ)
CMAQ provides funding for surface transportation projects that improve air quality and alleviate traffic congestion. The program is administered by CMAP. Northeastern Illinois is classified as a moderate non-attainment area for the 8-hour ozone standard and a non-attainment area for the annual fine particulate matter standard (PM2.5). CMAQ's Project Selection Committee and federal guidance prioritize projects in the region that reduce emissions. CMAP evaluates eligible projects based on the following scoring criteria:

- Cost-benefit of emission reduction
- Transportation impact criteria
- Equity

Among the eligible CMAQ projects are capital improvements to transit facilities, including the enhancement of existing stations or the construction of new stations which will strengthen the overall existing network. Additionally, the project could be eligible for operations funding for the first 3 years of the bus service.

Eligible projects under the program can include transit facility capital improvements, such as the construction or enhancement of stations, that strengthen the existing transit network.

Carbon Reduction Program (CRP)
The CRP offers funding to transportation projects which aim to reduce CO2 emissions. The funding is administered by CMAP. CMAP evaluates eligible projects based on the same scoring criteria as CMAQ eligible projects. Eligible projects include Transit Improvement Projects, which includes transit facilities, transit equipment, transit service, and access to transit.

Surface Transportation Program (STP)
STP offers flexible federal funding that local communities can use for a variety of projects, including transit projects, the maintenance and enhancement of Federal-aid highways, bridges and tunnels, and bicycle and pedestrian infrastructure projects. Funding is allocated locally through IDOT and CMAP (administered by local Council of Mayors and the City of Chicago).

Innovation, Coordination, and Enhancement (ICE)
The RTA's ICE program funds the improved integration and coordination of public transit, as well as the implementation and development of innovative solutions to improve transit service delivery and quality. ICE projects promote RTA's vision and goals with convenient and reliable public transit and by enhancing the system through innovations and improved management.

The program is currently funded at approximately $17.4 million annually.

Invest in Cook
CCDOTH Invest in Cook Program offers funding for engineering, transportation related construction, planning, and right-of-way acquisition. Projects can be through local or regional governments, or private entities. Projects should align with Connecting Cook County's five priorities. The priorities are increasing transportation investments, public transit and other alternative transportation modes, freight, modernizing existing systems, and equal access. Since 2017, when the program began, the largest transit investment was for $600,000 in 2021, while the largest overall project investment was for more than $1.3 million in 2017.

FINANCING
OPPORTUNITIES

Tax Increment Financing (TIF)
TIF districts are a commonly used method of value capture. TIF districts are areas with specific boundaries and exist for a set period of time. Over the life of the TIF district, the property tax revenue which comes from the increase in the assessed property value, is reallocated to a separate fund which is only able to be used for improvements in the same TIF district. The TIF district is capturing the increase in assessed real estate value, which is usually due to an increase in public investment in the area. When new infrastructure, such as a transit station, are constructed, the adjacent landowners often benefit through an increase in their property values. TIFS are usually more politically feasible, since it does not involving raising or creating any new taxes.

Several proposed station locations are located in existing TIFs. In Cook County, the proposed Mannheim Road station location is located in the Hillside-Mannheim TIF. In DuPage County, two of the proposed stations are located within existing TIFS. Yorktown Center is located within the Lombard 4 TIF and York Street is within both the Elmhurst 4 and Elmhurst 5 TIFS. The Irving Park Road station is not located in a TIF, however it is located west of the Itasca 1 TIF, while Addison Road is located near the Addison 3 TIF and S. 5th Avenue is located near Maywood - Madison Street / Fifth Avenue TIF. Additionally, while the Elmhurst/Berkeley station is not located in a TIF district, some of the pedestrian and bicycle connection locations are located in the Berkeley-St. Charles Road TIF and the Berkeley-McDermott/St. Charles 2 TIF.

Joint Development
Joint development involves coordinating transit infrastructure with non-transit projects, such as building a transit station alongside adjacent commercial, residential, or mixed-use development. Typically, the public agency provides the land and may fund part or all of the transit infrastructure. Private developers offer funding and their professional expertise to the project. These projects are often structured as public-private partnerships, with both parties sharing risks and benefits. Specific terms, including ownership, leases, and division of responsibilities, are negotiated on a case-by-case basis.

For the I-290/I-88 project, joint development could provide opportunities at several of the proposed station locations. At each of the locations with proposed new stations, cost sharing of assets such as sidewalks, roadways, and parking could be an option. At Irving Park Road, Addison Road, York Street, Elmhurst Berkeley, and Mannheim Road, potential development sites have been identified. These sites could be joint developments between Pace and private developers to create transit hubs that offer amenities from private businesses.

Transportation Infrastructure Finance and Innovation Act (TIFIA)
TIFIA offers low, fixed interest rate credit assistance for large, surface transportation projects. TIFIA can finance up to 49% of a project's costs. Eligible projects include transit facilities and vehicles, as well as bicycle and pedestrian infrastructure.

For a project to be TIFIA eligible, the project must be supported by the State Transportation Improvement Program (STIP) and needs to be:

- "Creditworthiness
- Foster partnerships that attract public and private investment for the project
- Ability to proceed at an earlier date or reduced lifecycle costs (including debt service costs)
- Reduces Contribution of Federal Grant Assistance for the Project
- Construction contracting process can commence no more than 90 days from execution of a TIFIA credit instrument" (Criteria pulled from USDOT TIFIA Credit Program Overview)

Cost Sharing Opportunities
The costs presented in this report are representative of all the necessary costs for the proposed stations. Many of the improvements would be jointly used by others, who potentially could share some of the costs. Potential entities for cost sharing include the Illinois Tollway, IDOT, local municipalities, local businesses, private developers, and property owners. Cost sharing would be understood to involve the shared use of assets and entities that benefit from improved Pace services, such as a business's employees who may use the new express bus service to commute to work. Any financial participation or cost-sharing would be decided through negotiations.

PHASING
RECOMMENDATIONS

Short-Term
In the short term, bus service should begin along the alignment from Yorktown Center to Forest Park Transit Center, operating out of Yorktown Center, Oakbrook Center, and Forest Park Transit Center. The existing infrastructure at each of these locations already exists, and may need only minor improvements, including improved bus boarding areas and active transportation connections/amenities. Along the I-290 portion of the route, IDOT will need to complete work on the shoulders before service can begin. The S. 5th Avenue station can be constructed in the short term to support the Yorktown Center service, providing four out of the five stations along the service.

The Tollway currently has no plans for signing and shoulder improvements on I-88. Pace should coordinate with the Tollway to study infrastructure improvements before shoulder riding service can begin. In the meantime, Pace can run buses in general traffic lanes on I-88 to the Spring Road exit where it would access Oakbrook Center. Additionally, the Pace Pulse Cermak/22nd Street Line will connect to Oakbrook Center, providing more transit connections to an I-290/I-88 express service at this location.

Long-Term
Though the alignment between Northwest Transportation Center and Forest Park Transit Center scored highest during the evaluation phase, its greatest benefit will be realized after new stations are constructed between Northwest Transportation Center and Forest Park Transit Center. The requirements for coordination with IDOT to construct these stations, plus potential impacts to interstate traffic, mean the construction of these stations should be considered part of the long-term implementation plan. These include stations at Biesterfield Road, Irving Park Road, Addison Road, Elmhurst/Berkeley, York Street, and Mannheim Road.

It is recommended that at least three infill stations be constructed before service begins operation.

A secondary long-term opportunity comes from the potential HOV lanes along I-290 that are proposed as part of the Joint I-290 Blue Line Modernization Project. This project could provide the space needed for infill stations at Mannheim Road and South 5th Avenue (connecting to Loyola University Medical District) to replace the stations proposed.

The presence of a mobility hub would enhance the experience for riders, non-riders and the community wherever possible. Each mobility hub can be phased so that the minimal amenities are provided to start service at a station and additional amenities, facilities, park-n-rides, etc. are phased in as agreements are made and funding is available.

Figure 73: Cost Estimate by Station

STATION	CONSTRUCTION TOTAL 2029	CONSTRUCTION TOTAL 2033
Biesterfield Road	-	$1,531,525
Irving Park Road	-	$23,148,000
Addison Road	-	$30,155,000
York Street	-	$2,792,000
Elmhurst/ Berkeley	-	$23,732,000
Mannheim Road	-	$5,227,000
S. 5th Avenue	$1,102,000	-
Station Construction Total	**$1,102,000**	**$86,586,000**
Soft Costs (30%)	**$330,600**	**$25,975,800**
Grand Total	**$1,432,600**	**$112,561,800**

IMPLEMENTATION
PROCESS

Implementation of the station projects is assumed to generally follow a multi-phased process for planning and building highway improvements. The number of steps and the timeframe to complete varies by the complexity and jurisdictions impacted. As the key questions raised above are resolved, a more definitive implementation process can be prepared.

Project Development
After the conclusion of this study, the next step will be to coordinate with stakeholders previously identified. As stakeholders' plans become more solidified, Pace should integrate the station concepts as appropriate. Pace should develop a timeline of internal and external coordination and engagement.

- Confirm stakeholder support of station concepts.
- Identify station assets that can be shared (e.g., sidewalks, parking, roads) and gauge funding participation.
- Consider developing collateral materials to support how components of the station's infrastructure would provide value to others, including cost-sharing examples elsewhere in the region.
- Encourage municipalities to promote transit-supportive land uses and apply design concepts that support high quality transit service. Pace could lead visioning and corridor development planning to foster these considerations.
- Gather general parameters on the anticipated timeline for future projects and initiatives.
- Incorporate feedback from stakeholders where applicable. Following the initial coordination with stakeholders, advance the project with the following actions:
- Develop a project development plan, including phases for planning, engineering, design, procurement, and construction.
- Determine service plans.
- Initiate any land acquisition processes.

Phase I: Preliminary Design and Environmental Review
The Phase I Engineering report will cover the following:

- Introduction and project description
- Purpose and need
- Existing conditions
- Stakeholder coordination and outreach
  - Including additional ongoing corridor development and associated planning activities carried out through the multi-step process.
- Engineering studies
  - Topographic surveys and other engineering studies (e.g., traffic studies, structural integrity evaluations, stormwater management studies).
- Phase I design plans
  - Improvements within I-290 ROW would follow IDOT's Standards and Design Manual . Plans will also require approval by IDOT.
  - Improvements within I-88 ROW would follow Illinois Tollway's Standards and Manual criteria. Plans will also require approval by Illinois Tollway.
- ROW needs
- Utilities
  - Document public and private utilities that would be impacted by the project.

Any infrastructure project that uses state or federal dollar will be required to comply with the National Environmental Policy Act (NEPA). It is anticipated that the level of analysis to be performed will be a documented Categorical Exclusion (CE), although Pace would need to consult and coordinate with the applicable federal sponsoring agency to confirm the NEPA class of action.

Phase II: Detailed Design
The final design of the stations will be completed, including final engineer's estimated costs. Elements of the Phase II work will include:

- Prepare a job site construction plan and develop construction material requirements used to prepare the final contract to be bid on by contractors pre-qualified by IDOT or the Illinois Tollway.
- Complete contract plans, conduct geotechnical investigation, and complete all bridge and pavement reconstruction reports.
- Conduct land surveys, appraise property, and complete negotiation with landowners to acquire needed land.
- Identify utilities that are impacted by project and prepare utility agreements with local agencies or private entities.
- Prepare agreements with local agencies.
- Complete Phase II engineering.

Phase III: Construction
Through coordination with IDOT and the Illinois Tollway, confirm cost-participation and constructing agency responsibilities (i.e., IDOT, Illinois Tollway, or Pace). Contract plan preparation and advertisements would be coordinated between the three agencies. Plans and specifications would need to be prepared according to IDOT and Illinois Tollway Standards and Manual criteria; contractors would need to be pre-qualified by IDOT and the Illinois Tollway. Further discussions would be required to confirm whether the letting agency would be IDOT or the Illinois Tollway.

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APPENDIX

APPENDIX A

SURVEY #1 RESULTS

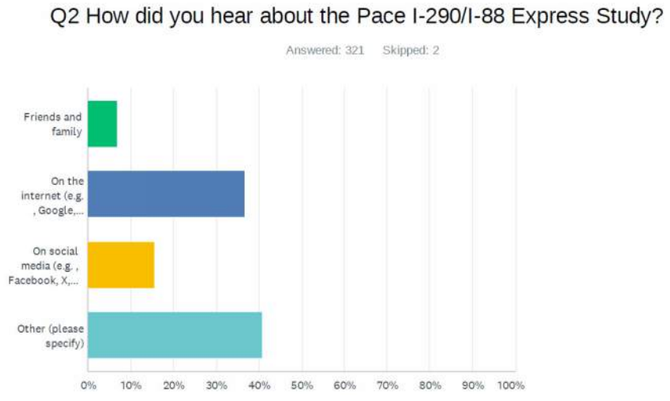
*Offensive or inappropriate comments were removed or edited

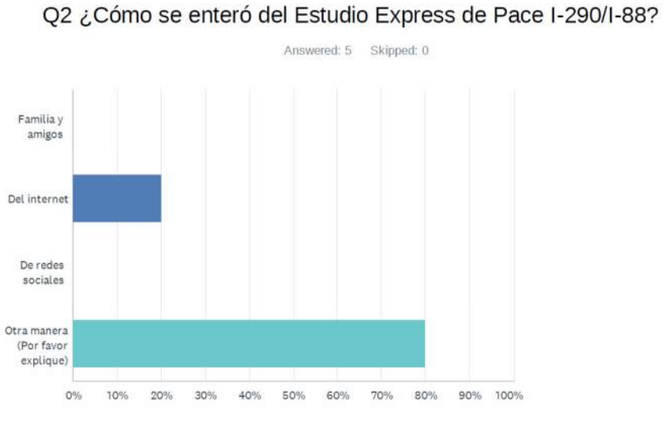
Question 1: What is your home ZIP code? / ¿Cuál es su código postal?

Zip Code	Total	Zip Code	Total	Zip Code	Total
60004	1	60189	4	60607	3
60005	5	60190	1	60608	2
60007	2	60193	4	60610	1
60008	1	60194	2	60611	1
60010	1	60196	1	60612	2
60016	7	60201	4	60613	1
60018	2	60202	3	60614	2
60050	1	60301	3	60615	1
60056	4	60302	15	60620	2
60062	1	60303	1	60622	4
60067	4	60304	8	60623	1
60068	1	60305	3	60624	1
60074	2	60402	8	60625	1
60076	1	60418	1	60626	1
60091	2	60423	1	60630	2
60101	4	60428	1	60631	1
60103	1	60429	1	60634	2
60104	6	60439	1	60639	1
60106	1	60440	3	60640	6
60108	3	60446	2	60641	2
60110	2	60462	1	60643	2
60126	5	60471	1	60644	3
60130	8	60475	1	60646	1
60133	2	60480	1	60647	2
60134	1	60504	2	60649	1
60137	5	60505	2	60651	3
60139	1	60506	2	60652	1
60148	4	60515	6	60654	1
60153	5	60516	4	60657	2
60154	4	60526	2	60706	3
60159	1	60540	2	60707	5
60160	2	60542	3	60714	1

Zip Code	Total	Zip Code	Total	Zip Code	Total
60162	2	60543	1	60803	1
60164	3	60546	2	60804	5
60169	7	60555	3	60827	1
60172	2	60558	1	61701	1
60173	1	60559	2	61801	1
60174	1	60563	8	69101	1
60176	1	60564	2	69523	1
60181	12	60565	3	60120	1
60185	1	60601	1	6016	1
60187	3	60605	2		

Question 2:





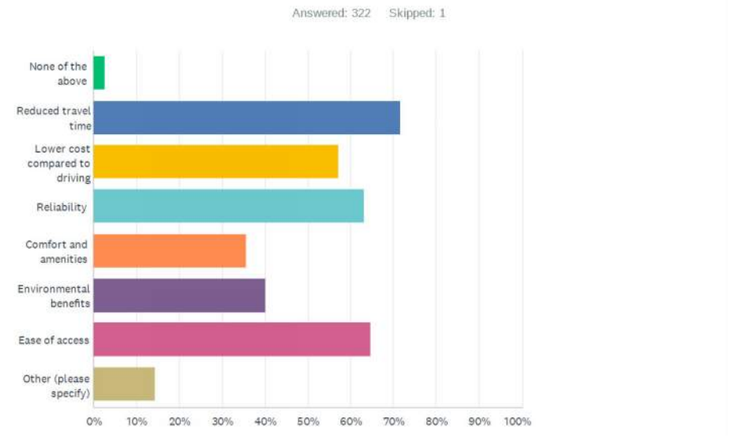
Question 2 Other:

- Yahoo
- I received notification via text
- pace email
- official Pace mailing list
- Pace Messages
- Text message
- Text from PACE
- Email
- Text from Pace
- Email
- By text message
- Email list
- Receive an e-mail
- Text
- first time in this email
- Text
- Text
- RTA
- This survey.
- Email
- Text from pace
- Text msg
- Pace study
- Email
- email
- Pace alerts
- Message
- Text notification from Pace
- Direct email
- Pace
- Text
- Email from pace
- PACE email
- Pace website exclusively
- Email
- Pace survey email link
- Email from Pace
- I don't remember
- Through work and Pace e-mails
- email sent to me on 6/5/25 inviting me to attend
- from the Pace Bus homepage
- email from Pace
- Coworker
- email about the open house
- I received an email.
- email from PACE.
- e-mail
- email mailing list
- Text
- email subscription to Pace news
- Personal email
- Email from CTA
- invite through email
- Texts from pace
- Email
- Text
- Pace outreach
- Text
- Text message with link
- email
- Text message
- Now
- emailed directly
- Text
- Email
- Pace subscription
- Text
- e-mail from Pace
- CTA Text alert
- Email
- Text msg from Pace
- Email
- Text
- Received text message from Pace.
- Email
- Directly from Pace
- email
- email
- sms
- You emailed me
- Pace Newsletter
- Email
- Text
- Text message
- Pace text 468311
- Text alert
- E mail
- Email
- Email
- Text notification from PACE
- Text msg
- Tanisha Johnson
- Text
- Pace sent it
- Email
- subscription texts
- email
- email from PACE
- Text
- Pace email
- Text
- Text nessage
- Text
- Text
- Text
- Board Meeting
- Kane County Connects e-mail
- News
- Daily Herald
- Daily Herald
- WGN radio
- via email
- LinkedIn
- A british man
- Bus advertisement
- NBC5 App
- Linkedin
- Patch email
- Story picked up in industry publication Bus & Motorcoach News
- from Pace representative
- Local news email
- News article
- NBC Chicago
- NBC
- Online news article
- Chicago Sun-Times
- channel 5 news
- suntimes
- In the newspaper
- on pace website
- Work
- SMS de VENTRA
- Texto
- Correo electronico
- SMS

Question 3:

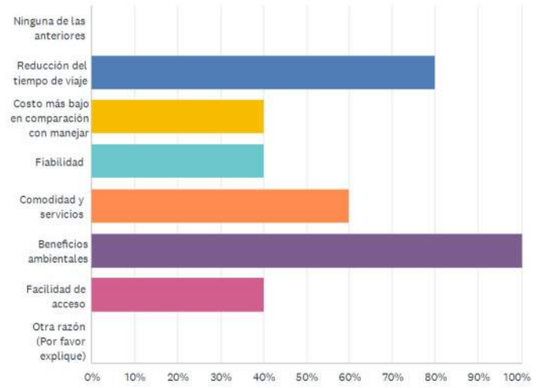
Q3 The study focuses on the area between the CTA Forest Park Blue Line Transit Center and branches to the Oak Brook Center/Cermak-Butterfield corridor and the Schaumburg/Woodfield region. The image below shows the proposed bus route and study area: What aspects of the proposed Pace I-290/I-88 Express service would encourage you to use it? Choose all that apply.

Answered: 322 Skipped: 1



Q3 El estudio se centra en el área entre el Centro de Tránsito de la Línea Azul de la CTA en Forest Park y las ramificaciones hacia el corredor Oak Brook Center/Cermak-Butterfield y la región de Schaumburg/Woodfield. La imagen a continuación muestra la ruta de autobús propuesta y el área de estudio: ¿Qué aspectos del servicio propuesto Pace I-290/I-88 Express lo animarían a usarlo? Elija todos los que apliquen.

Answered: 5 Skipped: 0

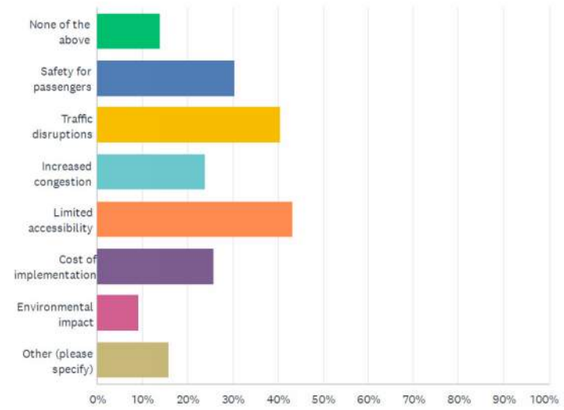


Question 3 Other:

- No Parking
- convenance
- Able to get to Woodfield faster
- direct fare to oakbrook mall
- It goes somewhere I need or want to go.
- A suitable fare..
- Expansion of transportation possibilities.
- traffic jams on I-88 to First Ave on I-290 then Harrison to Austin
- on time
- If there was enough Parking at Oak Brook, which is iffy now
- Frequency
- Boarding and alighting locations in close proximity to significant destinations and last mile options at those locations.
- ability to travel north and west via PACE
- Connectivity to other modes
- Better transit acess
- safety- the Blue line/FP transit center doesn't feel safe anymore. My kids don't like to use the El because they are scared. In order to ensure people want to use these connective services, the first priority is to make transit safe again.
- Alternative to the stress of driving, especially in construction or heavy traffic
- Frequency
- Only if it were along I-290 and I-294, and did not connect with anything west suburban.
- Ability to travel to places on the bus that are unaccessible because I don't drive
- If the proposed service would a) have park and ride facilities along the route, b) not be solely focused on the end of the blue line as a destination, and c) if there are transit hubs at key off ramp sites along the routes.
- Connection to the North Side
- Connectivity
- Express rapid bus transit
- Move this north and east.
- Frequency of service, connections to destinations
- Current service bery time consuming.
- Bus route that doesn't exist today
- If it's there I'll use it. I can't drive.
- Servicing my area with paratransit
- Friend visits
- Shopper friendly schedule
- Lower costs
- Connection to Union Station
- Parking
- Safer and less stressful than driving; Late night and early AM service availability
- Connectivity to Metra
- Family in city with no car can visit us easier and more often
- frequent service (<30 minute all day headways)
- Accessible and affordable parking at the proposed depots.
- Bring back the 757, it started close to my location.
- wish it would extend out further in the be areas
- Connections to Metra, CTA, and existing Pace services
- Frequency and wide schedule spans
- WASTE OF MONEY!
- Proximity to relevant destinations
-

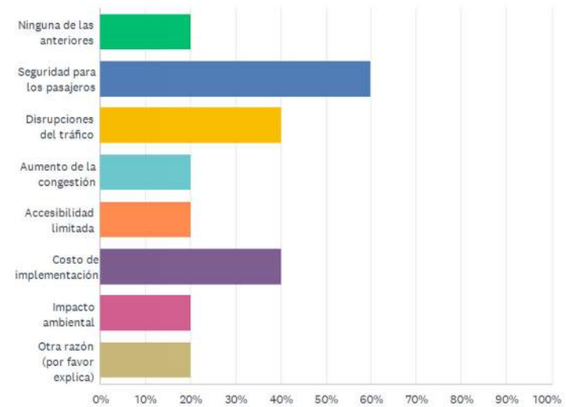
Q4 What concerns might you have about using the proposed Pace I-290/I-88 Express service? Choose all that apply.

Answered: 319 Skipped: 4



Q4 ¿Qué preocupaciones podría tener sobre el uso del servicio propuesto Pace I-290/I-88 Express? Elija todas las que apliquen.

Answered: 5 Skipped: 0



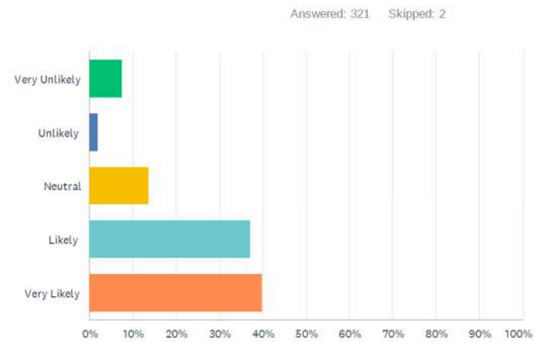
Question 4 Other:

- Potential lack of RTA funding. Worried that Warrenville/ Naperville would be left behind
- Only wish would be for it to run further out to Naperville/Aurora to link Naperville/Aurora to major job center in Oak Brook
- Blue Line service on the Forest Park branch has become much more unreliable in recent years. Pace Express would be much more attractive if the express bus went all the way downtown like the Plainfield / I-55 Express bus.
- not sure how to get from my home to blue line bus terminal
- It doesn't stop at places pedestrian friendly, or with destinations within walking distance.
- lack of on line stops and lack of Metra connections
- Horrible idea. Don't waste resources on west suburbs. The north side needs more service.
- Connections and timing
- the Blue Line has too MANY slow zones and is not fast
- Reliability
- convenience of schedule/getting where I need to go (would use for recreation, not commuting)
- Run Times and Parking at Oak Brook
- Dependability
- Pace's incompetence
- Lack of last mile connections and options
- If it's on the shoulder, stations would suck and people would still stop the buses.
- Service frequency, stop locations that are optimal for ridership
- Low frequency
-
- Why such negative questions you make it appear transit will have negative impacts
- need to have a better way of communicating timetables IRT
- Proposed corridor is too close to Pace 322 and Metra BNSF. Americans just love the convenience of driving, even if it takes longer during rush hours.
- I travel to Oakbrook Terrace I need to be on tome
- Parking at the bus terminals/ security
- Slow
- Poor reliability
- Convenience and parking, multi-modal opportunities
- Having to take the blue line all the way out to forest part first
- Frequency, Reliability
- Bad planning
- Not enough frequency, schedule too unreliable
- Available parking at pick up locations
- Connections/long layovers when transferring to rail or other bus
- No negative concerns we need more public transportation to reduce congestion I drive daily and my company pays my monthly parking in my building. I would use a bus service to Forest park from my home in Oak Brook.
- time
- Waste of transit resources
- Reliability
- Need frequent access
- No weekend service
- Reliability / consistency of service
- It would have to fit my schedules.
- Lack of frequency
- Infrequent service
- Ensure bus have all forward facing seats w/seatbelts, no standing option allowed
- Not enough frequency
- Frequency of service
- Inconvenient scheduling/times
- Connecting transport to home
- Lack of convenient connections
- Not a big concern, but don't want too many resources taken away from routes in ridership revision concept that I would also use a lot
- COMPLETE WASTE OF MONEY, STOP IT

Question 5:

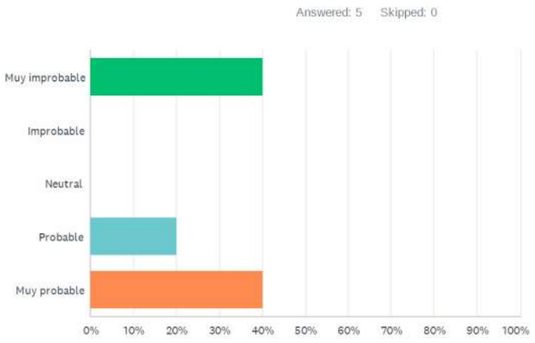
Q5 If the proposed Pace I-290/I-88 Express service reduces your commute time compared to your current transportation options, how likely would you be to use it?

Answered: 321 Skipped: 2

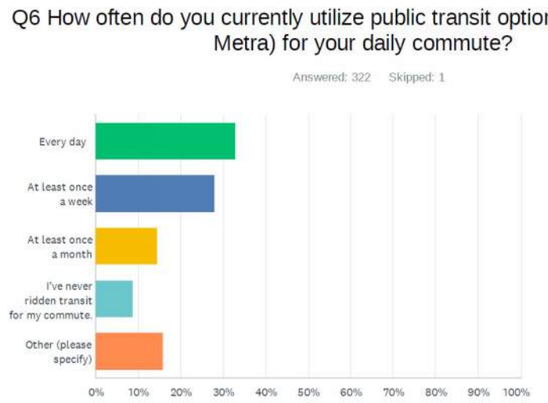


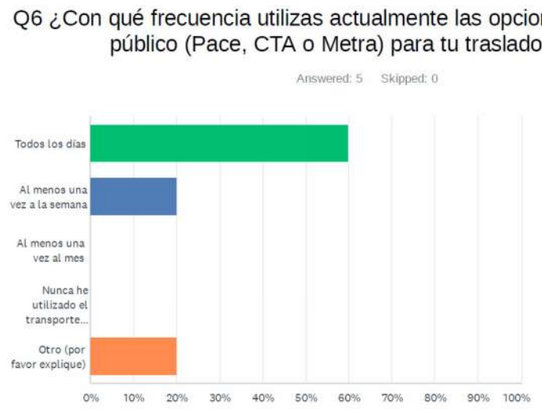
Q5 Si el servicio propuesto Pace I-290/I-88 Express reduce tu tiempo de traslado en comparación con tus opciones de transporte actuales, ¿qué tan probable es que lo uses?

Answered: 5 Skipped: 0



Question 6:





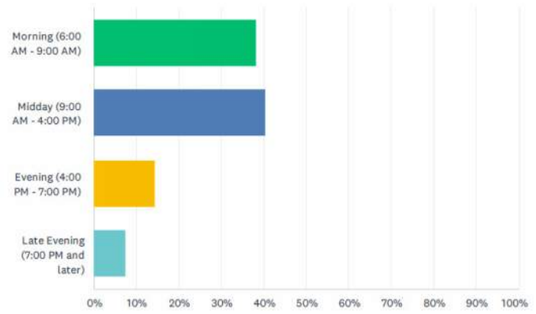
Question 6 Other:

- Occasional social or for personal matters
- Several times per year
- Almost often going downtown
- twice a week
- When I need to go to appointments..
- It varies from week to week.
- Intermittently
- On occasion going from town to town on train
- When I am in the Chicagoland area
- I used it to go to work. My work has changed n there aren't any bus routes in that area. Please bring back the Douglas Ave route on Aurora and Montgomery IL
- UZURV
- Used to daily
- When I worked downtown, 2 to 4 times a week.
- I used to use it everyday
- I stopped. The fucking Communist who runs Chicago is a piece of shit so we closed our downtown office
- 3-4 times a week
- 3 days
- Lives outside Chicago area
- i do not have a regular commute at this time.
- At least once per week, but occasionally 3-4x/week depending on work/social schedules
- I use public transportation a couple of times per month, but since I am retired I don't have a daily commute. Instead, I use it for
- 4 t0 6 days a week.
- retired, no longer commute
- Sporadically - Don't have any regular places it works (I have a night shift in the suburbs), but whenever I can replace a car trip, I try to do so either with public transit or my bike
- A few times a year
- Recently retired
- Would use for events in Chicago
- 3/ 4 times lower week
- Quarterlu
- Every 3 months
- Once every few months since I changed my job
- I am retired.
- On occasion
- rarely
- 4-5 days weekly
- Mainly use public transit for off-work hours/weekends
- I would use it to avoid the extreme congestion on I-290
- I'm retired so I don't commute on a regular daily basis.
- As often as applicable
- I don't commute. (Retired)
- I use Paratransit
- Occasionally
- As needed
- twice a week
- I used to (when Chariot ran a bus from Elmhurst to Oak Brook) but now I drive
- I'm retired
- public transit is currently not an option for my commute, but I have used it extensively when it was an option.
- Not often - I use Metra when visiting Chicago
- Very infrequently due to lack of close access.
- whenever i have to go downtown.
- rarely
- En este momento no lo utilizo

Question 7:

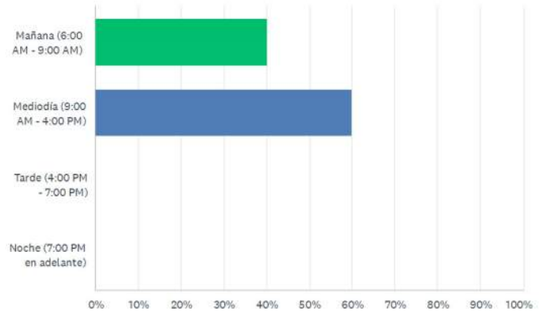
Q7 If implemented, what time of day would you primarily use the proposed Pace I-290/I-88 Express service?

Answered: 310 Skipped: 13



Q7 Si se implementa, ¿en qué momento del día utilizarías principalmente el servicio propuesto Pace I-290/I-88 Express?

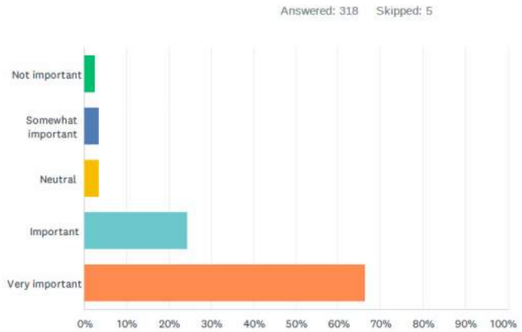
Answered: 5 Skipped: 0



Question 8:

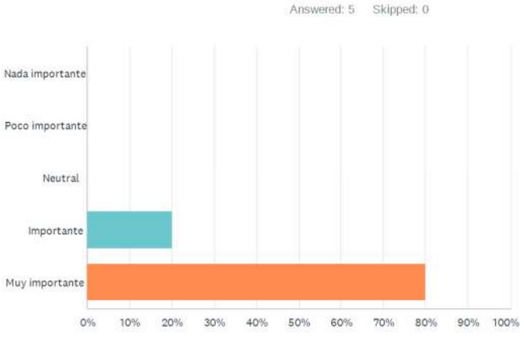
Q8 How important would it be for the proposed Pace I-290/I-88 Express service to have direct connections to major transit hubs along the corridor, such as CTA, Metra, and other Pace stations?

Answered: 318 Skipped: 5



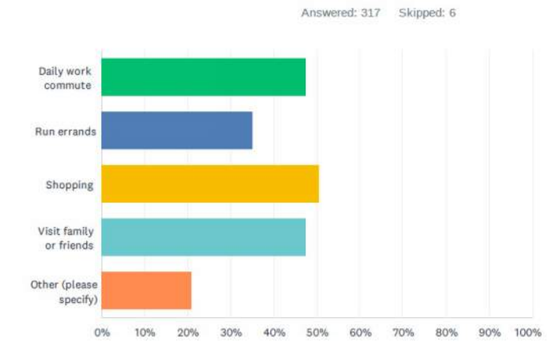
Q8 ¿Qué tan importante sería que el servicio propuesto Pace I-290/I-88 Express tenga conexiones directas con los principales centros de transporte a lo largo del corredor, como CTA, Metra y otras estaciones de Pace?

Answered: 5 Skipped: 0

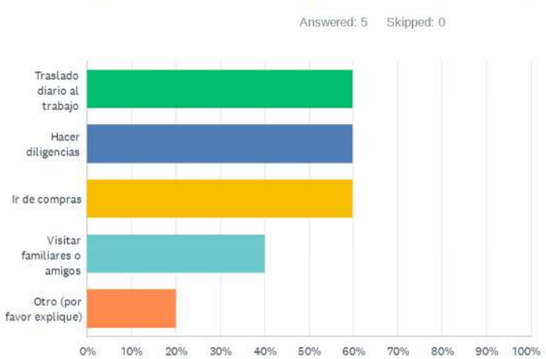


Question 9:

Q9 What might your primary use of the proposed Pace I-290/I-88 Express service be? Choose all that apply.



Q9 ¿Cuál sería tu principal motivo para usar el servicio propuesto Pace I-290/I-88 Express? Elige todas las opciones que apliquen.



Question 9 Other:

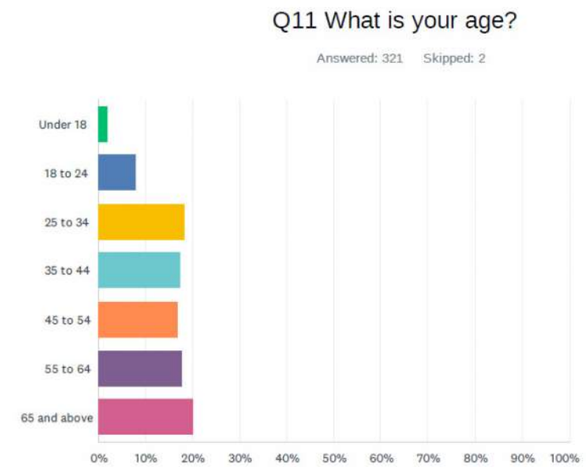
- main work commute even on the weekends
- To go to college
- Accessing bike trails
- business trips, evening meetings
- Work related
- Travel to places in the area when I need to get there.
- Downtown tourist attractions
- I will never use it.
- when need to go into city or Far north Suburbs (Long Grove Rolling Meadoews
- Out door events
- Medical
- Doctors appointments
- Travel to Busse Woods
- To get to events or other fun/ recreation activities; alternative to eliminate need for a “designated driver”
- Connecting to Northbound Amtrak
- Doctor’s appointments.
- I’m not using it
- Exploring
- Riding transit for fun
- Occasional commute - to meetings and events in Oak Brook/Schaumburg areas. My daily commute is not in this corridor but my wife’s is.
- A route into other parts of the city than the train.
- Recreational visits to other areas in Chicagoland.
- Regular meetings in the city
- be able to go to downtown Chicago easily on public transit
- access downtown chicago
- Medical appointments and entertainment
- dining along the RTA line
- For fun and exploring other cities
- weekly evening commute to my side job in Dupage county
- Events (races, carnivals, etc.)
- Entertainment events
- Activities in the city
- Recreational bike rides
- Won’t use it west.
- Events in the City
- regional meetings, weekend activities
- Sightseeing
- I hate it. No good.
- Dr. Appointments in city
- Appointments in the city
- visit doctor
- Get to medical appointments.
- Entertainment venues
- Cultural events in the city.
- Hospital and Dr visits to NW campus
- I would never use a west suburban bus
- Events hobbies travel enjoyment
- I don’t believe I would use it.
- My friends visit me
- Getting to city and attractions
- Special events
- Not sure
- I would want this type of service to be used for as much as possible to replace car trips. This also includes connecting to other modes of transit.
- Doctor appointments
- Connection to Amtrak
- Going Downtown / Drinking
- Mostly weekend travel for events
- medical appointments
- Riding for run
- Visit the city of Chicago.
- Events like concerts, performances, etc.
- School commute
- Downtown Chicago
- Visit local attractions like Morton arboretum, oak Brook mall, and Ohare
- Going to events in the city
- DO NOT WASTE MONEY ON THIS PROJECT!
- Llegar a la iglesia donde me congrego

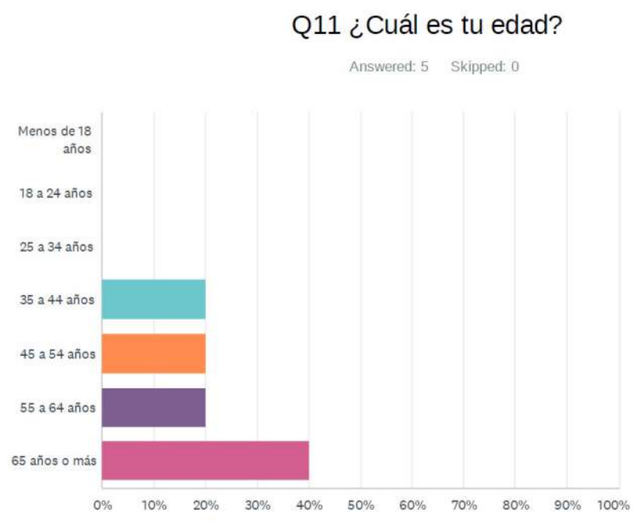
Question 10: What locations or key destinations would you most likely access theproposed Pace I-290/I-88 Express service? / ¿A qué ubicaciones o destinos clave accederías más probablementecon el servicio propuesto Pace I-290/I-88 Express?

- Oakbrook Center Morton Arboretum or Lisle Metra Outlet Mall (Aurora)
- All destination
- Yorktown Mall, Downtown Wheaton/Danada Square, Forest Park CTA Station
- Oak Brook, family in Forest and Oak Park, linkage to the pink line
- farthest west (Wheaton)
- From Oak Brook to Forest Park Blue Line, and then to Loop for my job.
- Forest Park IL
- None. Just for work.
- Forest park and woodfield
- Forrest Park
- Woodfield
- oakbrook mall
- Forest Park CTA station, and if there are any connections with the Union Pacific West Metra line.
- Various locations near I-88
- Lombard
- West and South West Suburbs..
- Chicago
- Depends on where it goes when I have a reason to get there. I go when and where I need to.
- Oak Brook Center
- Other shopping malls and centers.
- 5th and lake in maywood.
- Nowhere
- Schaumburg Oak Park Addison Lombard
- I don't know just everywhere where I need to use it I guess
- Forest Park Blue line Transist
- Wheaton metra station or naperville metra station
- To chicago
- Varies
- Oak Brook or Roosevelt Road or Cermak
- Woodfield Mall, Oak Brook shopping centers, Metra stations (especially BNSF to Aurora) and downtown centers
- Oakbrook mall, Yorktown theater, Hillside shopping
- Route 31, North Aurora IL
- None
- Naperville, Oak brook, downers grove
- Oak Brook
- 290
- OAKBROOK SHOPPING CENTERS
- Downtown
- Oak Brook mall
- Aurora Illinois
- Forest park
- Oak brook center/ Aurora outlet
- Jefferson Park
- Scahumburg Arlington heights Niles Skokie Paltine
- Woodfield, Chicago,
- Busse woods. Oakbrook center
- Connect to CTA as alternate to Metra for Chicago activities, potential connection to Brookfield Zoo or Morton Arboretum, Oak Brook, Oak Park, Schaumburg, Rosemont, Aurora outlet mall
- Schaumburg
- Downtown and rush hour both ways
- Work
- Forest Park terminal
- Woodfield/Schaumburg Hub.
- Chicago
- 25th Street and I290 or 17th Street and I290
- Shopping malls in Oakbrook and Schaumburg
- Yorktown Center
- Naperville
- Schaumburg on the weekends Aurora outlet mall
- CTA Green and Blue line stations
- Six Flags Great America Arlington Heights/Rolling Meadows area
- FP Transit Station (via Blue/ downtown), Metra BNSF, Notherb Suburbs and Metra UPW & MDW.
- Schaumburg/Rolling Meadows/ Arlington Heights
- Naperville
- OakBrook Center, Woodfield area/ IKEA. Salt Creek Greenway bike trail.
- Any of the transit connections that the express service would offer (to connect to further destinations), Schaumburg Convention Center, Oak Brook Mall, Yorktown Shopping Center, The Morton Arboretum, and perhaps even O'Hare Airport.
- Chicago Premium Outlet Mall
- Woodfield, destinations in the city
- Any of the DuPage County forest preserves, community parks, also of course Oak Brook Center and Yorktown, as well as restaurants and interesting towns. We can drive, but it would be great to not have to do so as much. We take trains and buses all the time, and would love to have this type of access expanded.
- Yorktown (Lombard), Oak Brook Mall (Oak Brook), City
- naperville, Aurora, schaumburg, Arlington Heights, Elk Grove Village, Wheeling
- Schaumburg downtown
- being able to connect from I-294 and to connect to CTA Blue Line
- downtown chicago
- Oak Brook
- Malls: Oakbrook, Yorktown, Woodfield (Pace TC), Transit: Pace NWTC, Forest Park Blue Line, accessible Metra stops (Lisle), intersection with key Pace or CTA lines likely connecting near malls and other transit centers
- Forest Park blue line, 54th cermak pink line, harlem lake green line/oak park metra
- Oak Brook Mall
- Oak Brook Mall
- Forest Park, Woodfield Mall/ Schaumburg, Oak Brook Center
- Woodfield, Blue Line
- Metra MD-W, Woodfield Mall
- Oak Brook Center
- Oak Brook Mall
- Oak brook center, yorktown vonmaur
- CTA Blue Line (O'Hare Branch if served), Lisle Area Offices
- The Forest Park transit center needs to be maintained and safe for this expansion to work otherwise people will not use the services.
- OAK BROOK
- Naperville, Lisle, 54th/Cermak
- Schaumburg/Woodfield and Oak Park CTA Blue line
- Schaumburg and Forest Park.
- Loop, Forest Park Transit Center, OakBrook Center
- Cermak/ Butterfield corridor
- Woodfield Mall or the NWTC
- Roselle and Addison
- Schaumburg
- Oak Brook
- Woodfield and Oakbrook mall.
- Oak Park downtown
- Morton Arboretum, possibly Woodfield if coming from where I work in Franklin Park
- Oakbrook Terrace
- schamburg golf mill mall great america
- Schaumburg, Cermak, Orland Park, Tinley Park
- The loop, Forest Park Blue Lines Stop, Harlem/Lake green line stop, oak park metra stop
- Oak Park Ave & Cermak Rd
- Woodfield Mall OakBrook Center
- Hoffman estates and Union station
- Des Plaines Avenue terminal and Woodfield terminal
- Forest park metra station
- Loop
- Downtown, museum district, Sox park
- Woodfield region to chicago
- Woodfield, Oakbrook Mall
- McCullough Park - Illinois Ave & Lake St, Aurora IL
- Metra stations on various lines, Yorktown, Oak Brook, Salt Creek Trail, Illinois Prairie Path, CTA L, downtown Lombard, Downtown Villa Park
- Oak brook Mall, Deer Park Shopping
- Retail and Restaurants
- Very poor phrasing for this question - unsure what this is asking.
- Medical, Dr and Dentist
- Woodfield Mall, Oak Brook Mall, Yorktown (Lombard) area
- 305 East and West ,,,307 North And south 318 East and west later Evening
- Westchester area - Mannheim, Roosevelt, cermak roads
- forest park; Woodfield; oak brook
- Northwest transportation center
- Oak Brook and Schaumburg
- Transit center
- forest park
- Lincoln Town Center
- Park Forest Park and ride
- Oak Brook Center, connect to further destinations
- Oak Brook
- Chicago
- Loop stops, O Hare stops, Northwest Chicago stops
- Oakbrook
- Yorktown Mall
- Forest Park
- Hospitals, industry
- Harper College
- Berwyn
- Oak Park-Rover Forest
- Loop
- Leave Oak Brook mall or Yorktown Mall to access Forest Park Blue Line.
- I'm not sure at this time.
- Woodfield
- Oak Brook or Yorktown mall inbound Union station or other nearby location outbound. Would think metro rail hubs in city, La Salle, Union station and oglvie would be outbound points.
- bus pace 223 and blue line
- Aurora
- I never go to the west suburbs
- Replace route 757
- Arlington Heights/ Mount Prospect Train station; stops along rt3 83 especially in Elk Grove;
- woodfield
- Forest Park
- Family in Oak Park, shopping in Oak Brook & Schaumburg
- western suburbs and Chicagoland areas
- Forest Park
- Oakbrook
- Woodfield, ikea, (I290) Arlington Hts Downtown Naperville, Aurora (I-88)
- Elgin Oak Brook Forest Park Lisle
- northwest transportation center schaumburg
- The Pearl of Hillside. Oak Brook
- Shopping
- Naperville, Lisle, Wheaton, Lombard
- Wheaton, woodfield mall, grocery stores, drug stores on the route
- Maywood
- Metra station
- oak brook center/woodfield mall
- Furthest out along I-88 to transit into the city Clark Street
- Rosemont
- Blue Line
- Oak brook
- Oakbrook
- Wheaton and yorktown mall
- Schaumburg, Chicago, itasca public library

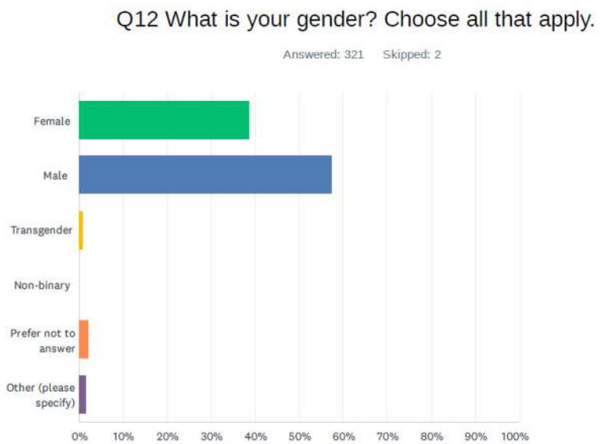
- Forest Park, Schaumburg
- Schaumburg/Woodfield
- Hillside
- Rosemont
- OTC, millennium park, Lombard, Wheaton
- open
- Wolf Rd in Hillside, IL.
- Rosemont, O'Hare, Arlington Heights
- Not sure
- Elmhurst Metra station, Villa Park Metra station, Oak Brook Mall
- Downtown chicago
- I-88/I-355 Interchange Area (Esplanade)
- Mitsuwa, Rush oak Park hospital, cta
- Oak Brook
- Transfer/ transportation systems.
- Cermak/Butterfield corridor
- Oakbrook Mall, Yorktown Mall (assuming a stop there), connection to CTA Blue line, connection at Woodfield to other Pace routes. It is unclear on the study map area which Metra connections would be available. It looks like Lisle and Itasca(?) are possible stops. I think that would depend on where the service would enter/exit 290/I-88.
- Woodfield Mall
- -Transfers at Schaumburg or Forest Park -Family and Friends in hometown of Addison -Meet ups in Downers Grove
- Oak Brook and Schaumburg shopping centers.
- Oak brook mall
- Elmhurst, Oak Brook, Villa Park, Lombard
- O'Hare, Medieval Times
- CTA Green Line - Harlem/Lake CTA Blue Line - Forest Park Schaumburg Transportation Center
- Oak Brook mall
- Rosemont to oakbrook mall area express bus and express bus from forest park to oakbrook mall area
- Union Station, Brookfield Zoo, United Center
- Downers Grove
- Connection from West loop transit center (Union station), UIC, IMD and United center to wood field mall, Ikea Schaumburg, Oak Brook center and Bolingbrook with no clumsy changes like the one at Rosemont shopping locations
- Oak Brook Mall and Forest Park TC
- Forest Park Transit Center, Woodfield Mall, Oakbrook Center
- Green Line El stations. SeatGeek Stadium. Brookfield Zoo.
- Loop, Wrigley Field, Soldier Field,
- Blue Line
- Schaumburg and Naperville area
- Elmhurst Hospital, Oakbrook Center, Yorktown Mall
- Oak Park
- Schaumburg
- CTA, downtown Oak Park
- Oakbrook
- Forest Park Blue Line, Oak Park Green Line, Pink Line all going to and from the loop
- Chicago, either CBD or then access the Blue Line to travel to the northern parts of Chicago (Wrigleyville, New Chinatown/ Argyle, etc.).
- Harlem green line, forest park blue line, directly to Schaumburg (includes bringing back the 757 or something similar)
- Harlem/Lake
- Woodfield Mall, Mitsuwa, Other Metra stations
- Oakbrook
- Yorktown center would be great
- Just downtown, to me that would be Willis Tower area. I feel like once you get there you can really figure it out on your own how to get around.
- mcHenr/ Crystal lake area
- Downtown Chicago from Dupage County
- Naperville Road or Oak Brook
- Blue line. Metra. Oak Brook Mall.
- I would like to have another option for accessing the city other than Metra
- Oak Park
- Elk Grove Village
- oak brook
- Forest Park - Blue Line and Butterfield/TransAm Plaza (or nearest stop)
- BNSF Line,
- Addison - would like a park and ride ability
- Woodfield, NWTC/Schaumburg, Yorktown
- None
- Dupage County
- Hillside, Oak Brook
- Forest Park, Schaumburg/ Northwest TC/Woodfield, Oakbrook Center, Yorktown Center
- Westmont Metra Station, Oak Brook Center, some subdivisions in Oak Brook (such as Brook Forest), Oak park
- Oakbrook, Downtown Chicago, Schaumburg
- Oakbrook Center, Lisle Metra Station, Yorktown Mall
- Fox valley mall, Route 59 Station
- Forest Park (CTA), Oakbrook Terrace
- Morton arboretum, Ohare, woodfield Mall, Ohare, Oak Brook Mall, Allstate Arena
- Extend it past Schaumburg and up the il-53 corridor. Would connect wood Field to suburbs north and to the city
- CTA stops & United Center
- Addison but DO NOT WASTE MONEY ON THIS GARBAGE!
- Oak Brook Mall, Downtown Oak Park, Oak Park along Austin Boulevard, and transfers with the Blue and Green lines and existing Metra Stations along the highways
- Forest park CTA
- Ogden near Hinsdale, Oak Brook, Ohare access
- Schaumburg, Elk Grove, Palatine, Oak Brook, Lombard, Downers Grove, Forest Park Terminal and Harlem Lake CTA and Oak Park Metra
- hospitals and sta and bus stations
- Schaumburg TC, Rosemont TC, and Oak Brook Mall
- OakBrook mall
- Town
- Al trabajo
- Oak Brook center

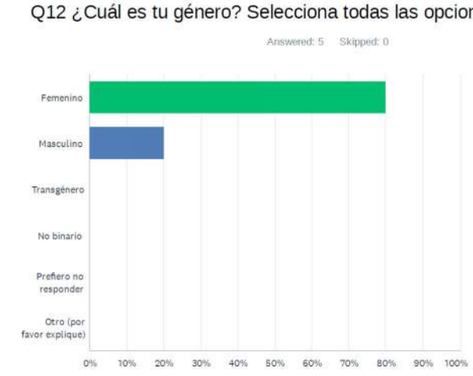
Question 11:





Question 12:

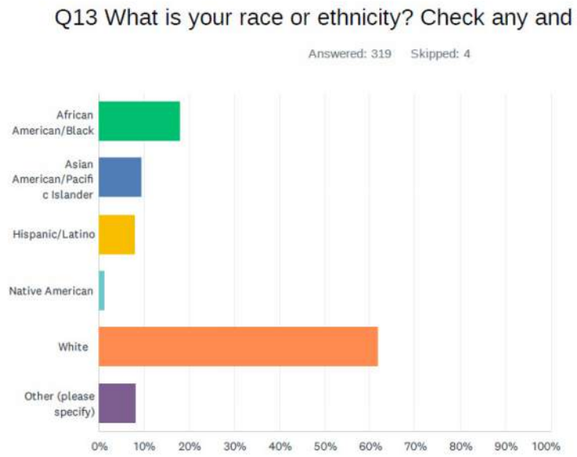


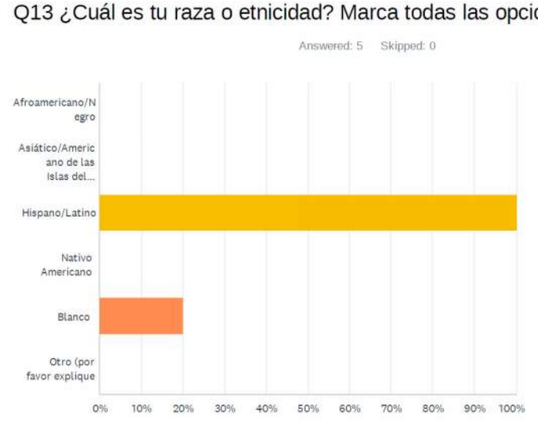


Question 12 Other:

- There are only two genders.
- American
- Turtle
- Does it really matter? Similar to age what does it matter
- What difference does my gender make riding on a bus!?

Question 13

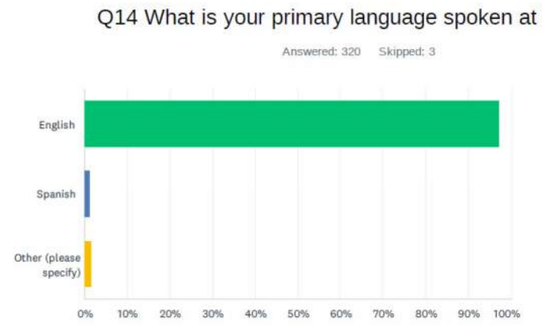


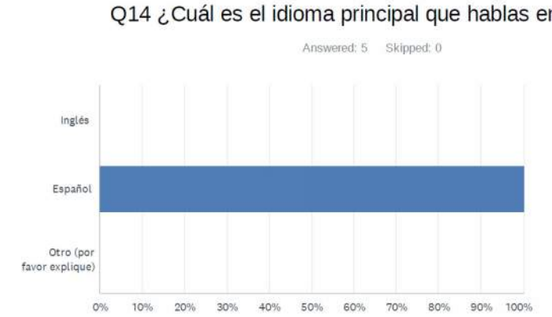


Question 13 Other

- Isrealite
- N/A
- Homo Sepian
- human
- Multi racial
- Mixed races
- MIXED
- Native
- Mixed
- Prefer not to answer.
- American Indian
- N/A
- Prefer not to answer
- Jewish
- Green
- Mixed
- West Indian native.
- Scots
- Na
- European American
- Caucasian
- There is one race, the human race. Unnecessary question
- Paternity Unknown
- No comment
- Why does my race make riding on a bus!?
- Asian

Question 14:



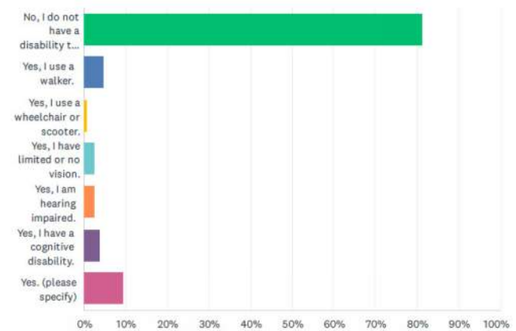


Question 14 Other

- Pilipino
- urdu
- American-English.
- Russian
- Polish

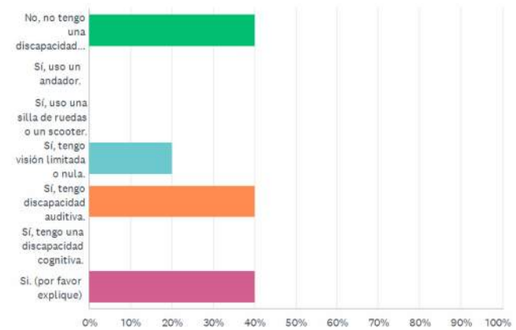
Q15 Do you have a disability that limits your mobility? Check all that apply to you.

Answered: 318 Skipped: 5



Q15 ¿Tienes alguna discapacidad que limite tu movilidad? Marca todas las opciones que apliquen.

Answered: 5 Skipped: 0



Question 15 Other (

- Limited mobility due to illness.
- cane
- I have to use a cane sometimes
- Complicated
- Epilepsy
- Bipolar
- Dislocated disc in back
- Work related foot injury.
- Arthritic knees
- Back problems
- I use a cane.
- I have Multiple Sclerosis that limits my normal activities.
- Hand problems
- I have a cane
- Standing too long
- cancer
- Yes, I have autism.
- Physical limitations - knees, etc.
- Yes
- I have epilepsy and cannot drive because my seizures occur too frequently
- Spinal injury
- Service dog
- Rheumatoid/Arthritis
- Mobility
- I have difficulty using stairs.
- Achilles Tendinitis and Arthritic knees
- Bad foot
- Cane
- Need Car transportation, buses are useless!
- Algunas veces debo usar muleta
- Movilidad limitada

Question 16: Do you have any other ideas or comments you would like to share? / ¿Tienes alguna otra idea o comentario que te gustaría compartir?

- None
- By far my biggest concern is that Blue Line service on the Forest Park branch has become much less reliable in recent years. Deteriorating track conditions have created many "slow zones" and much longer travel times from the Loop to Forest Park. Because of this, your Pace Express service would only be attractive to me if the bus went all the way to the Loop, similar to the I-55 Pace Express bus. But if the bus only goes to the Forest Park Blue Line station, then I will most likely stay with what I do today, which is taking the Metra from Villa Park.
- Charging parts should be on all buses , and hopefully there clean at every last stop on locations
- N/A
- Just praise, excellent idea, would facilitate people employed there from outskirts of Chicago or Cook County
- Not at this time.
- No not at the moment
- I appreciate participating in this survey, but it's not enough. Pace, Metra & CTA, needs to reach out to the public more for their participation.
- I think prioritizing service to one route with higher frequency would be more beneficial than branching routes. I also think that the service should go further east than Forest Park, ideally it should go all the way downtown to the bus hub next to Union Station.
- Shuttle services are critical; these are lacking along I-90 except Hoffman Estates
- More options for the Reduced Fare Program..
- On time arrivals. Nicer drivers
- I have not used the I-290/I-88. I am careful to how I travel because of my birth physical disability and later diagnosed epilepsy.
- I would like for the buses to be on time, time is very important.
- Stop wasting funds on the the west side of town. They don't like to get involved with legitimate work, because only criminals live there.
- Where Union Pacific Elburn line meets and be able to connect to Roselle line or Airport without going into Chicago 2 main stations and switching to go out.
- No ideas or comments that I would like to share on this page
- No
- Have it run all day and evey day
- N/A
- No
- Express buses are always good. I used to use the 747 which went from Forest Park to Oak Brook using the expressway.
- Weekend service, coordination with Metra arrivals and departures.
- Bring back Douglas Ave bus route in Aurora and Montgomery IL
- Stop using woke ideology in dealing with people. It is a failed attempt to change people's thinking and language. American's won the battle for sanity when we elected Trump.
- Not at this time.
- We need a bus to commute from south suburbs to west suburbs
- I think pace and suburban public transportation should run more often less wait times seriously less wait time
- No
- Safety girsy
- THANKYOU VERY MUCH!
- Express bus services, particularly for recreation or events (like the former shuttles from suburbs to Wrigley Field) are a great way to introduce suburban residents to public transit and are an excellent way to keep impared drivers off the roads.
- Bicycle lockers at Schaumburg and Oak Brook, Oak Park and River Forest.
- None
- No
- It is imperative for Pace to offer alternative transportation for people with disabilities.
- Bus service to 59 and 72
- Yes making drop stations equipped with parking to accommodate commuters that are picking up these stops
- No
- Question 7 - i assume most people who use it in morning would also use it in afternoon or evening? I do not work in that corridor regularly but it would be nice to have that option when events, meetings, conferences, etc. bring me to the oakbrook or schaumburg areas, which are very popular for work events
- I feel it is very important to offer this proposed express service at consistent frequencies (such as every 15 minutes) during all times of day, seven days a week (weekdays and weekends/holidays with as many transit and destination connections as possible to foster the most ridership. It is also key to have state of the art infrastructure that will enable the most efficient use of the service (dedicated bus stations, bus lanes, transit signal priority, new dedicated-purpose buses with amenities etc.) and offer the highest ridership potential.
- Just that we think this is a great idea. We miss the Brookfield Zoo express, for example, and wish that would be brought back.
- Frequency is key.
- Need to marry the concepts in this study with the pre-pandemic IL 390 work and the ReVision work. I would like to see Pace roll out some ideas on park n ride and passenger hub infrastructure to give us confidence that we are talking about complete rides and connectivity.
- Thank you for trying new and innovative ideas to increase access to transit in the suburbs.
- extend to west via I-88 to Naperville, Warrenville, Aurora. Stopping in Lisle doesn't make sense. There is a lot of congestion that could be avoided and there are few transit connections in this area around I-88. Connect to OHare airport and way to connect to Woodfield area from I-88.
- It would be very useful to me if the express service operated in the early morning hours like around 4:30 AM/5:00 AM
- Would there be a way to create a North/South connections between suburbs
- I have ridden the Pace I-90 Express bus services and they are quite useful. I would love to see something similar along I-290/I-88 and across the whole region.
- Need to connect with Metra lines. Should also consider northern extension on IL 53 to Arlington Park UP-NW.
- In suburban transit, it is difficult to get to public transportation stops and hubs. If parking were available at the point of embarkment in DuPage, I would definitely use this bus service.
- Expand on benefits of transit the question asked in survey focused on negative benefits. Are you trying to kill this project? Should be asking about potential ie bus lanes BOS , inline stations. No I-290 study goes into bus transit detail. Need to sell this as better cheaper alternatives to the long held love of rail extention fueled by so many planning organizations andcomminities . Make the case high quality premium bus transit service is more effective, serves far greater # of markets, is cheaper and easier to implement
- Providing connections to NW Chicago area transit would be much appreciated
- Connecting to all transit modes (Metra, CTA bus and El, Pace) is a critical component to creating transit that serves the population.
- Very excited to learn about this study. I'm not sure if I would directly benefit from this expansion given that it would take me a lot of transit connections for my commute, but this is a very positive step forward for transit users
- IT MAY BE EXTENDED TO ROOSVELT ROAD LOMBARD
- I am thinking about whether it would be a premium route (like 855) that goes to downtown or a express route (like 600) which reaches to the train station. Please clarify. For the west terminus, will you also consider some part of Naperville? For the east terminus, is it possible to extend it to 54th/ Cermak instead of Forest Park? I have safety concerns for UIC-Forest park branch of blue line...
- Not at this time.
- I am concerned about having access to the Yorktown Center bus hub via the current 313 route from 16th & Meyers Road.
- I would like to have Pace consider running a bus route down Schaumburg Road. It is a main artery of the town and there is nothing running in the town for public transportation or accessibility.
- I would like to see cleaner buses and trains, without passengers smoking pot or cigarettes, or eating.
- If you can, you should run frequent buses on routes that have high ridership like Pace route 606
- Not at this time.
- Not at this time
- Being disabled travel for pleasure is limited it would be nice to make connections to Tennessee newYork ect
- No
- This could complement Metra weekend service.
- Providing feasible bus routes to the terminals in Schaumburg area
- Why is the Forest Park CTA Blue Line significant?
- The stations should be accessible by means other than driving and connect to north south transportation that does not involve driving. This includes regional bike path, north south bus routes and potentially metra stations.
- No transit west suburban is any good.
- More attention on the last mile needs to be considered when looking for increased ridership on transit. After a hub is reached (when

it is not the destination) many times walking is unhospitable to the final destination.
- This could help congestion tremendously by getting folks to the L rather than driving in for Games, concerts, or events in the City.
- Service long overdue
- I would recommend an option that provides a hub for Itasca Hamilton Lakes Business parks
- B
- Would like a Pace Bus express from Rosemont to Huntley, IL (Route 47 and I-90)
- This is a good idea, we need more express bus services in Chicagoland, especially between suburbs.
- Not at this time
- no
- None at this time.
- Unless you live or work in a walkable distance from the forest park blue line branch, this service would seem to be of limited use. Increased frequencies on lines that branch out from regional Metra stations would be more useful to me.
- This is a great idea but you have to make it a better alternative to what current travel times and costs are. Make it marketable and time saving enough to encourage more people to get off the highway and ease congestion.
- What about other pace service can be provided to key manufacturers jobs locations?
- no
- Please expand scope to include north side neighborhoods (Lincoln Park, Lake View, Uptown, Rogers Park, Ravenswood) And make it bus rapid transit and install it on lake shore drive too
- Not at the present time.
- No
- No
- I think this would be a great benefit to west suburban residents.
- None at this time.
- I feel there should be more bus and rail service provided by metra. I feel there should be focus on 88 & 290 is due to the fact the road can't be widened. These same questions should be asked about 294 nort and south rather than more lanes. Have we learned nothing from the fact that the more lanes the more cars? Less cars more public transportation
- it should be easier to see when the next bus is coming , the bus pace should run more like cta pace . i use for work literally have leave out 3 hours earlier just be on time .
- no
- Improv service in the north suburbs and north city, not the crime-ridden west.
- Many workers in the Elk Grove industrial park get rides to work. Pace on Demand specifically excludes the area, so Pace is not an option at all right now for these workers, but would be significantly cheaper for the ones using rideshare services.
-
- I definitely support public transit to the suburbs
- A Rosemont or Forest Park express to Aurora especially on weekends
- Thank you for this opportunity. I look forward to the development.
- Please make paratransit available outside of where normal pace buses go so that people with disabilities can get Transportation
-
- Currently, it is nearly impossible to travel north-south without first first taking Metra into Chicago. It would be amazing to be able to go from O'Hare north.
- We desperately need service in DuPage county sheriff with an emphasis on shopping locations and more frequent availability including evenings and weekends
- I would like for seniors to be able to put their groceries on the lift.
- Nothing
- Please put the Pace bus from Randhurst to Harper College back in use.
- No
- vert good start
- Parking at your furthest west point to pick up PACE and take into the city and then return to parking end of day.
- Keep the bus from breaking down and no shows, keeping passengers stranded and waiting up to an hour or more, especially the last bus of the night
- No
- Have service every day
- With many individuals moving out to the suburbs. Having direct access to Chicago and other major areas would be nice. From palatine to other suburbs connected would be helpful
- Will there be weekend service?
- no
- Honestly, I would prefer access to the Harlem/Lake Green line. The Blue line is far too slow and is a test of nerves. With a lack of N/S Bus routes in West Cook (e.g. Wolf Rd.), access to the line would very difficult. Does this line stand a chance at competing with the 301?
- Connecting the northwest suburbs to key transit areas (i.e. the UP-NW Metra Line to O'Hare and Rosemont)
- Bring back express to events plz!!!!!!
- No.
- This is a great idea to provide a connection to some of the suburban centers that are not currently connected to transit options.
- Ensure safety at bus stops with adequate lighting, cameras, emergency call box, heaters and roof from weather.
- Yes, why does it matter what a person look like when riding on the bus ... Should I be concerned?
- I'm glad this study is being done and I hope this is converted into service quickly. Too often studies feel like they take too long to convert into action when it comes to transit projects (not just Pace.) Connections and frequency will be key for people to consider using this! And that *must* include outside of commuter M-F hours AND consistent schedules on Saturdays and Sundays that go into the evenings too. For suburban Pace service, frequency means every 30 minutes like some of the 600 series routes that run along I-90. Coordination and timed transfers with any Metra connections will be important, as well as connections with other Pace routes, such as those that stop at Oakbrook Center, Yorktown, NWTC in Schaumburg, and at Forest Park. Oh, and hopefully service on I-294 which I filled out a survey for a couple of years ago! :)
- Even if the bus is faster to get to Forest Park, the reduced service and slow zones along the Congress Park branch of the Blue Line will make it much slower to get into and out of the city, even with rush hour traffic. Not having a fast single seat ride downtown is the exact reason the Chicago, Aurora, and Elgin Railway collapsed, and that was when the Blue Line was new. As such focus on these routes should be on getting riders around the suburbs between transit hubs (I.E. Itasca to Schaumburg, Lisle to Oakbrook). Unlike the I-55 buses that are supplementary to the Metra Heritage Corridor Line's poor schedule, this route would compete with the high ridership UP-West and BNSF lines. A pull-off stop in Itasca using the vacant plot across from the village hall would be a decent transfer opportunity to the MD-W considering the already built infrastructure. This section of IL-19 is in need of pedestrian accessibility with only a sidewalk on one side of the bridge crossing I-290 and it being 1/4 to 1/2 a mile to the nearest crosswalk. A highway median stop over the UP-W near Berkley similar to one used by LA Metro or Twin Cities Metro would be effective for transfers but costly. Alternative would be to stop at Elmhurst via York and St Charles.
- I don't think pace should be expanding now.
- No
- Restoring direct service from the CTA Green Line/Blue Line (via the #757 bus) to Schaumburg would drastically cut time getting there - currently I have to use these buses/ trains to get there: - #90 Harlem to Harlem Blue Line (O'Hare) - CTA Blue Line to Rosemont Or - #318 West North Ave or #309/#313 to Mannheim - #330 Mannheim/La Grange to Rosemont CTA and then #600 direct to Schaumburg Transportation Center Having just one bus to get to Schaumburg would be a game-changer!
- Would be ideal if bus drops off inside the shopping center vs at a nearby intersection. Always appreciate having a bench available to sit while waiting.
- Please consider an express bus from Rosemont to the oakbrook mall area via 294. Would also use the bus between 3 and 5 pm
- Have one central hub for highway buses, pulse buses, cta, metra and future Intercity rail at O'Hare -transfering between pulse and pace Express at Rosemont is currently infeasible
- As a commuter, the express times are both in the morning and in the evening.
- Need to fix the Blue Line before funneling more people into Forest Park.
- Extend the CTA Blue Line to Mannheim. Expand and toll I-290.
- Young adults who don't own vehicles and are used to using Uber would benefit greatly from this option
- Great proposal
- stop at yorktown mall for bus connections
- A Yorktown Express to the Blue Line or Green Line would be a great cost effective alternative to driving or Metra. Right now, the 313 & 309 routes are not time efficient for the number of commuters who use it, especially during the evening commute.
- If it's feasible, I hope Pace will create these new bus lines - I am in support of having more public transportation accessible.
- Is it possible for some express routes discontinued in 2020 to return?

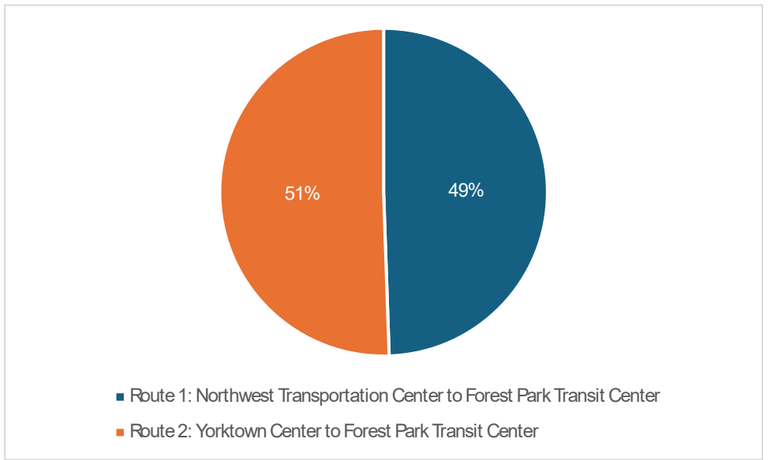
- Should link the northern branch of the blue line to the mix as well, create a loop that can connect both branches.
- Just providing more stops for all the Residents of the Village of Villa Park. Alot of Seniors live in the town. Not many options to get around.
- Start farther west I-88. Make it easier for the Geneva/Batavia/Aurora/Naperville commuters to use and access CTA.
- I am curious how this would affect the highly congested I-290 corridor. The potential for more traffic seems likely. Highway improvements would be nice as an addition to this project.
- Elk Grove Village needs more transit options in gernal.
- Interagency connections are key for this service. It would be a boon for suburb-to-suburb travel, especially for northwestern Cook which lacks an easy north-south route.
- All-day service would be a better sell over peak-only service.
- Letting people skip traffic while also riding on a bus together would make traffic better for everyone. It's a win-win!
- Please allow the transfer connection be in a timely manner; not have to wait 30 minutes or more.
- I would like to see service expanded to I-294 for connections to the Rosemont Transit Center/O'Hare
- I think the service should serve union station, and be priced the same as regular buses. The service should also be operating every 15 minutes all day for most of the express routes.
- Access to Ohare airport, easy way to change to Schaumburg from Oakbrook, Extend west along I-88 to Farnsworth Road with stations at Naperville Rd, Winfield Rd, and Farnsworth Rd along I-88. Just stopping at Lisle doesn't make sense as they already have Metra connections.
- We need expanded pace service in Downers Grove as well! There are limited options.
- Bring back I-94 service to Old Orchard and an I-90/i-94 service from the suburbs to downtown chicago
- Public Transportation Safety ; Security, Health Guidelines For Rider's and Vistors, & Also Employees.
- The "what time of day would you use this" question should be multiple choice. Also, in question #3, how are there no factors that actually address service besides reliability? The #1 factor that would actually get me to use this is frequency and off-peak service. This survey seems to assume this is a rush hour express only. That is the wrong mindset in this day and age.
- Stop wasting money on uneconomical public traffic, ADD TRAFFIC LANES! Social Justice!
- I would like to see use TSP along routes for this to ensure easier on/off highway access
- Would love middle of the median stations with heated rooms and easy access to normal pace, CTA and Metra. Bike access and vending machines for tickets
- It would be great time bring back the variations of former Pace Routes 737, 747, 757 and 767 to these locations.

APPENDIX B

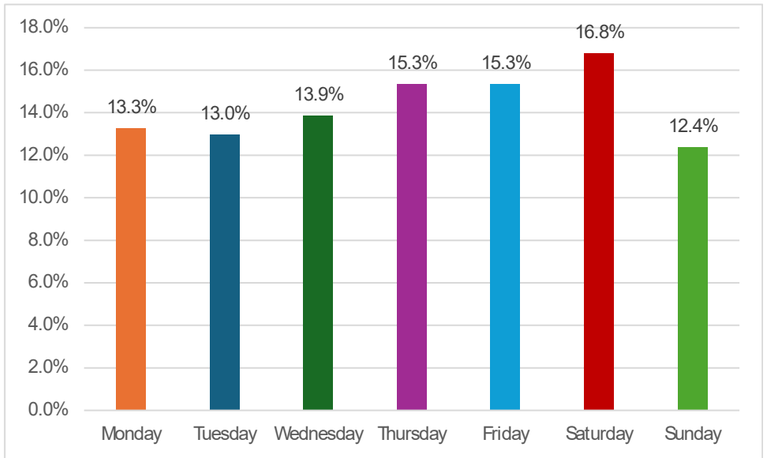
SURVEY #2 RESULTS

*Offensive or inappropriate comments were removed or edited

Question 1: Which proposed route would you be more likely to use?



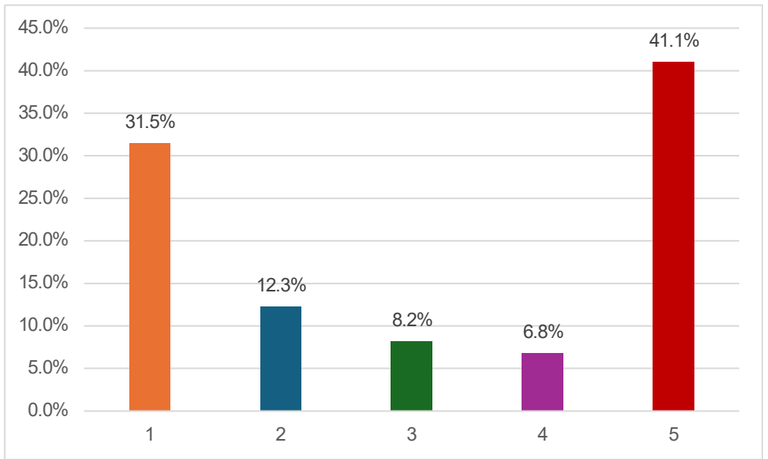
Question 2: What day(s) of the week are you most likely to use the proposed bus service?



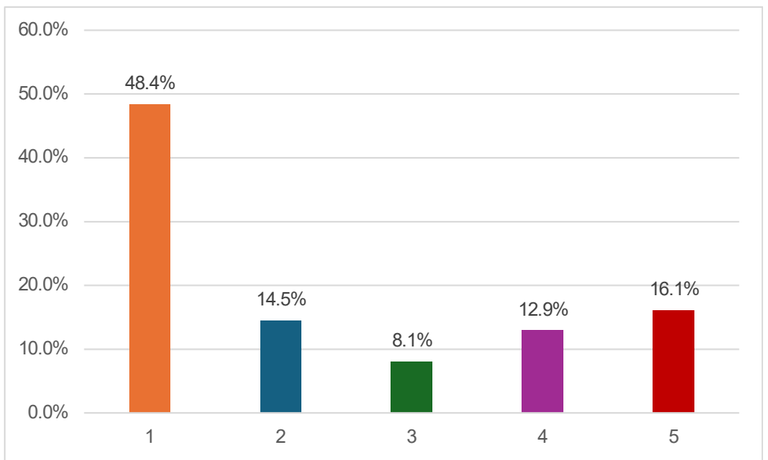
Question 3: What time(s) of day are you most likely to use the proposed bus service

- 7 am, 8 pm
- 6 am
- Any time
- Midday
- Morning
- 7am-8pm
- All day
- After work - 5pm
- 8am-5pm
- Morning drivetime and evening drivetime
- All day
- 6 am - 4 pm
- 6am, 7am,8am, 4pm,5pm,6pm
- Morning and evening
- Am
- Midday and Lat Evening
- Morning and evening
- N/A
- Unsure
- Morning and Afternoon
- On weekends, bus would likely be used during the midday, evenings, or night. Weekdays would be during rush hour periods, midday, and evenings, perhaps night too.
- Mid morning to mid afternoon
- Afternoon
- Afternoon/evening weekdays, potentially anytime on weekends. Noting I would have use for Route 2 as well, but Route 1 opens new options for me.
- Am pm rush
- weekdays: afternoon/evening. weekend: potentially anytime. Same for route 2.
- Evening amd night
- 10:00am
- Any
- 9:00 AM
- Mid day
- Likely during the midday and evening hours throughout the week, important to have robust off-peak and weekend/holiday service.
- 8:00 am to 6:00 pm
- Evening
- Morning and afternoon
- Rush Hour
- Day and evening rush hour
- Rush hour, morning & evening.
- Any time it's available.
- 8:00am-3:00pm. Also, I wouldn't ride all 7 days, but any day would be great for me.
- al time
- Morning and afternoon
- 9 AM
- any
- 6am
- 5 to 7 PM
- mornings and evenings
- afternoon
- midday
- Before 7:45 AM and after 3:15 PM
- 7am-6pm
- Midday
- 2 pm
- Late morning and around afternoon
- 10 am
- morning and evening
- Morning and afternoon
- Afternoon and evening
- Anytime between 5 AM - midnight
- 8:30AM & 8:00 PM
- Never
- Morning and Evening reverse commute
- varies
- Afternoon
- 9 AM to 4 PM
- After work to get downtown (between 5:00-6:00)
- 7am
- Saturday
- Early afternoon
- Early afternoon
- 10am-7pm
- afternoon
- daytime
- 6 AM and 4 PM

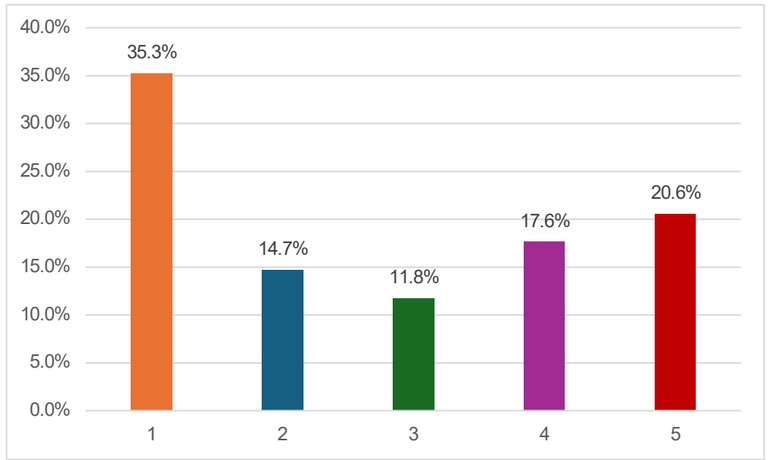
Question 4: How likely would you use the proposed station at Northwest Transportation Center? (0 being "Not Very Likely" to 5 being "Very Likely")



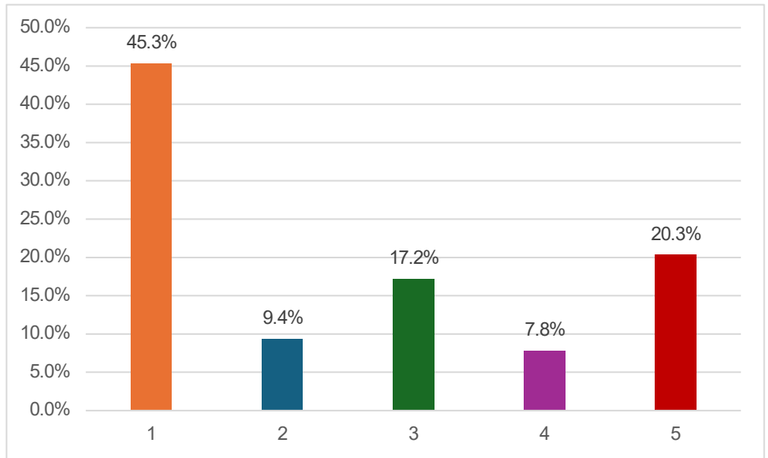
Question 5: How likely would you use the proposed station at Biesterfield Road? (1 being "Not Very Likely" to 5 being "Very Likely")



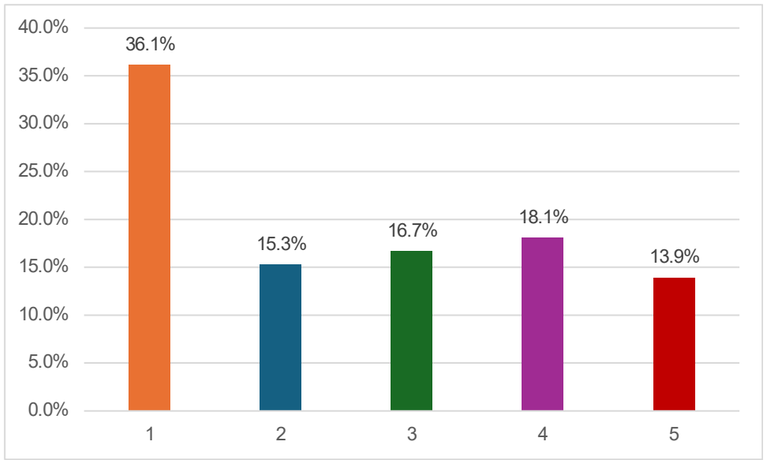
Question 6: How likely would you use the proposed station at Irving Park Road? (1 being "Not Very Likely" to 5 being "Very Likely")



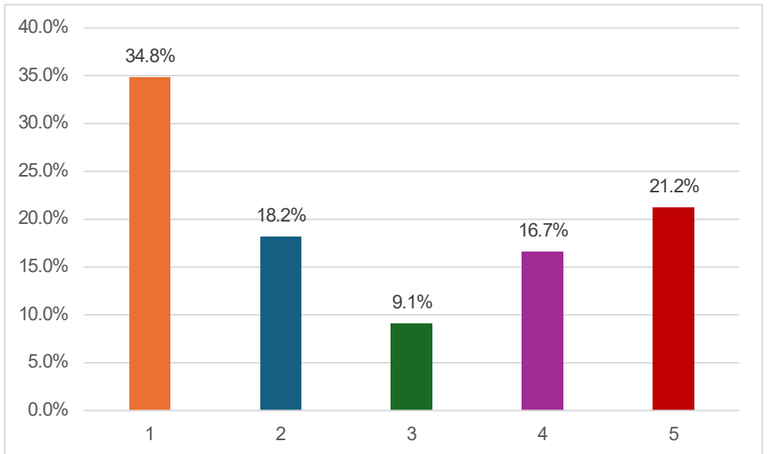
Question 7: How likely would you use the proposed station at Addison Road? (1 being "Not Very Likely" to 5 being "Very Likely")



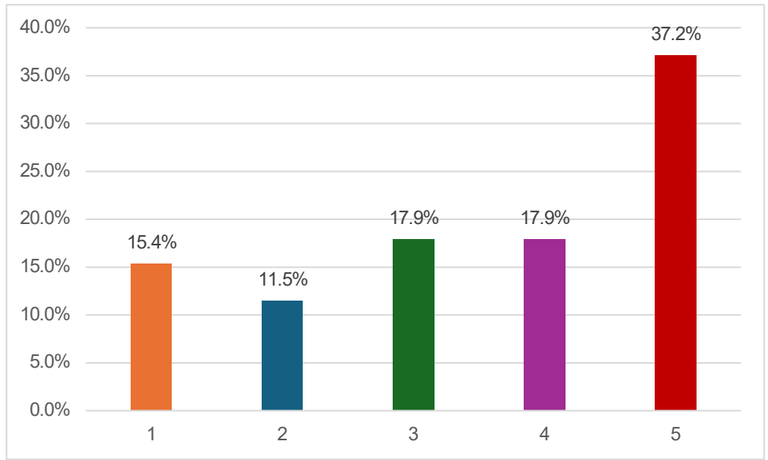
Question 8: How likely would you use the proposed station at York Street? (1 being "Not Very Likely" to 5 being "Very Likely")



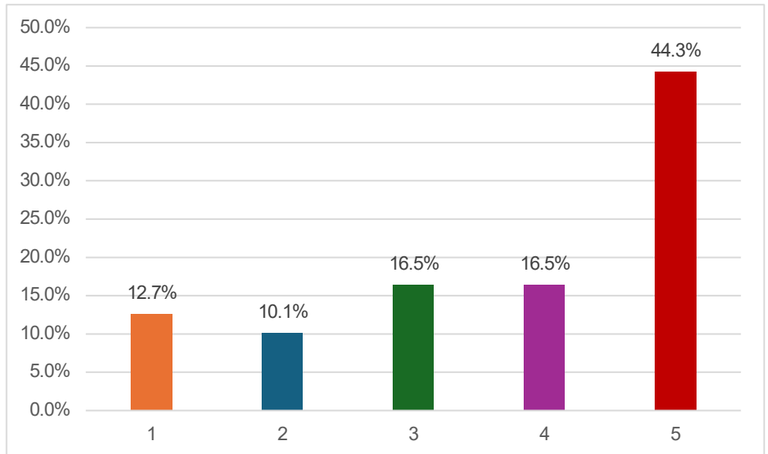
Question 9: How likely would you use the proposed station at Elmhurst/ Berkeley? (1 being "Not Very Likely" to 5 being "Very Likely")



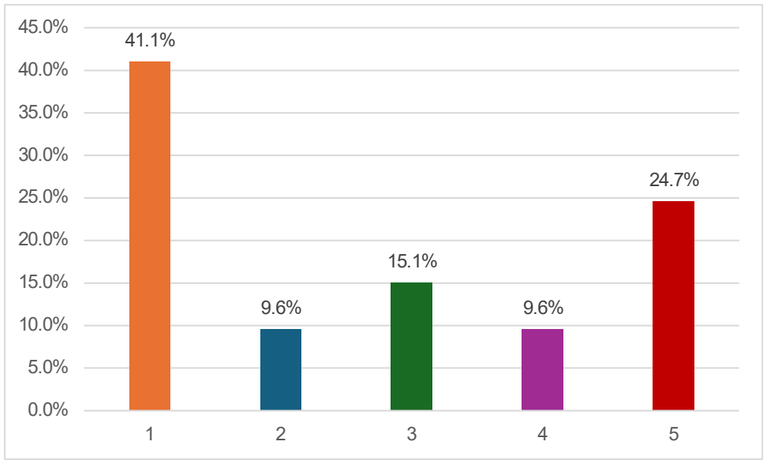
Question 10: How likely would you use the proposed station at Yorktown Center? (1 being "Not Very Likely" to 5 being "Very Likely")



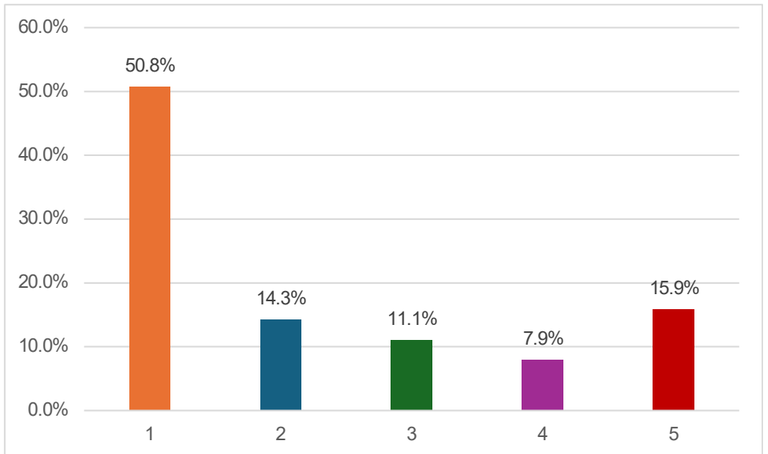
Question 11: How likely would you use the proposed station at Oakbrook Center? (1 being "Not Very Likely" to 5 being "Very Likely")



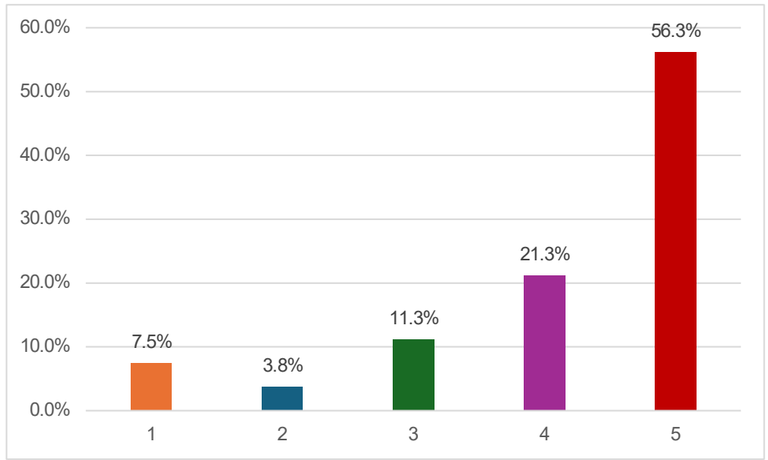
Question 12: How likely would you use the proposed station at Mannheim Road? (1 being "Not Very Likely" to 5 being "Very Likely")



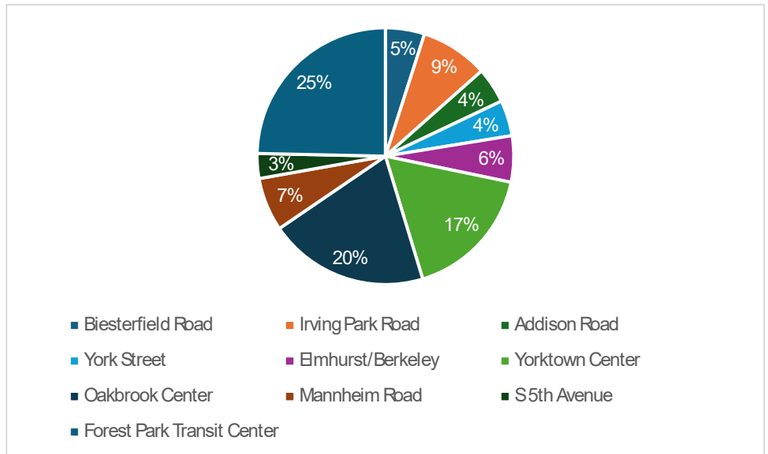
Question 13: How likely would you use the proposed station at S 5th Avenue? (1 being "Not Very Likely" to 5 being "Very Likely")



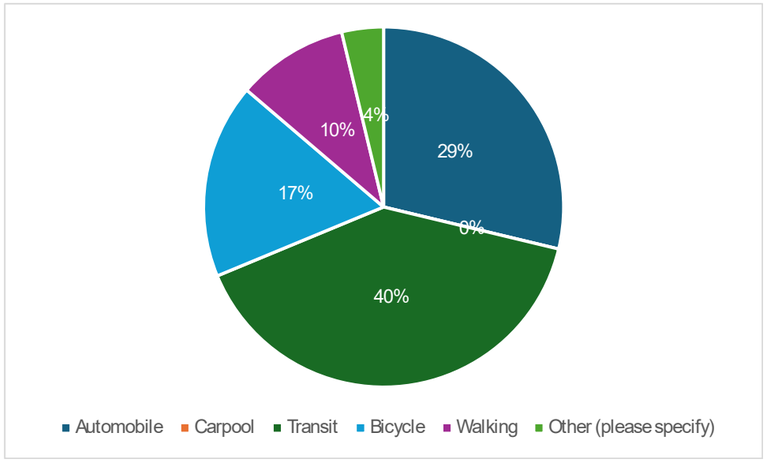
Question 14: How likely would you use the proposed station at Forest Park Transit Center? (1 being "Not Very Likely" to 5 being "Very Likely")



Question 15: Please select the three stations you would most likely use.



Question 16: Which mode of transportation do you plan on using as your primary mode to the proposed stations?



Question 17: What infrastructure improvements need to be made to support your commute to the proposed stations?

- Escalator or elevator access.
- Heated station
- Pedestrian signals to cross Mannheim in Bellwood (truck traffic is VERY aggressive)
- Safe crosswalks. Sidewalks. Walkway connections through parking lots.
- Accurate digital signage
- Parking my car
- Better bike infrastructure to Mannehiem or a good connection with 330
- Free parking, easy access,
- Clear signage, bike lanes, car pool system
- Sidewalks
- Seamless connection with other transit routes (i.e. extend 711 at Addison Rd, walkways to Metra stations), Safer roadways around the stops (traffic calming, signalized crosswalks, pedestrian and bicycle infrastructure), upzoning around station areas.
- Safe bike routes to stations
- Bike route from Mannheim and St. Charles to Mannheim and I-290. Capacity for more bikes on this express bus (Currently limited to 2 on the front rack).
- There needs to be more transit connections to each of the proposed stations which will allow for more people to access the routes. Additionally, there should be an effort to add bus lanes and transit signal priority on non expressway corridors to ensure buses don't get slowed down. Finally, ensure there is sufficient capacity on the expressways for buses to operate as fast and efficiently as possible, even in times of congestion.
- Fix the blue line, directly connect to Woodfield Mall too.
- Faster blue line service
- Pedestrian access , transit supportive land use
- Schedule alignment with other Pace routes and Metra trains for easy transfers (e.g. Berkeley transfer to Metra or 313 bus), Shelters for weather protection, clear wayfinding for transfer to other transit modes or bus routes, probably some park n ride spaces
- None
- More police security and shelter
- Direct connectivity to Metra
- There must be sufficient expressway capacity to allow for fast and frequent all-day bus service, seven days a week, and sufficient infrastructure to allow for the bus to pass traffic. Additionally, on non-expressway portions, there should be dedicated bus lanes, transit signal priority, and sufficient enforcement mechanisms to ensure unauthorized vehicles stay out of the bus lanes.
- Make sure there are sidewalks, and safe places to board buses.
- Parking
- Access to transit connections like bus routes with regular intervals.
- Protected bike lanes and expanded bus routes
- Safe access to surrounding streets and walking trails if they exist in the area (ie Busse Woods).
- Sidewalks and bike lanes
- Parking
- Repave Interstate 290 (it's in terrible condition and can impact bus service)
- wider shoulder lanes
- N/A
- They should have one or two more stations and should start and end the bus route at the Harlem/Lake CTA Green Line station/ Oak Park Metra station
- Safety and cleanliness
- Bike lanes
- Within walking distance to fixed route Pace services in the area.
- none
- Won't use
- More frequent CTA Blue Line service to Forest Park, and faster service between Forest Park and the Loop
- Sidewalks in north elmhurst
- There needs to be a path connecting Elmhurst streets to the station at Elmhurst/Berkeley. It would be ideal to have a full path from the City-owned lot in Elmhurst and the Berkeley Metra Station.
- Connection to Itasca metra Station.
- Forest park bicycle accessibility (bike path to the station from oak park) and bike parking
- Road Shoulders with strong signage with automatic fines imposed for not obeying safety rules, ie $100.00 1st fine.
- Signage with cameras & strong fines for vehicles not obeying rules.
- These stations are in incredibly unwalkable/unbikable areas. Drivers don't use Pace
- Make buses run on time, and fix the tracker so it shows real information
- significant improvement in connecting local Pace bus routes.
- None. Just make it easy to transfer between different transit modes.

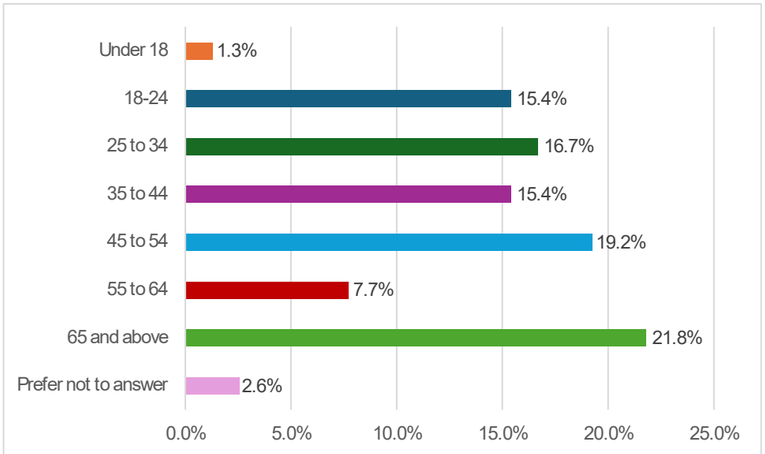
Question 18: What amenities would you like to see at the proposed stations?

- Accessibility for seniors and people with disabilities
- Bathroom at all sations
- WIFI, clean restrooms, seating, posted arrival times
- Real time arrival information. Service so frequent I'm not waiting very long.
- Accurate digital signage
- Bathroom, water fountain
- A shelter, some signage indicating when the next "train" will arrive, etc.
- heaters, benches, live bus schedules
- Bike racks
- Heated station, covered, bench, electronic digital board with schedules
- Bathroom, coffee, masks available, clean seats an floors
- Bus shelters clean
- Benches, Heated waiting areas, sound barriers, station attendants, prepay boarding, in-bus bike storage
- Secure covered bike parking and bike space on busses.
- Wind shelters and heaters
- Port-o-Let/PortaPotty. Electronic signage with accurate arrival times.
- Stations should be equipped with restrooms, a sheltered waiting area with seats, customer service staffing, WiFi and power outlets, drinking fountains, areas to place luggage, real-time digital displays that display transit information, maps and schedule information, announcements communicating service information, artwork and plant decor, overhead music, and a cafe or shop for those who want to purchase goods at the facilities.
- Heated shelters, Fans for the summer, noise protection.
- Trash cans, protected waiting areas, heat lamps, plants
- Conveninece store , coffee shop, snack shop
- Ventra machines at Metra stations where routes intersect. Lighting at stops, clear signage,
- Vending machines
- Police security and shelter
- Washrooms
- Stations should have a clean and expansive waiting area, with plenty of seats, WiFi, power outlets, and green space. Stations should also have restrooms, drinking fountains, and customer service staff. There should be real-time displays that convey route and bus information, real-time service updates and alerts, schedules (have print versions available as well), and there should also be maps of transit connections and what to do in the surrounding area.
- Shelters, bus stop signs, and trash cans
- ATM, vending machines, restrooms
- Heating, shelter, parking
- Safe, accessible facilities that are kept free from loiterers. At-grade platforms with arrival/departure displays.
- Heated shelter
- Restroom, ticket kiosk.
- Coffee shop or restaurant
- Coffee shop
- Heat lamps for winter
- Charging station
- virtual bus schedules
- Separation from interstate traffic; sound & safety barriers; real-time information screens; ample seating
- Covered bus shelter
- A bus shelter like the Pace Pulse and a heating system
- Bench
- safety and cleanliness
- None
- Safe bike lockups. A little cafe/ coffeeshop would be cute too at the major ones.
- Comfortable kiosks, decent lighting, CCTV.
- Makes no difference just have the bus on time
- Won't use
- Stations that are similar to the PULSE line stations. I would really like to see a screen with a tracker that shows how much longer until the bus arrives, and what station the bus is at
- bathroom, water bottle filler
- Clean restroom
- Shelters (from both weather and cars on the highway), bike racks, arrival displays, potentially heaters for the winter.
- Clear simple connections to other transit like Metra
- Bike parking, safety enhancements, beautification
- First 2 to 3 months, bus schedules. A knowledgeable super on duty
- Bus schedules, super at stations to answers any questions
- Better locations.
- Security, ADA compliance
- Covered bus stop and a bench
- Heated and covered waiting areas

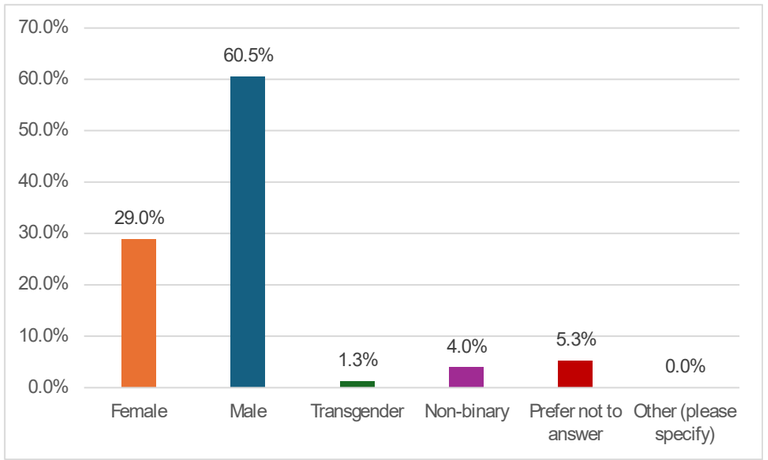
Question 19: What is your home zip code?

Zip Code	Total	Zip Code	Total	Zip Code	Total
60005	1	60130	3	60558	1
60007	1	60133	1	60565	1
60016	1	60140	1	60607	1
60056	1	60148	2	60608	1
60074	1	60165	1	60613	1
60077	1	60174	1	60631	1
60084	1	60181	2	60632	1
60091	1	60189	1	60640	1
60101	1	60201	1	60644	1
60103	1	60301	1	60707	2
60104	2	60302	5	60804	1
60107	1	60304	6	N/A	1
60108	1	60305	2		
60126	6	60402	1		

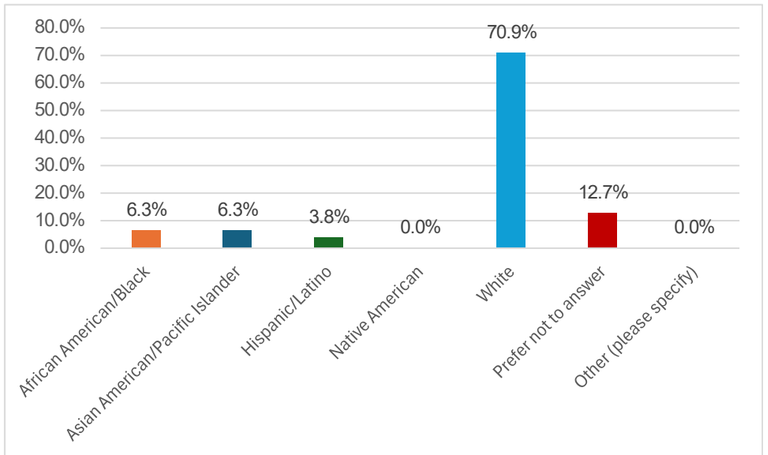
Question 20: What is your Age?



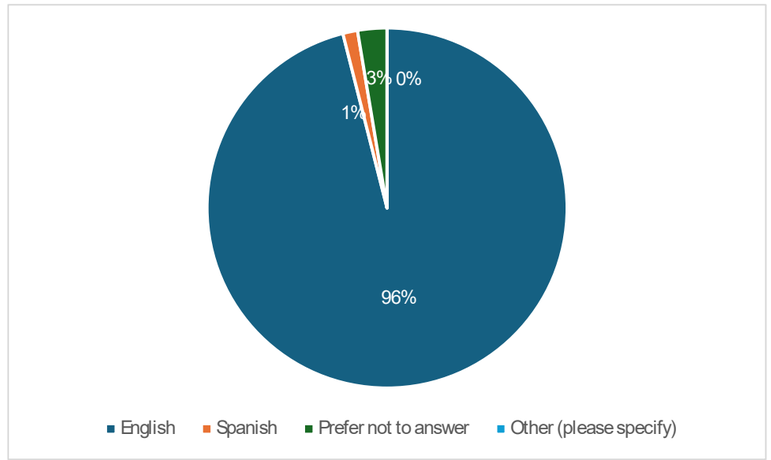
Question 21: What is your gender?



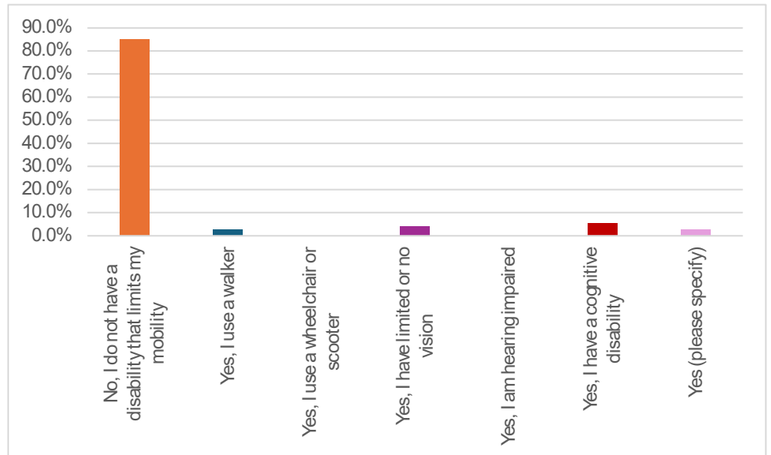
Question 22: What is your race or ethnicity? Check any and all that apply.



Question 23: What is your primary language spoken at home?



Question 24: Do you have a disability that limits your mobility? Check all that apply to you.



APPENDIX C

REPLICA ANALYSIS

Figure 74: Destination Origin Analysis

Top Origin 1.1.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8046.03 (Cook, IL)	8411.02 (DuPage, IL)	444	Shop	105	23.6%	Private Auto	384	86.5%	-	-	-
			Work	56	12.6%	Auto	57	12.8%	-	-	-
			Eat	40	9.0%	Public Transit	-	-	-	-	-
			Home	134	30.2%	Taxi/TNC	3	0.68%			
			Errands	41	9.2%						
			Lodging (hotels etc.)	4	0.9%						
			Recreation	9	2.0%						
			Other	40	9.0%						
			Social	15	3.4%						

Figure 74b: Destination Origin Analysis

Top Origin 1.1.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8046.03 (Cook, IL)	8046.03 (Cook, IL)	407	Shop	142	34.9%	Private Auto	297	73.0%	554.0: Elgin - Woodfield	4	66.7%
			Work	67	16.5%	Auto	104	25.6%	Rosemont - Schaumburg Limited	1	16.7%
			Eat	49	12.0%	Public Transit	6	1.5%	Golf Road	1	16.7%
			Home	43	10.6%						
			Errands	29	7.1%						
			Lodging (hotels etc.)	27	6.6%						
			Recreation	26	6.4%						
			Other	21	5.2%						
			Social	3	0.7%						

Figure 74c: Destination Origin Analysis

Top Origin 1.1.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8046.03 (Cook, IL)	9800 (Cook, IL)	282	Shop	142	34.9%	Private Auto	297	73.0%	554.0: Elgin - Woodfield	4	66.7%
			Work	67	16.5%	Auto	104	25.6%	Rosemont - Schaumburg Limited	1	16.7%
			Eat	49	12.0%	Public Transit	6	1.5%	Golf Road	1	16.7%
			Home	43	10.6%						
			Errands	29	7.1%						
			Lodging (hotels etc.)	27	6.6%						
			Recreation	26	6.4%						
			Other	21	5.2%						
			Social	3	0.7%						

Figure 74d: Destination Origin Analysis

Top Origin 1.2.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
7705 (Cook, IL)	8164.01 (Cook, IL)	541	Shop	131	24.2%	Private Auto	328	60.6%	303.0: Forest Park - Rosemont	3	100.0%
			Work	-	-	Auto	210	38.8%	-	-	-
			Eat	187	34.6%	Public Transit	3	0.6%	-	-	-
			Home	5.91	32.0%	Taxi/TNC	-	-			
			Errands	23	4.3%						
			Lodging (hotels etc.)	23	4.3%						
			Recreation	4	0.7%						
			School	1	0.2%						
			Social	140	25.9%						

Figure 74e: Destination Origin Analysis

Top Origin 1.2.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
7705 (Cook, IL)	8411.02 (DuPage, IL)	233	Shop	-	-	Private Auto	221	94.8%	-	-	-
			Work	2	0.6%	Auto	12	5.2%	-	-	-
			Eat	-	-	Public Transit	-	-	-	-	-
			Home	228	97.9%	Taxi/TNC	-	-			
			Errands	-	-						
			Lodging (hotels etc.)	-	-						
			Recreation	1	0.4%						
			Other	2	0.9%						
			Social	-	-						

Figure 74f: Destination Origin Analysis

Top Origin 1.2.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
7705 (Cook, IL)	8046.03 (Cook, IL)	177	Shop	102	57.6%	Private Auto	108	61.0%	223.0: Elk Grove - Rosemont CTA Station	1	100.0%
			Work	5	2.8%	Auto	68	38.4%	-	-	-
			Eat	31	17.5%	Public Transit	1	0.6%	-	-	-
			Home	3	1.7%	Taxi/TNC	-	-			
			Errands	22	12.4%						
			Lodging (hotels etc.)	7	4.0%						
			Recreation	4	2.3%						
			Other	1	0.6%						
			Social	2	1.1%						

Figure 74g: Destination Origin Analysis

Top Origin 1.3.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(7703 (Cook, IL))	8038 (Cook, IL)	252	Shop	75	29.8%	Private Auto	186	73.8%	UP-NW: Union Pacific Northwest	3	100.0%
			Work	-	-	Auto	63	25.0%	Blue Line	1	33.3%
			Eat	35	13.9%	Public Transit	3	1.2%	221.0: Wolf Road	1	33.3%
			Home	9	3.6%	Taxi/TNC	-	-			
			Errands	24	9.5%						
			Lodging (hotels etc.)	3	1.2%						
			Recreation	62	24.6%						
			Other	17	6.8%						
			Social	27	10.7%						

Figure 74h: Destination Origin Analysis

Top Origin 1.3.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(7703 (Cook, IL))	8033 (Cook, IL)	163	Shop	22	13.5%	Private Auto	143	87.7%	UP-NW: Union Pacific Northwest	2	100.0%
			Work	5	3.1%	Auto	18	11.0%	223.0: Elk Grove - Rosemont CTA Station	1	50.0%
			Eat	14	8.6%	Public Transit	2	1.2%	221.0: Wolf Road	1	50.0%
			Home	3	1.8%	Taxi/TNC	-	-			
			Errands	13	8.0%						
			Lodging (hotels etc.)	3	1.8%						
			Recreation	18	11.0%						
			Other	14	8.6%						
			Social	71	43.6%						

Figure 74i: Destination Origin Analysis

Top Origin 1.3.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(7703 (Cook, IL))	8046.03 (Cook, IL)	160	Shop	94	58.8%	Private Auto	121	75.6%	-	-	-
			Work	21	13.1%	Auto	39	24.4%	-	-	-
			Eat	23	14.4%	Public Transit	-	-	-	-	-
			Home	16	10.0%	Taxi/TNC	-	-			
			Errands	2	1.3%						
			Lodging (hotels etc.)	1	0.6%						
			Recreation	3	1.9%						
			Other	-	-						
			Social	-	-						

Figure 74j: Destination Origin Analysis

Top Origin 1.3.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(7703 (Cook, IL))	8046.03 (Cook, IL)	160	Shop	94	58.8%	Private Auto	121	75.6%	-	-	-
			Work	21	13.1%	Auto	39	24.4%	-	-	-
			Eat	23	14.4%	Public Transit	-	-	-	-	-
			Home	16	10.0%	Taxi/TNC	-	-			
			Errands	2	1.3%						
			Lodging (hotels etc.)	1	0.6%						
			Recreation	3	1.9%						
			Other	-	-						
			Social	-	-						

Figure 74k: Destination Origin Analysis

Top Origin 2.1.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
9800 (Cook, IL)	9800 (Cook, IL)	4,330	Shop	131	3.2%	Private Auto	1,310	30.4%	Blue Line	181	94.8%
			Work	530	12.3%	Auto	2,550	58.9%	223.0 Elk Grove-Rosemont CTA Station	22	11.5%
			Eat	268	6.2%	Public Transit	191	4.4%	330.0: Mannheim - LaGrange Roads	8	4.2%
			Home	0	0.0%	Taxi/TNC	275	6.36%			
			Errands	278	6.4%						
			Lodging (hotels etc.)	887	20.5%						
			Recreation	-	-						
			Other	1,940	44.9%						
			Social	256	5.9%						

Figure 74l: Destination Origin Analysis

Top Origin 2.1.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
9800 (Cook, IL)	8409.01 (DuPage, IL)	2,410	Shop	410	17.0%	Private Auto	849	35.3%	MD-W: Milwaukee West	46	100.0%
			Work	6	0.2%	Auto	1,410	58.6%	303.0: Forest Park - Rosemont	9	19.6%
			Eat	44	1.3%	Public Transit	46	1.9%	Blue Line	5	10.9%
			Home	13	0.5%	Taxi/TNC	100	4.16%			
			Errands	432	18.0%						
			Lodging (hotels etc.)	671	27.9%						
			Recreation	120	5.0%						
			Other	475	19.8%						
			Social	234	9.7%						

Figure 74m: Destination Origin Analysis

Top Origin 2.1.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
9800 (Cook, IL)	8169 (Cook, IL)	2,170	Shop	338	15.6%	Private Auto	891	41.1%	Blue Line	7	38.9%
			Work	-	-	Auto	1,210	56.0%	330.0: Mannheim - LaGrange Roads	7	38.9%
			Eat	215	9.9%	Public Transit	18	0.8%	223.0: Elk Grove - Rosemont CTA Station	6	33.3%
			Home	45	2.1%	Taxi/TNC	45	2.08%			
			Errands	347	16.0%						
			Lodging (hotels etc.)	531	24.5%						
			Recreation	21	1.0%						
			Other	-	-						
			Social	671	31.0%						

Figure 74n: Destination Origin Analysis

Top Origin 2.2.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
(8401.01 (DuPage, IL))	8440.02 (DuPage, IL)	492	Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
			Shop	106	21.5%	Private Auto	367	74.6%	MD-W: Milwaukee West	3	100.0%
			Work	4	0.8%	Auto	120	24.4%	309.0: Lake Street	1	33.3%
			Eat	109	22.2%	Public Transit	3	0.6%	303.0: Forest Park - Rosemont	1	33.3%
			Home	6	1.2%	Taxi/TNC	2	0.41%			
			Errands	31	6.3%						
			Lodging (hotels etc.)	32	6.5%						
			Recreation	14	2.9%						
			Other	-	-						
			Social	190	38.6%						

Figure 74o: Destination Origin Analysis

Top Origin 2.2.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8401.01 (DuPage, IL))	8409.11 (DuPage, IL)	478	Shop	65	13.6%	Private Auto	231	48.3%	-	-	-
			Work	-	-	Auto	247	51.7%	-	-	-
			Eat	19	4.0%	Public Transit	-	-	-	-	-
			Home	16	3.4%	Taxi/TNC	-	-			
			Errands	65	13.6%						
			Lodging (hotels etc.)	42	8.8%						
			Recreation	75	15.7%						
			Other	41	8.6%						
			Social	155	32.4%						

Figure 74p: Destination Origin Analysis

Top Origin 2.2.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8401.01 (DuPage, IL))	8046.03 (Cook, IL)	371	Shop	241	65.0%	Private Auto	278	74.9%	554.0: Elgin - Woodfield	1	100.0%
			Work	20	5.4%	Auto	90	24.3%	MD-W: Milwaukee West	1	100.0%
			Eat	46	12.4%	Public Transit	1	0.3%	-	-	-
			Home	15	4.0%	Taxi/TNC	2	0.54%			
			Errands	12	3.2%						
			Lodging (hotels etc.)	10	2.7%						
			Recreation	23	6.2%						
			Other	2	0.5%						
			Social	2	0.5%						

Figure 74q: Destination Origin Analysis

Top Origin 2.3.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8409.06 (DuPage, IL))	8447.01 (DuPage, IL)	308	Shop	37	12.0%	Private Auto	208	67.5%	-	-	-
			Work	2	0.6%	Auto	98	31.8%	-	-	-
			Eat	52	16.9%	Public Transit	-	-	-	-	-
			Home	13	4.2%	Taxi/TNC	2	0.65%			
			Errands	17	5.5%						
			Lodging (hotels etc.)	26	8.4%						
			Recreation	13	4.2%						
			Other	-	-						
			Social	148	48.1%						

Figure 74r: Destination Origin Analysis

Top Origin 2.3.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8409.06 (DuPage, IL))	8442.02 (DuPage, IL)	284	Shop	55	19.4%	Private Auto	132	46.5%	313.0: St. Charles Rd.	1	50.0%
			Work	-	-	Auto	150	52.8%	301.0: Roosevelt Road	1	50.0%
			Eat	18	6.3%	Public Transit	2	0.7%	-	-	-
			Home	12	4.2%	Taxi/TNC	-	-			
			Errands	15	5.3%						
			Lodging (hotels etc.)	3	1.1%						
			Recreation	62	21.8%						
				7	2.5%						
			Social	112	39.4%						

Figure 74s Destination Origin Analysis

Top Origin 2.3.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8409.06 (DuPage, IL))	8429 (DuPage, IL)	195	Shop	63	32.3%	Private Auto	169	86.7%	UP-W: Union Pacific West	1	100.0%
			Work	1	0.5%	Auto	25	12.8%	-	-	-
			Eat	17	8.7%	Public Transit	1	0.5%	-	-	-
			Home	5	2.6%	Taxi/TNC	-	-			
			Errands	4	2.1%						
			Lodging (hotels etc.)	15	7.7%						
			Recreation	46	23.6%						
			Other	39	20.0%						
			Social	3	1.5%						

Figure 74t: Destination Origin Analysis

Top Origin 3.1.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8446.01 (DuPage, IL))	8402.01 (DuPage, IL)	930	Shop	131	14.1%	Private Auto	428	46.0%	MD-W: Milwaukee West	3	100.0%
			Work	12	1.3%	Auto	493	53.0%	301.0: Roosevelt Road	1	33.0%
			Eat	114	12.3%	Public Transit	3	0.3%	331.0: Cumberland - 5th Avenue	1	33.0%
			Home	9	1.0%	Taxi/TNC	-	-			
			Errands	323	34.7%						
			Lodging (hotels etc.)	52	5.6%						
			Recreation	96	10.3%						
			Other	2	0.2%						
			Social	191	20.5%						

Figure 74u: Destination Origin Analysis

Top Origin 3.1.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8446.01 (DuPage, IL))	8159 (Cook, IL)	846	Shop	160	18.9%	Private Auto	657	77.7%	318.0: West North Avenue	7	100.0%
			Work	1	0.1%	Auto	176	20.8%	301.0: Roosevelt Road	5	50.0%
			Eat	114	12.3%	Public Transit	10	1.2%	307.0: Harlem	1	10.0%
			Home	40	4.7%	Taxi/TNC	1	0.36%			
			Errands	100	11.8%						
			Lodging (hotels etc.)	58	6.9%						
			Recreation	17	2.0%						
			Other	43	5.1%						
			Social	270	31.9%						

Figure 74v: Destination Origin Analysis

Top Origin 3.1.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8446.01 (DuPage, IL))	8456.01 (DuPage, IL)	790	Shop	104	13.2%	Private Auto	506	64.1%	322.0: Cermak Road - 22nd St.	7	87.5%
			Work	2	0.3%	Auto	274	34.7%	834.0: Joliet - Downers Grove	2	25.0%
			Eat	82	10.4%	Public Transit	8	1.0%	-	-	-
			Home	40	4.7%	Taxi/TNC	1	0.25%			
			Errands	58	7.3%						
			Lodging (hotels etc.)	58	7.3%						
			Recreation	-	-						
			Other	105	13.3%						
			Social	347	43.9%						

Figure 74w: Destination Origin Analysis

Top Origin 3.2.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8429 (DuPage, IL)	8409.11 (DuPage, IL)	262	Shop	24	9.2%	Private Auto	209	79.8%	-	-	-
			Work	6	2.3%	Auto	52	19.8%	-	-	-
			Eat	13	5.0%	Public Transit	-	-	-	-	-
			Home	41	15.6%	Taxi/TNC	1	0.38%			
			Errands	23	8.8%						
			Lodging (hotels etc.)	24	9.2%						
			Recreation	41	15.6%						
			Other	13	5.0%						
			Social	75	28.6%						

Figure 74x: Destination Origin Analysis

Top Origin 3.2.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8429 (DuPage, IL)	8447.01 (DuPage, IL)	217	Shop	11	5.1%	Private Auto	166	76.5%	715.0: Central DuPage	2	100.0%
			Work	-	-	Auto	49	22.6%	-	-	-
			Eat	18	8.3%	Public Transit	2	0.9%	-	-	-
			Home	2	0.9%	Taxi/TNC	-	-			
			Errands	48	22.1%						
			Lodging (hotels etc.)	17	7.8%						
			Recreation	67	30.9%						
			Other	11	5.1%						
			Social	43	19.8%						

Figure 74y: Destination Origin Analysis

Top Origin 3.2.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8429 (DuPage, IL)	8456.01 (DuPage, IL)	181	Shop	18	9.6%	Private Auto	126	69.6%	-	-	-
			Work	-	-	Auto	55	30.4%	-	-	-
			Eat	20	11.0%	Public Transit	-	-	-	-	-
			Home	16	8.8%	Taxi/TNC	-	-			
			Errands	12	6.6%						
			Lodging (hotels etc.)	6	3.3%						
			Recreation	-	-						
			Other	28	15.5%						
			Social	81	44.8%						

Figure 74z: Destination Origin Analysis

Top Origin 3.3.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8446.02 (DuPage, IL)	8403.04 (DuPage, IL)	250	Shop	83	33.2%	Private Auto	207	82.8%	301.0: Roosevelt Road	1	100.0%
			Work	1	0.4%	Auto	40	16.0%	-	-	-
			Eat	47	18.8%	Public Transit	1	0.4%	-	-	-
			Home	24	9.6%	Taxi/TNC	2	0.80%			
			Errands	13	5.2%						
			Lodging (hotels etc.)	3	1.2%						
			Recreation	65	26.0%						
			Other	-	-						
			Social	13	5.2%						

Figure 74aa: Destination Origin Analysis

Top Origin 3.3.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8446.02 (DuPage, IL)	8456.01 (DuPage, IL)	241	Shop	35	14.5%	Private Auto	170	70.5%	322.0: Cermak Road - 22nd St.	1	50.0%
			Work	-	-	Auto	69	28.6%	313.0: St. Charles Rd.	1	50.0%
			Eat	38	15.8%	Public Transit	2	0.8%	-	-	-
			Home	22	9.1%	Taxi/TNC	-	-			
			Errands	10	4.2%						
			Lodging (hotels etc.)	3	1.2%						
			Recreation	-	-						
			Other	26	10.8%						
			Social	107	44.4%						

Figure 74ab: Destination Origin Analysis

Top Origin 3.3.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8446.02 (DuPage, IL)	8114.01 (Cook, IL)	211	Shop	38	18.0%	Private Auto	169	80.1%	301.0: Roosevelt Road	2	66.7%
			Work	-	-	Auto	39	18.5%	303.0: Forest Park - Rosemont	1	33.3%
			Eat	16	7.6%	Public Transit	3	1.4%	UP-W: Union Pacific West	1	33.3%
			Home	10	4.7%	Taxi/TNC	-	-			
			Errands	16	7.6%						
			Lodging (hotels etc.)	5	2.4%						
			Recreation	32	15.2%						
			Other	24	11.2%						
			Social	70	33.2%						

Figure 74ac: Destination Origin Analysis

Top Origin 4.1.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8179 (Cook, IL)	2516 (Cook, IL)	290	Shop	8	2.8%	Private Auto	232	80.0%	Green Line	3	75.0%
			Work	1	0.3%	Auto	49	16.9%	307.0: Harlem	1	25.0%
			Eat	5	1.7%	Public Transit	5	1.7%	322.0: Cermak Road - 22nd St.	1	25.0%
			Home	86	29.7%	Taxi/TNC	4	1.38%			
			Errands	49	16.9%						
			Lodging (hotels etc.)	8	2.8%						
			Recreation	23	7.9%						
			Other	-	-						
			Social	110	37.9%						

Figure 74ad: Destination Origin Analysis

Top Origin 4.1.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8179 (Cook, IL)	2508 (Cook, IL)	157	Shop	67	43.2%	Private Auto	129	83.2%	72: North	5	71.4%
			Work	1	0.7%	Auto	18	11.6%	308.0: Medical Center	4	57.1%
			Eat	10	6.5%	Public Transit	7	4.5%	318.0: West North Avenue	3	42.9%
			Home	-	-	Taxi/TNC	1	0.65%			
			Errands	9	5.8%						
			Lodging (hotels etc.)	1	0.6%						
			Recreation	20	12.9%						
			Other	11	7.1%						
			Social	36	23.2%						

Figure 74ae: Destination Origin Analysis

Top Origin 4.1.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
(8179 (Cook, IL)	8114.01 (Cook, IL)	143	Shop	20	14.0%	Private Auto	91	63.6%	331.0: Cumberland - 5th Avenue	5	71.4%
			Work	1	0.7%	Auto	51	35.7%	-	-	-
			Eat	12	8.4%	Public Transit	1	0.7%	-	-	-
			Home	16	11.2%	Taxi/TNC	-	-			
			Errands	5	3.5%						
			Lodging (hotels etc.)	1	0.7%						
			Recreation	31	21.7%						
			Other	14	9.8%						
			Social	43	30.1%						

Figure 74af: Destination Origin Analysis

Top Origin 4.2.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8162 (Cook, IL)	8144 (Cook, IL)	228	Shop	35	15.4%	Private Auto	118	51.8%	315.0: Austin Boulevard	4	50.0%
			Work	1	0.4%	Auto	102	44.7%	305.0: East Roosevelt	1	12.5%
			Eat	27	11.8%	Public Transit	8	3.5%	322.0: Cermak Road - 22nd St.	1	12.5%
			Home	8	3.5%	Taxi/TNC	-	-			
			Errands	67	29.4%						
			Lodging (hotels etc.)	28	12.3%						
			Recreation	15	6.6%						
			Other	16	7.0%						
			Social	30	13.2%						

Figure 74ag: Destination Origin Analysis

Top Origin 4.2.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8162 (Cook, IL)	8145 (Cook, IL)	227	Shop	68	30.0%	Private Auto	110	48.5%	315.0: Austin Boulevard	4	66.7%
			Work	1	0.4%	Auto	111	48.9%	309.0: Lake Street	3	50.0%
			Eat	72	31.7%	Public Transit	6	2.6%	318.0: West North Avenue	3	50.0%
			Home	6	2.6%	Taxi/TNC	-	-			
			Errands	31	13.7%						
			Lodging (hotels etc.)	12	5.3%						
			Recreation	10	4.4%						
			Other	26	11.5%						
			Social	1	0.4%						

Figure 74ah: Destination Origin Analysis

Top Origin 4.2.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8162 (Cook, IL)	8152 (Cook, IL)	224	Shop	76	33.9%	Private Auto	133	59.4%	331.0: Cumberland - 5th A...	1	100.0%
			Work	-	-	Auto	89	39.7%	-	-	-
			Eat	35	15.6%	Public Transit	1	0.4%	-	-	-
			Home	8	3.6%	Taxi/TNC	1	0.40%			
			Errands	16	7.1%						
			Lodging (hotels etc.)	24	10.7%						
			Recreation	9	4.0%						
			Other	26	11.6%						
			Social	30	13.4%						

Figure 74ai: Destination Origin Analysis

Top Origin 4.3.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8168 (Cook, IL)	8135 (Cook, IL)	150	Shop	4	2.9%	Private Auto	89	65.0%	313.0: St. Charles Rd.	1	100.0%
			Work	-	-	Auto	47	34.3%	-	-	-
			Eat	3	2.2%	Public Transit	1	0.7%	-	-	-
			Home	9	6.6%	Taxi/TNC	-	-			
			Errands	5	3.7%						
			Lodging (hotels etc.)	19	13.9%						
			Recreation	2	1.5%						
			Other	-	-						
			Social	95	69.3%						

Figure 74aj: Destination Origin Analysis

Top Origin 4.3.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8168 (Cook, IL)	8402.01 (DuPage, IL)	107	Shop	32	29.9%	Private Auto	27	25.2%	-	-	-
			Work	3	2.8%	Auto	80	74.8%	-	-	-
			Eat	12	11.2%	Public Transit	-	-	-	-	-
			Home	3	2.8%	Taxi/TNC	-	-			
			Errands	10	9.4%						
			Lodging (hotels etc.)	-	-						
			Recreation	13	12.1%						
			Other	8	7.5%						
			Social	26	24.3%						

Figure 74ak: Destination Origin Analysis

Top Origin 4.3.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8168 (Cook, IL)	7704 (Cook, IL)	91	Shop	35	38.5%	Private Auto	37	40.7%	-	-	-
			Work	19	20.9%	Auto	53	58.2%	-	-	-
			Eat	6	6.6%	Public Transit	-	-	-	-	-
			Home	6	6.6%	Taxi/TNC	1	1.10%			
			Errands	8	8.8%						
			Lodging (hotels etc.)	-	-						
			Recreation	9	9.9%						
			Other	6	6.6%						
			Social	2	2.2%						

Figure 74al: Destination Origin Analysis

Top Origin 5.1	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
9800 (Cook, IL)	Central Business District	2,000	Shop	149	9.3%	Private Auto	1,060	53.2%	Blue Line	309	97.5%
			Work	688	34.5%	Auto	431	21.6%	223.0: Elk Grove - Rosemont CTA Station	7	2.2%
			Eat	148	7.4%	Public Transit	317	15.9%	66: Chicago	5	1.6%
			Home	823	41.2%	Taxi/TNC	186	9.32%			
			Errands	33	1.7%						
			Lodging (hotels etc.)	4	0.2%						
			Recreation	45	2.3%						
			Other	12	0.6%						
			Social	23	1.2%						

Figure 74am: Destination Origin Analysis

Top Origin 5.2	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8120 (Cook, IL)	Central Business District	1,230	Shop	57	4.6%	Private Auto	549	44.7%	Green Line	132	46.6%
			Work	902	73.4%	Auto	344	28.0%	UP-W: Union Pacific West	131	46.3%
			Eat	62	5.0%	Public Transit	283	23.0%	Blue Line	17	6.0%
			Home	82	6.7%	Taxi/TNC	53	4.31%			
			Errands	14	1.1%						
			Lodging (hotels etc.)	6	0.5%						
			Recreation	23	1.9%						
			Other	59	4.8%						
			Social	6	0.5%						

Figure 74an: Destination Origin Analysis

Top Origin 5.3	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8123.01 (Cook, IL)	Central Business District	1,059	Shop	158	15.0%	Private Auto	598	56.7%	Green Line	115	76.7%
			Work	510	48.4%	Auto	284	26.9%	UP-W: Union Pacific West	33	22.0%
			Eat	119	11.3%	Public Transit	150	14.2%	20: Madison	1	0.7%
			Home	58	5.5%	Taxi/TNC	22	2.09%			
			Errands	63	6.0%						
			Lodging (hotels etc.)	13	1.2%						
			Recreation	59	5.6%						
			Other	45	4.3%						
			Social	20	1.9%						

Figure 74ao: Destination Origin Analysis

Top Origin 5.4	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8142 (Cook, IL)	Central Business District	994	Shop	57	5.7%	Private Auto	573	57.6%	Pink Line	36	41.9%
			Work	567	57.0%	Auto	305	30.7%	60: Blue Island/26th	22	25.6%
			Eat	55	5.5%	Public Transit	86	8.7%	BNSF: Burlington Northern	20	23.2%
			Home	125	12.6%	Taxi/TNC	30	3.02%			
			Errands	25	2.5%						
			Lodging (hotels etc.)	1	0.1%						
			Recreation	23	2.3%						
			Other	2	0.2%						
			Social	6	0.6%						

Figure 74ap: Destination Origin Analysis

Top Origin 5.5	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8152 (Cook, IL)	Central Business District	913	Shop	47	5.2%	Private Auto	433	47.4%	BNSF: Burlington Northern	207	82.8%
			Work	675	73.9%	Auto	217	23.8%	Pink Line	26	10.4%
			Eat	64	7.0%	Public Transit	250	27.4%	Green Line	11	4.4%
			Home	45	4.9%	Taxi/TNC	13	1.42%			
			Errands	15	1.6%						
			Lodging (hotels etc.)	2	0.2%						
			Recreation	17	1.9%						
			Other	5	0.5%						
			Social	12	1.3%						

Figure 74aq: Destination Origin Analysis

Top Origin 5.5	Study Area Destination	Trip Volume	Trip Reason			Travel Mode			Transit Options		
			Reason	# of Trips	% of Trips	Mode	# of Trips	% of Trips	Transit Route	# of Trips	% of Trips
8161 (Cook, IL)	Central Business District	903	Shop	133	14.7%	Private Auto	548	60.7%	Green Line	57	41.9%
			Work	438	48.5%	Auto	210	23.3%	Blue Line	30	22.1%
			Eat	168	18.6%	Public Transit	136	15.1%	307.0: Harlem	27	19.9%
			Home	34	3.8%	Taxi/TNC	9	1.00%			
			Errands	28	3.1%						
			Lodging (hotels etc.)	10	1.1%						
			Recreation	45	5.0%						
			Other	4	0.5%						
			Social	25	2.8%						

APPENDIX D

COST ESTIMATE TABLES

Biesterfield Road

Figure 75: Biesterfield Road Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Heated shelter w/ real time display	6' x 16'. Includes bench	EACH	2	$44,000	$88,000	$-	$88,000
20.01	Trash receptacle		EACH	2	$1,500	$3,000	$-	$3,000
20.01	Bus curb	Attached to face of platform	EACH	2	$800	$1,600	$-	$1,600
20.01	Platform	20' x 12.5' x 6" x 2 concrete pad on grade	SQ FT	500	$100	$50,000	$5,000	$55,000
20.01	Tactile Warning Plate	20' x 2' x 2	SQ FT	80	$50	$4,000	$400	$4,400
20.01	Railing	Back of platform x 2	LF	120	$200	$24,000	$-	$24,000
20.01	Wayfinding Signage	Route map, area map, and 1 sign at each stop	EACH	6	$1,000	$6,000	$600	$6,600
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	2	$50,000	$100,000	$10,000	$110,000
40.02	Lighting	Light roadway in vicinity of stations	L SUM	1	$100,000	$100,000	$10,000	$110,000
40.02	Electrical Service	To serve real time display, heated shelter, heated platform, lighting	EACH	2	$15,000	$30,000	$3,000	$33,000
40.02	Stormwater Management		L SUM	1	$100,000	$100,000	$10,000.0	$110,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	1443	$65	$93,795	$9,379.5	$103,175
40.06	Sidewalk	Necessary 5' sidewalk for station viability	SQ FT	400	$30	$12,000	$1,200	$13,200
40.06	Bike rack	Inverted U bike parking	EACH	4	$800	$3,200	$-	$3,200
40.06	Landscaping	Grass restoration	L SUM	1	$30,000	$30,000	$3,000.0	$33,000
40.07	Bus Pad	12' x 60' x 2 concrete pad	SQ FT	1,440	$100	$144,000	$14,400	$158,400
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$100,000	$100,000	$10,000.0	$110,000
							Subtotal	**$966,575**
							90 Unallocated Contingency (25%)	**$241,644**
							Total Estimated Construction Cost	**$1,209,000**
							Escalation to 2033 (3%)	**$1,531,525***

*If a station on I-290 is chosen, costs could range from $20M-$30M depending on what agency is responsible for Biesterfield Road Bridge and I-290 widening.

Irving Park Road

Figure 76: Irving Park Road Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Headhouse	Two at Irving Park Road. 25' x 25'	SQ FT	1250	$500	$625,000	$-	$625,000
20.01	Headhouse Support Structure	Columns, structural deck	SQ FT	1250	$225	$281,250	$-	$281,250
20.01	Heated shelter w/ real time display	6' x 16'	EACH	2	$44,000	$88,000	$-	$88,000
20.01	Trash receptacle		EACH	2	$1,500	$3,000	$-	$3,000
20.01	Bus curb	Attached to face of platform	EACH	2	$800	$1,600	$-	$1,600
20.01	Platform	60' x 12.5' x 12" x 2 concrete platform on grade	SQ FT	1,500	$100	$150,000	$15,000	$165,000
20.01	Tactile Warning Plate	60' x 2' x 2	SQ FT	240	$50	$12,000	$1,200	$13,200
20.01	Wayfinding Signage	Route map, area map, signs to Metra station	EACH	8	$1,000	$8,000	$800	$8,800
20.01	Security Cameras	CCTV system around the site and platforms	L SUM	1	$250,000	$250,000	$25,000	$275,000
20.01	Headhouse Security	Remote door locks, etc	L SUM	1	$50,000	$50,000	$5,000	$55,000
20.01	Public Announcement System	Includes signage	EACH	2	$20,000	$40,000	$4,000	$44,000
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	1	$500,000	$500,000	$50,000	$550,000
40.02	Lighting	Relocate roadway lighting and add station lighting	L SUM	1	$280,000	$280,000	$28,000	$308,000
40.02	Electrical Service	To serve CCTV, real time display, heated shelter, heated platform, lighting	EACH	2	$40,000	$80,000	$8,000	$88,000
40.02	Stormwater Management		L SUM	1	$500,000	$500,000	$50,000.0	$550,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	928	$65	$60,320	$6,032.0	$66,352
40.05	Barrier Metal Panel Screen	9' tall screening traffic from platform	SQ FT	1080	$50	$54,000	$5,400	$59,400
40.05	Ramp between bridge and platform	6' x 300' * 2 concrete deck on columns with railing	SQ FT	3,600	$125	$450,000	$90,000	$540,000
40.05	Ramp Enclosure	Includes roof and partial height glazing 12' x 60' * 2 + 6' x 300' x 2	SQ FT	5,040	$140	$705,600	$70,560	$776,160
40.06	Bike rack	Inverted U bike parking	EACH	4	$800	$3,200	$-	$3,200
40.07	Convert Shoulder to Bus Tarmac	2-12' lanes, 460' long plus 550' approach pavement	SQ FT	13,240	$100	$1,324,000	$132,400	$1,456,400
40.07	Barrier Wall	New wall to separate station and expressway. Both sides.	LF	920	$300	$276,000	$41,400	$317,400
40.07	Widen I-290	Create separation from traffic. 12' widening, 460' long plus 2 x 1000' tapers	SQ FT	25,040	$300	$7,512,000	$1,126,800	$8,638,800
40.07	Bridge Retrofit	Create barrier and fence opening	L SUM	1	$55,000	$55,000	$5,500	$60,500
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$500,000	$500,000	$50,000.0	$550,000
							Subtotal	**$14,617,812**
							90 Unallocated Contingency (25%)	**$3,654,453**
							Total Cost	**$18,273,000**
							Escalation to 2033 (3%)	**$23,148,000**

Addison Road

Figure 77: Addison Road Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Headhouse	On grade at Addison Road. One on each side. 25' x 25' x 2	SQ FT	1250	$500	$625,000	$-	$625,000
20.01	Heated shelter w/ real time display	6' x 16'	EACH	2	$44,000	$88,000	$-	$88,000
20.01	Trash receptacle		EACH	2	$1,500	$3,000	$-	$3,000
20.01	Bus curb	Attached to face of platform	EACH	2	$800	$1,600	$-	$1,600
20.01	Platform	120' x 12.5' x 12" x 2 concrete platform on grade	SQ FT	3,000	$100	$300,000	$30,000	$330,000
20.01	Tactile Warning Plate	120' x 2' x 2	SQ FT	480	$50	$24,000	$2,400	$26,400
20.01	Wayfinding Signage	Route map, area map, signs to greenway	EACH	8	$1,000	$8,000	$800	$8,800
20.01	Security Cameras	CCTV system around the site and platforms	L SUM	1	$250,000	$250,000	$25,000	$275,000
20.01	Headhouse Security	Remote door locks, etc	L SUM	1	$50,000	$50,000	$5,000	$55,000
20.01	Public Announcement System	Includes signage	EACH	2	$20,000	$40,000	$4,000	$44,000
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	2	$100,000	$200,000	$20,000	$220,000
40.02	Lighting	New station lighting	L SUM	1	$100,000	$100,000	$10,000	$110,000
40.02	Electrical Service	To serve CCTV, real time display, heated shelter, heated platform, lighting	EACH	2	$20,000	$40,000	$4,000	$44,000
40.02	Stormwater Management		L SUM	1	$500,000	$500,000	$50,000.0	$550,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	19,134	$65	$1,243,710	$124,371.0	$1,368,081
40.05	Barrier Metal Panel Screen	9' tall on 120' platform x 2	SQ FT	2160	$50	$108,000	$10,800	$118,800
40.05	Ramp between grade and platform	12' x 150' * 2 double back concrete slab with retaining walls	SQ FT	3,600	$75	$270,000	$54,000	$324,000
40.05	Ramp Enclosure	Includes roof and partial height glazing 12' x 120' * 2 + 12' x 150' x 2	SQ FT	6,480	$140	$907,200	$90,720	$997,920
40.06	Bike rack	Inverted U bike parking	EACH	8	$800	$6,400	$-	$6,400
40.06	Addison Road/Byron Avenue	Stripe Crosswalks, add signal	EACH	1	$200,000	$200,000	$20,000	$220,000
40.06	Landscaping	Grass restoration	L SUM	1	$30,000	$30,000	$3,000.0	$33,000
40.07	Convert Shoulder to Bus Tarmac	Paved median bridge approaches - 500' long	SQ FT	12,000	$100	$1,200,000	$120,000	$1,320,000
40.07	Bridge Reconstruction	Replace exist bridges and close median	SQ FT	33,600	$250	$8,400,000	$1,260,000	$9,660,000
40.07	Entrance gate	Prevent errant vehicles from entering station	EACH	2	$50,000	$100,000	$15,000	$115,000
40.07	Barrier Wall	Wall between station and traffic lanes	LF	480	$300	$144,000	$14,400	$158,400
40.07	Widen I-290	60' median is 14' widening. 7' each side. 500' long tapers at bridge approaches	SQ FT	7,000	$300	$2,100,000	$315,000	$2,415,000
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$500,000	$500,000	$50,000.0	$550,000
							Subtotal	**$19,042,401**
							90 Unallocated Contingency (25%)	**$4,760,600**
							Total Cost	**$23,804,000**
							Escalation to 2033 (3%)	**$30,155,000**

York Street

Figure 78: York Street Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Heated shelter w/ real time display	6' x 16'	EACH	1	$44,000	$44,000	$-	$44,000
20.01	Trash receptacle		EACH	1	$1,500	$1,500	$-	$1,500
20.01	Bus curb	Attached to face of platform	EACH	1	$800	$800	$-	$800
20.01	Platform	60' x 12.5' x 12" concrete platform on grade	SQ FT	750	$100	$75,000	$7,500	$82,500
20.01	Tactile Warning Plate	60' x 2'	SQ FT	120	$50	$6,000	$600	$6,600
20.01	Railing	Back of platform	LF	80	$200	$16,000	$1,600	$17,600
20.01	Wayfinding Signage	Route map, area map, and 2 signs	EACH	4	$1,000	$4,000	$400	$4,400
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	1	$50,000	$50,000	$5,000	$55,000
40.02	Lighting	Light station	L SUM	1	$100,000	$100,000	$10,000	$110,000
40.02	Electrical Service	To serve real time display, heated shelter, heated platform, lighting	EACH	1	$20,000	$20,000	$2,000	$22,000
40.02	Stormwater Management		L SUM	1	$400,000	$400,000	$40,000.0	$440,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	943	$65	$61,295	$6,129.5	$67,425
40.04	Environmental mitigation	Wetlands, Floodplains	L SUM	1	$75,000	$75,000	$7,500.0	$82,500
40.06	Bike rack	Inverted U bike parking	EACH	2	$800	$1,600	$-	$1,600
40.06	Pedestrian Crossing	Crosswalk across Lake Street	EACH	1	$4,000	$4,000	$-	$4,000
40.06	Sidewalk	Necessary 5' sidewalk for station viability	SQ FT	6000	$30	$180,000	$18,000	$198,000
40.06	Landscaping	Grass restoration, Trees, Shrubs around station	L SUM	1	$100,000	$100,000	$10,000.0	$110,000
40.07	Bus Pad	12' x 60' concrete pad	SQ FT	720	$100	$72,000	$7,200	$79,200
40.07	Approach to Bus Pad	12' x 500' concrete pavement including tapers	SQ FT	6,000	$30	$180,000	$36,000	$216,000
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$200,000	$200,000	$20,000.0	$220,000
							Subtotal	**$1,763,125**
							90 Unallocated Contingency (25%)	**$440,781**
							Total Cost	**$2,204,000**
							Escalation to 2033 (3%)	**$2,792,000**

Elmhurst/Berkeley

Figure 79: Elmhurst/Berkeley Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Headhouse	On grade below I-290. One on each side. 25' x 25' x 2	SQ FT	1250	$500	$625,000	$-	$625,000
20.01	Heated shelter w/ real time display	6' x 16'	EACH	2	$44,000	$88,000	$-	$88,000
20.01	Trash receptacle		EACH	2	$1,500	$3,000	$-	$3,000
20.01	Bus curb	Attached to face of platform	EACH	2	$800	$1,600	$-	$1,600
20.01	Platform	60' x 12.5' x 12" x 2 concrete platform on grade	SQ FT	1,500	$100	$150,000	$15,000	$165,000
20.01	Tactile Warning Plate	60' x 2' x 2	SQ FT	240	$50	$12,000	$1,200	$13,200
20.01	Railing	Back of platform x 2	LF	160	$40	$6,400	$640	$7,040
20.01	Wayfinding Signage	Route map, area map, signs to Metra station	EACH	8	$1,000	$8,000	$800	$8,800
20.01	Security Cameras	CCTV system around the site and platforms	L SUM	1	$250,000	$250,000	$25,000	$275,000
20.01	Headhouse Security	Remote door locks, etc	L SUM	1	$50,000	$50,000	$5,000	$55,000
20.01	Public Announcement System	Includes signage	EACH	2	$20,000	$40,000	$4,000	$44,000
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	2	$200,000	$400,000	$40,000	$440,000
40.02	Lighting	Additional roadway lighting, new station lighting, and underpass lighting	L SUM	1	$220,000	$220,000	$22,000	$242,000
40.02	Electrical Service	To serve CCTV, real time display, heated shelter, heated platform, lighting	EACH	2	$20,000	$40,000	$4,000	$44,000
40.02	Stormwater Management		L SUM	1	$500,000	$500,000	$50,000.0	$550,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	4009	$65	$260,585	$26,058.5	$286,644
40.05	Barrier Metal Panel Screen	9' tall on 60' platform x 2 on front of barrier wall between traffic and station	SQ FT	1080	$50	$54,000	$5,400	$59,400
40.05	Ramp between grade and platform	6' x 300' * 2 concrete slab with retaining walls	SQ FT	3,600	$110	$396,000	$79,200	$475,200
40.05	Ramp Enclosure	Includes roof and partial height glazing 12' x 60' * 2 + 6' x 300' x 2	SQ FT	5,040	$140	$705,600	$70,560	$776,160
40.06	Bike rack	Inverted U bike parking	EACH	6	$800	$4,800	$-	$4,800
40.06	Landscaping	Grass restoration, Trees/Shrubs below	L SUM	1	$80,000	$80,000	$8,000.0	$88,000
40.06	Shared use Path	Necessary 10' path for station access	SQ FT	23000	$30	$690,000	$69,000	$759,000
40.07	Bus Tarmac	2-12' shoulder reconstruction plus approach pavement - 460' long	SQ FT	11,040	$30	$331,200	$49,680	$380,880
40.07	Barrier Wall	New wall to separate station and expressway. Both sides.	LF	920	$300	$276,000	$41,400	$317,400
40.07	Widen I-290	Create separation from traffic. 12' widening, 460' long plus 2 x 1000' tapers	SQ FT	25,040	$300	$7,512,000	$1,126,800	$8,638,800
40.07	Noise Wall	Replace existing on west side	SQ FT	8280	$75	$621,000	$93,150	$714,150
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$500,000	$500,000	$50,000.0	$550,000
							Subtotal	**$14,987,074**
							90 Unallocated Contingency (25%)	**$3,746,768**
							Total Cost	**$18,734,000**
							Escalation to 2033 (3%)	**$23,732,000**

Mannheim Road

Figure 80: Mannheim Road Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Heated shelter w/ real time display	6' x 16'	EACH	2	$44,000	$88,000	$-	$88,000
20.01	Trash receptacle		EACH	2	$1,500	$3,000	$-	$3,000
20.01	Bus curb	Attached to face of platform	EACH	2	$800	$1,600	$-	$1,600
20.01	Platform	60' x 12.5' x 12" x 2 concrete platform on grade	SQ FT	1,500	$100	$150,000	$15,000	$165,000
20.01	Tactile Warning Plate	60' x 2' x 2	SQ FT	240	$50	$12,000	$1,200	$13,200
20.01	Railing	Back of platform x 2	LF	120	$200	$24,000	$2,400	$26,400
20.01	Wayfinding Signage	Route map, area map, and 1 sign at each stop	EACH	6	$1,000	$6,000	$600	$6,600
20.01	Security Cameras	CCTV system around the site and platforms	L SUM	1	$125,000	$125,000	$12,500	$137,500
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	2	$100,000	$200,000	$20,000	$220,000
40.02	Lighting	Light roadway in vicinity of stations	L SUM	1	$100,000	$100,000	$10,000	$110,000
40.02	Electrical Service	To serve real time display, heated shelter, heated platform, lighting	EACH	2	$20,000	$40,000	$4,000	$44,000
40.02	Stormwater Management		L SUM	1	$100,000	$100,000	$10,000.0	$110,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	12614	$65	$819,910	$81,991.0	$901,901
40.06	Bike rack	Inverted U bike parking	EACH	6	$800	$4,800	$-	$4,800
40.06	Sidewalk	Necessary 5' sidewalk for station viability	SQ FT	7320	$30	$219,600	$21,960	$241,560
40.06	Crosswalk	Across Mannheim at north ramp	LF	145	$6	$870	$174	$1,044
40.06	Landscaping	Grass restoration	L SUM	1	$30,000	$30,000	$3,000.0	$33,000
40.07	Bus Tarmac	2-12' lanes plus approach pavement - 520' long	SQ FT	12,480	$30	$374,400	$56,160	$430,560
40.07	Bus-Only Access Road	From EB ramp to parking lot. 12' x 300'	SQ FT	3600	$100	$360,000	$72,000	$432,000
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$300,000	$300,000	$30,000.0	$330,000
							Subtotal	**$3,300,165**
							90 Unallocated Contingency (25%)	**$825,041**
							Total Cost	**$4,126,000**
							Escalation to 2033 (3%)	**$5,227,000**

S. 5th Avenue

Figure 81: S. 5th Avenue Cost Estimate

COST CATEGORY	ITEM	DESCRIPTION	UNIT	QTY	UNIT COST	BASE YEAR DOLLARS W/O CONTINGENCY	BASE YEAR DOLLARS ALLOCATED CONTINGENCY	BASE YEAR DOLLARS TOTAL
20.01	Heated shelter w/ real time display	6' x 16'	EACH	2	$44,000	$88,000	$-	$88,000
20.01	Trash receptacle		EACH	2	$1,500	$3,000	$-	$3,000
20.01	Bus curb	Attached to face of platform	EACH	2	$800	$1,600	$-	$1,600
20.01	Platform	20' x 12.5' x 6" x 2 concrete pad on grade	SQ FT	500	$100	$50,000	$5,000	$55,000
20.01	Tactile Warning Plate	20' x 2' x 2	SQ FT	80	$50	$4,000	$400	$4,400
20.01	Railing	Back of platform x 2	LF	120	$200	$24,000	$2,400	$26,400
20.01	Wayfinding Signage	Route map, area map, and 1 sign at each stop	EACH	6	$1,000	$6,000	$600	$6,600
40.01	Demolition, Clearing, Earthwork	Includes erosion control	EACH	2	$50,000	$100,000	$10,000	$110,000
40.02	Lighting	Light roadway in vicinity of stations	L SUM	1	$100,000	$100,000	$10,000	$110,000
40.02	Electrical Service	To serve real time display, heated shelter, heated platform, lighting	EACH	2	$20,000	$40,000	$4,000	$44,000
40.02	Stormwater Management		L SUM	1	$80,000	$80,000	$8,000.0	$88,000
40.03	Haz. Mat'l	Removal of contaminated soil. Assume 12" deep is Non-Special Waste	CU YD	54	$65	$3,510	$351.0	$3,861
40.06	Bike rack	Inverted U bike parking	EACH	2	$800	$1,600	$-	$1,600
40.06	Crosswalks	High Visibility	EACH	2	$1,000	$2,000	$-	$2,000
40.06	Landscaping	Grass restoration	L SUM	1	$1,500	$1,500	$150.0	$1,650
40.07	Bus Pad	12' x 60' x 2 concrete pad	SQ FT	1,440	$60	$86,400	$12,960	$99,360
40.08	Temp facilities	Traffic control, construction fence	L SUM	1	$125,000	$125,000	$12,500.0	$137,500
							Subtotal	**$782,971**
							90 Unallocated Contingency (25%)	**$195,743**
							Total Cost	**$979,000**
							Escalation to 2029 (3%)	**$1,102,000**

PACE SUBURBAN BUS

PACE SUBURBAN BUS IS THE PREMIER PUBLIC TRANSPORTATION PROVIDER SERVING THE SUBURBAN AREAS OF THE CHICAGO METROPOLITAN REGION. IT OPERATES FIXED-ROUTE BUSES, PARATRANSIT SERVICES, AND VANPOOLS.

Pace's service area covers over 3,500 square miles, spanning Cook, DuPage, Kane, Lake, McHenry, and Will counties. It provides more than 100 fixed-route bus services, including local routes, express services, and the Pulse rapid transit network. Pace also offers ADA-compliant paratransit services and various vanpool programs for residents seeking to travel throughout the region. Additionally, it partners with Metra and CTA to facilitate seamless transfers, improving regional mobility for millions of riders annually. In recent years, Pace has expanded its express bus services along major highways, utilizing flex lanes and dedicated bus-on-shoulder programs to reduce travel times. Future plans include further integration with emerging transportation technologies and additional transit-friendly infrastructure projects.