

DuPage County

Division of Transportation



LONG RANGE TRANSPORTATION PLAN

DECEMBER, 2021

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Chapter 1

Existing Conditions

This chapter provides an overview of recent trends and existing conditions on the transportation network in DuPage County. The conditions discussed include socioeconomic trends, traffic volumes and commute flows, asset condition, safety, and access to alternative modes of transportation. Overall, this chapter provides a baseline of the strengths and challenges that must be considered and balanced with anticipated future needs in DuPage County.

As noted in the Introduction, DuPage County is made up of many mature, suburban communities. Similar to other suburban communities, the DuPage County population is made up of largely high- to middle-class income households with an average of two to three vehicles per household. This contributes to a high average of vehicle miles driven per household/person compared to more urban counterparts.

The transportation network expanded between 1985 and 2005, to support the strong population and employment growth. The County now has a large transportation network with limited room for capacity expansion and substantial maintenance needs. With these factors in mind, the County will need to prioritize investment in maintenance and improving system efficiencies.

In addition, although population growth has slowed, changes in population needs and growth in the surrounding counties continues to place new demands on the system. Balancing investment in vehicle capacity with investment in alternative modes of transportation will be an important part of meeting future mobility needs in a county with limited room for capacity increases, an aging population, and growing equity concerns.

1.1 Socioeconomics

1.1.1 Population Growth and Trends

DuPage County underwent significant population growth between 1980 and 2000 when the population increased from approximately 660,000 to 900,000, an increase of 36 percent or 1.6 percent per year.¹ Thus, the transportation network grew to meet those quickly growing demands. Growth has since slowed. Between 2000 and 2015 the population increased to 930,000, an increase of 3 percent or 0.2 percent per year.² As the more mature County entered the 21st century, growth trends and transportation needs changed. Population growth slowed, employment and commute trends changed, the proportion of residents over the age of 65 grew, and the population became more economically and ethnically diverse. These socioeconomic changes indicate a shift in mobility needs including increased dependency on alternative modes of transportation.

¹ U.S. Census data 1990 and 2000

² U.S. Census data 1990 and American Community Survey data 2015

As the population rapidly increased, so did the County's roadway network. Between 1980 and 2000, DuPage County constructed approximately 263 new lane-miles of road— an increase of 42 percent³. The combination of roadway widening and development along corridors resulted in many roadways and intersections reaching existing right-of-way (ROW) and environmental limits. With little remaining expansion opportunity on many of its corridors, the County began to focus on enhancement and state of good repair projects. Between 2000 and 2015, the County constructed only 75 additional lane-miles, an increase of 8 percent. The primary focus of investment instead pivoted to maintaining the existing system in a state of good repair and providing strategic system enhancements. These enhancements included active alternatives such as sidewalks and multi-use paths.

DuPage County has historically had relatively high per capita household income when compared to Illinois and the overall United States. In 2014, DuPage County's median household income was about \$79,000, which is nearly 40 percent higher than the state median of about \$57,000 and about 48 percent higher than the national median of about \$53,500.⁴ However, DuPage County has seen an increase in the number of residents below the poverty line. An estimated 7.1 percent of the population was under the poverty line in 2014, up from nearly 3 percent in 1990.⁵ In addition, the number of persons in DuPage County with a disability continues to grow such that almost 1 in 12 DuPage County residents (about 73,000) in 2018 had a recognized disability.⁶ Part of the increase in disabilities in the County can be explained by an aging population. An estimated 13 percent of residents (or 120,000) are over 65 years of age in DuPage County, up from 9 percent in 1990.⁷ These sociodemographic shifts present new challenges to DuPage County's transportation system by introducing additional diverse mobility needs.

Similar to other counties in the region, DuPage County's population is becoming more ethnically diverse. In 1990 DuPage County's population was over 88 percent white; in 2015, it is estimated to be 78 percent white.⁸ New immigrants are the greatest source of population growth, as over 14 percent of DuPage County's residents are foreign-born.

1.1.2 Land Uses

Changing Land Use Patterns

Understanding land use patterns in DuPage County is critical for understanding current and potential future travel patterns. The County's existing highway network was designed and built around the development and population growth patterns that emerged over the second half of the 20th century. Since then, many of the development patterns have changed, contributing to a potential shift in transportation needs within the County over the next 10 to 20 years.

Development in DuPage County began with farms and homesteads. Much of the County's current arterial highway network began as dirt roads that connected farms with towns. Communities

³ A lane-mile is defined as one mile of one lane of pavement, twelve feet in width.

⁴ American Community Survey data

⁵ American Community Survey data

⁶ U.S. Census data and American Community Survey data

⁷ *ibid*

⁸ *ibid*

soon began to emerge that were centered on the three major rail lines to and from Chicago. The 20th century brought the automobile and a much more mobile population. Communities continued to grow but farms and country homesteads turned into retail and housing developments. Interstate highway construction from 1950 through 1990 contributed I-290, I-294, I-88, and I-355 to the County network. These major routes and their interchanges with county and state arterials allowed commercial office, industrial, and warehousing developers to capitalize on the mobile suburban population. By the 21st century, land available for development became limited and growth slowed. Development patterns shifted from new development of unused land to redevelopment of existing uses, often with increases in density.

As a mature county with most of its land developed, DuPage County is faced with new challenges including:

- Limited right-of-way available for roadway capacity increases.
- Environmental challenges, including increased flooding challenges due more volume of impermeable surfaces, and a changing climate.
- Aging housing stock and infrastructure.

The challenge of the next 10 to 20 years will be working with communities to adapt to changing mobility needs as a new suburban landscape emerges.

Existing Distribution of Land Uses

As shown in **Figure 1- 1**, the predominant land use in DuPage County is single family residential, comprising 32 percent of the County's total acreage. Residential growth is largely related to higher density single family and multifamily dwelling buildouts on smaller parcels or redeveloping older dilapidated commercial units. Currently there are more than 360,000 residential units ⁹ (**Table 1- 1**). Open space and transportation/utilities land uses are the second and third largest, accounting for 21 and 19 percent of the acreage, respectively. Transportation and utilities include facilities such as roadways, power lines, and water towers. It also indicates there is little undeveloped space (4 percent) available for future uses meaning development is more likely to reuse underutilized residential and commercial areas. The County is already seeing these trends transforming vacant or closed retail space into residential density in some downtown areas through mixed use developments.

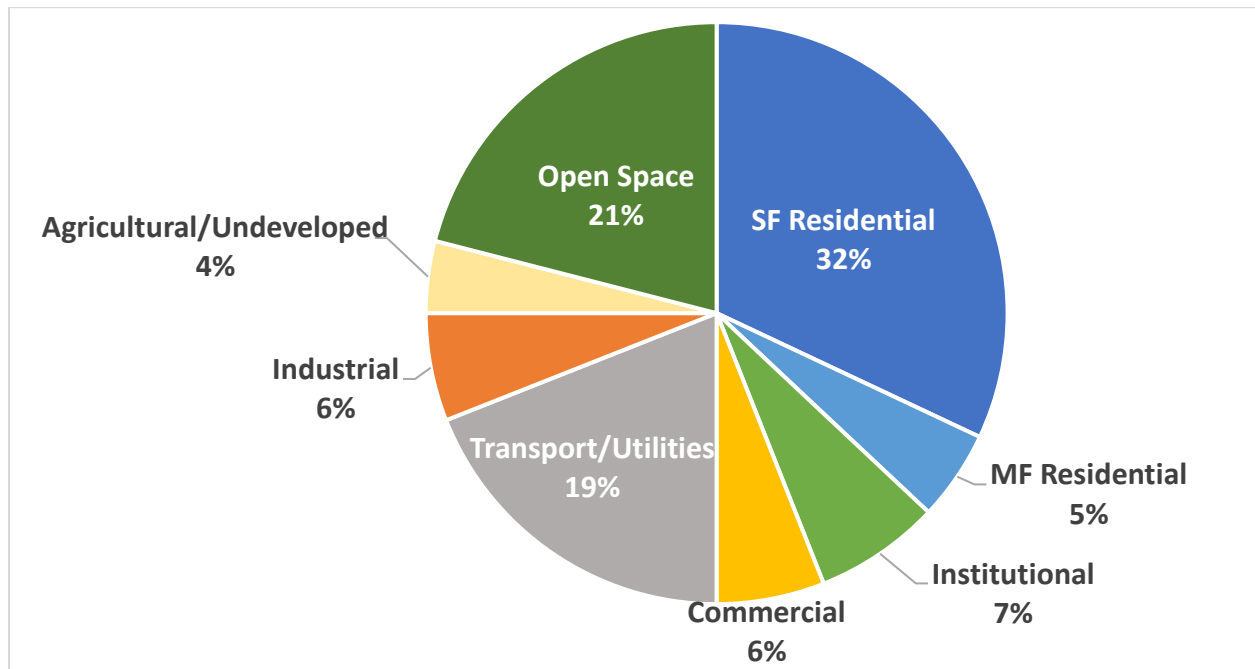
Industrial clusters are primarily located in the northeast corner of the County with clusters in Addison, Bensenville, Wood Dale, and Elk Grove Village. These clusters support freight and logistics movements to and from O'Hare International Airport (O'Hare) and the surrounding economy. Other major industrial corridors in the County include IL 390, Gary Avenue, Lemont Road, Stearns Road, Munger Road, Kress Road, and Fabyan Parkway in West Chicago. Warehouse clusters in Aurora are located along Ferry Road and Eola Road.

Commercial uses are clustered along major corridors throughout DuPage County, including the I-88 and I-355 Tollways. Commercial retail and office space now exceed 150 million square feet in

⁹ U.S. Census, American Community Survey, 2018.

DuPage County. New commercial office and retail building is expected to slow over the next 20 years due to changing retail and work environments and commercial retail mall and strip center developments will likely undergo major changes.

The major institutional uses in DuPage County are the Argonne National Laboratory in Lemont and Fermilab in Batavia. Universities dot the landscape of DuPage County and include College of DuPage in Glen Ellyn, Benedictine University, Wheaton College, Elmhurst University, and North Central College.



Source: DuPage County 2009 Land Use Analysis and Trends and DuPage County FY 2017 Financial Plan, 2016

Figure 1- 1. DuPage County Land Uses as a Percent of Total Acreage in 2016

Table 1- 1. DuPage County Housing Occupancy

	2000	2010	2018
Total housing units	335,600	356,200	361,400
Occupied housing units	325,600	337,100	345,700
Vacant housing units	10,000	19,000	15,700
Vacancy rate	3.0%	5.3%	4.3%
Owner-occupied housing units	248,800	251,800	252,200
Renter-occupied housing units	76,800	85,300	93,500

Source: US Census Bureau 2000 and 2010 Census, American Community Survey 2018

Open space is distributed throughout the County and is mostly owned by the DuPage County Forest Preserve District and local park districts. Much of this land is environmentally sensitive.

DuPage Forest Preserve, DuPage County, and its communities see these lands as valuable assets and will continue to work to protect, enhance, and connect these properties.

1.1.3 Commute Flows and Modes

Commuting to and from work is one of the most dominant travel purposes on the roadway network. Although non-work trips account for more total daily and weekly trips on the system, the commute trip impacts all segments of the network because work trips are generally longer—averaging more than 30 minutes or 10 miles—and occur in concentrated time periods in the morning and evening.

Over 900,000 daily commute trips start or end in DuPage County. As illustrated in **Source: U.S. Census Bureau. LEHD Origin-Destination Employment Statistics data (2002-2018). Washington, D.C.**

Figure 1- 2, the largest proportion of these trips is residents from outside counties headed to a work location in DuPage County (47 percent). Another 30 percent of trips are DuPage County residents headed to jobs in another county. The remaining 23 percent are trips that remain within DuPage County.

As presented in **Table 1- 2**, the most common destination/origin for DuPage County-based work trips is Cook County, accounting for 44 percent of total trips. Another 18 percent of trips occur between DuPage and Will County or DuPage and Kane County. Of the remaining 15 percent, the most common destination is Lake County, IL (3 percent of total trips). All other counties account for less than 2 percent of commute trips made to or from DuPage County.

Table 1- 2. DuPage County Work Trips, 2017-2018 Average Daily Trips by County

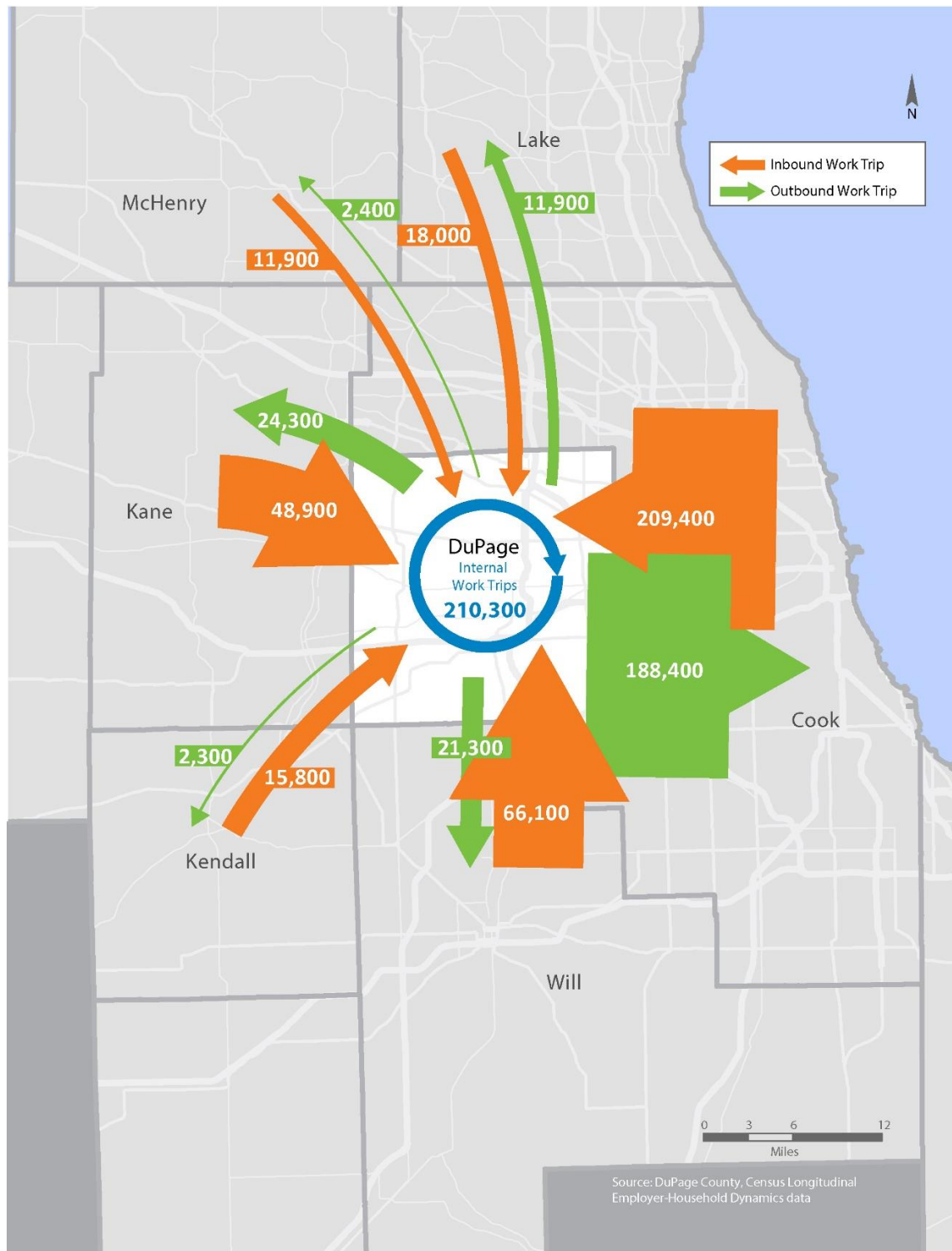
To/From	Trips	Percent
Within DuPage County	210,300	23%
Cook County	397,800	44%
Will County	87,300	10%
Kane County	73,300	8%
Other Counties	140,600	15%
Total	909,300	

Source: U.S. Census Bureau, Center for Economic Studies, LEHD, 2017-2018

DuPage County roadways carry a significant portion of regional trips between surrounding counties, trips not captured in **Table 1- 2**. As the region continues to grow, these through trips will grow and DuPage County roadways will play an increasing role in moving goods and people through the region and state.

The majority (82 percent) of commutes are made alone via personal vehicle.¹⁰ Of the remaining 18 percent of commute trips: 7 percent are made via carpool, 8 percent are made via transit, and

¹⁰ CMAP Community Profile, DuPage County. June 2020 Release.



Source: U.S. Census Bureau. LEHD Origin-Destination Employment Statistics data (2002-2018). Washington, D.C.

Figure 1- 2. DuPage County Daily Work Trips, 2017



3 percent use other methods, such as taxi, walk, or bicycle. Most of the commute-to-work trips are those headed into Cook County. Transit trips comprise 20 percent of commuter trips from DuPage into Cook County. Conversely, only 2 percent of Cook County residents commuting to DuPage County do so via transit. Alternate modes of travel (walking, biking, taxi, etc.) are most common for trips that remain within DuPage County. This mode accounts for 12 percent of commute trips within DuPage County.

1.2. Transportation Systems

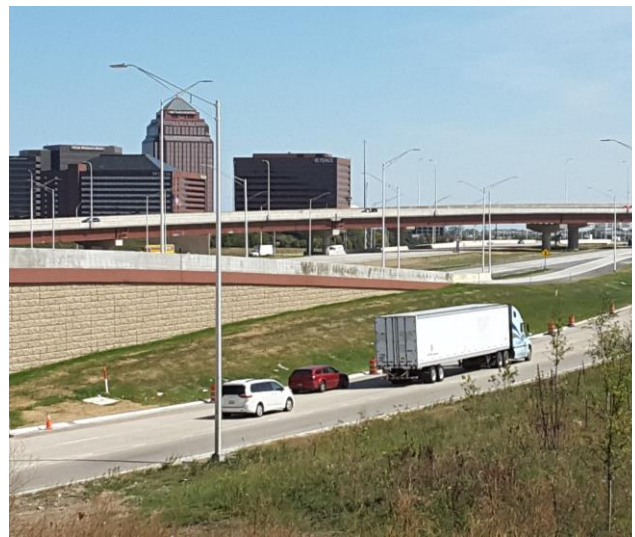
This section provides an overview of DuPage County's transportation network to better understand the needs of the existing system. It also evaluates trends over time to better understand if the condition of the transportation system is improving or deteriorating. Special attention is given to the facilities that DuPage County Department of Transportation (DuDOT) owns and maintains, but the section also examines other systems, including transit and freight, to provide a holistic picture of DuPage County's network.

1.2.1 Highways

Figure 1- 3 presents the highways in DuPage County by jurisdiction. DuPage County shares a border with three adjacent counties (Cook, Kane, and Will) and is connected to these adjacent counties and the northeastern Illinois region by a series of freeways and tollways, arterial routes, and collector roadways. There are five interstate routes through the County providing regional connections for DuPage County and the majority of these are tolled.

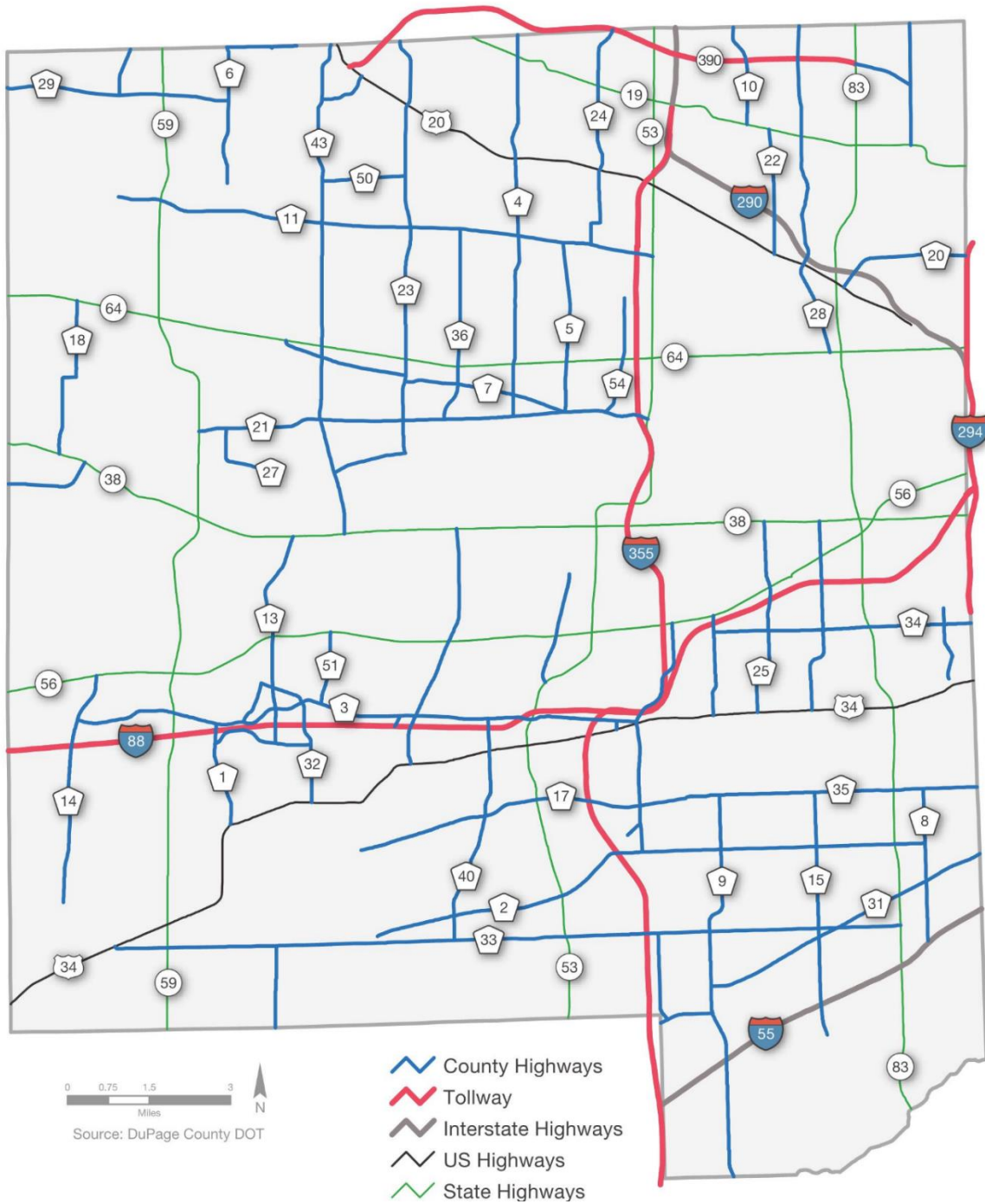
There are over 3,870 lane-miles of highway in DuPage County which carry over 24,000,000 vehicle miles traveled (VMT) each day. Of the 3,870 miles, the Illinois Department of Transportation (IDOT) owns and maintains approximately 1,100 lane-miles of roadways (including Interstates, U.S. routes, state routes, and unmarked routes). DuDOT owns and maintains 970 lane-miles of roadways and municipalities own and maintain 1,400 lane-miles of roadways. Townships also own and maintain several hundred lane-miles of roadways. A great majority of daily VMT occur on the IDOT and County systems.

DuPage County-maintained roadways are an important component of the roadway system in the County. DuPage County maintains about 25 percent of the lane miles and 21 percent of the total



Elgin O'Hare (IL 390) Tollway

In 2011, the Illinois Tollway identified the County's Thorndale Avenue corridor as the location for the new IL 390 Tollway. This project, costing an estimated \$3.4 billion and funded through the Tollway's Move Illinois Program, will connect western DuPage County and northwest Cook County with the O'Hare Airport area, I-90 Jane Addams Memorial Tollway, and I-294 Tri-State Tollway. DuPage County has partnered with the Tollway in helping facilitate the design and construction of key pieces of the project through federal grants and in-kind donations of property. This major project is expected to help stimulate the economy of the region and bring over 65,000 new jobs to the corridor.



Source: DuPage County DOT

Figure 1- 3. Highways in DuPage County by Jurisdiction



VMT in DuPage County occurs on DuDOT roadways. DuPage County's system is largely comprised of minor arterials that interconnect and distribute traffic from neighborhoods to the principal intercounty arterials under the jurisdiction of the state and to the state and Tollway interstate highway system. Certain County highways such as 75th Street, Army Trail Road, County Farm Road, Eola Road, Stearns Road, Lemont Road, and Bloomingdale Road are higher functional class arterials that carry a high number of regional trips.

IDOT and the Illinois Tollway maintain all the interstates and major highways in DuPage County. Overall, the two agencies maintain more than one-third of the lane-miles in the County. IDOT maintains about 28 percent of the lane-miles and carries nearly 37 percent of the total VMT. The Illinois Tollway maintains about 10 percent of the lane-miles and carries nearly 24 percent of the VMT as the expressway network provides critical regional connections.

Another third (nearly 36 percent) of the lane miles are maintained by municipalities and townships. These include a range of road types from small local connectors to regionally significant arterials such as Washington Street in Naperville, York Street in Elmhurst, and Schick Road in Bloomingdale.

1.2.2 Non-Motorized Transportation

Non-motorized modes of transportation are a key component of any holistic transportation system, whether used as a primary form of transportation or a means to access public transit. Walking and cycling infrastructure—including sidewalks, trails, and on-street bike facilities—is an important factor in the success of transit, public health, mitigation of traffic congestion, and equity concerns.

Trails and Bikeways

DuPage County is home to an extensive and growing network of pedestrian and bicycle trails. In 2008, the DuPage County Regional Bikeway Plan reported 331 miles of off-road trails and paths in the County, with an additional 99 miles planned. Today, DuPage County boasts well over 500 miles of regional and local bikeways. In addition, 13 pedestrian and bicycle bridges help to make these trails safer and more efficient for use by separating users from busy roadway crossings.

The backbone of DuPage County's bicycle and pedestrian network is the Regional Trail Network, a 216-mile system of primarily off-street trails that provides active transportation options within the County as well as connections to regional destinations. The network is highlighted by the 42-mile Illinois Prairie Path, and the 14-mile Great Western Trail, the country's first successful conversion of an abandoned railroad ROW into a multi-use trail in 1963.¹¹ **Figure 1-4** shows the full regional trail network. Additionally, DuPage County maintains much of the Southern DuPage Regional Trail, a system of multiuse paths within highway ROWs that stretches from Aurora to Burr Ridge.

In addition, approximately 323 miles of shorter local bikeways provide access to local destinations from the longer regional trails. Many of these routes are on-street bike lanes or signed routes, and they fill in the gaps or provide local access to the Regional Trail Network.

¹¹ Illinois Prairie Path Not-for-Profit corporation, "About the Trail." Accessed at www.ipp.org in 2017.

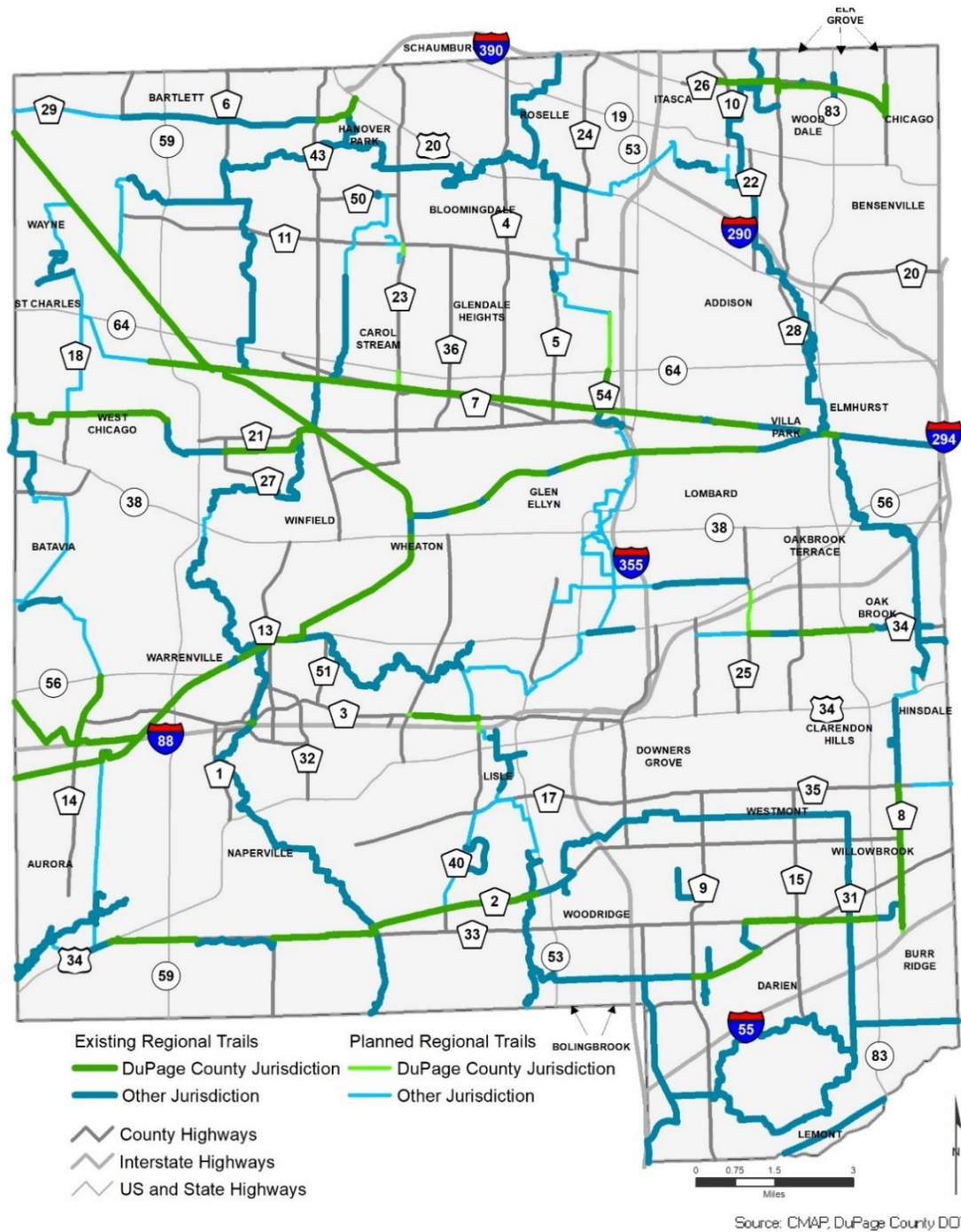


Figure 1- 4. Regional Bikeways in DuPage County

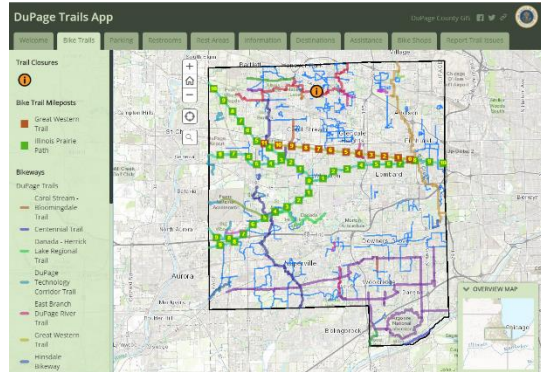


Existing local bikeways are shown along with the regional trails in **Figure 1-4**. Although much of DuPage County is served by either a regional or local bikeway, there are still some communities that have more limited access to bicycle and mixed-use facilities, and both the County and local municipalities continue to work and plan towards improved non-motorized transportation infrastructure.

DuPage Trails App

DuPage County has developed an online mapping application that provides information about the regional and local trail networks. Features include:

- Trail names, mile markers, and surface types
- Popular destinations
- Where to find emergency assistance
- Navigation to any location
- Real-time trail alerts
- Parking lot, restroom, rest area, and information kiosk locations



The application enhances the experience of all trail users, from avid cyclists to those on the occasional stroll, and is compatible with all personal computers, tablets, and smartphones.

Sidewalks and the Pedestrian Environment

DuDOT owns and maintains approximately 220 miles of roadways within the County, many of which are large arterial routes with heavy traffic. In 2004, the County adopted the Healthy Roads Initiative which encouraged DuDOT to develop sidewalks and bike paths where practicable. The County has installed more than 200 miles of sidewalk and almost 40 miles of multiuse path. Approximately 70 percent of County highways currently have sidewalks or multiuse paths on at least one side of the street and DuDOT is actively incorporating pedestrian improvements in each of its engineering contracts.

DuPage County's streets, overall, are considered more walkable than average in the Chicago metropolitan area.¹² According to a CMAP analysis, the majority of DuPage County earned a Pedestrian Environmental Factor (PEF) of four or five, out of five possible points.

In compliance with federal guidance on pedestrian accessibility and safety, DuDOT developed its first ADA Transition Plan. The plan was adopted in early 2020 and describes how the County is complying with the law that governs accessibility to public facilities and buildings. It also establishes goals and procedures for reporting and eliminating barriers to accessibility.

DuPage County has an online ADA complaint form and has begun tracking complaints and specific ADA improvements in compliance with guidelines.

¹² Chicago Metropolitan Agency for Planning, GO TO 2040 Pedestrian Environment Factor analysis

1.3 DuDOT Asset Condition

DuDOT actively tracks and manages the condition of the many assets that comprise its transportation system including pavements, sidewalks and trails, traffic signals and equipment, bridges, walls, storm sewer and drainage assets, communication equipment, and fleet and capital facilities.

1.3.1 Pavement Condition

The County surveys pavement conditions on a 2-year cycle to assess state of good repair. These assessments support annual and multi-year pavement maintenance programs. Pavement is rated according to the Condition Rating Survey (CRS) metric with a scale of 1 (failing) to 9 (new pavement). DuPage County pavement averages a condition rating of 6.36, which is considered good. The County strives to maintain its system in such a way as to not have any pavement in the failing category. The 2019 CRS performance field ratings indicate the pavement conditions are 5 percent poor, 39 percent fair, and 56 percent good or excellent (**Figure 1-5**).

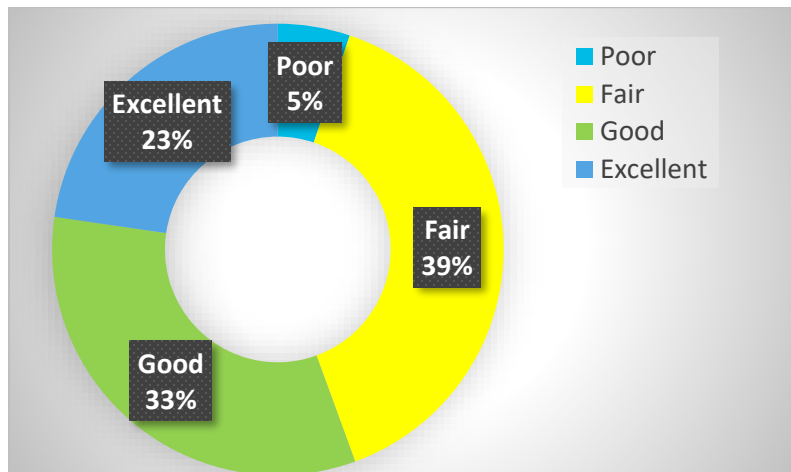


Figure 1-5 DuPage County Highway Pavement Condition, 2019

Source: DuPage County DOT pavement data

Pavement condition is closely related to the age, type of roadway, and its usage. The County's pavement data indicates that the average age of County highway surfaces is about 8 years. DuDOT assesses the condition, roughness, traffic, and truck traffic volumes on a segment. That pavement profile dictates the depth and structural quality of the mix that is used to resurface roads. The County also employs a strategy of crack sealing that extends the life of roadways at a relatively low expense. DuPage County has developed a Pavement Performance Data Model that predicts how roadway pavement segments maintained by the County will degrade over time. This model is used to evaluate the budget needed to repair the roads in the 1- to 5-year time frame.

1.3.2 Bridge Condition

Bridge condition is a primary concern for DuPage County. Each bridge is inspected once every 2 years unless it is in poor condition which then causes the County to inspect annually. Currently, 94 percent of bridges owned by DuPage County are in satisfactory condition.

There are 424 bridges in DuPage County. The majority of these bridges are owned and maintained by IDOT and the Illinois Tollway. DuDOT owns and maintains 50 bridges and has agreements with other agencies to maintain or inspect 33 additional bridges. Of the 50 bridges owned and maintained by DuDOT nine are roadway bridges, 13 are pedestrian bridges, and 28 are stream or drainage feature bridges. 13 DuDOT bridges have an average sufficiency rating of 82 out of 100 with 41 bridges in good condition, six bridges in fair condition, and three load posted bridges with poor sufficiency ratings.¹⁴ A map of the structures owned by DuPage County can be found in **Appendix 1-B**

1.3.3 Traffic Signals

There are 885 traffic signals in DuPage County. The County owns and operates 324 traffic signals and maintains another 10 through agreement. IDOT owns and maintains 309, and municipalities own and maintain 252 signals. Of the DuPage County traffic signals, 85 percent operate as part of a traffic signal interconnect system, as shown in **Figure 1-6**. IDOT and the municipalities also operate their own interconnected systems.

In many cases, interconnect systems will include signals owned and operated by multiple agencies. Together, these traffic signal interconnect systems play a vital role in congestion relief by coordinating the timing of signals. Implementing these interconnected signals is part of a regional effort to reduce congestion, fuel consumption, and greenhouse gas emissions.

DuPage County is currently working to expand Intelligent Transportation Systems around the county to the majority of its signals. This expansion includes extension of fiber optic cable, purchasing new traffic signals and controller computers that support cameras and new communication technologies.

Highland Avenue Bridge



The Highland Avenue bridge repair and roadway resurfacing project rehabilitated a key arterial roadway in DuPage County. This bridge carries more than 40,000 vehicles per day through a busy commercial district. A 2014 inspection report found that the expansion joints and approach slabs of the bridge rated in poor condition and needed immediate attention. To accomplish the repairs in a timely and cost-effective manner, the bridge and roadway needed to be closed to traffic for about six weeks. The bridge repairs and detours were coordinated with Illinois Tollway, IDOT, and the municipalities of Lombard and Downers Grove. The bridge was opened one week ahead of schedule and minimal complaints were received due to County information campaigns.

¹³ DuPage DOT Bridge data

¹⁴ DuPage DOT Bridge data

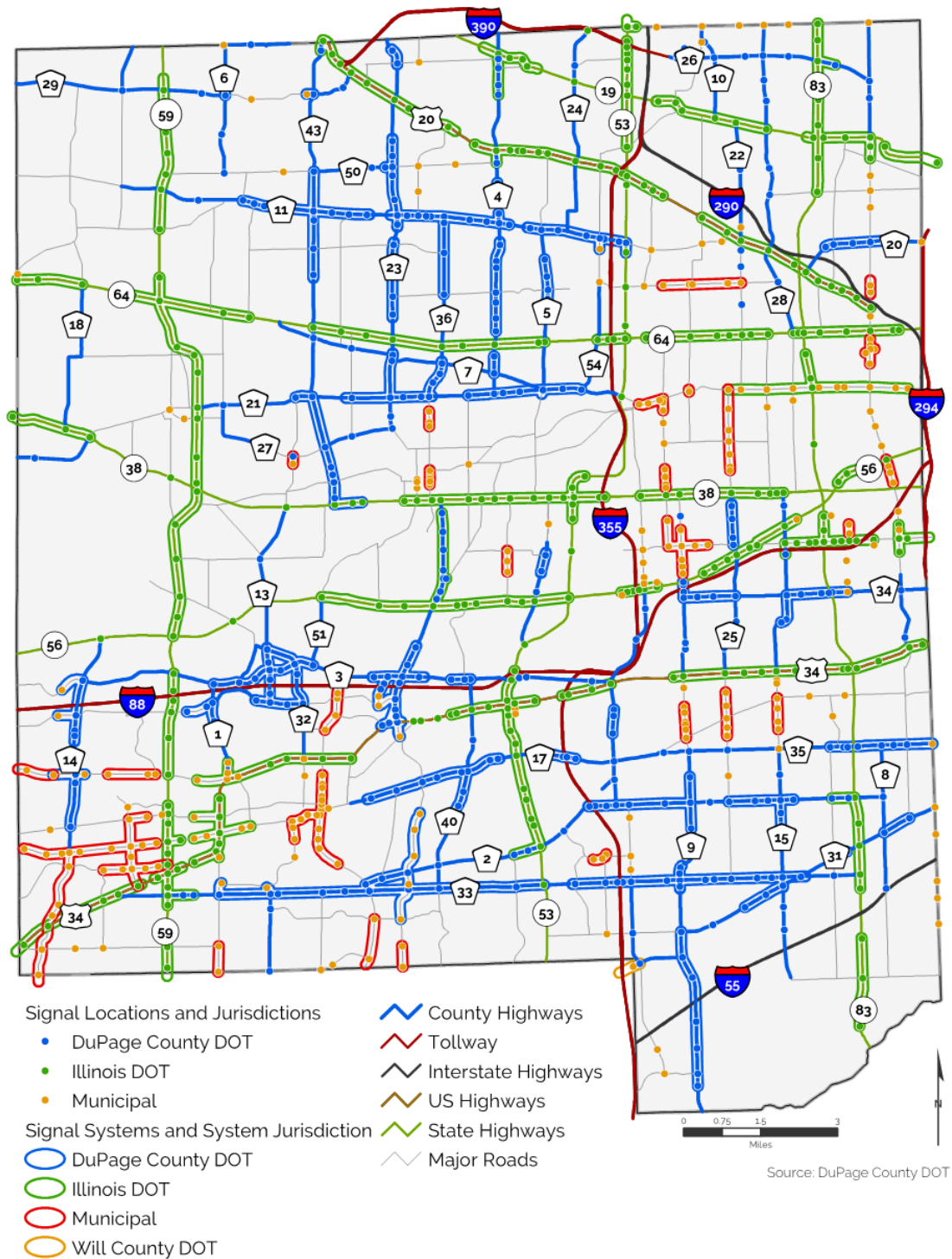


Figure 1- 6. Traffic Signals by Jurisdiction, 2018

Maintaining all of these signals is a 24/7 operation. DuPage County contracts with an electrical maintenance company to make emergency repairs when signals are damaged due to crashes,

weather events or normal wear and tear. Electrical maintenance is a significant contract that handles many issues related to our traffic signal and electrical systems. It is important because it permits qualified technicians to perform emergency repairs to signals, poles, lighting and other signal assets to maintain a safe driving environment.

1.4 System Performance

One of the goals of this plan is to understand where the county highway system performs well and where it needs work. Establishing system performance contributes to the effort of modeling future conditions and building a rational and performance-based program.

The primary ways in which DuDOT evaluates the system are:

- Traffic System Performance
- Motorized and Non-Motorized Safety

1.4.1 Traffic System Performance

Performance is typically quantified using metrics such as traffic delay, volume to capacity ratios, travel time, and other metrics. The County has been active over the last three decades in tracking traffic volumes, speeds, travel times, intersection delays, and highway capacity.

Figure 1-7 shows average daily traffic volume on all major roads in the county. The highest volumes are on the interstate and state routes. On County routes, average daily traffic (ADT) volumes range from 3,000 ADT to over 50,000 ADT, with an average ADT of approximately 24,000. State and Tollway facilities generally handle greater volumes of traffic. State arterials often carry 40-60,000 vehicles per day and at state intersections such as IL 83 at 22nd Street in Oak Brook or IL 83 at IL 64/North Avenue in Elmhurst, intersection volumes often exceed 100,000 vehicles per day.

At many of the major intersections in the County, there is extensive rush hour congestion despite the addition of turn lanes, coordinated signal timing, and other measures. There may be no practical method of relieving further congestion without constructing a costly overpass. At these

DuPage Central Signal System



DuPage County is expanding its traffic operations capabilities through its Central Signal System. The County is building a virtual traffic management center where traffic operations staff can monitor performance of signal systems and emergency situations from within the department offices. Staff will have the ability to make adjustments to systems or to quickly alert partner agencies when there are outages, collisions, or other conditions requiring immediate attention.

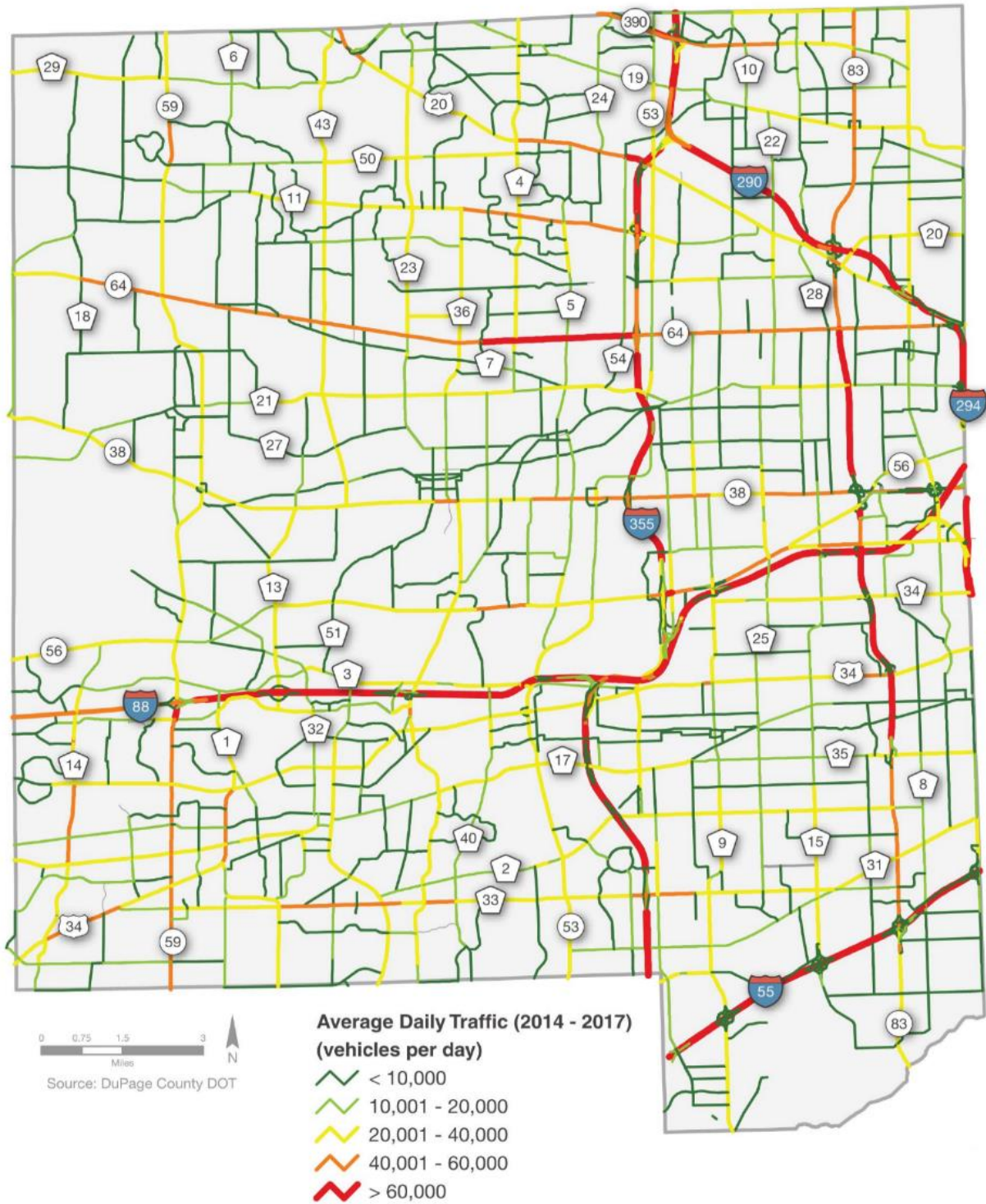


Figure 1-7 Average Daily Traffic All DuPage Systems, 2014-2017

locations, the State and County will need to consider whether the potential benefits of an overpass are worth the cost, impacts, and potential disruption during construction.

DuPage County performs annual traffic system performance studies. At the county scale, DuDOT performs peak hour travel time studies on minor and principal arterial highways of all jurisdictions. At the local level, DuDOT contracts engineering firms to perform signal coordination arterial performance studies that appraise performance in specific corridors and recommend adjustments to signal timing and coordination. **Figure 1-8** demonstrates the peak hour travel time performance index across the county. The travel time index is a measure of the time it takes a vehicle to traverse a segment of road between two intersections. A travel time index of 1 indicates that there is no delay and traffic flows efficiently. A travel time of 2 or more indicates that there is some significant delay in that corridor.

County highways that frequently exceed indices of 2, include the following:

- Eola Road (Diehl Road to New York Street)
- Army Trail Road (Bloomington Road to Gary Avenue)
- Naperville Road (Warrenville Road to US 34/Ogden Avenue)
- Finley Road (North of US 34/Ogden Avenue)
- York Road (North of IL 19/ Irving Park Road)
- 63rd Street (W of Cass Avenue to IL 83)
- Plainfield Road (Lemont Road to IL 83)

These sections include many candidate intersections where the County may focus its funds to provide system enhancements.

1.4.2 Safety

Ensuring safety for all users of the roadway network is the top priority of DuDOT. Safety begins with roads in a state of good repair. Safety statistics are closely tracked by DuDOT and serve as important indicators for how the transportation system is performing and where investment is needed. In addition, DuPage County, IDOT, and FHWA are working together to develop the County's first Long Range Safety Plan. The plan will present the County's safety mission and goals and how the County will approach all aspects of transportation system safety in the future. The plan is anticipated to be completed in 2021.

Figure 1-9 presents severe crash statistics in DuPage County as a 3-year moving average for 2014 to 2018. Severe crashes are defined as crashes that involve a fatality and/or an incapacitating injury to at least one person. The chart shows severe crashes on DuDOT roadways and roadways managed by other agencies in DuPage County. Over the 7-year period, DuPage County averaged more than 15,800 crashes per year. Of those annual crashes, an average of 25 (0.2 percent) were fatal and over 420 (less than 3 percent) involved an incapacitating injury. Recent trends indicate a significant reduction in crashes resulting in fatal and severe injuries. Approximately two-thirds of all crashes occurred at intersections during this period.

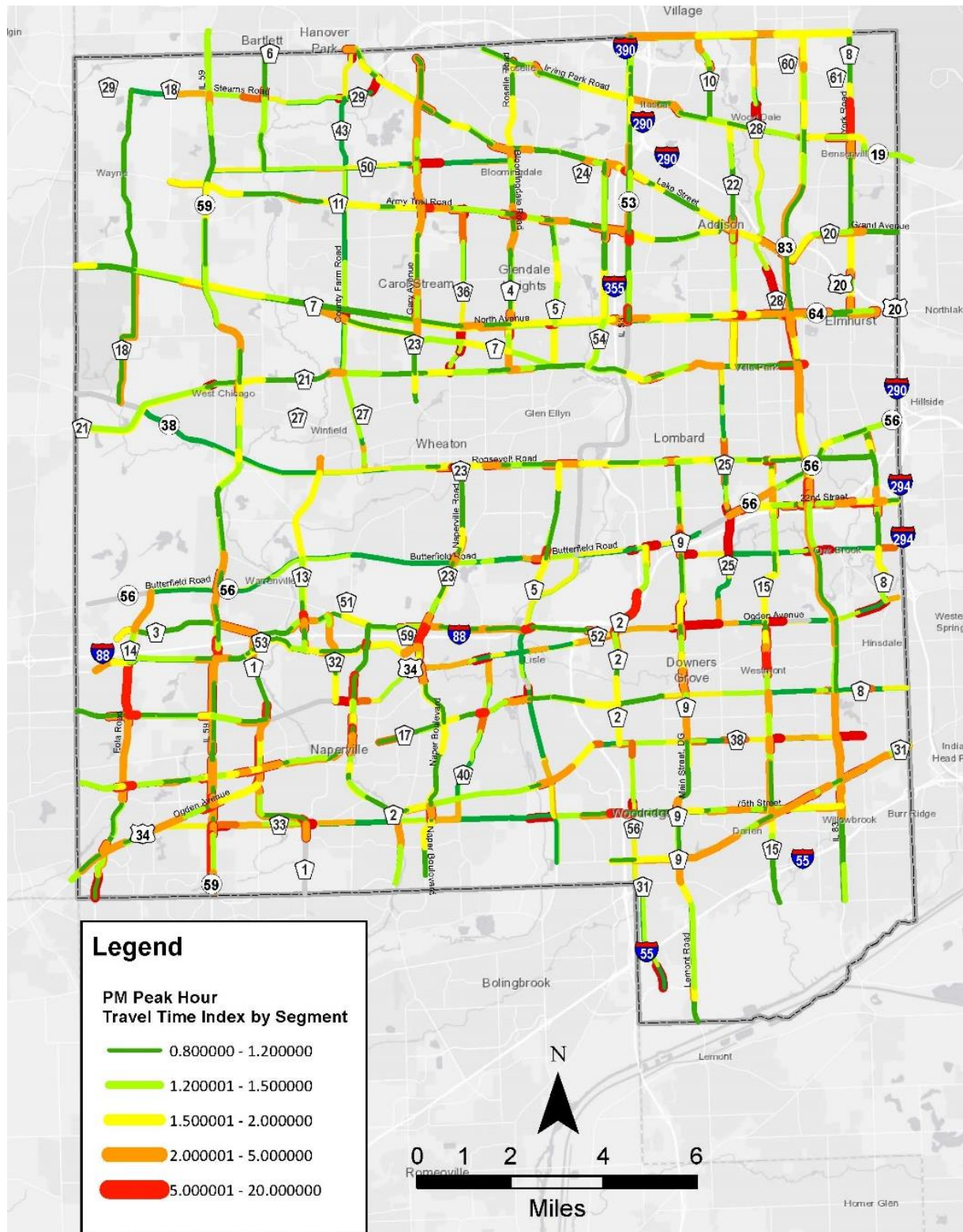
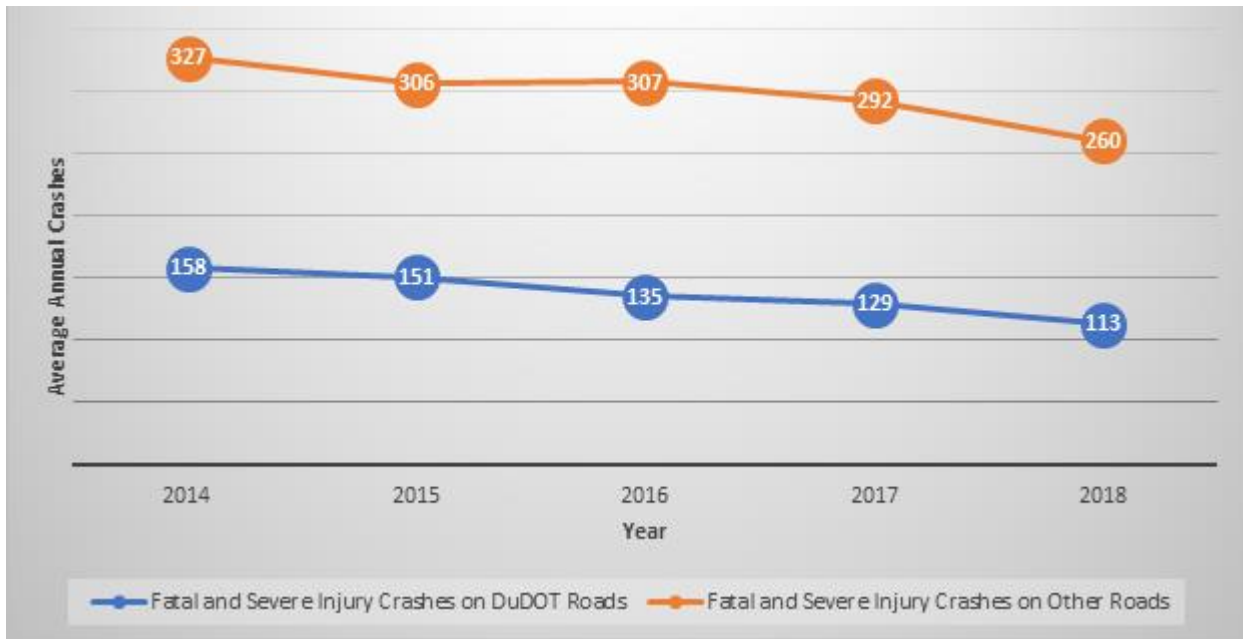


Figure 1-8 Peak Hour Travel Time Indices, 2017-2019



Source: DuPage County DOT crash data, 2009-2018

Note: DuPage County severe crash totals include crashes with incapacitating injuries (vehicle & pedestrian) and fatalities on all jurisdictions (IDOT, Illinois Tollway, County, and local roads). Crash totals reflect both intersection and segment crashes.

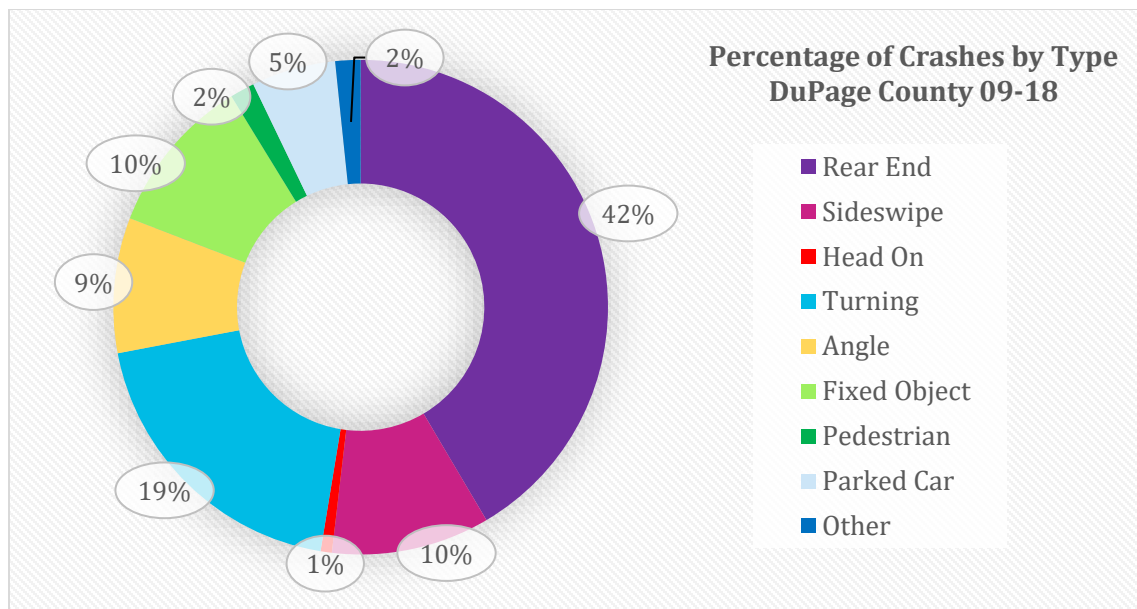
Figure 1-9. Severe Crashes in DuPage County, 2009-2018

DuPage County uses a traffic crash analytical tool to perform preliminary safety assessments. The County reviews crashes by both location and type, then employs this information to determine what solutions will most effectively reduce conflicts. The following sections provide a summary of 2009 to 2018 crashes by type and location in DuPage.

As shown in **Figure 1-10**, the most common crash type in DuPage County is a rear end collision, comprising 42 percent of the total crashes between 2009 and 2018. Rear end crashes are also the most common crash type nationwide and tend to occur in congested/stop and go travel conditions and at signalized intersections.

The second most common is turn/angle accidents, accounting for 28 percent of crashes. This crash type is more common at intersections and is most responsible for injuries or significant property damage. Correcting these types of collisions is one of the County's primary goals.

The County is acutely aware and protective of its most vulnerable traveling populations—pedestrians and bicyclists—and places a high priority on their safety. Over the last 10 years, 59 bicyclists and pedestrians have been killed and 3,000 have been injured across DuPage County. One active effort in improving safety for these users is the investment in updating facilities to meet current Americans with Disabilities Act (ADA) standards. DuPage County completed its first Americans with Disabilities Act Transition Plan in early 2020. In this plan, the county outlines how it is committed to addressing obstacles to access throughout its pedestrian system.



Source: DuPage County DOT Crash data

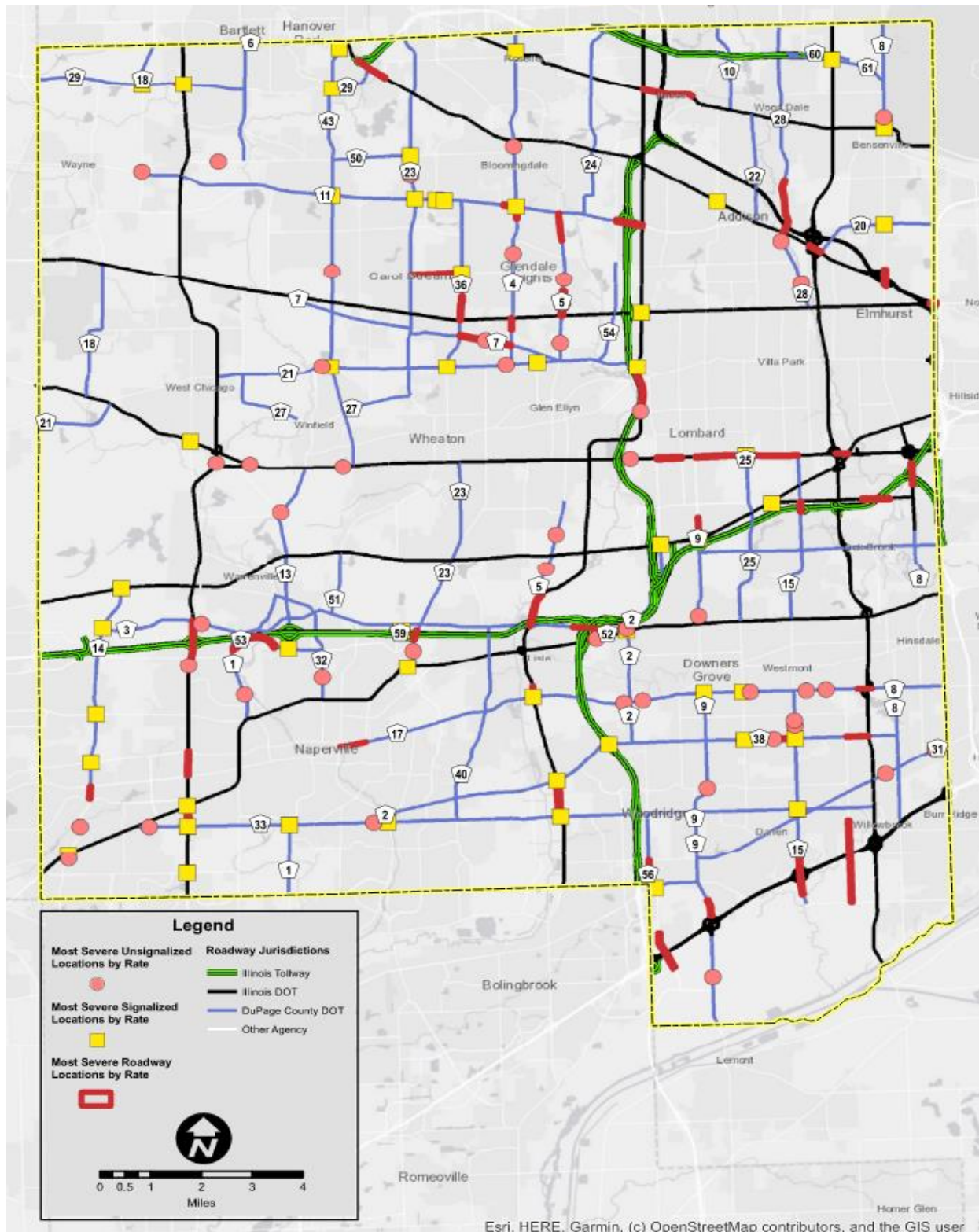
Figure 1- 10. Crashes by Type, All DuPage County Locations 2009-2018

To identify areas with the most immediate need for safety improvements, the County tracks and maps crashes by location. **Figure 1-11** shows high severity crash locations on the DuPage County roadway network, across all jurisdictions, between 2016 and 2018. High crash rates are presented in two categories: crashes on roadway segments and crashes at intersections.

The County reviews all locations, examining each to determine causes and possible corrective actions that can be taken to reduce or eliminate the issues. The County employs a wide variety of solutions including signage, signal modifications, speed reduction, and engineered geometric solutions. For example, two locations—Diehl Road and County Farm Road—had significant run-off-the road incidents with fatalities and severe injuries. DuPage County responded immediately by lowering speed limits, and installing rumble strips, high visibility curve warning signs, lighting, and flashers that alert drivers to the conditions.

1.5 Transit

As noted in the chapter Introduction, to adequately support the diverse needs of a growing and changing population in DuPage County, it is important to provide a range of mobility options. DuPage County residents and people who work in DuPage County do not always have the option to drive a personal vehicle for trips, and some prefer not to drive. For both transit-dependent and elective users of transit, it is vitally important to provide efficient transit services to meet their mobility needs. In addition, transit provides an alternative that reduces the number of overall vehicles on the road, helping to reduce both congestion and pollution.



Source: DuPage County DOT crash data, 2016-2018

Figure 1- 11. Locations with Highest Crash Severity, 2016-2018

DuPage County is served by daily fixed route, commuter shuttle and on demand transit services. There are three Metra commuter transit lines served by 60 fixed PACE bus routes that run through the County (**Figure 1- 12**). In addition to the fixed route services, PACE bus partners with 14 local municipalities and townships to provide Dial-a-Ride services in DuPage County. These services are discussed in more detail in the following sections.

DuPage County adopted the DuPage Area Transit Plan in 2002 and again in 2011. This plan included eight short-term and six long-term recommendations for transit service and operations to connect DuPage County with the region. Four of the eight short-term recommendations are either operating or in process of completion. Long term recommendations have been affected by

recession, ongoing state of good repair backlogs, and unfunded federal mandates – but some of these programs still hold promise in the future¹⁵.

1.5.1 Transit Services

Commuter Rail Service

Metra provides rail services in DuPage County via the Milwaukee District West (MD-W), Union Pacific West (UP-W), and the Burlington Northern Santa Fe (BNSF) lines. This commuter rail service predominantly provides trips to and from downtown Chicago. These services are provided seven days a week with the most frequent options offered during the peak commute hours (weekday mornings and evenings). Approximately half of all trains operate in the peak periods.

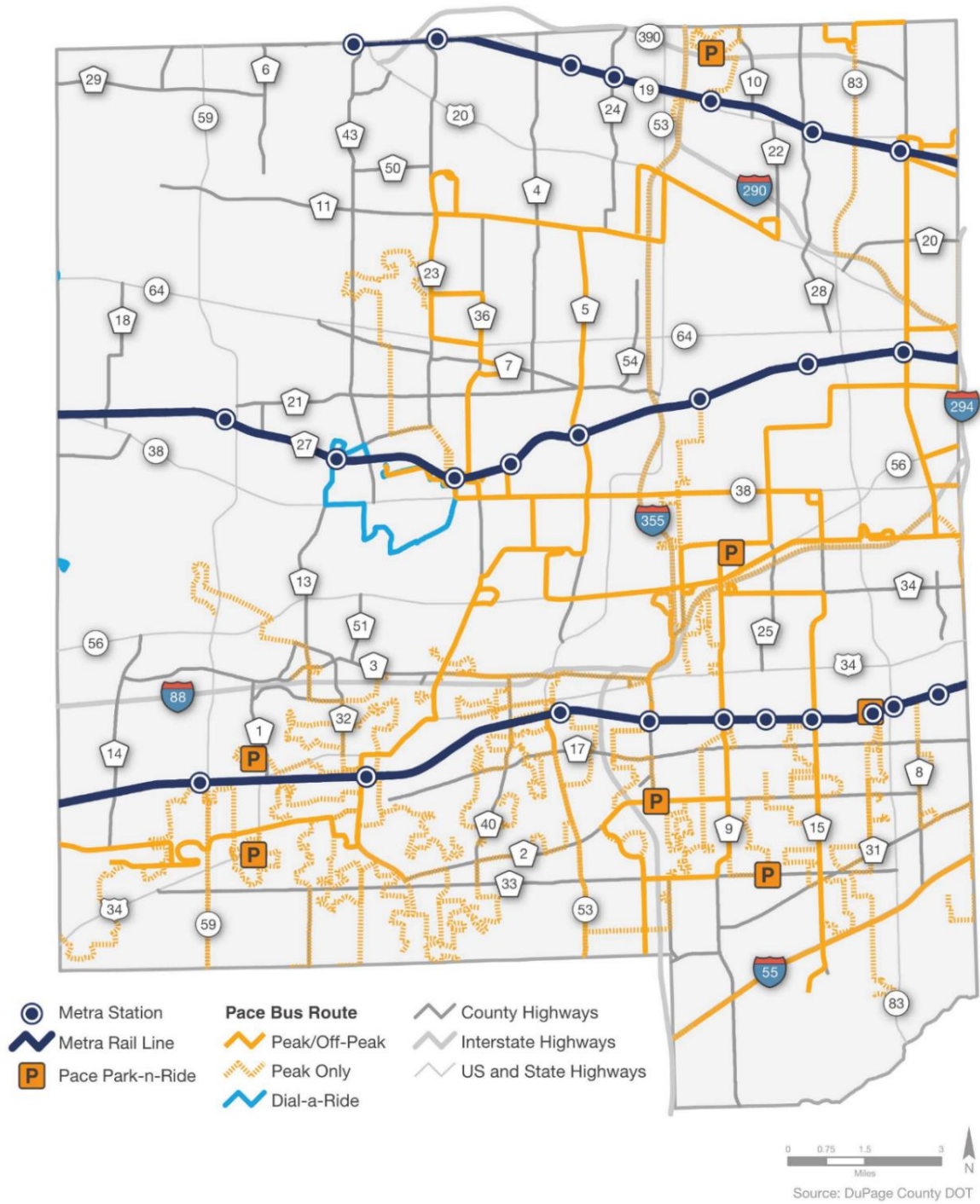
The three lines through DuPage County carry approximately 114 in-bound and outbound trains with 111,500 trips on an average weekday. Despite significant growth in ridership over the last two decades, this ridership has decreased in recent years. Ridership on these three Metra lines has decreased by 7.2 percent between 2015 and 2019.¹⁶

The nine Metra stations located in or on the border of DuPage County are the destination or origin for approximately 72,000 trips on an average weekday. On an average weekday, approximately 72,000 trips begin or end from one of the nine Metra stations located in DuPage County. More than half of these rides, 39,000, are made on the BNSF line. Another 21,000 trips to or from DuPage are made on the UP-W line and the remaining 12,000 occur on the MD-W line. The two busiest Metra stations, outside of Chicago, are located at the west end of the BNSF line in DuPage County – the Route 59 and Naperville stations. These two stations serve approximately 12,000 and 8,000 trips on an average weekday, respectively.¹⁷ There are presently almost 23,000 parking spots at the train stations that are typically permitted by the municipalities.

¹⁵ DuPage Area Transit Plan, DuPage County, September 2011. www.dupageco.org/EDP/Public_Transit/1343/.

¹⁶ Metra Division of Strategic Planning and Performance, Annual Report 2019.

¹⁷ Metra Division of Strategic Capital Planning. Commuter Rail System Station Boarding/Alighting County, Summary Results Fall 2018.



Source: DuPage County DOT

Figure 1- 12. Transit Services in DuPage County



These commuter service trains share their rail lines with freight trains. Thus, Metra trains must coordinate and operate in parallel with freight train schedules. On an average day, 95 freight trains will run on the BNSF line, 101 on the UP-W line, and 86 on the MD-W line. Due to limited track availability, the BNSF line is the only one that can provide express Metra services to and from Chicago. This is because it is the only line with three parallel tracks. Whereas both the MD-W and UP-W lines have two tracks. However, a third track is currently under construction on the UP-W line and expected to be completed in 2021. This third track will provide the potential for express service to be offered on this line.

Bus and Demand-Response Service

Pace Bus services also play an important role in mobility in DuPage County, providing an estimated 18,000 rides each weekday. Pace services in DuPage County include fixed bus service, commuter services, On-Demand (formerly Call-N-Ride), and CTA connector (inter-county)

services. Before COVID-19 restrictions, there were 60 DuPage County-based routes. Twenty-one of these routes, including the extremely popular I-55 Flyer Bus on Shoulder route, were fixed or inter-county CTA connector routes. These routes generally offer regular daily schedules. Forty of the routes were designated as commuter routes which operate on a fixed route and are linked to a specific Metra station. These routes usually only operate on weekdays in the peak morning and evening rush hours and their schedules are tied to Metra arrival and departure schedules. Three other routes are designated On-Demand that operate within specified areas of the county.

Pace also partners with DuPage municipalities and townships to provide On-Demand services in the County (i.e. reservation-based, shared-ride service in designated service areas). These services operate based on customer requests rather than a fixed route or schedule, offering connectivity to low density areas and providing mobility to low-income, disabled, and elderly residents. The agencies that partner with Pace to provide On-Demand services in DuPage County include Bloomington Township, Downers Grove Township, Wayne Township, DuPage Senior Services, Ride DuPage County Health Dept., VA Commission, Milton Township Partners, City of West Chicago, City of Elmhurst, Village of Bensenville, Naperville/Lisle Partners, City of Warrenville, and Winfield Township.

DuPage County's Human Services department also provides subsidized taxi services and lift-equipped bus transportation for income-eligible DuPage County residents. This service is primarily used for visits to medical facilities and government offices within the County limits.

1.5.2 Transit Access

While the transit services noted above offer a nice range of mobility options throughout DuPage County, the County recognizes that not all areas are well served. Through tools, such as Chicago Metropolitan Agency for Planning (CMAP)'s access to transit index scores or the Center for Neighborhood's "All Transit" tool, the County can maintain an understanding of how access to transit services is distributed and use that information to advocate for improvements in future transit investment decisions.

Figure 1-13 presents CMAP's access to transit index scores by CMAP subzone in DuPage County. These scores were developed for CMAP's new comprehensive regional plan, ON TO 2050. The index assigns scores of 1 to 4 based on the average scoring of four factors: transit service

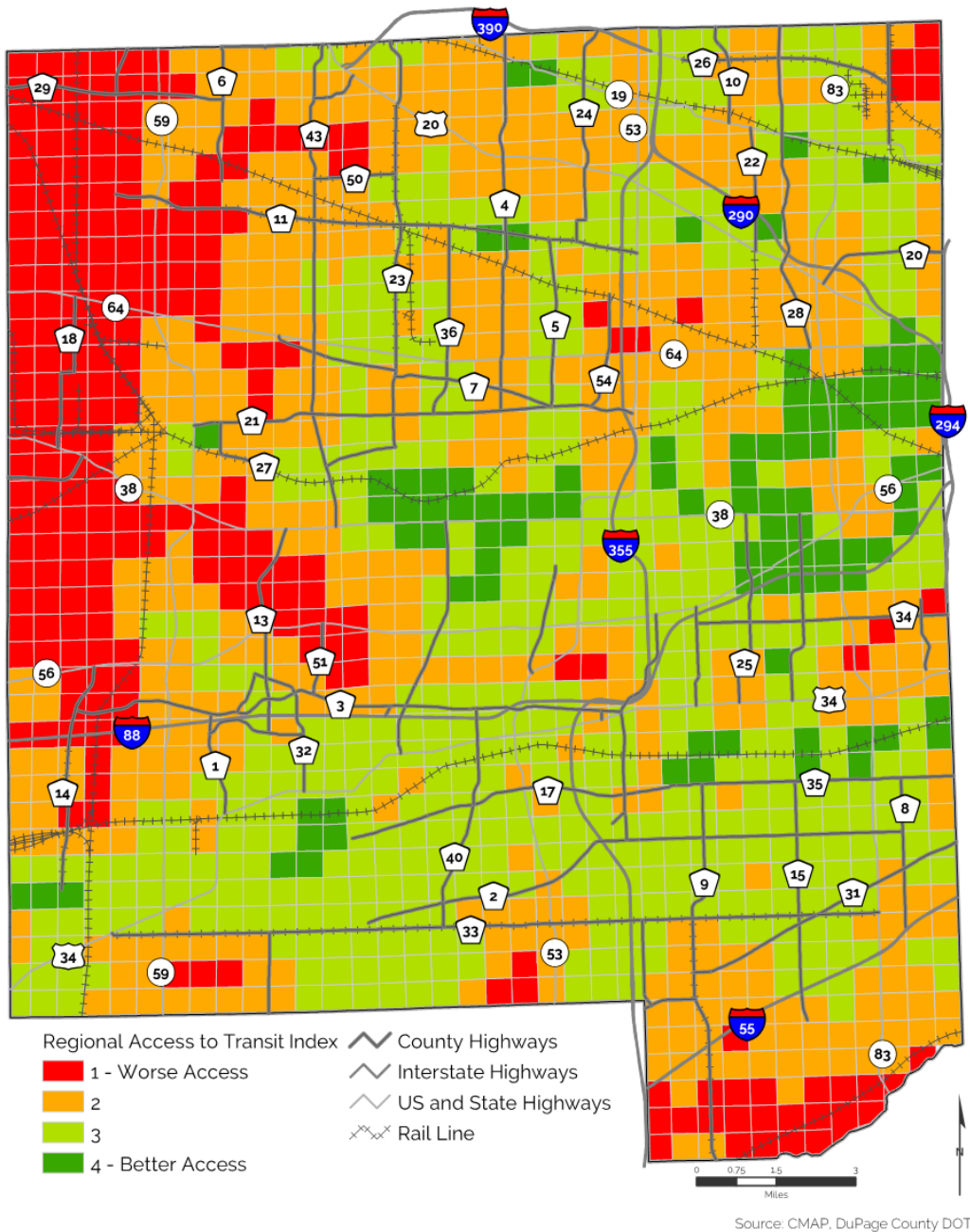


Figure 1- 13. CMAP Transit Availability Index in DuPage County¹⁸



¹⁸ CMAP, Transit Availability Index, <https://datahub.cmap.illinois.gov/dataset/access-to-transit-index>

frequency, proximity of transit stops, pedestrian friendliness, and number of subzone connections.

As shown, most of the well served areas are located along one of the Metra lines. Of the areas with little to no transit services, most are low density industrial areas or large forest preserves. However, there are some areas with high residential and/or employment density with limited access to transit. These areas have been identified for improved last mile connectivity, and include portions of Wood Dale, Addison, Elmhurst, Oak Brook, Aurora, Naperville, and Lisle. In 2017, the Regional Transportation Authority (RTA) completed a study to identify ways to improve last mile transit connectivity in DuPage County.¹⁹ The RTA and DuPage County will continue to look for opportunities to create a more seamless experience.

1.5.3 Transit Planning Efforts

In 2011, the DuPage Area Transit Plan Update prioritized state of good repair for existing DuPage County transit service as well as near-term improvements such as upgrades to existing Metra rail lines, express bus, and Pace Pulse Arterial Rapid Transit service. DuPage County and its regional partners often collaborate to address challenges that cross borders and jurisdictions.

For example, the IDOT Smart Corridors Initiative includes the IL 64 and 22nd Street/IL 56 corridors, which extend from Chicago to the western suburbs through both Cook and DuPage counties. The Smart Corridors Initiative identifies opportunities to use Intelligent Transportation Systems (ITS) to improve traffic flow and address congestion across regional corridors. The project, now in design, includes upgrades to signal systems to allow transit pre-emption for improved mobility and on-time performance. DuPage County is participating in the Smart Corridor work by providing guidance on proposed improvements and offering cost participation.

Cook-DuPage Corridor

The Cook-DuPage Corridor examines a broad range of transportation system improvements to address the mobility needs in the western suburbs of Chicago, an area that includes over 1 million residents and 750,000 jobs. It is recommended for multi-modal analysis in the 2030 Regional Transportation Plan with transit and highway proposals to address congestion and improve mobility in the western suburbs.



¹⁹ DuPage County Transit Connectivity Study, RTA, August 2016.

1.6 Freight Movement in DuPage County

Freight movements are a major contributor to congestion and wear and tear on DuPage County roadways, but they are also an important part of the local and regional economy. The regional freight and logistics industry accounts for approximately 5 percent of private sector employment and \$10 billion in personal income in the Chicago metropolitan area.²⁰ In DuPage County, approximately 23,700 people work in transportation and warehousing jobs, and growth in the industrial market has been substantial both regionally and within the County.

Figure 1-14 presents the major freight facilities within and adjacent to DuPage County, including designated truck routes, railroads, intermodal facilities, and airports. Designated truck routes guide drivers to the safest routes for large trucks to travel and help avoid any travel conflict or impacts on more sensitive routes. The County's truck routes include a combination of interstate highways, many of which are operated by the Illinois Tollway, state routes, and County routes. Most of the arterial routes that are designated truck routes within the County are maintained by IDOT.

Freight Facilities in DuPage County

With five major interstates, three Class I rail-lines (BNSF), Union Pacific (UP), and Canadian Pacific (CP), and direct connections to the fourth busiest cargo airport in the nation, DuPage County plays a key role in the regional and national freight markets.²¹ In 2012, 754 million tons of freight valued at over \$1.1 trillion moved directly into and out of metropolitan Chicago.²² Due to its centralized location, DuPage County serves as a major through point for truck traffic headed to and from Chicago, O'Hare, and many of the warehousing and logistics spaces in Cook and Will County.

Much like the rest of the country, trucks are the predominant freight mode in DuPage County and the Chicago region. According for FHWA's Freight Analysis Framework (FAF) data, trucks carried approximately 68 percent of freight moving in and out of the region by volume and 79 percent by value in 2012. That figure excludes through-movements which also account for a significant portion of freight traffic in the region. The interstates running through DuPage County carry some of the largest truck volumes in the region. Approximately 20,000 to 25,000 trucks per day travel along I-290 and I-294.²³ Volumes of 10,000 to 15,000 trucks per day are carried by I-355 and I-88.²⁴

As shown in **Figure 1-15**, DuPage County is surrounded by regional freight clusters contributing to large volumes of freight movements throughout the County. Two major clusters of freight-supportive land use reside within the County to the northeast and west: O'Hare and the Fox River Valley. The map outlines these freight clusters based on warehouse, manufacturing, and distribution land uses. Two other freight clusters are located just outside DuPage County in Will County to the south and suburban Cook County and the City of Chicago to the east.

²⁰ Bureau of Labor Statistics Quarterly Census of Employment and Wages for NAICS codes 48-49, 2016

²¹ https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy15-cargo-airports.pdf

²² Federal Highway Administration Freight Analysis Framework data, 2012

²³ Illinois Department of Transportation data, 2015

²⁴ Ibid

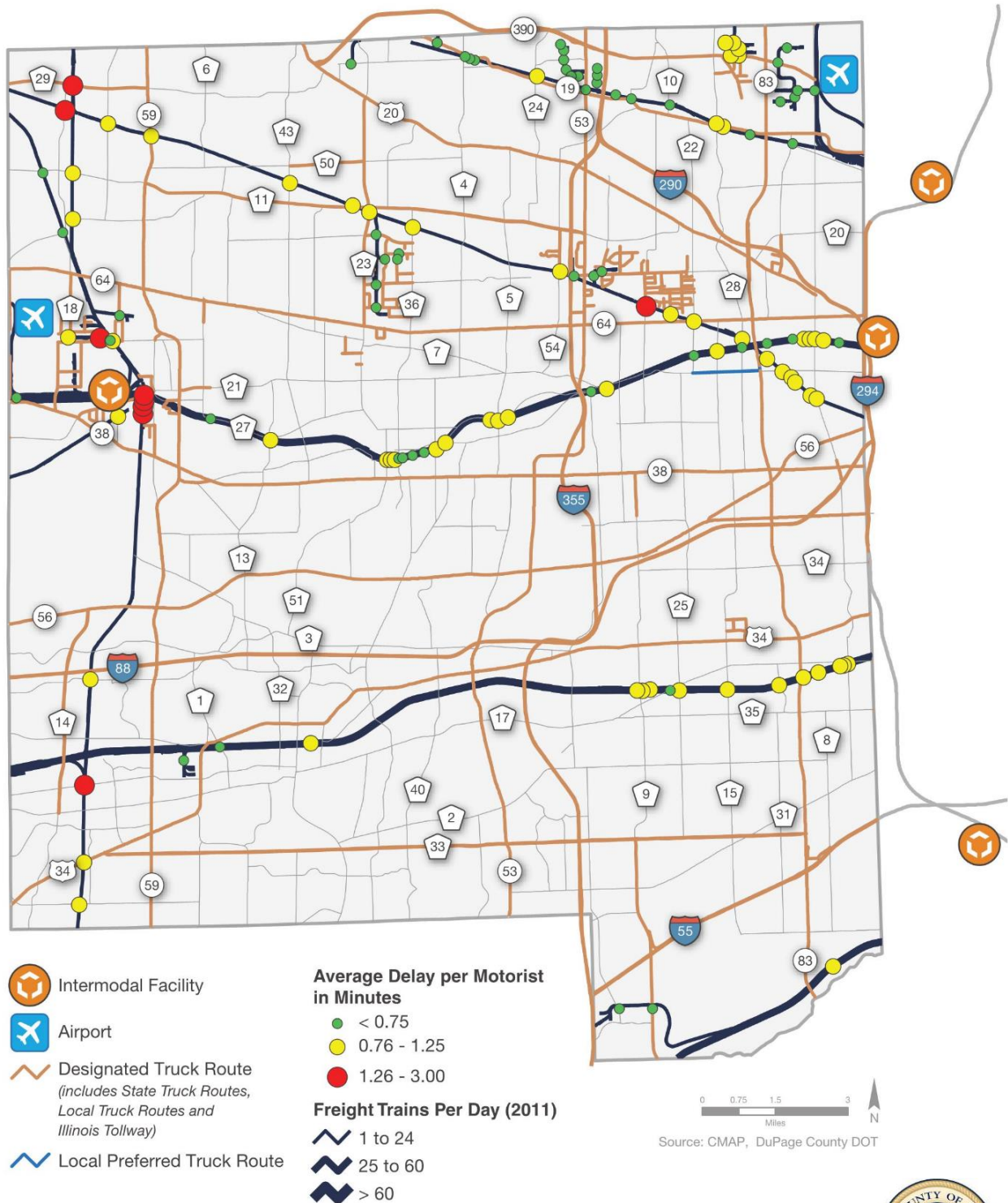
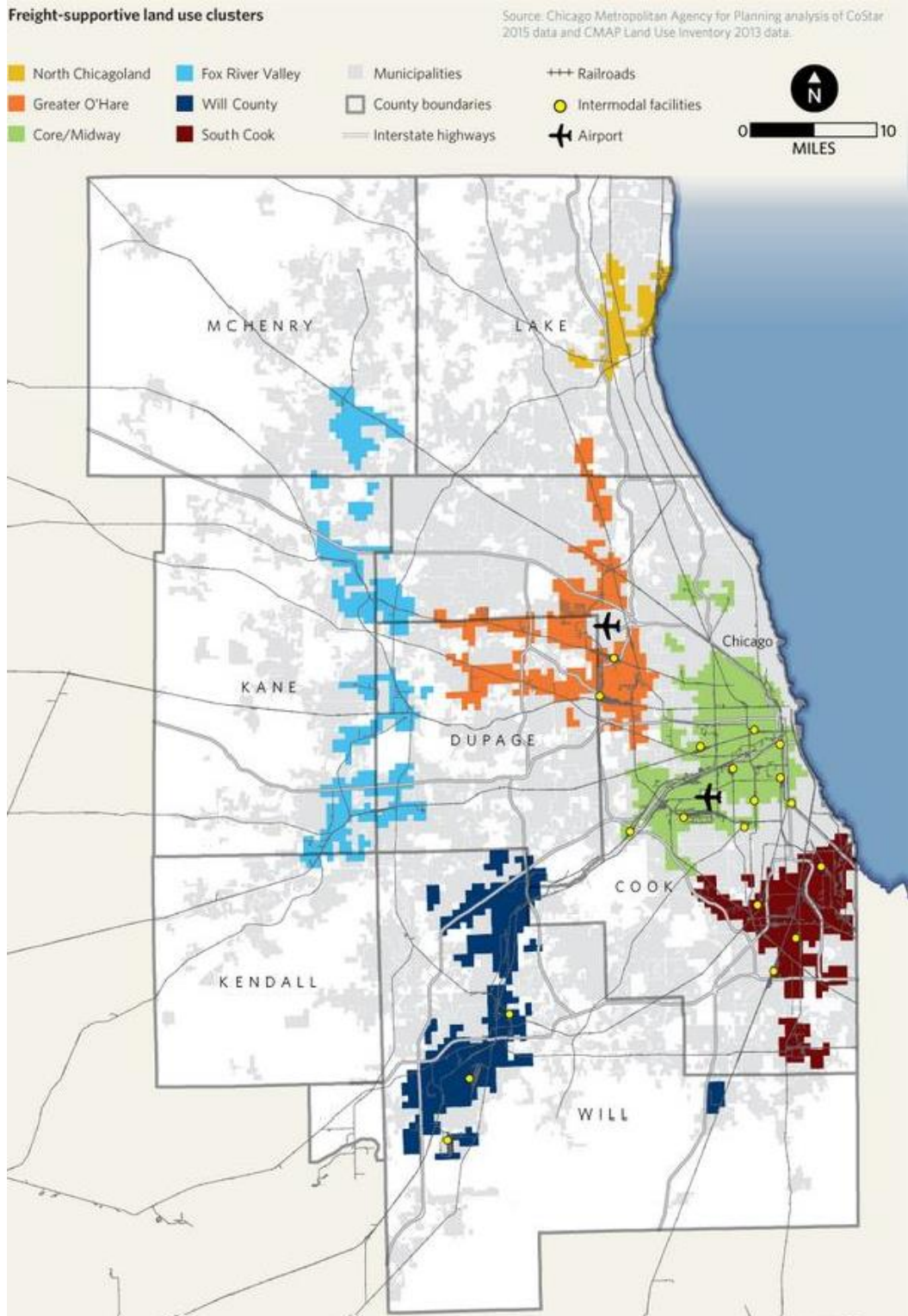


Figure 1-14. Freight Facilities in DuPage County





Source: CMAP analysis of CoStar 2015 data and CMAP 2013 land use data

Figure 1- 15. Freight-Supportive Land Use Clusters in the Chicago Region



While the only intermodal facility in DuPage County is the UP automotive facility south of the DuPage airport, there are several large intermodal facilities to the south in Will County and northeast of the County around O'Hare. DuPage County's location between these large intermodal facilities and home to large manufacturing and logistics clusters that generate trips to and from the intermodal facilities means there is a high volume of truck traffic around the intermodal facilities and increased rail traffic that could lead to conflicts with Metra service, which share the lines, and also increase grade crossing delays for motorists. Additionally, Canadian National Railway (CN) owns the EJ&E Beltline that moves north-south rail traffic in western DuPage County. Many of the County's industrial corridors are located along the rail lines which are operated by the Illinois Tollway, state routes, and County routes. Most of the arterial routes that are designated truck routes within the County are maintained by IDOT.

All of these factors impact the industrial land use market. The industrial market Rentable Building Area (RBA) grew by 12 percent from 2000 to 2016 in DuPage County, representing over 184 million square feet of RBA.²⁵ Of the 6.5 million square feet of new construction starts planned in the Chicago Industrial Market in 2013, 10 percent were located in DuPage County.²⁶

Grade Crossing Delay

Grade crossings where trains cross over roadways can cause significant modal conflicts, especially when high traffic railroads cross over a busy roadway. There are about 1,500 grade crossings in the Chicago region, 139 of which are in DuPage County (**Figure 1-14**). Relatively few of the at-grade crossings are located on major arterials in DuPage County.

In DuPage County, the total hours of aggregate delay caused at open, public, at-grade highway crossings is about 614 hours per year. The top 10 grade crossings by hours delayed contribute to 34 percent of those hours delayed.²⁷ Most of the crossings that contribute to significant delay issues are located in suburban downtown areas near a Metra station. Delay at these locations can be exacerbated when the location of the crossing is directly adjacent to the station, as vehicles and pedestrians cannot cross the tracks for the duration that the train is stopped. In these locations, individual delays may last more than 5 or 10 minutes.

Under the Chicago Region Environmental and Transportation Efficiency (CREATE) program, which is a public-private initiative to advance a set of rail improvements in the Chicago region, the region is slowly reducing freight delays by improving crossings. DuPage County has improved three grade crossings as part of this program. Projects in Cook County will have positive impacts on freight flow throughout the region and DuPage County remains supportive of those projects for federal and state funds which can accelerate completion.

²⁵ CMAP analysis of CoStar data, 2000 and 2016.

²⁶ Choose DuPage. [Transportation, Logistics, and Warehousing](http://choosedupage.com/site-selection/transportation-logistics-warehousing/). 7/18/2016. <http://choosedupage.com/site-selection/transportation-logistics-warehousing/>

²⁷ CMAP, Motorist Grade Crossing Delay, <https://datahub.cmap.illinois.gov/dataset/motorist-delay-at-highway-rail-grade-crossings/resource/e8053c90-2670-4829-92af-e1f5d2a9e92d>

1.7 Airports

DuPage County has two airports located within or along the County border: O'Hare and DuPage Airport. While DuDOT does not have maintenance or operational responsibilities over these airports, airports are a major origin and destination for passenger and freight traffic.

Located along DuPage County's northeastern border with Cook County, O'Hare is one of the busiest airports in the country. In 2015, O'Hare handled over 9 billion pounds of freight, making it the nation's fourth busiest air cargo hub.²⁸ O'Hare's freight capacity supports one of the largest clusters of manufacturing, warehouse, and distribution centers in the region. Investments continue to be made to expand services and increase capacity. In 2013, construction began on a new 820,000 sq. ft. cargo facility just south of the airport. This project is anticipated to expand the airport's cargo facility space by more than 50 percent.²⁹ While many opportunities for growth exist, they are constrained by congestion, limited space for expansion and modernization of existing facilities, and limited access in and around O'Hare. To promote continued growth of this regional asset these constraints will need to be addressed.

Serving many of the commercial centers in the vicinity, DuPage Airport operates as a general aviation facility in West Chicago. DuPage Airport has the largest concentration of corporate aircraft in Illinois.³⁰

1.8 DuPage County Transportation Services

DuDOT provides a number of services to maintain its system of highways and trails. **Figure 1-16** highlights some of the operations and maintenance services the County performs, including snow and ice removal, roadway maintenance, sign maintenance, and sidewalk and trail repair. Maintenance staff has also modernized its approach to citizen access. DuDOT hosts a citizen report application that receives complaints such as pot holes, damaged mail boxes, sign knockdowns, downed trees, path or sidewalk issues, and flooding or drainage problems. Maintenance staff are notified immediately through the app and then assess the issue and decide if it can be handled by repair crews or should be handled by an independent contractor. The free application can be accessed through the DOT website at www.dupageco.org/DOT.

The DOT maintains a fleet of vehicles and facilities to perform these operations – including repair garages, salt domes for storing de-icing materials in the winter, mowers for maintaining the grass along County highways, and many other necessary pieces of equipment. The maintenance and operations portion of DuDOT is a vital component of its operations, with 72 percent of DOT personnel devoted to these services.



²⁸https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy15-cargo-airports.pdf

²⁹ CMAP. Chicago Region Supply Chain Trends and Trading Partners. December 2015.

³⁰ Source: DuPage Airport Authority at <http://www.dupageairport.com/airport-info/>

DuPage County Transportation Services

Below are the services that the Dupage County Division of Transportation provides.

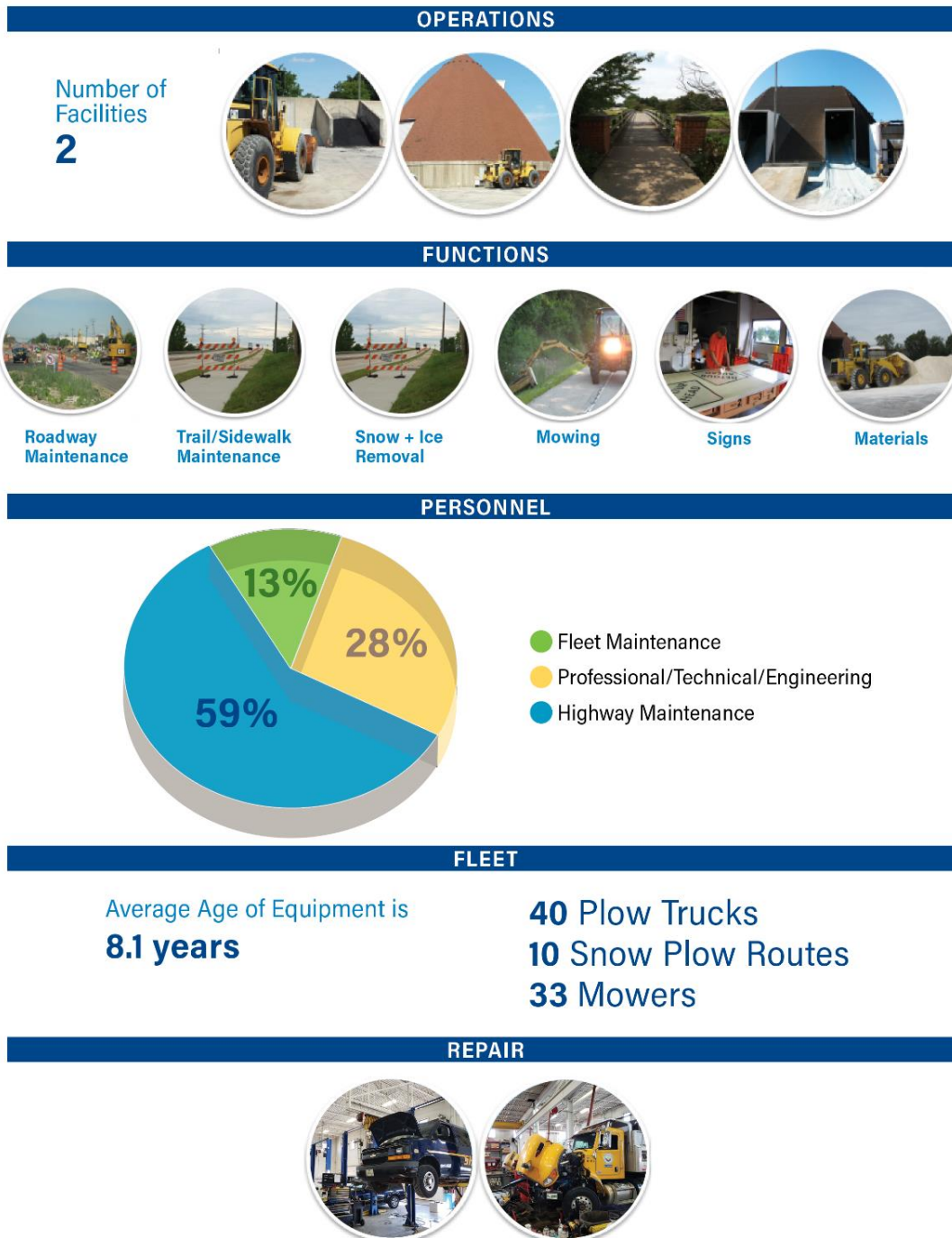


Figure 1-16. DuPage County Transportation Services

Key Takeaways

Growth and Land Use – DuPage County population growth has slowed though development continues to create greater density in select areas and corridors. Commercial development over the last decade has also slowed with office and retail uses having nominal growth and industrial/warehousing uses trending up. DuPage County remains an employment hub for the region and almost 60 percent more commuters travel into DuPage County than leave for work. With more online shopping and demand for warehousing and distribution space, the transportation/land use interface will change, and the County and its communities must be prepared to respond to this evolutionary trend.

Diversity – DuPage County’s population continues to become more diverse, including the immigration of minority persons. At the same time, the population is aging, and disabilities have become more prevalent. As such, mobility needs are changing and emphasis on complete streets, pedestrian safety, and flexible or micro-transit accommodations must become a bigger part of County planning.

Assets and Condition – Assets owned and maintained by the County are in generally good condition and are being monitored closely with the intent of allocating resources to maintain a state of good repair. However, as the system ages, the County must be prepared to expand and improve its inspection programs for timely repair and replacement activities.

Transit and Mobility – The County continues to expand its system of bicycle and pedestrian facilities and promote transit investments in its commitment to the Complete Streets and Healthy Roads Initiatives. The County is also committed to adhering to federal and state guidelines on sidewalk and pedestrian accessibility through the ADA Transition Plan.

System - The County views the entirety of the highway, transit, non-motorized, and freight networks as a dynamic system that, irrespective of jurisdictional responsibilities, acts in a complementary and reinforcing way. An example of this is the ongoing effort to integrate traffic signal systems and to bring system operations under a shared monitoring authority. Other assets such as the storm sewer and drainage network may be another system where agencies develop a cooperative monitoring arrangement. The County has also attempted to and will continue to promote shared services where practicable and where efficiencies can be gained.

Chapter 2

Stakeholder Involvement

This chapter presents the steps that DuPage County took to engage stakeholders in the LRTP development process and a summary of the feedback received through these engagement activities. The county engaged both the general public and local organizations through a transportation advisory committee. Over the course of the project, nearly one thousand stakeholders participated in the DuPage County LRTP planning process. The input gathered from these stakeholders influenced each stage of the plan development, including project prioritization and policy recommendations.

The goals of the LRTP outreach process were the following:

- Refine the goals and objectives of the LRTP
- Inform the community about the transportation system
- Gather insight on transportation conditions, issues, and needs from those that use the system
- Collect thoughts on the types and locations of improvements that would be most beneficial to the community
- Communicate transportation revenue availability and how it impacts investment decisions

Stakeholders from the general public were engaged through an online survey, online interactive map, public meetings, public comment. In addition, DuPage County hosted an LRTP workshop with the advisory committee, which consisted of representatives from local organizations.

Stakeholder involvement is presented in three sections within this chapter:

1. Transportation Advisory Committee
2. Public Engagement
3. Stakeholder Feedback

The first two sections cover the process for involving each stakeholder group. The last section provides a summary of the key messages collected from the engagement process, including both concerns on the existing network and funding priorities for the future. Some key takeaways include the need to prioritize maintenance of the existing transportation system, provide multimodal opportunities, and relieve congestion.

2.1 Transportation Advisory Committee

A meeting with the DuPage County LRTP Advisory Committee was convened as an Advisory Committee to solicit input. The participants were chosen to reflect a diverse group of agency representatives that reflect the unique communities that comprise DuPage County. As shown in

Table 2- 1, the Advisory Committee participants included representatives from the public and private sectors as well as organizations involved in transportation policy research. The Advisory Committee provided insight on issues and concerns facing DuPage County as well as thoughts on goals and objectives for the LRTP. Their feedback was used to define the draft vision, goals, and objectives.

Table 2- 1. Advisory Committee Participants

Active Transportation Alliance	DuPage Mayors & Managers Conference
Argonne Center for Transportation Research	DuPage Sheriff's Office
BNSF Railway	DuPage Airport Authority
Center for Neighborhood Technology	IDOT
Chicago Department of Aviation	Illinois EPA
CMAP	Illinois Tollway
Conservation Foundation	Illinois Trucking Association
Cook County Department of Transportation and Highways	Illinois Prairie Path Coalition
DuPage Center for Independent Living	Illinois Road and Transportation Builders Association
DuPage County Community Development	Kane County Division of Transportation
DuPage County Community Services	Metra
DuPage County Convention & Visitors Bureau	National Safety Council
DuPage County DOT	Pace Suburban Bus
DuPage County Forest Preserve	Regional Transportation Authority
DuPage County Office of Homeland Security & Emergency	Shared Used Mobility Center
DuPage County Workforce Development	Will County Division of Transportation

2.2 Public Engagement

The public contributed valuable input throughout the planning process. Input was provided through four engagement opportunities:

- Online survey – 522 persons participated in a 15-question online survey between January 29, 2018 and March 2, 2018.
- CrowdSource Map – 168 comments were contributed to a CrowdSource map that was posted on the LRTP website between March 16, 2017 and March 6, 2018.
- Public Comment period 1– In February 2018, 151 people attended four public meetings held at locations throughout the County. All meetings were conducted as an open house on a weeknight between 5:00 and 7:00 p.m. These meetings and posted website materials were provided to gather public feedback to inform plan development. In addition, stakeholders provided 282 comments on the goals and objectives of the LRTP via mail or email.
- Final Public Comment – The final public comment period will request public feedback on the Draft LRTP. The draft plan will be posted on the DuPage County LRTP website with opportunity for comment for a 30-day period.

The project website, DuPageConnects.org (**Figure 2- 1**), served as the primary tool to communicate information on the LRTP and provide information to the public on ways to provide input on the plan. The website hosted Frequently Asked Questions about the plan, the CrowdSource map, the public survey, press releases for the public meetings, and progress updates on plan development.



Figure 2- 1. DuPage Connects Webpage

Opportunities to provide feedback on the County’s transportation system, the LRTP goals and objectives, and draft LRTP were also advertised via various social media and local news sources, including:

- DuPage LRTP website: DuPageConnects.org
- DuPage County website: www.dupageco.org/
- DuPage County Facebook page
- DuPage County Twitter page
- DuPage LRTP LinkedIn page
- Print advertisement in the Daily Herald
- Electronic ads in the Daily Herald, Chicago Tribune, Suburban Life, Patch, and Nextdoor
- E-blast notifications
- DuPage County Board member newsletters
- Chicago Metropolitan Agency for Planning (CMAP) weekly newsletter
- Illinois Road and Transportation Builders Association Friday Facts
- Women’s Transportation Seminar (WTS) newsletter

- DuPage Mayors & Managers Association newsletter
- American Council of Engineering Companies of Illinois member e-blast
- Informational cards distributed to municipalities, townships, and community organizations (including Choose DuPage, Active Transportation Alliance, and CMAP)

Additional details on the format of each engagement opportunity and types of feedback contributed are presented in the following four sections.

2.2.1 Online Survey

The online survey was made available on January 29, 2018 and remained open for participation through March 2, 2018. A link to the survey was posted on the LRTP website during this time. The link was also posted on the DuPage County Facebook page, advertised through a flyer, and included in a press release. Public meeting attendees could also take the survey at iPad stations. The opening page to the survey is presented in **Figure 2- 2**.

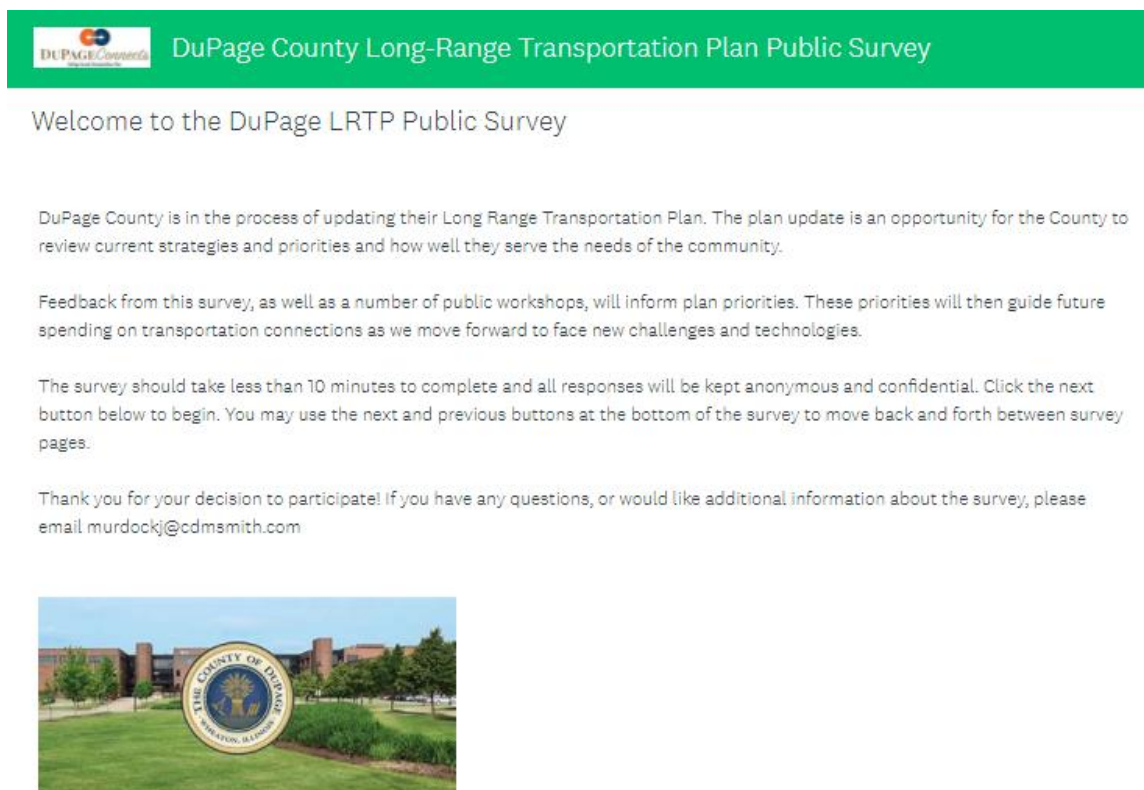


Figure 2- 2. DuPage County Public Survey

The survey was made up of 15 questions. Respondents were asked how they typically use the DuPage County transportation system, what they consider to be the top issues and needs, and to prioritize methods for addressing those needs. Questions were presented in reference to all transportation facilities located within DuPage County and not just those managed by the County DOT.

A total of 522 people completed at least a portion of the survey. The top five transportation issues expressed by respondents, in order of ranking, are:

1. Too much traffic/excessive congestion
2. Insufficient bike/ped accommodations
3. Poor roadway pavement conditions
4. Poor traffic signal coordination
5. Insufficient access to transit

Respondents also ranked the top funding priorities for the transportation system in DuPage County. The top five funding priorities are listed below by rank.

1. Maintaining a state of good repair on existing roadways
2. System enhancement (i.e. capacity improvements at intersections, turn lanes/medians, signal coordination)
3. Signal timing and performance
4. System expansion (i.e. add through lanes, new roads, new interchanges along expressways, highway/rail grade separations)
5. Transit supportive systems (i.e. bus shelters, transit signal priority at intersections)

Additional details on survey responses are provided in the **Appendix 2-1**.

2.2.2 CrowdSource Map

A CrowdSource map was made available on the plan website starting March 2017 and a sample is shown in **Figure 3**. The map remained open for comment through March 2018. The CrowdSource application provided a basic map of all roadways in both DuPage County and surrounding counties. Participants could click on a location on the map and type in a comment or description of a transportation issue at the selected location.

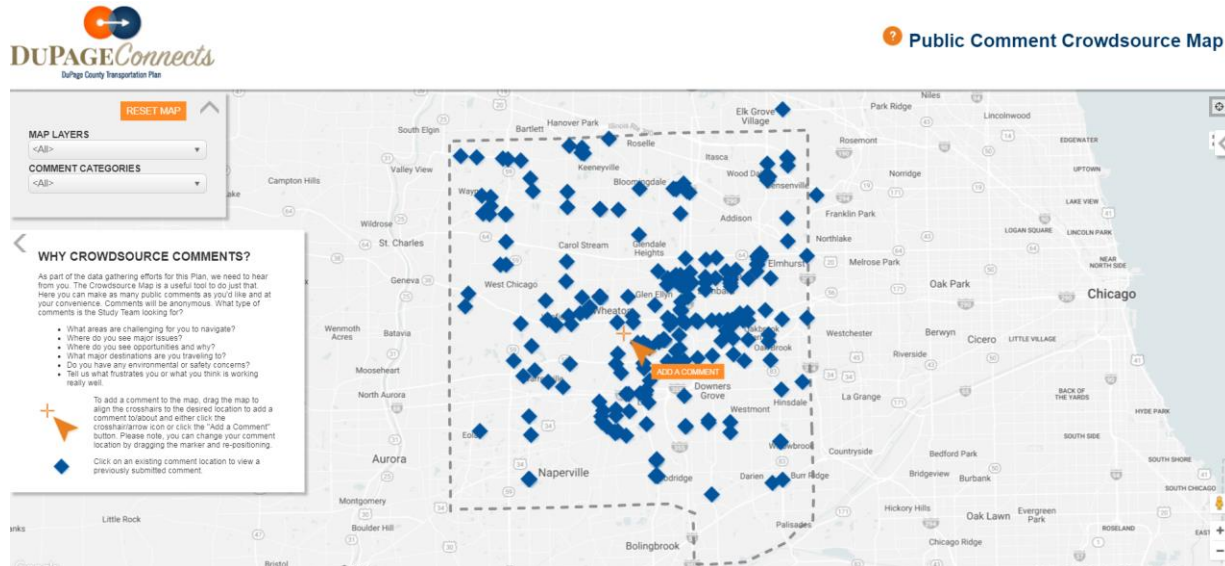


Figure 2- 3. DuPage Public Comment Map

More than 150 comments were received on the map. Common comments included, but were not limited to, requests for:

- Bike lanes or multi-use paths along roadways
- Improved signage at challenging intersections
- Additional turn lanes at busy intersections
- Improved accessibility to parks and recreational areas

2.2.3 Public Meetings

DuPage County hosted four public meetings in February 2018. Each meeting was conducted in an open house format on a weekday evening between 5:00 p.m. and 7:00 p.m. The content and format remained the same for all four meetings. Participants viewed display boards throughout the room with information on existing conditions of the DuPage County transportation network, the services provided by the County, and the goals and objectives of the LRTP. Attendees were approached by County staff, board members, and the plan consultant team as they reviewed the presented materials, which provided an opportunity to ask questions and discuss the information.

The four meeting locations are listed below, all in the state of Illinois:

- Warrenville at the Power Forward DuPage Building on Tuesday, February 6, 2018
- Addison at the Addison Community Recreation Center on Thursday, February 15, 2018
- Carol Stream at the Carol Stream Park District Building on Tuesday, February 20, 2018
- Downers Grove at the Lincoln Center on Thursday, February 22, 2018

The meetings were attended by a total of 151 people, including residents, elected officials, business owners, and representatives from community organizations. Common concerns expressed at the meetings included:

- A need for increased transit services with better access for the elderly and persons with disabilities
- Current and future sources of funding
- Quick deterioration of roadways in winter conditions (e.g., potholes)
- Delays at intersections

2.2.4 Final Public Comment Period

Once the draft plan has been reviewed and approved for public comment by DuPage County's Transportation Committee, it will be made available to the public for comment on the DuPage LRTP website and DuPage County website for 30 days.

2.3 Stakeholder Feedback

During all four of the engagement opportunities, stakeholders provided input on a variety of subjects. This feedback is summarized in two sections: (1) major concerns and issues on the existing transportation network and (2) funding priorities moving forward. The public meeting summaries are included in **Appendix 2-1**.

2.3.1 Major Concerns on the Existing Transportation Network

Multiple concerns on the existing network were mentioned during the four engagement opportunities. One of the most common issues mentioned was the continued maintenance and repair of the existing roadway network. Numerous stakeholders indicated that poor pavement conditions and potholes are an issue and should be addressed.

Many of the other major concerns and issues are related to either multimodal concerns or congestion. On the former, concerns included improved walkability in DuPage County communities, such as sidewalks, trails, and pedestrian crossings, improved access to public transit, and bicycle and pedestrian safety. On the latter, concerns included excessive traffic delays at intersections and signals, delays at rail crossings, and the need to increase the capacity of existing roads to combat congestion.

Several specific locations and corridors were discussed by multiple stakeholders. Four common themes stood out in the location specific concerns:

- Congestion relief through capacity increases and/or improved coordination of signal timing
- Requests for new or improved pedestrian access, such as trail extensions or the addition of sidewalks
- Intersection improvements, such as adding turn lanes
- Maintenance, such as need for pavement repairs

While the focus of the plan is on the parts of the system that are maintained by the County. The County roadways are just one part of an interconnected system and stakeholders expressed concerns on roadways under all jurisdictions. As shown in **Figure 2- 4**, most of the comments (53) were focused on a County-maintained roadway. Another 41 comments referred to a state highway and 19 a roadway maintained by a local municipality. As noted in Chapter 1, coordination with other jurisdictions will continue to be an important part of ensuring effective investment in the roadway system.

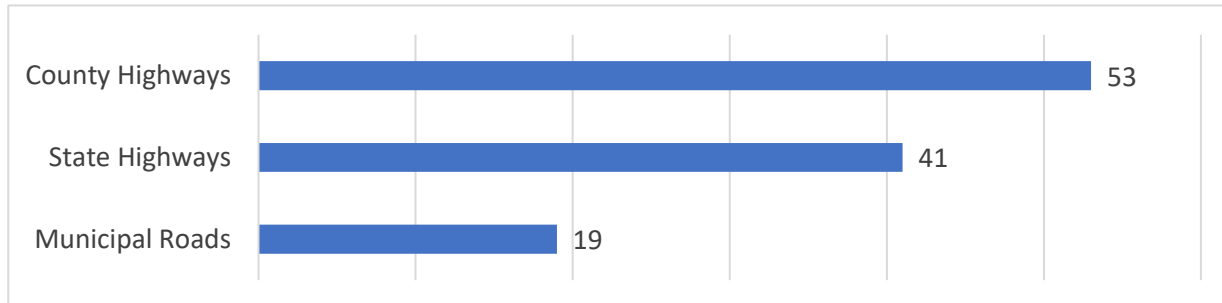


Figure 2- 4. Location Specific Comments by Roadway Jurisdiction

2.3.2 Funding Priorities Moving Forward

A variety of future funding priorities were commented on by stakeholders. Consistent with the major concerns discussed above, most stakeholders indicated that funding should be focused on maintenance, multimodal improvements, and congestion relief. Specific multimodal improvements mentioned by stakeholders included expanded transit services, routes, and supportive infrastructure (e.g., bus shelters), as well as improved and expanded bicycle and pedestrian facilities. Specific improvements to alleviate congestion included capacity improvements at intersections, traffic signals improvements, and expansion of the existing roadway system. The public comments were aligned with the plan goal areas and are shown in **Figure 2- 5** to indicate the public opinion of their priorities.

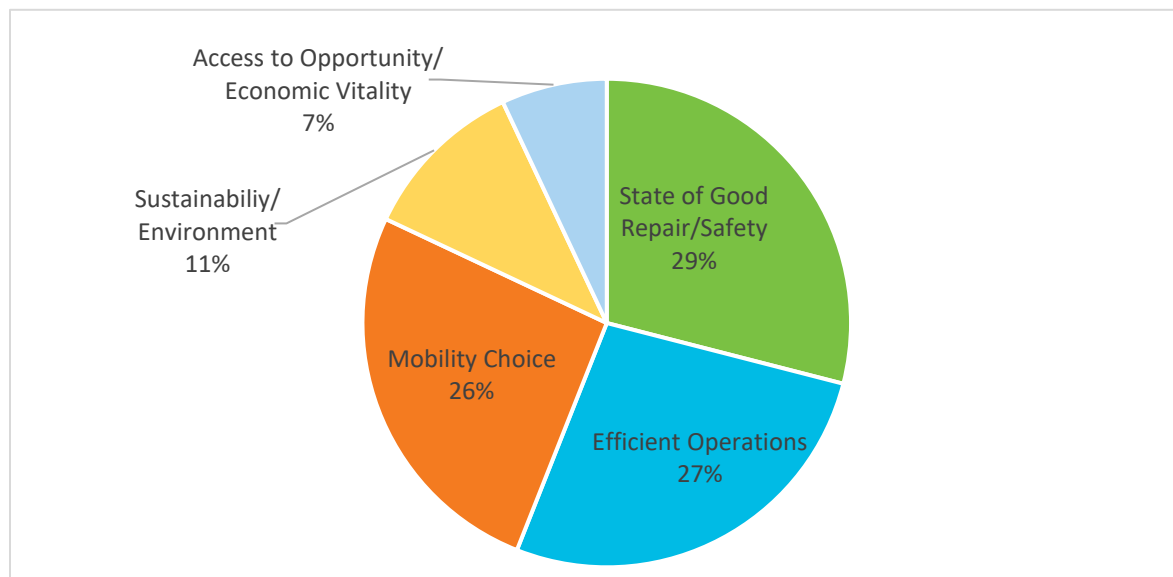


Figure 2- 5. Public Comments by Goal Areas

2.4 Conclusion

The public input assisted to modify and strengthen the plan's goals and objectives and identify transportation improvement needs. The three overarching themes emerge from the LRTP's public outreach efforts: maintain the existing system, multimodal improvements, and congestion relief. Although many things have changed since most of the public engagement occurred, including changes in traffic patterns resulting from the COVID-19 pandemic, the observations and comments shared remain valid and are still considered long-term needs.

Input gathered from the four engagement opportunities was used in to determine the future needs of DuPage County's transportation system as discussed in Chapter 4. Ultimately the stakeholder comments set the stage for the financial and capital plans discussed in Chapters 5 and 6, respectively. Some projects will require coordination with its partner agencies where responsibilities may overlap. Some lower cost solutions may be able to be added to an existing project or a project in the 5-year program. Longer-term solutions often require additional work such as planning, engineering, and capital investments prior to the project construction.

Key Takeaways

- Stakeholders were engaged through an online survey, online interactive map, four public meetings, and a public comment period (January to March 2018).
- Over the course of the project, nearly one thousand stakeholders participated in the DuPage LRTP planning process.
- Public input through this process will help focus the DOT's capital program and maintenance activities and DOT will share public observations with partner agencies.
- Stakeholder feedback included:
 - Recognition of need for and interest in improving inefficient and unsafe conditions.
 - Indication that poor pavement conditions and potholes are an issue.
 - High value in coordinated, connected, and safe bicycle and pedestrian facilities.

Chapter 3

Vision, Goals, and Objectives

Introduction

A key component of a Long-Range Transportation Plan (LRTP) is establishing a vision for the future and the goals and objectives that set the stage for achieving that vision. The vision for DuPage County's LRTP is to provide a multimodal transportation system that supports a vibrant economy and high quality of life through a system that is safe, accessible, and efficient for all users. The goals and objectives identified in this chapter will help to guide future investment decisions towards that shared strategic direction.

DuPage County's economic future relies on the ability of the multimodal transportation system to support the increasingly complex movement of people and goods. To accomplish this, the LRTP must be actionable and implementable. A critical step in building an implementable plan is to understand the overall framework of and relationships among DuPage County's partners in the transportation system. It is important that the goals and objectives of the County both recognize and coordinate with the goals and objectives of these other agencies. Funding programs, agency roles and responsibilities, statutory and constitutional constraints, state and regional transportation planning activities, and the local regulatory context of transportation, all create the framework for goal setting.

The following vision, goals, and objectives for DuPage County's LRTP are a culmination of the County's Strategic Plan goals, federal guidance, relevant state, regional, and local planning efforts, and local stakeholder feedback. The first section of this chapter presents the adopted LRTP goals and objectives. The second section of the report reviews the feedback, guidance, and related planning efforts that informed the development of the goals and objectives.

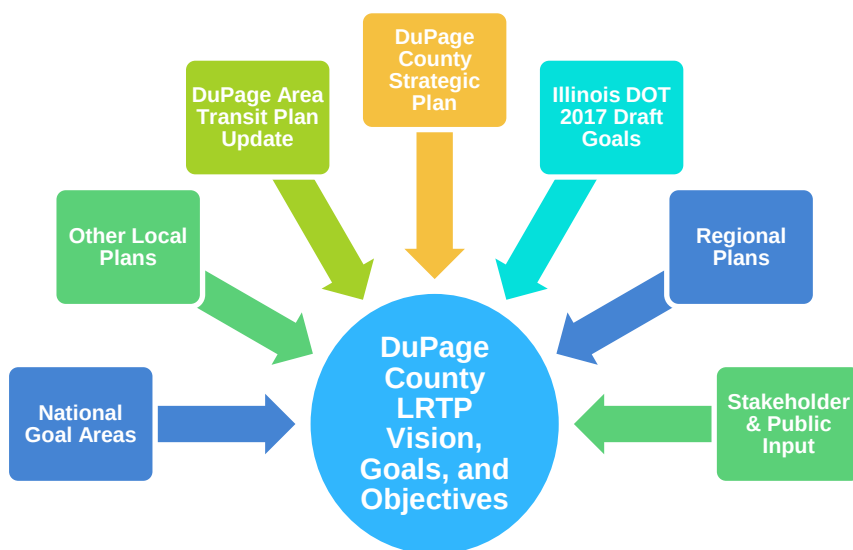


Figure 3- 1. Inputs to the County's Adopted LRTP Vision, Goals, and Objectives

3.1 Vision, Goals, and Objectives

DuPage County's multimodal transportation system supports a vibrant economy and high quality of life by providing a safe, accessible, and efficient transportation system for all users. DuPage County's LRTP goals are listed below.

Improve Safety: Improve safety on the transportation system across all modes for motorized and non-motorized users. This includes maintaining a state of good repair through continual evaluation and timely repair.

Provide Mobility Choice: Improve connectivity between all modes of transportation, enhance opportunities for non-motorized travel, and provide safe accommodations for disabled travelers according to federal ADA guidelines.

Promote Access to Opportunities: Promote a transportation system that improves movement of goods and services, leverages economic development by integrating land use with transportation planning, and provides access to activity centers for people and goods.

Efficient Operations and Maintenance: Strengthen coordination and evidence-based decisions to enhance system performance, operations, and project delivery.

Foster Sustainability and Resilience: Ensure transportation investments minimize environmental impacts and proactively plan for disruptions to the transportation system.

3.1.1 Objectives by Goal Area

Objectives are meant to provide a specific or measurable statement to help direct efforts towards achieving each goal. Each objective will be regularly evaluated and refined to identify gaps and improvements. This process of evaluation and refinement is detailed along with recommended performance metrics in Chapter 7.

Goal Area 1: Improve Safety

Objectives
Ensure a State of Good Repair for transportation infrastructure
Reduce roadway incidents involving passenger and freight vehicles and non-motorized users
Incorporate safety considerations in all transportation plans and design elements, both non- and motorized users
Evaluate and prioritize projects that maximize safety benefit

Goal Area 2: Provide Mobility Choice

Objectives
Enhance connectivity to and from bus, rail, and multi-use path system
Ensure that the County system of sidewalks and trails complies with accessibility standards
Leverage technology to increase transit use

Goal Area 3: Promote Access to Opportunity and Increase Economic Vitality

Objectives
Promote local and countywide first/last mile transit connections
Encourage equitable growth in opportunities across the County
Increase efficiency of freight movement
Incorporate land use considerations into transportation planning and transit access into site development
Cooperate with and facilitate efforts toward multi-jurisdictional truck permitting for efficient movement of goods

Goal Area 4: Efficient Operations and Maintenance

Objectives
Coordinate across agencies and jurisdictions to increase efficiency in project delivery
Reduce congestion
Enhance technology for the improvement of communications, operations, and asset management
Encourage use of shared services to optimize limited available resources

Goal Area 5: Foster Sustainability and Resilience

Objectives
Incorporate efforts in transportation projects to avoid environmental impacts and enhance the natural environment
Incorporate context-sensitive design into transportation projects
Plan for the disruption of the transportation system from extreme weather or incidents to enhance the resiliency of the network

3.2 Development Process

The following section presents the inputs that laid the groundwork for the development of the goals and objectives presented in the previous section. In addition to County's Strategic Plan vision and goals, the goals were created based on feedback from local stakeholders, federal guidance, and relevant state, regional, and local planning efforts.

3.2.1 Stakeholder Input

Stakeholder input was solicited from two stakeholder groups: (1) local organizations that were invited to participate in an advisory committee and (2) the general public, who provided feedback through the online survey, public meetings, and public comment opportunities as detailed in Chapter 2.



Figure 3- 2. Advisory Committee Workshop

Public input was incorporated into the goals and objectives. For example, the top funding priority identified in public input is to maintain a state of good repair on DuPage County roadways. Thus, that is included as an objective within the plan. **Table 3- 1** outlines each objective and indicates which public engagement activity helped influence its development. Not all objectives were developed based on public input, but many align with the feedback provided through the engagement process.

Table 3- 1. Aligning Objectives with Public Input

L RTP Objectives	Public Survey	Crowdsource Map	Public Open Houses
Goal: Improve Safety			
Ensure a State of Good Repair for transportation infrastructure	X		X
Reduce roadway incidents involving passenger vehicles, freight vehicles, and non-motorized users	X	X	X
Incorporate safety considerations in all modes, in transportation plans and design elements	X	X	X

L RTP Objectives	Public Survey	Crowdsource Map	Public Open Houses
Evaluate and prioritize projects that maximize safety benefit			X
Goal: Provide Mobility Choice			
Enhance connectivity to and from bus, rail, and multi-use path system	X	X	X
Ensure that the County system of sidewalks and trails complies with accessibility standards	X	X	X
Leverage technology to increase transit use	X		
Goal: Efficient Operations and Maintenance			
Coordinate across agencies and jurisdictions to increase efficiency in project delivery			
Reduce congestion	X	X	X
Enhance technology for the improvement of communications, operations, and asset management			X
Encourage use of shared services to optimize limited available resources	X	X	X
Goal: Foster Sustainability and Resilience			
Incorporate efforts in transportation projects to avoid environmental impacts and enhance the natural environment	X	X	X
Incorporate context-sensitive design into transportation projects		X	X
Plan for the disruption of the transportation system from extreme weather or incidents to enhance the resiliency of the network			X
Goal: Promote Access to Opportunity and Increase Economic Vitality			
Promote local and countywide first/last mile transit connections	X	X	X
Encourage equitable growth in opportunities across the County			X
Increase efficiency of freight movement			X
Incorporate land use considerations into transportation planning and transit access into site development			X
Cooperate with and facilitate efforts toward multi-jurisdictional truck permitting for efficient movement of goods			X

3.2.2 Coordination with Other DuPage County Plans

DuPage County Strategic Plan

In 2019, DuPage County updated its Strategic Plan, which provides direction for the County by influencing departmental actions, guiding budget priorities and resource allocation, and providing a framework for ongoing accountability. The Strategic Plan identifies major trends that affect the County: growth of poverty, increased diversity, aging population, effects of trauma on health and well-being, and deterioration of the safety net. The document then recommends six

strategic imperatives that are meant to address these trends. These imperatives are presented in **Table 3- 2**.

Table 3- 2. DuPage County Strategic Imperatives and Strategies¹

DuPage County Strategic Imperative	DOT Role in Imperative	
Quality of Life	▪ Maintain a safe highway network ▪ Remain responsible stewards of the environment ▪ Enhance access to travel with mode choice	
Financial Planning	▪ Constrain operational and capital needs to long-term budget ▪ Evaluate and prioritize system improvements ▪ Seek opportunities to employ cost-effective programs and procedures	
Customer Service	▪ Enhance customer access to information ▪ Employ technology to provide efficient services ▪ Provide standards-based customer service training	
ACT Initiative	▪ Pursue operational efficiencies that reduce the size and cost of services ▪ Employ best management practices ▪ Identify opportunities for shared services with local agencies	
Economic Growth	▪ Facilitate inter-agency coordination of development efforts ▪ Invest in highway network enhancements that foster economic growth and development ▪ Collaborate in regional efforts to support industry	
Diversity and Inclusion	▪ Continue providing employment opportunities to our diverse and disabled population ▪ Help remove barriers to participation in County projects ▪ Create innovative models to connect population with quality training and career path development	

DuPage Area Transit Plan Update

The DuPage Area Transit Plan 2011 Update focuses on the evaluation of existing transit service in DuPage County and near-term improvements that are already under way. Long-term projects are recognized but are not evaluated due to likely funding constraints. Evaluation of long-term projects is thus deferred to the individual project studies.

The DuPage Area Transit Plan 2011 Update has broad implications for DuPage County through the adoption of several near-term and long-term projects and proposals. The Transit Plan's

¹ DuPage County, DuPage County Strategic Plan, <<https://www.dupageco.org/StrategicPlan/>>

emphasis on achieving a state of good repair and modernizing existing transit service with strategic improvements is important to note for the development of the DuPage County LRTP.²

DuPage Comprehensive Road Improvement Plan

DuPage County DOT has developed five Comprehensive Road Improvement Plans (CRIP) with land use assumptions since 1990. These plans are required of counties that impose an impact fee and have only centered on major roadway improvements. The primary function of the CRIP is to establish where demand for new facilities will be created by new development, and to establish a rational program for distribution of road improvement impact fees based on that need. The CRIP is not intended as comprehensive capital programs and is not financially constrained.

The CRIP goals are not unique to each plan, but rather reflect the general goals of the Road Improvement Impact Fee Law. The general goals are to ensure that the cost of road improvements is allocated in a fair and equitable manner, and that new development provides a portion of funds for the road improvements that it necessitates.³

3.2.3 Review of National, State, and Regional Plans

As noted in the chapter introduction, DuPage County's transportation system is made up of a range of roadway types managed by various agencies. Thus, it is important that the goals and objectives of DuPage County both recognize and coordinate with the goals and objectives of these other agencies. Furthermore, strategic alignment with goals and objectives at the state and federal levels open the County up to additional funding opportunities.

This section presents the federal guidance and state, regional, and local planning efforts that were reviewed and incorporated in the development of the LRTP goals and objectives. DuPage County's strategic imperatives and strategies for future development are presented in **Table 3- 2**. The plan goals are presented alongside their relationship to county strategies as well as federal, state, and regional transportation goals in **Table 3- 3**.

² DuPage County, DuPage Area Transit Plan Update, < https://www.dupageco.org/EDP/Public_Transit/1343/ >

³ DuPage County, <DuPage County Comprehensive Road Improvement Plan>

Table 3- 3. Comparison of DuPage's LRTP Goals with Federal, State, and Regional Planning Goals

DuPage County LRTP Goals	Federal Planning Factors	Federal Transportation Goals	State LRTP Goals	Regional Goals & Priorities
Improve Safety 	Increase safety and security of the transportation system for users.	Safety	Safety	Vision Zero
Provide Mobility Choice 	Enhance integration and connectivity of system across modes for people and freight.	Congestion Reduction	Livability	Increase Commitment to Public Transit
Promote Access to Opportunities and Increase Economic Vitality 	Increase accessibility and mobility of people and freight; Support economic vitality ... by enabling global competitiveness, productivity, and efficiency. Promote consistency between transportation improvement and economic development patterns.	Congestion Reduction; Freight Movement and Economic Vitality; System Reliability	Access; Economic Growth	Inclusive Growth (emerging priority); Create a more efficient freight network; Reinvestment and infill (emerging priority)
Efficient Operations and Maintenance 	Promote efficient system management and operation.	Reduce Project Delivery Delays		Pursue Coordinated Investments
Foster Sustainability and Resilience 	Protect and enhance the environment, promote energy conservation, enhance quality of life.	Environmental Sustainability	Resilience	Resilience & Conservation (Emerging Priority)

3.2.4.1 National Transportation Guidance

DuPage County is located in the core of the Chicago metropolitan area, which serves as a critical link in the national transportation network. Improving the safety and efficiency of the transportation system in DuPage County will not only strengthen the local economy, but also the regional and national economy. While transportation goals established at the federal level may seem far removed from DuPage County's transportation concerns, both IDOT and the regional planning agency, CMAP, similarly incorporate aspects of these federal goals to achieve progress towards their own. Also, aligning with federal transportation goals can assist in attracting federal dollars for needed transportation investments in DuPage County.

The two most recent transportation reauthorization bills—the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 and the Fixing America's Surface Transportation (FAST) Act of 2015—refined national transportation policy, established new federal freight policy and dedicated freight funding programs, and instituted a performance measurement system for highway and transit programs. MAP-21 established the initial national goals, and the performance-based program is implemented by the FAST Act. There are seven national goals established in MAP-21 include the following:⁴

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

One of the more important reforms initiated in MAP-21 was the establishment of a performance-based system which provides an assessment of how the transportation system is performing using data to track progress towards goals. To achieve the national transportation goals highlighted above, MAP-21 established a performance measurement system for highway and transit programs that state DOTs, metropolitan planning organizations (MPOs), and transit agencies must set targets for these measures. More on these measures will be outlined in the performance measurement section. Additionally, MAP-21 established national freight policy and requires the United States Department of Transportation (USDOT) to develop a National Freight Policy that includes the following seven goals that state freight plans must also support:⁵

⁴ Federal Highway Administration, National Goals, <<https://www.fhwa.dot.gov/tpm/about/goals.cfm>>

⁵ GovTrack, Moving Ahead for Progress in the 21st Century Act, <<https://www.govtrack.us/congress/bills/112/hr4348/text>>

- **Economic Competitiveness:** Investing in infrastructure and operations that (1) ensures the freight network improves the economic competitiveness of the freight network; (2) reduces congestion; and (3) increases productivity
- **Safety and Resilience:** Improving the safety, security, and resilience (i.e. the capacity to recover quickly) of freight transportation
- **State of Good Repair:** Improving the state of good repair of the National Freight Network (NFN)
- **Advanced Technology:** Using advanced technology to improve the safety and efficiency of the NFN
- **Performance and Accountability:** Incorporating concepts of performance, innovation, competition, and accountability in operating and maintaining the NFN
- **Economic Efficiency:** Improve the economic efficiency of the NFN, through use of data and statistics, interoperable ITS, best in practice construction, and projects that support regional economic vitality
- **Environmental Impacts:** Reduce environmental impacts of freight movement

The FAST Act builds on the national transportation goals and performance measures laid out in MAP-21. However, the FAST Act plays a stronger role in promoting a multimodal freight network. While MAP-21 encouraged states to develop state freight plans, the FAST Act now requires freight plans from all states to be eligible for federally programmed freight funds.

Furthermore, the FAST Act established dedicated funding for freight via two programs. The first, the National Highway Freight Program, is a core funding program that is allocated to state DOTs by formula. In Illinois, IDOT chose to program its National Highway Freight Program through a competitive process, with a call for projects held in 2018. The second, the Nationally Significant Freight and Highway Projects program, also formerly called the FASTLANE program and currently the BUILD program, is a competitive program with an annual call for projects.

3.2.4.2 State Transportation Plan

At the state level, IDOT is required to produce a LRTP. In 2019, IDOT released its LRTP that provides policies and goals to promote the state transportation system. In the 2019 LRTP, the state's overarching policy was to "to provide strategic direction for the development of the Illinois transportation system."⁶ To do this, the plan outlines 11 policies, and each policy has several goals and action items. However, IDOT is currently developing a new LRTP and the federally required state freight plan. IDOT's 2019 LRTP goals are as follows:

- **Economy:** Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods

⁶ Illinois Department of Transportation, Long Range Transportation Plan, <<https://idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index>>

- **Livability:** Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment
- **Mobility:** Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation
- **Resiliency:** Proactively assess, plan, and invest in the state’s transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and other disruptions
- **Stewardship:** Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois’ transportation system

3.2.4.3 Regional Transportation Plans

The Chicago region’s MPO, CMAP, is also required to develop a LRTP. In addition, CMAP’s state-enabling legislation requires it to develop a regional land use plan. CMAP accomplishes both through a single comprehensive plan. For the LRTP, DuPage County reviewed both CMAP’s former GO TO 2040 plan for the region and the new ON TO 2050 plan, which was adopted in October 2018 during the development of this LRTP.

GO TO 2040

The former regional comprehensive plan, GO TO 2040, emphasized four themes: Regional Mobility, Livable Communities, Human Capital, and Efficient Governance. Though the DuPage County LRTP will touch on elements of each of these themes, aligning with goals outlined in the Regional Mobility element of CMAP’s plan are of primary interest. The three key mobility recommendations in GO TO 2040 were:

- Invest strategically in transportation
- Increase commitment to public transit
- Create a more efficient freight network⁷

New Regional Plan—ON TO 2050 Emerging Priorities

The current regional comprehensive plan, ON TO 2050, emphasizes the three principles of Resilience, Inclusive Growth, and Prioritized Investment. The DuPage County LRTP touches on elements of these themes. The key mobility recommendations in ON TO 2050 are:

- Harness technology to improve travel and anticipate future impacts
- Make transit more competitive
- Maintain the region’s status as North America’s freight hub

⁷ CMAP, GO TO 2040, < <https://www.cmap.illinois.gov/about/2040> >

- Leverage the transportation network to promote inclusive growth
- Improve travel safety
- Improve resilience of the transportation network to weather events and climate change
- Fully fund the region's transportation system
- Build regionally significant projects⁸

The new ON TO 2050 plan identifies 11 emerging priorities for the region. Four of these emerging priorities directly influence the regional direction on transportation:

- Transportation infrastructure
- Transit, biking, and walking:
- Goods movement
- Sustainable transportation funding

Transportation Infrastructure

Maintenance and modernization continue to be key themes through 2050. The plan provides asset management practices to help counties and transportation implementers operate more cost-effectively. Finding operational efficiencies and technologies to manage congestion more cost-effectively is also emphasized, including incident detection and response, real-time traffic management systems, and reducing automobile dependency.

Transit, Biking, and Walking

Support for a multimodal transportation system is also a continued strategy, with the plan outlining recommendations for utilizing technologies such as transit signal priority, suburban transit service with flexible routes, and improved rail signal systems. CMAP will advocate for land use that fosters transit use and encourages housing and employment in transit-rich neighborhoods.

Goods Movement

CMAP has developed a regional strategic freight plan that was incorporated into the next long-range plan, ON TO 2050. The plan includes a series of goals that focuses on maintaining the Chicago area as North America's premier freight hub. The goals include:

- Invest strategically in the freight network
- Develop a unified regional approach for freight transportation issues
- Focus on improving local and regional truck travel

⁸ CMAP, ON TO 2050, < <https://www.cmap.illinois.gov/2050/mobility> >

- Mitigate the negative impacts of freight on adjacent areas, particularly economically disconnected areas
- Assess the local and regional impact of proposed major freight facilities

Sustainable Transportation Funding

GO TO 2050 recommends increasing transportation revenues through user fees and distributing these revenues using performance-based funding. Currently, it is estimated that the costs of operating and maintaining the transportation system in its current condition will exceed funds available under current sources of revenue. GO TO 2050 recommends that state, local, and regional agencies capture revenue from direct and indirect user fees, that the state replace the motor fuel tax and replace it with a road usage charge, expand the sales tax area, priced parking, tolling, and regional revenue sources, use value capture, and use public-private partnerships strategically.

Regionally Significant Projects

Draft Regionally Significant Projects (RSPs) have also been identified for the next long-range plan. Several of these roadway and transit projects will have an impact on DuPage County's transportation system, such as the Elgin O-Hare Western Access project that will provide new limited access facility to the O-Hare airport and the Metra UP West Improvements that will add a third track to increase passenger service and facilitate coordination with freight traffic. The final regional plan will be approved in October of 2018.⁹

3.2.4.4 Local Transportation Plans

Three of the counties—Cook County, Will County, and Kane County—that border DuPage County have developed LRTPs recently. The following outlines their key areas of emphasis.

Connecting Cook County: Cook's Long-Range Transportation Plan

Cook County's LRTP was recently adopted in 2016.

Cook County LRTP Policy Priorities:

- "Prioritize transit and other transportation alternatives—the County must complement its extensive road network with improved transit and fully embrace other modes such as walking, biking, car sharing, and ride sharing."
- "Support the region's role as North America's freight capital – to retain its status as a freight hub, the County will focus on rail and trucking, the two modes that carry the most freight within the region."
- "Promote equal access to opportunities – the County will use transportation investments as a means to combat inequalities...To fully realize equitable distribution of employment opportunities, [policies] will be designed to create a climate conducive to business expansion and to making jobs more accessible to households everywhere."

⁹ CMAP, ON TO 2050, < <https://www.cmap.illinois.gov/2050/mobility> >

- “Maintain and modernize what already exists – Cook County will prioritize addressing these backlogs [of maintenance and investment needs]...and modernize the existing transportation system...using new practices and technologies to get more out of what exists rather than building new capacity.”
- “Increase investments in transportation – will explore new and increased sources of revenue. [The County] will include more transparent allocation of resources, performance-based criteria for decision-making, and effective and efficient interagency collaboration.”¹⁰

Cook County LRTP Projects and Programs:

Several key programs and projects were identified in the plan that could impact DuPage County’s transportation system including:

- Implementing a Smart Corridors Network to increase traffic capacity through technological improvements
- Truck Routing, Infrastructure, and Permitting (TRIP) Program that will improve the flow of truck traffic
- Implementing Transit Priority on Expressways

Will County’s 2017 Long Range Transportation Plan

Will County’s LRTP was adopted in March 2017.

Will County LRTP Vision

“A thriving County with a regionally and nationally significant transportation network that connects all users, places, and products through a balanced multimodal transportation network that facilitates economic vitality, is coordinated with land use, enhances quality of life, and recognizes our diversity, from urban and suburban lifestyles, to our agricultural roots.”¹¹

Will County LRTP Goals

- “Support Economic Vitality – Support economic development and competitiveness through the provision of a safe, reliable, and accessible multimodal transportation system to move people and goods.”
- “Improve Freight Movement – Provide access to local, regional, national, and international trade markets while mitigating the impact to people’s quality of life and to the environment.”

¹⁰ Cook County, Connecting Cook County,
<https://www.connectingcookcounty.org/pdf/CookCounty_LRTP_FINAL_WebVersion.pdf>

¹¹ Will County, Long Range Transportation Plan,
<https://www.willcountyllinois.com/Portals/0/Highway/Long%20Range%20Transportation/will_county_transporation_report_2017_final4_web.pdf?ver=2017-04-25-112630-497>

- “Perform Asset Stewardship – Preserve and maintain transportation assets and manage their operations using a spectrum of strategies, tools, and technologies.”
- “Expand Local and Regional Transportation Choices – Enhance local, Countywide, and regional mobility and connectivity for residents, employees, visitors, and commerce.”
- “Improve Safety – Provide a safe multimodal transportation system for motorized and nonmotorized users.”
- “Create Quality Places – Coordinate land use and transportation planning with partner agencies and municipalities to retain or improve the character of communities and enhance quality of life through sustainable transportation investments across all forms of travel.”¹²

Will County LRTP Projects and Programs:

Projects and programs from the Will County LRTP that could have an impact on the DuPage County transportation system include:

- Heritage Corridor improvements
- Implementing Pace’s Arterial Rapid Transit on IL 59
- I-55 improvements, including extending managed lanes south from the northern border of Will County to Airport Road/Lockport Street corridor
- IL 53 improvements¹³

Kane County’s Long-Range Transportation Plan

Kane County’s LRTP was adopted in 2012. The plan outlines five objectives and strategies under each objective.

Kane County LRTP Objectives

- “Safety – Provide a multi-modal transportation system that is safe for all users.”
- “Personal Mobility – Develop a balanced multi-modal transportation system that adds to the available travel options, increases personal mobility, and offers alternatives to the Single Occupancy Vehicle (SOV).”
- “Cooperative Planning – Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports County and regional land use plans and policies.”

¹² Will County, Long Range Transportation Plan, <https://www.willcountyillinois.com/Portals/0/Highway/Long%20Range%20Transportation/will_county_transporation_report_2017_final4_web.pdf?ver=2017-04-25-112630-497>

¹³ Will County, Long Range Transportation Plan, <https://www.willcountyillinois.com/Portals/0/Highway/Long%20Range%20Transportation/will_county_transporation_report_2017_final4_web.pdf?ver=2017-04-25-112630-497>

- “Quality of the Environment – Maintain and improve the quality of the environment while providing transportation services and facilities.”
- “System Efficiency – Reduce the growth in congestion and vehicle miles traveled, while preserving the County’s transportation system and its carrying efficiency.”¹⁴

Kane County LRTP Projects and Programs

- Longmeadow Parkway Fox River Bridge Corridor
- Bunker Road Extension from Keslinger to LaFox Road
- Reconstruction of the Randall Road at Hopps Road intersection

3.3 Summary

DuPage County is in transition. Throughout the public engagement process, stakeholders and the public talked about the need to maintain a quality transportation system, maintain and enhance the non-motorized system, promote projects that benefit public safety, and to make systems more efficient for the traveling public, the aged and disabled, and business-related travel. As the state, county, and municipal highway networks are relatively well developed with little space for added roadway capacity, DuPage County DOT will be turning its attention to maintenance, safety, and operational performance activities. Additionally, agencies, including neighboring counties, will be collaborating more frequently to plan and fund projects of mutual benefit.

The DuPage County LRTP goals and objectives align with federal, state, and regional priorities, reflecting DuPage County’s place in the region. The goals and objectives defined above are actionable and allow DuPage County DOT to track progress on the goal areas over time. To further assist that effort, performance measures have been developed that build on each goal area, as described in detail in Chapter 7.

¹⁴ Kane County, Long Range Plan, http://kdot.countyofkane.org/Long%20Range%20Plan/KaneCounty_2050_LRTP_Final.pdf

Key Takeaways

- The County adopted five goals and 19 supporting objectives that will guide future investment decisions towards achieving the strategic vision for their future transportation system
- The goals and objectives for this LRTP were developed based on the shared priorities and future interests identified in DuPage County's Strategic Plan goals, stakeholder feedback, federal guidance, and relevant state, regional, and local planning efforts
- These goals and objectives are referenced throughout the rest of this LRTP
 - As noted in Chapter 6, these goals provide a guide for project prioritization for funding and policy recommendations
 - In addition, the future performance metrics identified in Chapter 7 are based on these goal areas

Chapter 4

Future Needs

This chapter is focused on identifying the future needs of the transportation network. Chapter 6 will then identify the most cost-effective strategies for addressing these anticipated needs based on available funding identified in Chapter 5.

As identified in Chapter 1, several needs can be observed on DuPage County's transportation network today. Most of these existing needs have emerged as the result of economic and demographic changes that occurred over the last 10 to 20 years. As the county continues to grow and develop over the next 20 years, new needs will arise, and existing needs may shift. With all of the recent and continuing changes in the world and in DuPage County, it is difficult to anticipate how the county will transform over the next 20 years. Technology is changing the way we navigate, what we drive, and how we drive. It is also changing how we construct a road and the materials we use. Nowhere is technological change seen more than in traffic signal systems and how our vehicles interact with infrastructure. Furthermore, at some point in the next 20 years, autonomous electric vehicles and connected vehicles may become prevalent causing significant changes to the future of mobility.

As noted in Chapter 1, the growing diversity within the population of DuPage County and the surrounding area also changes the mobility needs within the population today and into the future. In addition, new data and research has redefined the planning community's understanding of the connections between equity and transportation planning. Thus, equity considerations will play a larger role in shaping the focus of transit and transit financing.

All of these potential changes in mobility present a high level of uncertainty about the future of mobility. As part of the Long-Range Transportation Plan, staff is obligated to review and consider the possible implications of these trends. However, the county cannot plan for every potential future outcome. Thus, a set of reasonable assumptions is used to identify the demographic and economic shifts that are most likely to occur. These assumptions are based on historic, recent, and existing trends and presented in more detail in Section 4.1.1 (**Table 4- 1**). Economic and technological factors are also considered in Chapter 5 where changes will likely have significant effects on revenues and costs, challenging the County's capacity to complete large capital programs.

The first two sections of this chapter provide the future growth and network assumptions included in the model development. The third section provides an overview of the resulting 2040 traffic demands on the network. The last section discusses future needs related to access to alternative modes of transportation, including transit and bicycle/pedestrian trails; modes that cannot be assessed within the framework of a travel demand model. The four sections are:

1. Future growth assumptions
2. Committed and programmed projects

3. Identification of future capacity needs
4. Other needs (including transit, trails and non-motorized transportation, and bridge improvements)

Chapter 6 will then present how the identified needs are prioritized and funded based on the goals and objectives laid out in Chapter 2.

4.1 2040 Traffic Model Process and Assumptions

The DuPage County Travel Demand Model was initially developed for the County's Comprehensive Roadway Improvement Plan (CRIP) in 2000. The model has been updated three times since 2000 to reflect changes in various aspects of the transportation system and new land use patterns. To increase the model's granularity and improve its ability to assess trips at the county-level, additional data elements were added and refined including additional consideration for truck trips, trips to O'Hare Airport, and Metra station trips. For this Long-Range Transportation Improvement Plan, the model was updated and calibrated based on actual traffic speed and count data collected in 2015.

The model is based on the traditional four step process which includes land use, trip generation, trip distribution, and trip assignment. Trip generation is a process by which trip origins and destinations are estimated based on the assemblage and type of land uses in a zone, and demographics (including automobile ownership, income, age, and population characteristics). Trips between the model area and the remainder of the region are incorporated into the model based on CMAP data and information supplied by the Tollway and State for regional expressways. As noted above, trip generation was also developed for special uses such as airports, regional malls, and federal facilities such as Argonne National Laboratory. Special counts were conducted which contributed to the knowledge base of the model. A special truck trip generation model was also developed in 2010 and augmented in this model iteration. It is especially valuable in industrial and airport areas.

Trip generation is then parsed by trip type (i.e., work trips, non-work trips, non-home-based trips, truck trips, etc.). Each trip type has a trip distribution profile that is consistent with known trip lengths throughout the region. These profiles are applied to the trips generated by the land uses in a zone to estimate the overall distribution and impact of the land use.

Trips are balanced and then assigned to the network in the final step of the model process. Assignment is guided using the attributes of the network such as highway capacity, speed limits, special delay and turn limitations. In the base year, 2015, the assignments are compared against the known daily and peak period traffic on select "screenlines." The model network and select factors are adjusted within reason to "calibrate" the base year model. Future year forecasts use this combination of trip generation and distribution information—applied to new network and land use conditions—to forecast traffic. A more detailed paper on the model and modeling process is included in **Appendix 4-A**.

The following sections present additional details on the inputs and assumptions incorporated in model development. They are presented in three sections:

1. Future Trends and Assumptions – assumptions addressing the uncertainties surrounding changing technology and demographics.
2. Land Use Assumptions – expected land use changes approved by the county board and the associated trip generation rates.¹
3. Committed and Programmed Projects – the planned future transportation network, which included capacity improvements that are currently programmed or committed within existing plans.

4.1.1 Future Trends and Assumptions

As noted in the Introduction, the many recent technological and demographic shifts present a great deal of uncertainty about the future. For most, the potential implications are still not fully understood and thus, cannot yet be modeled or incorporated into future plans. Thus, the county had to adopt a set of assumptions related to these trends and the most likely traffic impacts through 2040. It is the County's intention to continually improve how and what is modeled in order to adjust our programs to reflect changing and emergent needs of the traveling public.

Table 4- 1 below summarizes the assumptions that are addressed through this plan and are incorporated into the future system analysis.

Table 4- 1. Future Trend Assumptions and Potential Implications

Change Element	Potential Impacts	Included in Analysis?	Reason
Land Use	Changes in volume of traffic, distribution of traffic, traffic schedule, impacts on intersections, type of vehicles. Can affect needed roadway capacity, bridges, interchanges, and demand for transit.	Yes	No land use alternatives were examined. Changes in land use and trip generation due to the pandemic will be assessed in future models.
Highway Network	Changes in facility use, distribution of traffic locally and regionally, changes in vehicular demand, change in function of road, change in truck routing.	Yes	
Automotive Technology	Changes in types of energy used, has some impacts on land use, potential impacts on trip length.	No	Model has some capabilities in estimating travel of autonomous vehicles, but vehicular behavior and daily usage patterns are not known. Impacts of electrification of the fleet is assessed in Chapter 5.

¹ 2012-2025-2040 Land Use Assumptions. DuPage County Division of Transportation. March 2018.

Change Element	Potential Impacts	Included in Analysis?	Reason
Connected Infrastructure	Possible efficiencies in traffic signal systems, vehicle travel, and delay avoidance. Information systems and advance warning capabilities allow drivers to change paths in the event of crash and rail crossing delays.	No	Model has limited capability of assessing effects of connected vehicles
Managed Lanes and Tolling	Changes to travel behavior and demand, time of day effects of variable pricing.	Partial	Model incorporates new capacity and access to these facilities, but is not able to accurately model time of day tolling strategies.
Parking Pricing	Changes may result in decrease in frequency of trips, or demand for transit or shared ride services.	No	Model has some capabilities to assess broad parking pricing strategies but was not enabled for the LRTP.
Transit Service	Changes in service strategy and routing may result in new automobile or alternative transport demand. Changes in Metra service schedules result in different demand hours.	Partial	Model includes demand for Metra park and ride services and only indirectly accounts for walk and bike trips.
Non-motorized Trips	Energy costs and continued displacement of workers to work from home arrangements may result in significant drops in auto trips. New mechanized micro-transit options may emerge in locations reducing the need for long distance auto trips.	No	Model is capable of estimating the effects of a wide scale pandemic and work from home effect through trip generation assumptions but this model does not.
Economic/Social Equity	Rising costs of auto ownership, energy, and tolls will affect the way that lower income people travel and how frequently.	No	Regional transportation models are currently in development that examine how to serve lower income populations and what economic considerations should be given.

4.1.2 Land Use Assumptions

This section presents an overview of the land use projections used to identify future transportation needs within the county. The traffic model that has been developed utilizes DuPage County land use plus the land use in adjacent counties. Staff is responsible for performing regular inventories of land use and developing forecasts for future land use based on trends, zoning, environmental conditions, and transportation network access. Projections include development of vacant parcels as well as locations where there are opportunities for redevelopment. Development is assigned to parcels according to zoning and prevailing development density. In a small set of cases, development is assigned to parcels and zones in accordance with planned development as provided by municipal development departments.

These growth assumptions act as inputs in the travel demand model and trip generation rates are then assigned to each land use type. The trip generation rates used in DuPage County's model are based on a 2006 study conducted by the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT), the Northwestern Indiana Regional Planning Commission, and the Indiana Department of Transportation (InDOT). All growth assumptions presented in this section are compared to a base year of 2015; at the time model development began, 2015 had the best available travel speed and traffic count data.

Most of the assumptions developed by the department pre-date the pandemic. Existing office and retail development is clearly going to be affected by the pandemic; future development of these uses is likely to be volatile and dependent on absorption of vacant space. The pandemic effects other aspects of land development as well. With travel restrictions, hotels and entertainment venue development will be limited in the near term. School districts will need to evaluate plans for additional schools given risks to students and teachers. Industrial and warehousing use development, contrary to other development has increased in response to the explosive demand due to online shopping and next day delivery.

Residential Growth

Overall, the number of residential units in DuPage County is expected to grow by 5.7 percent between 2015 and 2040, an increase of more than 21,000 units (**Table 4- 2**). Residential growth in the surrounding areas is expected to be higher, at 6.5 percent, representing an increase of 75,000 units.² This surrounding area includes developments within a buffer area of approximately 5 miles around the DuPage County border.

Table 4- 2. DuPage and Buffer Area—Number of Residential Units by Forecast Year

Forecast Year	DuPage County	Surrounding Area
2015	374,279	1,148,154
2040	395,709	1,223,028
2015-2040	21,430	74,875
Absolute and Percentage Increase	5.7%	6.5%

Source: 2012-2025-2040 Land Use Assumptions. DuPage County Division of Transportation. March 2018.

Most of the residential growth in DuPage County is expected to be in multi-family dwelling units. Approximately 15,000 new multi-family units are expected to be added through 2040, accounting for 70 percent of new residential units. Of the remaining 6,000 projected units, 5,000 are expected to be single-family homes and the other 1,000 group dwelling units.

As shown in **Figure 4- 1**, the largest increases in residential units are expected to occur along major corridors. This is attributed to historic trends that show a tendency for multi-family type developments to locate along denser, busier corridors, such as the BNSF Metra line and I-88.

The southwest quadrant of the county is expected to get the largest increase in residential units with an additional 7,000 units, representing an increase of 9.3 percent. Many of these increases are concentrated along the I-88 corridor. The northeast quadrant is also expected to get an

² ibid.

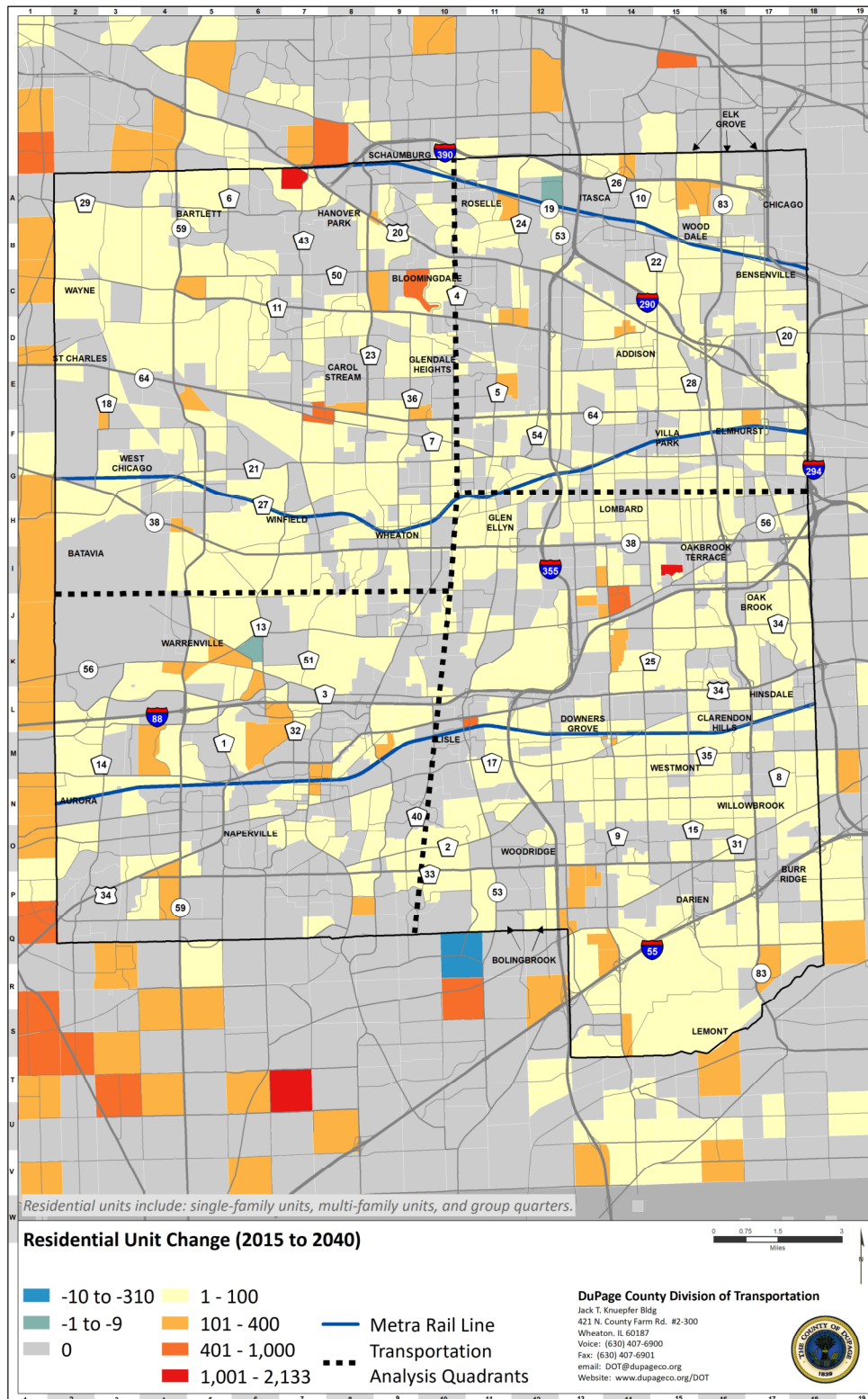


Figure 4- 1. Projected Growth in Residential Land Use, 2015-2040

Source: 2012-2025-2040 Land Use Assumptions. DuPage County Division of Transportation. March 2018.

additional 7,000 units, an increase of 4.9 percent. The largest expected increases in this quadrant are located along Lake Street and the new IL 390 Tollway. The southeast and northwest quadrants are expected to split the remaining growth, growing by 5.7 percent and 4.3 percent, respectively.

In the surrounding area, the most significant growth is expected to occur in Kane County to the west, Will County to the southwest, and the portion of Cook County just above the northwest corner of DuPage County. This is expected to drive an increase in trips in the western half of the county in 2040.

Non-Residential Growth

Non-residential land use categories within the travel demand model include retail, office, industrial, warehousing, public facilities, transportation, and utilities. Between 2015 and 2040, square footage within non-residential land uses is anticipated to increase by 10.2 percent in DuPage County and 12.9 percent in the surrounding area. The surrounding area includes developments within a buffer area of approximately 5 miles from the DuPage County border.

Table 4- 3. DuPage and Buffer Area—Non-Residential* Space by Forecast Year (in thousands of square feet)

Forecast Year	DuPage County	Surrounding Area
2015	400,725	479,508
2040	441,548	541,568
2015-2040	40,823	62,060
Absolute and Percentage Increase	10.2%	12.9%

* Retail, Office, Industrial, Warehouse, Schools, Transportation and utilities, and Municipal/public land use.

Source: 2012-2025-2040 Land Use Assumptions. DuPage County Division of Transportation. March 2018.

Non-residential land use assumptions are grouped into three categories:

- Commercial: Retail and office
- Industrial: Industry and warehousing
- Governmental: Public facilities, schools, and utilities

Commercial Land Uses

Total retail and office development is projected to grow by 19.7 million square feet through 2040, a 14.1 percent increase over 2015 levels. Most of this growth is expected to be concentrated in the western half of DuPage County, as this is where most of the large parcels of available land are located. This type of land use occurs in areas along major transportation corridors throughout the County. Downtowns along the Union Pacific – West and BNSF Metra lines are also expected to add significant square footage in towns such as Elmhurst, Wheaton, Glen Ellyn, Lisle, and Naperville.

Office development is expected to account for nearly two-thirds of commercial development through 2040. Office space is projected to increase by 12.3 million square feet, an increase of 17.1 percent over 2015 levels. Retail is expected to grow by over 7.4 million square feet, a 10.8 percent increase over 2015.

Industrial Land Uses

Total industrial development, including warehousing, is projected to grow by 17.3 million square feet through 2040, an 8.8 percent increase over 2015 levels. Most of this growth is expected to be concentrated along the IL-59 and CN Rail corridors at the western edge of DuPage. The northeast corner of the county is also expected to get significant industrial growth, with the increase concentrated around O'Hare Airport and the new IL 390 and I-490 Tollways. The I-55 corridor running through and along the southern edge of DuPage is also expected to get significant industrial growth. However, most of this growth is south of DuPage in Will County.

Institutional Land Uses

Institutional land use in DuPage County is projected to grow by 3.9 million square feet, or 6.1 percent between 2015 and 2040. This category includes governmental buildings, schools, transportation uses, and utilities. Most of the growth in this category is expected to be in the expansion of college facilities within the county.

4.2 Committed and Programmed Projects

The DuPage County travel demand model incorporates programmed and committed projects through 2040 based on plans from multiple local, regional, and statewide organizations. These are projects where the agency responsible has committed funding and is committed to building a project within five years. Including these projects in the evaluation of 2040 travel conditions helps to promote future investment decisions that do not overlap with or counteract improvements that are already expected to occur on the network. The projects included in the 2040 model network are presented in **Figure 4- 3** on the following page.

In addition, the county reviewed plans for other projects that are recommended but not yet fiscally constrained within an existing program. Coordination of priorities with other local agencies is an important part of the planning process. Thus, the County used this list of recommended projects as an initial draft list of future needs. As discussed in Chapter 6, this list is then expanded and evaluated based on the results of the modeling process.

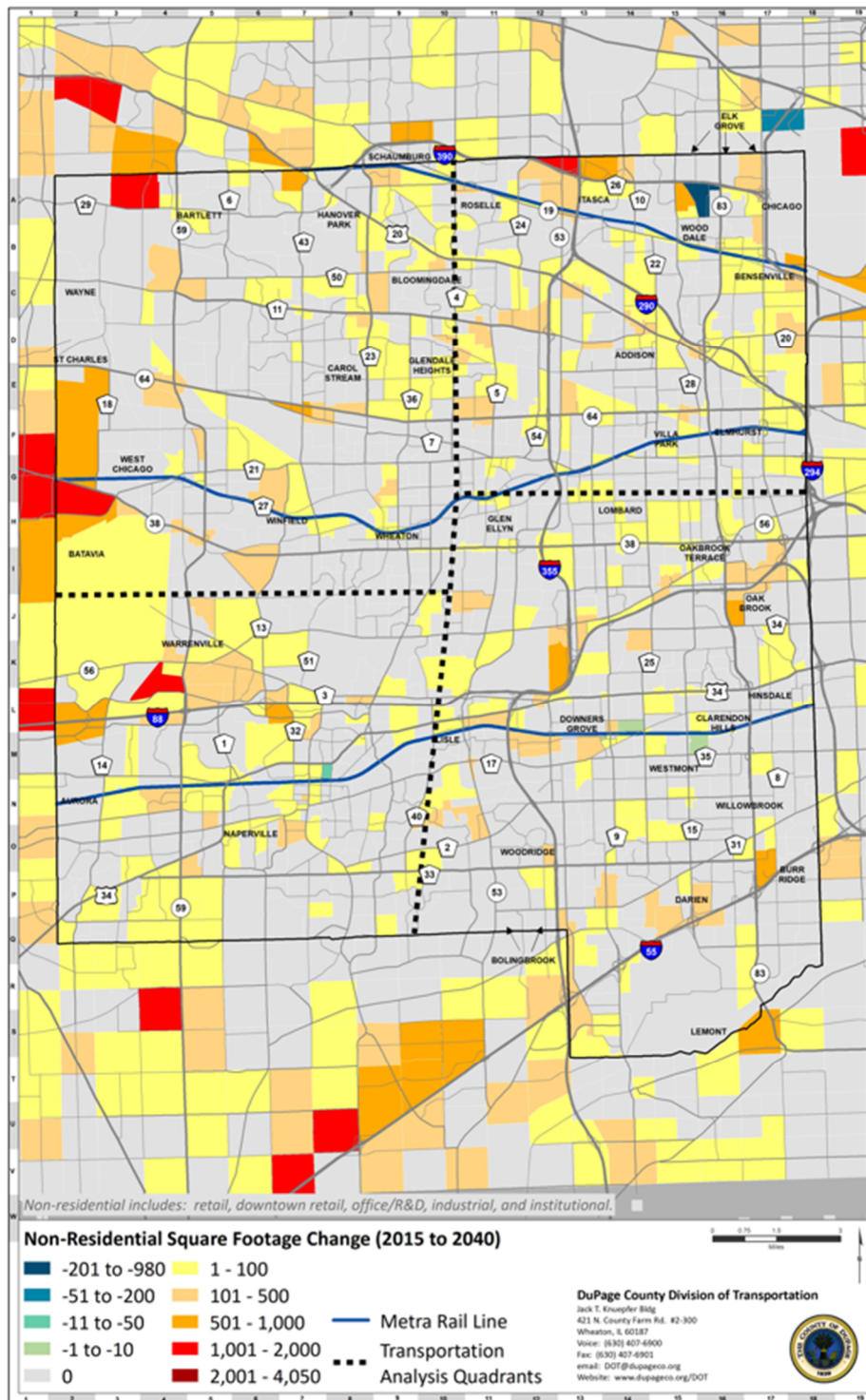


Figure 4- 2. Projected Growth in Non-Residential Uses, 2015-2040

Source: 2012-2025-2040 Land Use Assumptions. DuPage County Division of Transportation. March 2018.

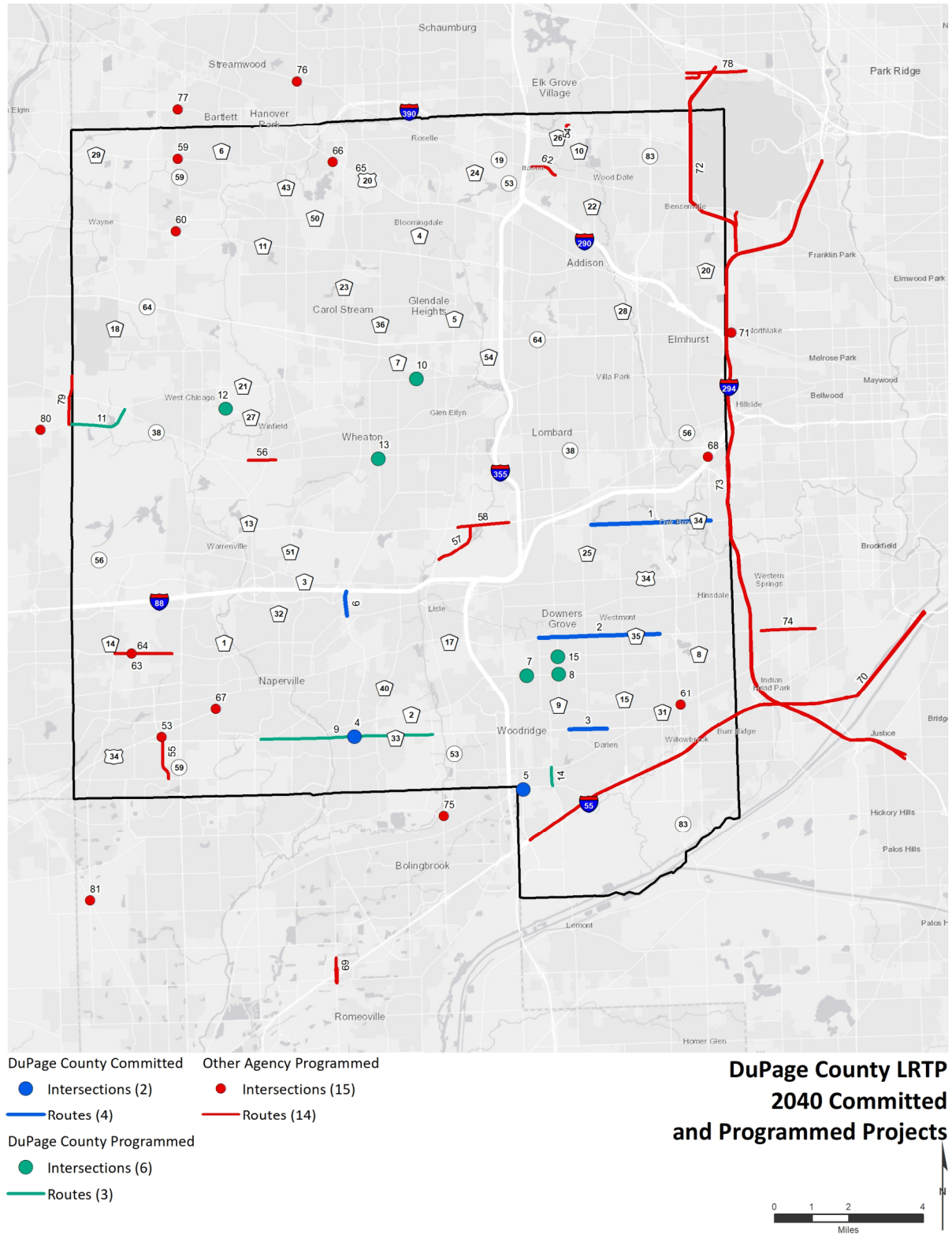


Figure 4- 3. DuPage County Committed and Programmed Projects Included in 2040 Model Scenario

Referenced plans include the DuPage County CRIP, CMAP Surface Transportation Program and Transportation Improvement Program, IDOT Statewide Transportation Improvement Program, and Tollway Capital Program. In addition, other local municipal plans identified through local, regional, and state organizations were referenced. The following bullets provide background information for each plan and/or program:

- **DuPage County CRIP:** Projects identified in the CRIP primarily focus on capacity improvements through improved intersections and roadway expansions. The CRIP does not include routine maintenance and resurfacing. Projects included in the CRIP are undertaken by DuPage County and local municipalities, as well as through partnerships with neighboring counties and IDOT.
- **CMAP Transportation Improvement Program (TIP):** The CMAP TIP lists federally funded projects and other regional projects planned for the next five years for the Chicago region. Projects identified in this program help tie in regional goals to local implementation and include a diverse array of project types such as roadway maintenance, bridge rehab, bicycle and pedestrian improvements, and other types.
- **IDOT Statewide Transportation Improvement Program (STIP):** A new STIP is developed every three years and includes projects related to highways, transit, and intercity rail. Only federal and state-funded highway and public transportation projects are included in this program.
- **Illinois Tollway Capital Program:** The Illinois Tollway Capital Program, known as Move Illinois, is a plan developed by the Illinois Tollway that identifies projects necessary to keep the Tollway system up to date into the future. While DuPage County is not directly involved in this program, projects are included in the modeling process to accurately reflect the transportation network.
- **Municipal Programs:** Municipalities within DuPage County have developed plans and programs that allow them to implement transportation improvements. Projects from these sources were also reviewed for potential inclusion in the travel demand model.

4.3 Expected 2040 Traffic Conditions

This section presents the anticipated 2040 traffic conditions in DuPage County based on the results of the travel demand model. Based on the inputs and assumptions discussed in previous sections, the model assigns future trips to the planned roadway network, providing an estimate of the number of vehicles that will travel on each part of the County's transportation system in 2040, both on a daily basis and during the peak travel time hour, between 5:00 and 6:00 p.m. While the model provides an effective way to identify needs in a quantifiable manner, as with any tool it has limitations and is thus, just one of the tools used to prioritize and select future capital improvements. A technical report detailing the modeling project is available on the DuDOT website.

One limitation of the model is its ability to assess demand for and the benefits of alternative modes of transportation. Thus, the potential need for additional transit, trails, bike routes, and other alternative transportation opportunities is discussed in the next section.

Safety is also a top priority in the identification and evaluation of the future transportation needs that cannot be represented in the model. As presented in Chapter 2, the County reviewed crash data to identify the areas with the highest crash rate and highest injury rates within DuPage County. Chapter 6 presents how projects that improve safety are identified and prioritized for capital investment.

Expected Traffic Growth by Analysis Quadrant

This section presents the expected growth in vehicle miles traveled and congestion between 2015 (the base simulation year) and 2040. Model-based estimates are presented for four analysis quadrants selected for this study, as presented in **Figure 4- 1** and **Figure 4- 2**. The section also presents estimates of the time traveled in congestion conditions, meaning below the posted speed limit, and a summary of expected lane-mile additions to the roadway (presented as percent change in roadway capacity).

Annual vehicle miles traveled (VMT) in DuPage County is expected to increase from an estimated 27 million miles travelled in 2015 to 30 million in 2040, an increase of 11 percent. The average distance travelled in and around DuPage County is expected to remain similar, with a slight estimated increase from 11 to 12 miles per trip. Typical trip time is expected to increase more significantly from an average of 18 minutes in 2015 to 26 minutes in 2040, an increase of 14.2 percent (**Figure 4- 4**).

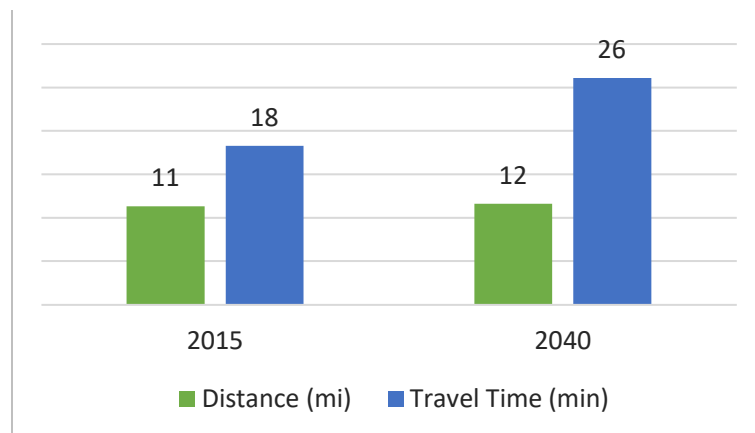


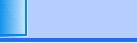
Figure 4- 4. Average Vehicle Trip Distance and Time, 2015 and 2040

Source: DuPage County Traffic Model developed for L RTP

The larger increase in travel time is due to an increase in congested conditions. Time spent traveling in congested conditions (below the posted speed limit) is expected to increase by one-third or 33.4 percent between 2015 and 2040.

As shown in **Table 4- 4** growth in VMT is expected to be similar in all four county sections, ranging from 9.7 percent in the northeast section to 13.1 percent in the southwest section. The slightly higher growth in the western portion of the county is driven by residential, commercial, and industrial developments expected to occur in this area and in the counties that border this half of the county.

Table 4- 4. Expected Change in Daily Traffic and Roadway Conditions in DuPage County By Analysis Quadrant between 2015 and 2040

Analysis Quadrant	Vehicle Miles Traveled	Roadway Capacity ¹	Vehicle Hours Traveled	Hours Traveled in Congested Conditions ²
Northwest	 12%	 10%	 11%	 13%
Northeast	 10%	 4%	 15%	 38%
Southeast	 11%	 2%	 17%	 49%
Southwest	 13%	 3%	 17%	 57%
DuPage Total	 11%	 5%	 14%	 33%

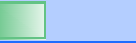
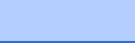
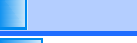
¹Expected increase in lane-miles due to roadway widening or expansion.

²Hours traveled at speeds below the posted speed limit.

Source: DuPage County Model developed for LRTP

Congestion is expected to increase most significantly in the south half of the county. This is due to a combination of higher growth in VMT and lower expected expansions in roadway capacity. The lowest increase in travel time and congestion occurs in the northwest quadrant where the expected addition of the IL 390 and I-490 Tollways is anticipated to add significant capacity to the network in this area, decreasing overall travel times. As shown in **Table 4-5** time spent in congested conditions during the peak PM hours is expected to remain flat in this quadrant.

Table 4- 5. Expected Change PM Peak Hour Traffic and Roadway Conditions in DuPage County By Analysis Quadrant between 2015 and 2040

Analysis Quadrant	Vehicle Miles Traveled	Roadway Capacity ¹	Vehicle Hours Traveled	Hours Traveled in Congested Conditions ²
Northwest	 10%	 10%	 5%	 0%
Northeast	 7%	 4%	 11%	 23%
Southeast	 9%	 2%	 17%	 40%
Southwest	 13%	 3%	 17%	 46%
DuPage Total	 9%	 5%	 11%	 21%

¹Expected increase in lane-miles due to roadway widening or expansion.

²Hours traveled at speeds below the posted speed limit.

Source: DuPage County Model developed for LRTP

Table 4-5 presents the expected change in traffic conditions during the PM peak hour, which represents the most congested hour of the day. Overall PM peak growth trends are similar to the daily growth trends, just a little lower. The lower growth trends in the peak period are likely due to lower available capacity in this period.

Figure 4-5 presents expected 2040 PM peak hour congestion by route. As noted with **Table 4-5**, most of the peak hour congested travel is expected

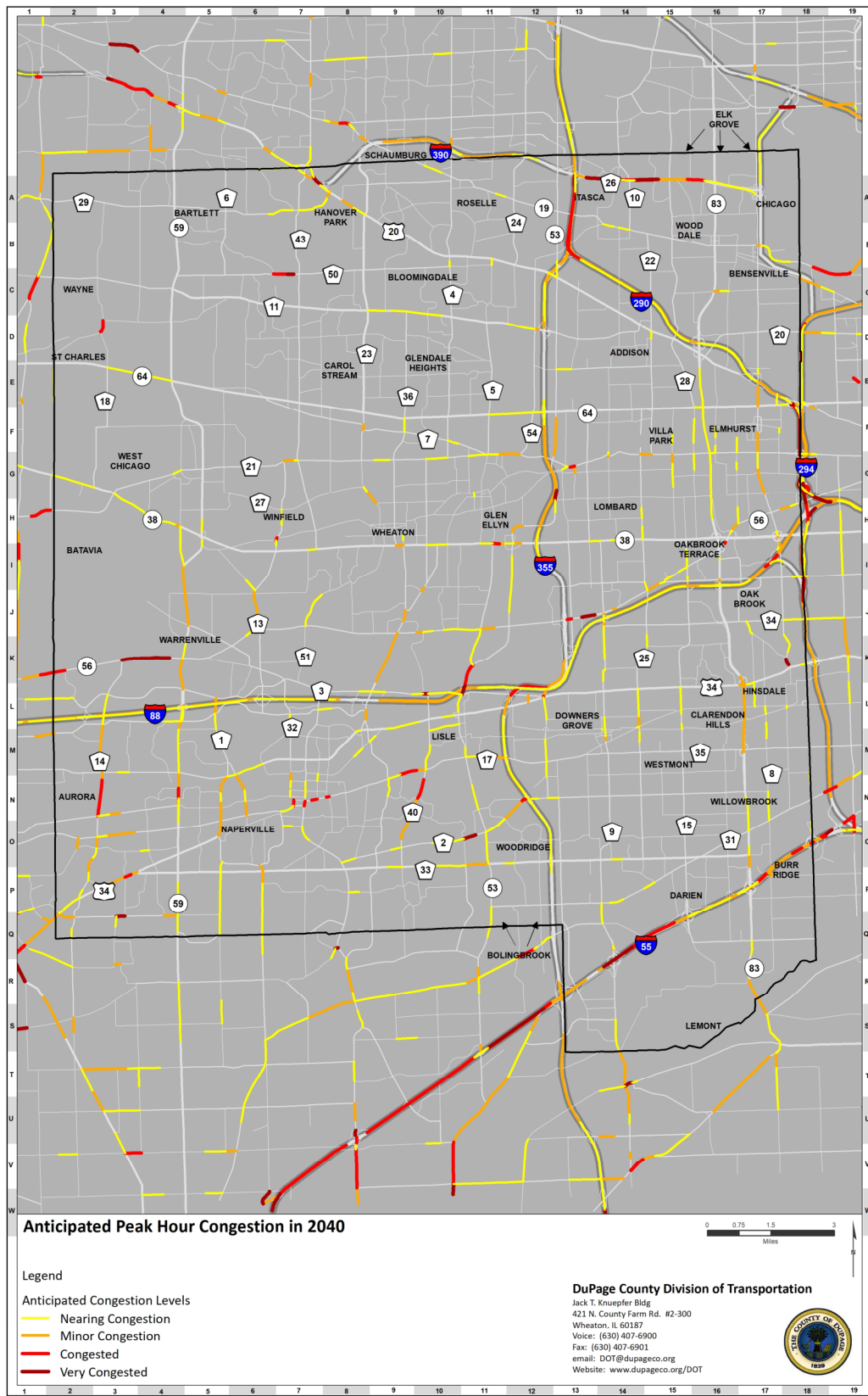


Figure 4- 5. 2040 PM Peak Hour Congestion by Route

to occur in the southern portion of DuPage County. This congestion is mostly expected to occur along corridors that already face congestion-related travel delays today and is largely focused along the I-88 corridor west of I-355.

In the southwest quadrant, congestion is expected along most of the north-south feeder routes to the Reagan Memorial Tollway (I-88), including IL 59, IL 53, Naperville Road, and Eola Road. Congestion is also expected on east-west routes, including IL 56 and Ogden Avenue (US 34) west of Naperville Road and 75th Street and Hobson Road east of Naperville Road.

East of I-355, in the southeast quadrant, congestion is expected to continue on IL 83, similar to existing conditions. This congestion is not expected to increase, despite increases in future traffic, due to increased north-south capacity on the parallel Tri-State Tollway. This Tollway system expansion is also expected to alleviate congestion in the northeast quadrant, with the widening of the central Tri-State Tollway as well as the completion of the new IL 390 and I-490 Tollway facilities.

Expected Traffic Growth by Roadway Jurisdiction

Table 4-6 and **Table 4-7** present the daily and PM peak period traffic growth by roadway jurisdiction. DuPage County-managed roadways are expected to see lower growth in VMT as compared to facilities managed by IDOT, the Tollway, and local municipalities. However, congestion is expected to grow by a proportion similar to that expected on IDOT and Tollway facilities. This is partially due to lower roadway expansion expected on DuDOT-managed facilities. Much of the anticipated expansion is expected to occur on IDOT and Tollway-managed interstates, including the addition of managed lanes on I-55, widening of the central Tri-State Tollway, and addition of the IL 390 and I-490 Tollways.

The highest growth in congestion is expected on locally managed roadways where the lowest volume of capacity increase is expected to occur. This emphasizes the importance of county support for local network improvements and coordination.

Table 4- 6. Expected Growth in Average Daily Traffic and Roadway Capacity by Jurisdiction in DuPage County between 2015 and 2040

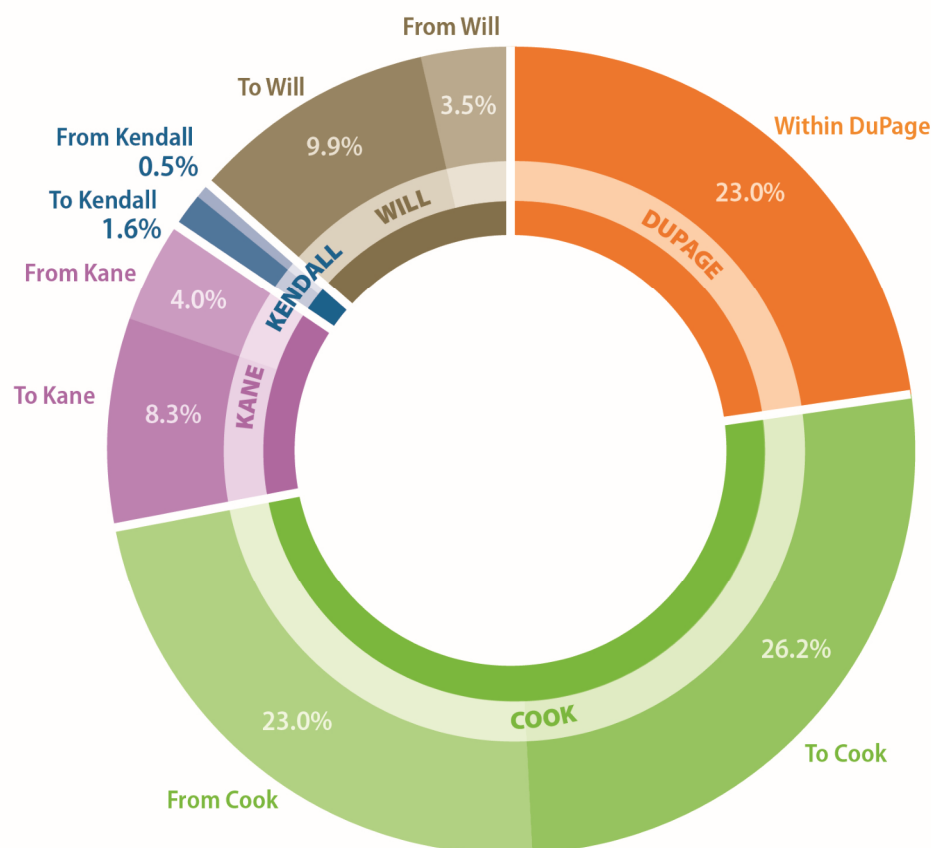
Jurisdiction	Vehicle Miles Traveled	Roadway Capacity	Vehicle Hours Traveled	Hours Traveled in Congested Conditions
IDOT and Tollway	 12%	 10%	 16%	 32%
DuPage County	 7%	 2%	 10%	 33%
Local/Municipal	 12%	 2%	 14%	 53%
Total	 11%	 5%	 14%	 33%

Table 4- 7. Expected Growth in Average PM Peak Hour Traffic and Roadway Capacity by Jurisdiction in DuPage County between 2015 and 2040

Jurisdiction	Vehicle Miles Traveled	Roadway Capacity	Vehicle Hours Traveled	Hours Traveled in Congested Conditions
IDOT and Tollway	10%	10%	12%	17%
DuPage County	5%	2%	9%	24%
Local/Municipal	10%	2%	13%	42%
Total	9%	5%	11%	21%

Travel between DuPage and the Surrounding Counties

Figure 4-6 shows expected 2040 commuter patterns between DuPage County and adjacent counties. Note that these do not represent travel origins and destinations, but simply travel movements expected across county borders. For example, movements to Cook County may be trips headed to Lake County, Wisconsin, and/or Indiana, that are simply headed through Cook County.

**Figure 4- 6. 2040 PM Peak Hour Commute Patterns between DuPage County and Surrounding Counties***

*Presents work/home-based travel movements during the PM peak commute hour. Categories do not represent origin and destination of trips, merely the cross-county movements expected to occur at the DuPage County borders.

As shown, 23.0 percent of commuters are expected to live and work in DuPage County. This is consistent with existing conditions. In addition, the strong connection between DuPage and Cook County is expected to be maintained through 2040. In 2040, Cook County connections are expected to account for approximately 49.2 percent of total PM peak hour commute trips. This is up slightly from 47.2 percent in 2015.

Employment connections with Kane and Kendall Counties are also expected to grow through 2040. In 2040, trips between DuPage and Kane and Kendall are expected to account for 12.3 and 2.1 percent of total PM peak commute trips, respectively – up from 11.8 and 1.8 percent in 2015, respectively. As shown, most of these PM trips are expected to be trips from DuPage to Kane and Kendall, showing a strong connection between residential growth in Kane and Kendall and expected employment growth in DuPage.

4.4 Additional Needs

Current transportation and land use trends indicate a shift towards walkable communities with access to transit and consequently, transit-oriented development. As local municipalities within DuPage County, as well as on a regional level, continue to evolve and develop these concepts, transportation needs should consider and address solutions related to first- and last-mile connectivity and multi-modal transit options. Bridge improvements represent additional critical infrastructure projects that provide important safety and state of good repair considerations, the benefits of which might not be fully captured as part of the travel demand model.

In addition, the county's programs and policies can be designed to support and promote these alternative modes of transportation, which contribute to a more diverse and robust transportation network. This is discussed in further detail in Chapter 6.

Key Takeaways

As noted in the Introduction, this chapter provides an overview of how DuDOT identified the key corridors and connections that are most likely to be capacity-constrained on the DuPage network by 2040. A travel demand model was used to support the analysis process. The following bullets summarize the key inputs and findings from that process.

- Between 2015 (the base model year) and 2040, the number of residential units in DuPage County is expected to increase by 5.7 percent. Non-residential land uses are expected to increase by nearly twice as much, with an expected increase of 10.2 percent in square footage of these uses.
- Over the same period, vehicle miles traveled in DuPage County is expected to increase by 11.0 percent, while time spent driving is expected to increase by 14.2 percent.
- Future congestion growth is largely expected to be concentrated in the southern half of the County, especially the southwest areas. Thus, this area will require the most significant capacity investments.
- Roadways on the County Highway System account for only a portion of the anticipated future congestion. The largest increases in traffic congestion are expected on municipal streets. Thus, coordination with other agencies, especially municipalities, and integrating projects with other agencies will remain an important part of maintaining efficient travel conditions in DuPage County.

Chapter 5

Financial Plan

Introduction

A key component of a Long-Range Transportation Plan (LRTP) is establishing a vision for the The DuPage County Division of Transportation (DuDOT) oversees 220 miles of highways and 54 miles of multi-use trails in DuPage County. DuDOT is responsible for the planning, design, construction, maintenance, and permitted use of these assets. DuDOT expends significant resources on these and other related activities.

This chapter describes DuDOT's financial means for fulfilling its statutory duties and meeting other departmental goals and objectives set by the County Board. It begins with a look at DuDOT's historic revenues and expenses from fiscal year (FY) 2005 to FY2017. It then examines the capital funding sources available to DuDOT during this period. A section on risk assessment evaluates potential constraints on the revenue and capital funding sources.

Based on these historic figures, the document estimates future revenues and expenses for DuDOT out to FY2040. Elements outside of the DuDOT's control have the potential to impact future funding and spending, particularly the possibility that revenues will not be as high as anticipated due to economic, political, or technological factors. Therefore, this chapter uses these variables to outline several potential future funding scenarios which are evaluated at the end of this document and illustrate potential funds available for capital improvement projects.

5.1 Existing Funding Review

DuPage County publishes an annual financial plan that contains details of its financial operations and accounting. These plans provide a five-year outlook that shows DuDOT's recommended budget for the fiscal year, along with four years of projected revenues and expenses. Expected revenues and expenses are shown for the previous year, and actual results are provided for the two prior years. The County operates on a fiscal year starting on December 1st. Financial results were reported on a cash basis through FY2013, after which, the County switched to an accrual basis.¹

Financial figures in this report follow the format of the County's five-year outlook, using the same fiscal year as the County and expressing results in current dollars on an accrual basis.

DuDOT's daily operations and maintenance activities are almost entirely funded through motor fuel taxes. Capital projects receive funding from various federal, state, and local sources as well as motor fuel taxes. Details of all DuDOT sources of funding are provided in the following sections.

¹ Cash accounting recognizes revenue and expenses when money is exchanged; accrual accounting recognizes revenue and expenses when they're earned and billed, respectively

5.1.1 Revenue Sources

More than 85 percent of DuDOT's revenues come from state and locally imposed fuel taxes, as shown in **Figure 5-1**. Other DuDOT sources of revenue include impact fees and charges for permits, licenses, and services. A detailed table of revenues can be found in **Appendix A**. Detailed explanations of each revenue source shown in **Figure 5-1** follow.

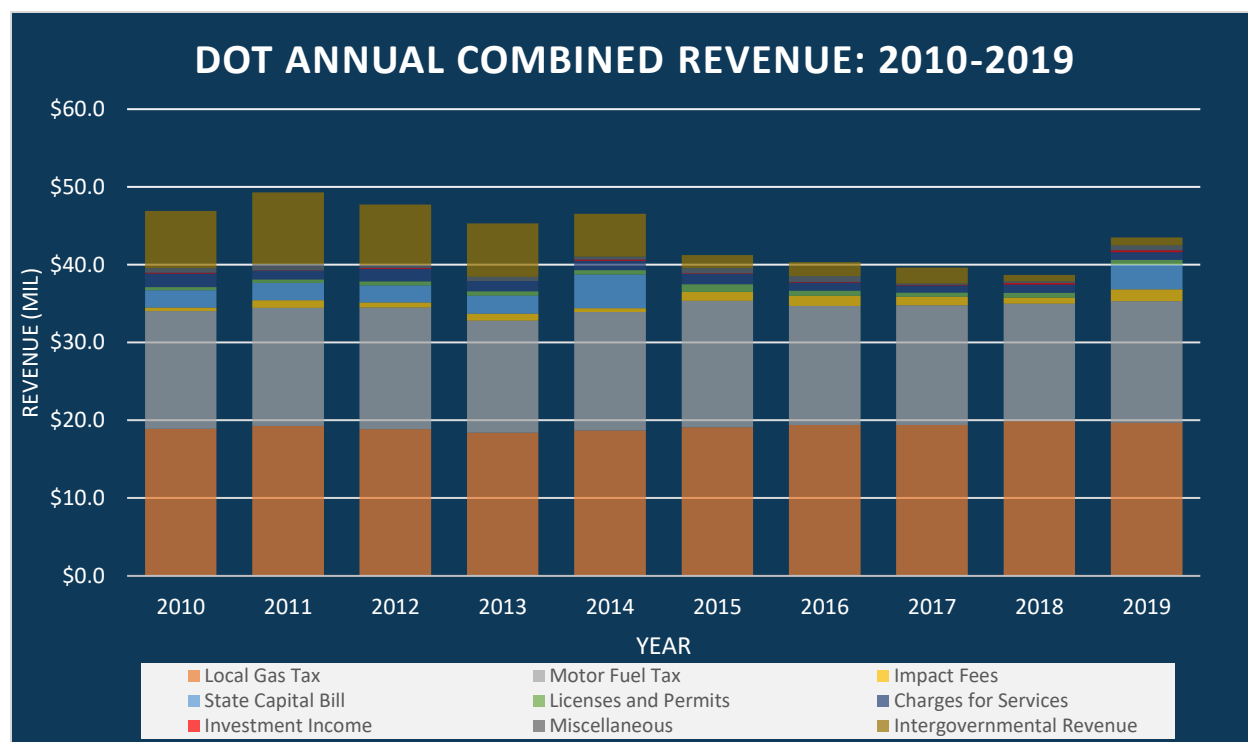


Figure 5-1. Historic Revenues for DuPage County Division of Transportation

Source: DuPage County Comprehensive Annual Financial Reports (2010-19).

Local Gas Tax

DuPage County imposes a Local Gas Tax (LGT) on the retail sale of motor fuel within the County. This tax was authorized in 1989 by the Illinois legislature under 55 ILCS 5/5-1035.1 and put into effect under 33-110 of the Code of DuPage County, is primarily used for transportation operations, maintenance and capital improvement. Revenues from the local gas tax are pledged as a backup source of payment for the 2015A Transportation (MFT) Revenue Refunding Bonds should the motor fuel tax revenues (see below) be insufficient. The LGT has generated approximately \$19 million annually for DuDOT at the 4 cent per gallon rate.

As part of the 2019 *Rebuild Illinois* Plan, counties imposing the local gas tax have been authorized to collect up to \$0.08 per gallon and to index that tax according to the consumer price index. Anticipated revenues throughout the life of this 20-year plan will be discussed later in this chapter.

Motor Fuel Tax

The State of Illinois imposes a motor fuel tax (MFT) on gasoline and diesel fuel for the privilege of operating on public roads or waterways. The MFT is governed by the Motor Fuel Tax Law (35 ILCS 505/). The tax, which is \$0.19 per gallon of gasoline and \$0.215 per gallon of diesel fuel, goes

to the Illinois MFT Fund. These funds are allocated to the counties using a complex formula, which typically results in approximately \$15-16 million annually for DuDOT. While the amount users pay is based on fuel consumption, Illinois Motor Fuel Taxes are allocated to counties under 1,000,000 in population in proportion to motor vehicle registration fees paid to entities located in each county.

The MFT, which was established in 1927, has remained at \$0.19 per gallon since 1991. Revenues are used for capital maintenance and capital improvements. The MFT is also used to pay debt service on the 2015A Transportation (MFT) Revenue Refunding Bonds (approximately 9.5M per year). Debt service on these bonds has been retired as of January 2021.

In 2019, the State passed a new Capital Bill that retains the original MFT funding calculation and supplements that with additional revenue. MFT revenue will now come to the County in two ways (see **Figure 5-2**):

- Original 19 cent MFT tax allocations based on current allotment calculations
- New 19 cent tax allocations based on the 2019 *Rebuild Illinois* Plan allotment calculations, also called the Transportation Renewal Fund (or TRF).

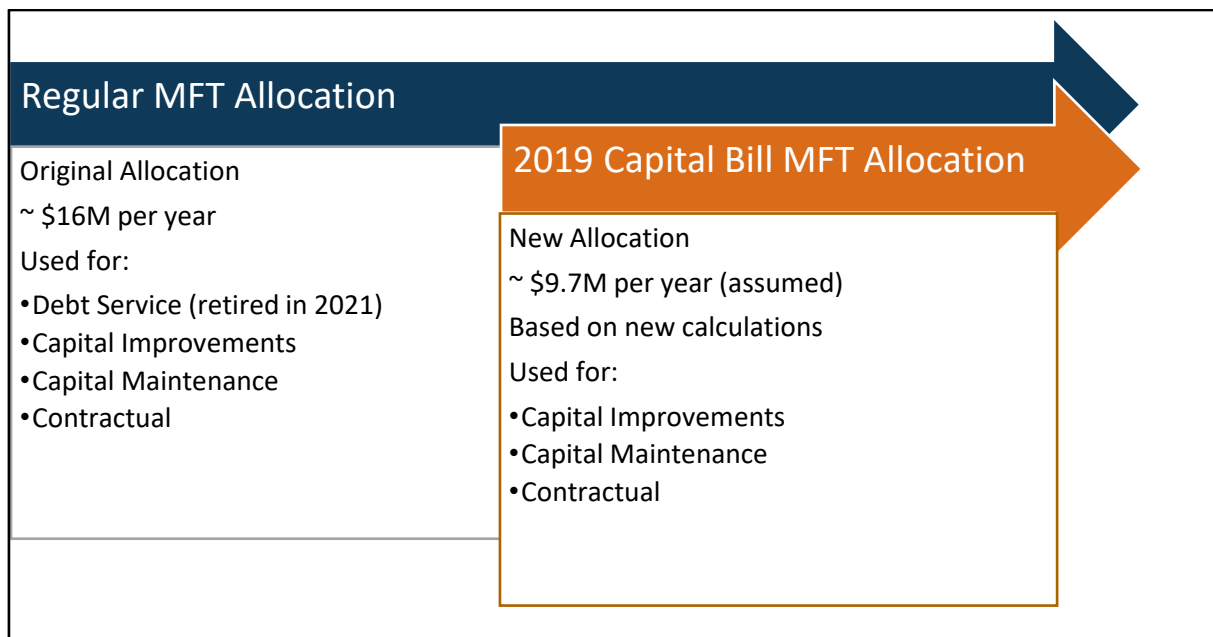


Figure 5-2. State MFT Funding Resources Assumptions

Over the long term, the Chicago Metropolitan Planning Agency (CMAP), has promoted the philosophy of increasing tax bases instead of tax rates. To this end, CMAP recommends replacing the MFT with a revenue source that is not dependent on vehicle fuel consumption and can instead respond to growth in the transportation system and changes in construction costs.

State Capital Bill Bond

In addition to the supplemental State MFT allocation, the 2019 State Capital Bill provided IDOT with the authority to issue \$1.5B in capital improvement bonds for infrastructure and economic development. Approximately \$274M of that amount will be dedicated to counties having less

than 1 million inhabitants. Allocation to the counties is done based on population. DuPage County, having 12.25 percent of the population in counties under 1 million, estimates an allocation of \$35 million. The bond proceeds will be distributed to the counties over 3 years beginning in 2021. Restrictions will be placed on the type of project that the counties will be able to use the bond revenue for. Please see Chapter 6 capital improvement program for more detail on the use of these funds. It is assumed that DuPage County will not be responsible for debt service on these bonds.

Impact Fees

Impact fees are a means for new development to pay for a share of the costs of transportation and infrastructure improvements that support the new development. DuPage County imposed impact fees in 1989 in accordance with state statute, following a model of one-time charges. The amount of the fee takes numerous variables into account. DuDOT staff determine the impact fee by considering the land use, the size of the building, and the location of the building. Building size is determined through plans submitted by the applicant, or from a letter from the architect stating gross floor area. Impact fees also consider the district where the development is occurring. Adjustments are made based on the percentage of County highways and highway capacity found in each district. Certain new structures are exempt from impact fees, including public schools, post offices, lift stations, utility towers, decks, patios, garages, parking, switching stations, sheds, rail stations, and government buildings. Impact fees are used to improve county highways through capacity improvements. Impact fee revenue is not spent on municipal, state, or toll highways. They are also limited by district geography. While impact fees originally accounted for a significant revenue stream, their share of overall revenue has diminished as the county has approached build-out. Since 1989, impact fee revenues have totaled almost \$70 million.

State and Federal Grants/Intergovernmental Revenue

This line accounts for grant money that is received to reimburse previously incurred capital expenditures. Sources of this funding are described in more detail under Section 2.2 Capital Funding Sources.

Licenses and Permits

Revenue for this line item is generated through permit fees charged for oversized vehicles, utility work in County rights of way, highway permits, driveway permits and special events that make use of the county highways or Illinois Prairie Path or Great Western Trail.

Charges for Services

This revenue source accounts for a variety of goods and services that DuPage County makes available, both to the public and to other governmental agencies. For example, revenue from gasoline sold by the county to other government agencies is recorded here. Services that the county charges such as traffic signal maintenance, auto repairs, and highway application and violation inspection fees are included here.

Investment Income

This is revenue generated by balances in interest-bearing accounts of funds controlled by DuDOT.

Miscellaneous

This includes revenues not classified under any other category, such as insurance settlements, refunds, overpayments, prepaid agreement costs, other reimbursements, and miscellaneous revenue.

Infrastructure Fund Transfer

This accounts for the one-time transfer of general fund monies into the county Infrastructure Fund in FY2012. These transfers were due to general fund performance and are not regarded as annual occurrences.

5.1.2 Capital Funding Sources

Grant funding to DuDOT is captured under the State and Federal Grants line item (labeled as Intergovernmental Revenue in County annual financial reports). This category includes revenue from a variety of sources and programs, not all of which provide funding every year. The sources and their programs are described in more detail in the following section.

5.1.2.1 Federal Sources*Surface Transportation Block Grant Program*

The Surface Transportation Block Grant Program (STBG) evolved from the Surface Transportation Program as part of the Fixing America's Surface Transportation (FAST) Act (FAST Act § 1109). The FAST Act requires the Federal Highway Administration (FHWA) to apportion funding as a lump sum for each state and then divide that total among apportioned programs. Money for this program comes out of the Highway Trust Fund. There are several set asides that come out of a state's apportionment. These consist of funding for transportation alternatives, state planning and research, and bridges that are not on federal-aid highways. One of the County's principal sources of federal funding, the Surface Transportation Program is administered by the DuPage Mayors and Managers Conference (DMMC). DMMC committees select and program the projects. Approximately \$12M are apportioned to projects in DuPage County annually. DuPage County is the recipient of STP program funds for some of its intersection, safety and resurfacing projects. This source also provides funding for bicycle, trails/path and traffic signal interconnect projects.

Illinois Transportation Enhancement Program

The goal of the Illinois Transportation Enhancement Program (ITEP) is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. Funding for this program comes from a STBG set aside.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) aims to reduce traffic deaths and injuries that occur on public roads. It is a federal aid program, legislated under Section 148 of Title 23 (23 USC 148) and regulated under 23 CFR 924. Funding of transportation improvements is only one component of the overall HSIP. The HSIP encourages states to take a systematic approach to improving highway safety by establishing a program that identifies needed safety improvements,

plans for their implementation, and then evaluates the overall safety performance of the system and what future improvements are needed.

Congestion Mitigation and Air Quality Improvement Program

The FHWA administers the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Under the FAST Act, funding is provided to regions in nonattainment or maintenance for ozone, carbon monoxide, or particulate matter. CMAP administers the CMAQ program in the region. CMAQ funding is applied for and projects are scored based on various air quality and efficiency criteria. DuPage County applies for and is awarded this funding regularly.

Transportation Alternatives Program

The FAST Act replaced the Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant (STBG) Program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

RAISE Discretionary Grants

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) replaces the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program. This is a Department of Transportation grant program that provides about \$1 billion annually for investment in surface transportation infrastructure. The grants can be used for roads, bridges, transit, rail, ports, or intermodal transportation projects. This is a highly competitive program; DuPage County will continue to submit projects that are good candidates for federal funding.

5.1.2.2 Federal Sources

Crossing Safety Improvement Program

The Illinois Commerce Commission (ICC) oversees this program that seeks to improve the safety of highway-railroad crossings. Funding for this program comes from the Illinois Department of Transportation, local governments, and the railroads. To help with the cost of improvements on local roads, the Illinois General Assembly created the Grade Crossing Protection Fund (GCPF), which receives \$39 million annually from the MFT fund. Money from the GCPF can be used for warning device upgrades, grade separations, crossing closures, remote monitoring devices, improved signage at unsignalized crossings, and improvements to the roads at crossings.

2015A Transportation (MFT) Revenue Refunding Bonds

These bonds will be fully matured with the final debt payment on January 1, 2021. The debt service on these bonds is paid with MFT funds, with county local gas taxes serving as a backup pledge. These bonds were issued in 2015 to refund the 2005 Transportation (MFT) Revenue Refunding Bonds, resulting in an annual reduction of debt service of \$1.1 million.

DuDOT has no other bond funds but has the authority to issue transportation funding bonds in the future.

5.2 Revenue Risk

5.2.1 National and State Trends

5.2.1.1 COVID-19

The virus that causes COVID-19 was first identified in Illinois on January 24, 2020. By mid-March, the number of confirmed cases was in the double-digits and Governor Pritzker issued a disaster proclamation, which was quickly followed by a shelter in place order, effective March 21st.² The impact on travel throughout the state was immediate. StreetLight Data, a company that compiles traffic information using probe data combined with other sources, estimated that Vehicle Miles of Travel (VMT), dropped an average of 72 percent nationally from the beginning of March through April 7th. Large urban areas in the Northeast saw even greater declines. By mid-July, however, even urban counties had recovered to 90 percent of normal traffic levels.³

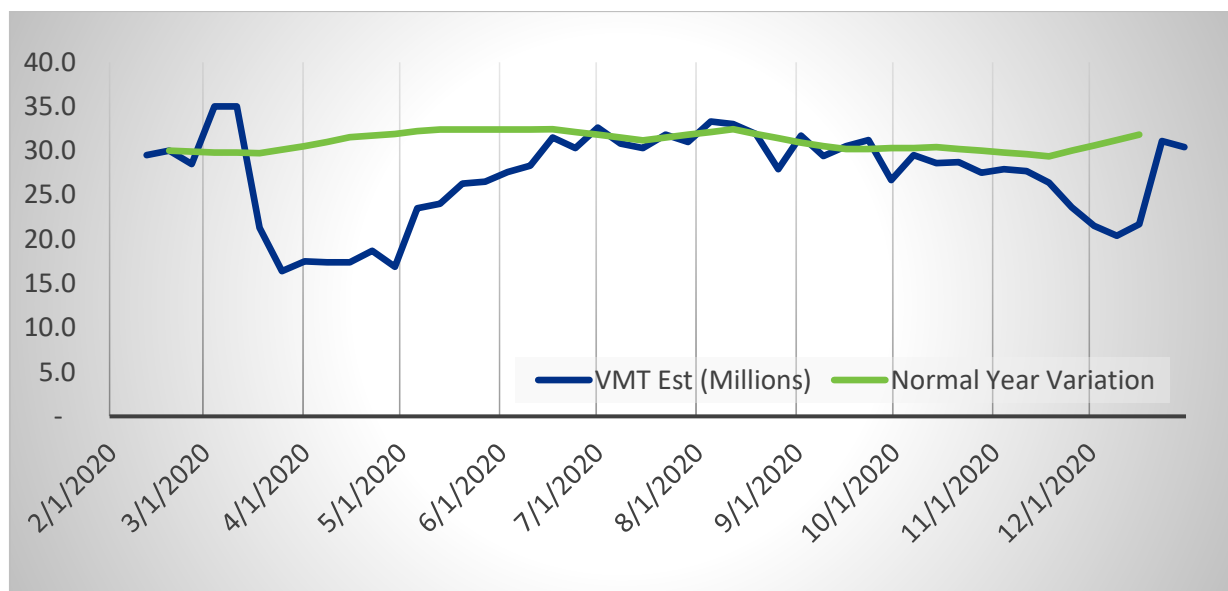


Figure 5-3. COVID 19 Effects on Vehicle Miles of Travel in DuPage County, 2020

In DuPage County, StreetLight estimated that overall VMT dropped from an estimated 35 million vehicle-miles per day on March 11th to 16.4 million vehicle miles per day on March 25th – a 53 percent drop.⁴ Mirroring national trends, DuPage County saw a gradual increase in vehicle travel beginning in early May and continuing through the Summer (partly reflecting higher travel volumes typically seen in the Summer months), but this trend reversed in the late fall as COVID-19 cases began to increase rapidly. In addition, use of mass transit plummeted in large cities as riders sought safer alternatives or began working from home. Metra’s ridership dropped by 97 percent for the month of April 2020 and had only recovered a small portion of that as of

² “Executive Order in Response to COVID-19” <https://www2.illinois.gov/Pages/Executive-Orders/ExecutiveOrder2020-10.aspx>,

³ “US roadways nearly restored to pre-pandemic levels” <https://www.smartcitiesdive.com/news/us-roadways-nearly-restored-to-pre-pandemic-vmt-levels/582262/>.

⁴ “StreetLight VMT Monitor” <https://www.streetlightdata.com/VMT-monitor-by-county/#emergency-map-response>

November 2020.⁵ For the purposes revenue estimates, this plan assumes that the major impacts of the pandemic will be resolved by 2023.

Local gas tax allocations to DuPage County fell by nearly 20 percent in 2020. It is expected that because of the pandemic and its effects on businesses and changes in attitude toward telework that it will take two years to see a full recovery of the economy.

5.2.1.2 Construction Costs and Consumer Prices

Several larger national economic factors also contribute to erosion of motor fuel tax revenues. For example, based on the Engineering News Record Construction Cost Index (CCI), rising construction expenses since 2010 have slashed the purchasing power of motor fuel taxes by nearly 30 percent. Construction costs include material and labor costs across a number of industries and regions.

On the consumer side, costs of parking, operating personal vehicles, fuel costs, and cost of alternative transportation all factor in the use of vehicles and the consumption of gasoline. In addition, cost of electric and hybrid electric vehicles plays a large role in the adoption of these technologies by consumers. As prices of electric and hybrid vehicles approaches the prices of ICE vehicles, more consumers may choose to adopt that technology for personal mobility. The Consumer Price Index (CPI) includes the cost of goods and services including costs of fees and sales and excise taxes.

Figure 5-4 below compares the indexed CCI and CPI with indexed motor fuel tax allocations and vehicle miles of travel in DuPage County. As the chart points out, since 2010 (all indexes at 1.0), VMT and Gas Tax revenues (prior to State Capital Bill) have seen very nominal growth at less than one half of one percent per year. In comparison, CPI and CCI have increased at 2-3 percent per year.

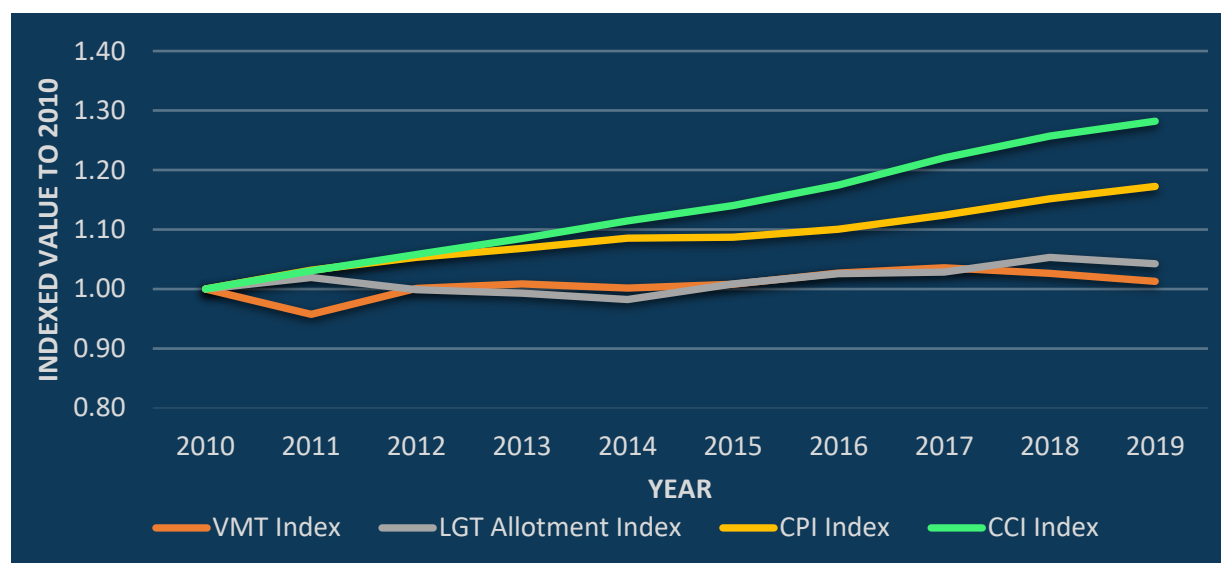


Figure 5-4. Comparison of Fuel Tax Allocation with CPI, CCI and Vehicle Miles of Travel, 2010-2019

⁵ https://metrarail.com/sites/default/files/assets/planning/november_2020_ridership_trends_memo.pdf; accessed 2/28/21

5.2.1.3 Vehicle Fuel Efficiency

The average miles per gallon of fuel consumption for vehicles in the U.S. has risen over time. As shown in **Figure 5-5**, vehicle miles of travel have continued to rise steadily while fleet fuel consumption has risen but at a much slower rate. U.S. vehicle fuel efficiency has increased from approximately 12 miles per gallon in 1970, to nearly 18 miles per gallon in 2015. CAFÉ standards continue to push light duty consumer and business vehicle efficiency higher. Consumer demand for more fuel-efficient vehicles in response to rising fuel prices has largely driven this trend. It has also been helped by federal policy actions, such as the Gas Guzzler Tax in 1978 that imposed a tax on car manufacturers and importers for cars that did not meet minimum fuel economy standards, making them less price competitive compared to more fuel-efficient models.

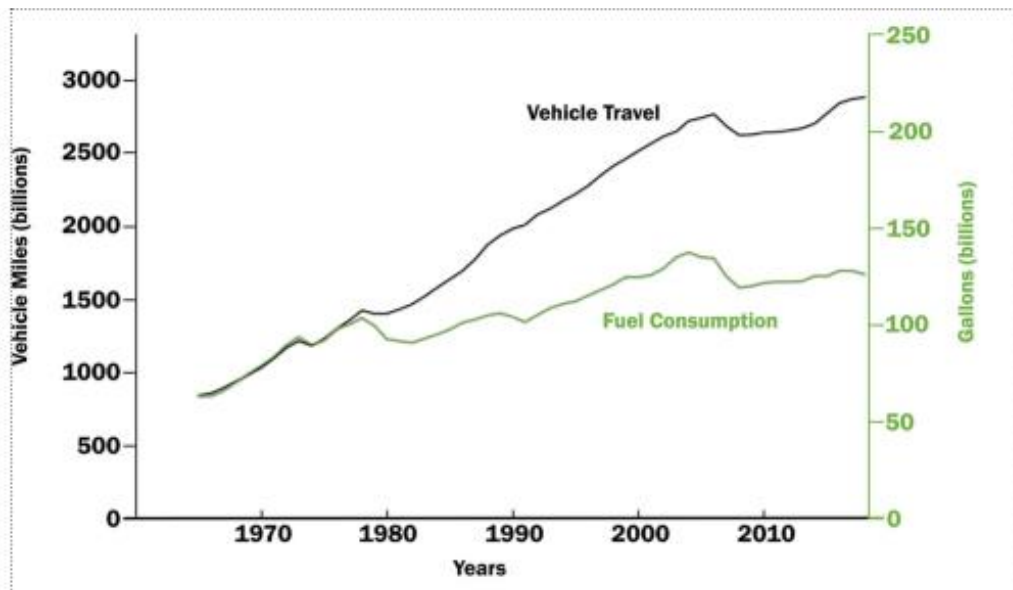


Figure 5-5. US Vehicle-Miles Traveled and Fuel Consumption

Source: US Department of Transportation Bureau of Transportation Statistics. Transportation Statistics Analysis Report, 2018.

A more fuel-efficient fleet means that fuel consumption for a given distance traveled will decrease and any per gallon tax revenue suffers. With the introduction of new electric and hybrid car models by various manufacturers, the revenue risk from more fuel-efficient cars is likely to trend higher. According to the International Energy Agency⁶, market share (defined as the share of new registrations of electric cars in the total of all passenger light-duty vehicles) of electric cars (both battery and hybrid models) in the U.S. remains low at less than 1 percent of the vehicle fleet. However, electric car purchases are on the rise in the U.S., with more than 500,000 electric vehicles as of 2016. Market penetration of electric vehicles in some other countries surpasses that found in the U.S., with China reporting a 1.4 percent market share, Sweden with 3.4 percent, and Norway with a remarkable 28.8 percent. These market shares indicate that transitioning the existing vehicle fleet to largely electrically powered could occur if corresponding incentives are in

⁶ International Energy Agency, *Global EV Outlook 2017*, June 2017.

place. Impediments to doing so in the U.S. are still substantial, including the relatively high cost of electric vehicles and a lack of vehicle charging infrastructure.

The International Energy Agency estimated that in 2015, the overall cost of a battery powered electric vehicle exceeded the cost of an internal combustion engine (ICE) vehicle by more than 80 percent. It expected that price differential to narrow by 2030 to approximately 25 percent. The federal government currently offers tax credits for buyers of electric vehicles to incentivize their purchase. However, these tax credits expire for each manufacturer once their sales of electric vehicles cross a specified threshold.

Charging stations in the U.S. for electric vehicles are on the rise, but still offer less than complete coverage. With approximately 48,000 charging outlets for vehicles in the U.S., the infrastructure for electric vehicles is well behind that of ICE vehicles, which have an estimated 1.2 million fuel pumps available.⁷ This is still the case after considering estimates that electric vehicles will only need a tenth of the fueling stations that are available to ICE vehicles. This assumption is based on the projection that electric vehicles will have 90 percent of their charging needs met by private residences. However, even if electric vehicles only require 10 percent of what ICE vehicles use, that still indicates a need for 120,000 charging outlets, which is more than twice the number of charging outlets currently available. Furthermore, not all private residences are equipped to charge an electric vehicle, and not all commuter parking spaces can be retrofitted with charging stations.

5.2.1.4 Vehicle Technology

Connected and autonomous vehicles offer additional possibilities for changing fuel consumption patterns. An autonomous vehicle (AV) is a vehicle that can perform all driving and navigation functions without input from a human driver. Autonomous vehicle technology has supporters and detractors who argue that the technology will create greater fuel efficiency or will create more traffic and congestion. It is likely that this technology will be coupled with an electric fleet and will be deployed slowly under highly controlled environments. This suggests that it is not likely that DuPage County will be significantly impacted by AV technology in the first ten years of the plan.

Connected vehicles are ICE or EV light and heavy-duty vehicles with enhanced communication abilities. A connected vehicle (CV) is one that communicates with other vehicles and infrastructure, allowing it to share information on the vehicle's velocity, position, and conditions around it. Connected vehicles are already on the market and elements of the future are already installed on many of cars and trucks purchased in the last five years. Connected vehicles communicate not only with other vehicles (vehicle to vehicle, or V2V) but also with surrounding infrastructure (V2I) such as traffic signals, traffic monitoring sensors, and communication and navigation equipment. DuPage County is deploying infrastructure that allow us and our peer agencies to take advantage of the V2I technology for the sake of congestion reduction.

⁷ evadoption.com/stat-of-the-week-comparing-the-ratio-of-ev-charging-stations-versus-gas-stations-evs-win/

According to the U.S. Energy Information Administration's *Study of the Potential Energy Consumption Impacts of Connected and Automated Vehicles*⁸, predicting whether these technologies will have an overall net positive or negative impact on fuel consumption is challenging because of various factors. The impact that these factors will depend upon several variables – for example, how quickly AVs and CVs penetrate the market, how policy makers regulate these technologies, and how consumers use them. Below are some of the major factors that are expected to influence vehicle fuel usage.

The arguments for reduced fuel consumption are:

- **De-emphasized performance:** With AVs taking humans out of the driving process, vehicle performance may not be as critical for consumers. With a reduced emphasis on vehicle performance, automotive engineers can focus on optimizing fuel efficiency, with estimates of improving fuel economy up to 23 percent by reigning in acceleration capabilities to what was experienced in the 1980s.
- **Eco-driving:** AVs can be programmed to drive using the most economic practices available (smooth acceleration and deceleration, maintaining economical cruise speed, etc.). CVs, through their ability to communicate with nearby vehicles and infrastructure, can maintain optimum speeds to coordinate with traffic lights, optimize routes, and platoon with other vehicles to reduce drag. Studies have found that eco-driving can yield up to a 20 percent improvement in fuel efficiency as compared to the typical driver.
- **Congestion mitigation:** AVs and CVs are expected to enable higher throughput on roads because they will lower the crash rate (reducing crash-related delays and allowing roads to make use of their full throughput more often), and AV technology may allow reduced separation between vehicles without compromising safety. Both of these factors may help alleviate congestion on roadways to some degree.

Factors that may drive up vehicle usage and fuel consumption include:

- **Increased user base:** With fully autonomous vehicles, people that are currently unable to drive, including visually impaired or other disabled individuals unable to operate a standard vehicle, seniors who may have surrendered their driving privileges, or children ineligible for a driver's license, may make use of this technology. With these additional users making trips, vehicle miles traveled (VMT) would increase.
- **Increased highway speeds:** With human inattention and reaction times eliminated from driving decisions, safe driving speeds can be increased. Higher speeds result in greater aerodynamic drag with a corresponding increase in fuel consumption.
- **Increased travel demand:** With AVs freeing drivers of the need to pay attention to the road, many may find that time in the vehicle is more productive. This could lead to people taking trips that they otherwise wouldn't have taken since the opportunity cost of driving is greatly reduced. Additionally, longer trips by car become more practical with the ability

⁸ U.S. Energy Information Administration, *Study of the Potential Energy Consumption Impacts of Connected and Automated Vehicles*, March 2017.

to sleep through the trip. For example, some users may switch from using airline travel to using AV travel or may find a longer commute more palatable. With commutes being more productive in AVs, people may be willing to buy less expensive homes further from their place of work since the extra commute time (and extra VMT) would not be considered wasted.

The ability of an AV to drive itself means it can make itself available to other users when a conventional vehicle would just sit in a parking lot. This increased utility of the AV comes with a downside since additional VMTs are necessary for it to reposition itself. Conversely, users could also send their AVs away from their present location to avoid parking fees (e.g. commuters dropped off in a central business district).

Figure 5-6 shows the estimated impacts from each of the previously described factors according to the U.S. Energy Information Administration. It is obvious that given the wide range of some of the estimates, the overall impact is difficult to assess with any degree of accuracy. What it does illustrate well is that any tax revenue that is tied to fuel consumption faces a future involving a great degree of uncertainty, which is a primary reason for CMAP recommending, in the long term, a replacement for the MFT that is tied to vehicle use instead of fossil fuel consumption. Such a replacement should account for growth in the transportation system and its associated construction costs.

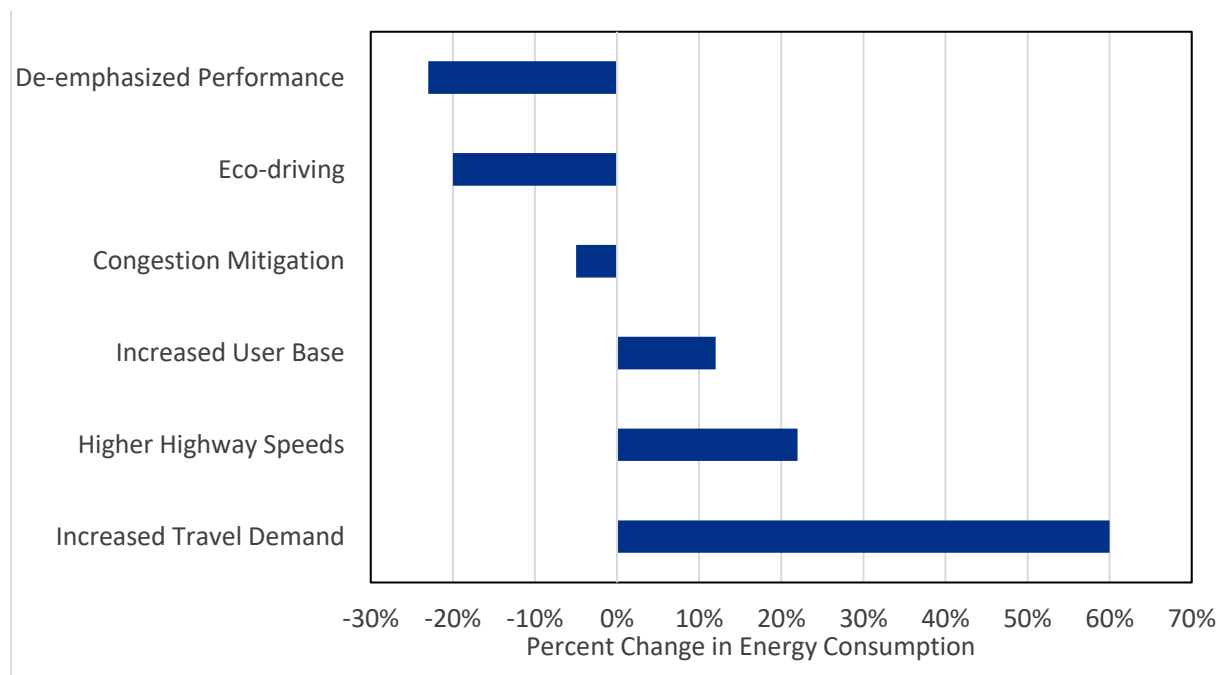


Figure 5-6. Estimated Impacts on Energy Consumption from Various Aspects of AVs/CVs

Source: Study of the Potential Energy Consumption Impacts of Connected and Automated Vehicles.

5.2.1.5 Federal and State Revenue Uncertainty

The Highway Trust Fund (HTF) is the primary source of federal grants for highway funding to the states. It was established by the Highway Revenue Act of 1956 to finance the interstate highway system. A funding mechanism for mass transit was added as part of the Surface Transportation

Assistance Act of 1982. Funding for the HTF predominately comes from motor fuel taxes (\$0.184 per gallon of gasoline and \$0.244 per gallon of diesel).

Prior to the recession that began in late 2007, tax revenues had generally risen year over year as annual increases in driving resulted in higher fuel consumption. With the recession causing a contraction in spending, tax revenues to the HTF fell. Even though vehicle usage has since surpassed vehicle usage levels just prior to the recession, fuel tax receipts have not recovered to the same degree thanks to increases in vehicle fuel economy.

An additional challenge for the HTF is that, ever since 2008, outlays from the HTF have exceeded tax revenues and the trend is expected to continue. Congress has shored up the HTF over the years with more than \$143 billion in transfers from the general fund to the HTF. However, this Congressional intervention cannot be counted on every time there is a revenue shortfall in the HTF. Critics of this measure point out that it undermines the idea that users of the system should be funding it. Without Congressional intervention, either through transfers from the general fund or a restructuring of the tax feeding the HTF, fewer federal grant dollars must be considered as a potential future outcome.

Despite the general availability of federal and state-backed funding opportunities (see STBG, CMAQ, HSIP, and RAISE above), DuPage County has no competitive advantage. All of the programs previously mentioned continue to experience greater competition. In years to come, while DuPage County will have its gas tax resources to help leverage federal and state funding, it is likely that grants will become harder to procure. It is also possible that counties with good revenue resources may be required to provide more local match in order to be attractive to granting agencies. At the State level, even with the State's recent Capital Bill, user or consumer tax programs popular under one administration may not last or may be rolled back.

With pressure on local governments to hold the line on property tax and sales tax increases, more local governments are applying for critical grant money for designing and building infrastructure. Additional competition for state and federal grants lessens the chances that the County will garner as much revenue from these sources throughout the life of the program.

Given the pressures faced by both state and federal funding sources, it would be prudent to acknowledge that funding levels of these revenue sources have the potential to decrease.

5.2.2 Local Trends

5.2.2.1 Electric Vehicles

In January 2020, the State announced that electric vehicles will pay the same as vehicles of the first division and that these vehicles shall pay an additional \$100 as part of the registration fee in lieu of the payment of motor fuel taxes⁹. This payment is approximately one-half of what a comparable internal combustion engine vehicle would pay based on conservative estimates¹⁰.

⁹ 625 ILCS 5/3-805

¹⁰ At 10,000 miles per year and 25 mpg, a typical ICE vehicle would pay approximately \$184 per year in state motor fuel and local gas taxes.

Between November 2017—when the state began tracking electric vehicle registrations—and June 2021, the number of electric vehicles registered in DuPage County tripled from 1400 to nearly 5,000¹¹. This number is the second highest among counties in Illinois. With electric vehicles penetrating more of the regional market, the County expects declining growth in MFT revenues based on local travel.

5.2.2.2 Impact Fees

Impact fees are one-time fees that financially support infrastructure needs that are driven by new development. These fees are assessed on new development and then used to mitigate the cost of off-site infrastructure necessary to support the new development. This includes arterial and collector roads, interchanges, overpasses, and other capacity improvements. DuPage County passed Ordinance ODT-016-88 in 1989 that implemented impact fees in the County.

Impact fees, which are related to property development in DuPage, face a diminishing future as less and less land is available for development. Historically, the source of DuPage County's impact fee revenue has primarily been new development on previously vacant land. While redevelopment to higher densities can also be assessed an impact fee under the ordinance, the revenue generated is expected to be small, at least for the foreseeable future. Impact fees will represent a diminishing share of DuDOT revenue moving forward.

5.3 Financial Commitment Analysis

The department has chosen to represent its commitments under three categories: Operations, Maintenance and Contractual, and Capital. DuDOT is obligated to operate and maintain its present system of assets and facilities with its existing revenues. Revenues and cash balances are used to fund operations and maintenance activities first. Capital improvements are funded with remaining balances or specific federal or state funds. The following sections provide details on County obligations.

5.3.1 Operations Commitments

DuDOT has an annual core operating cost that is typically around \$20 million. This cost recently decreased when the 2015A annual bond debt service, a cost of more than \$9.5 million per year, was retired in the first quarter of 2021. Operations refers to in-house activities related to maintaining a safe, accessible, and efficient system of highways and trails. The Operations group maintains a range of assets including roads, signs, sidewalks and path, retaining walls, and drainage structures. They respond to public complaints and work to address issues like potholes, fallen trees, downed fences, and many other emergency issues in a timely manner.

Operations also procures and maintains various capital equipment necessary for the maintenance of County assets. Equipment includes snow plows, dump trucks, lift trucks, mowers, and a host of other fleet vehicles. The Operations group also procures, stores and delivers material used for clearing roadways of ice and snow during the winter months.

¹¹ Office of the Illinois Secretary of State. Statistics, Vehicle Services.
<https://www.cyberdriveillinois.com/departments/vehicles/statistics/electric/home.html>

DuDOT's core operating expenses between 2010 and 2019 are presented by category in **Figure 5-7**.

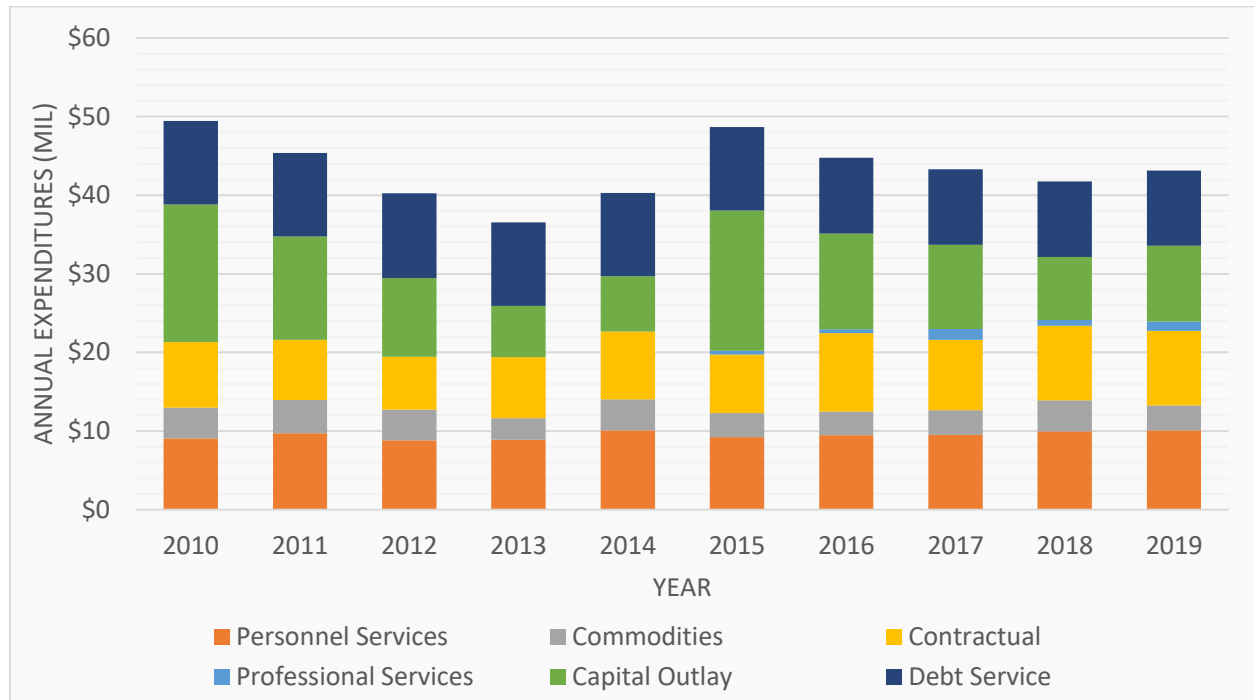


Figure 5-7. DuDOT Historical Expenses, 2010-2019

Source: DuPage County Annual Financial Reports, 2010-2019.

The bullets below provide a detailed description of each of the core operating expense:

- **Personnel Services** – These expenses include salaries, benefits, overtime, and the employer share of social security and the Illinois Municipal Retirement Fund for all of the departments comprising DuDOT.
- **Commodities** – These are costs incurred for small equipment, fuel, lubricants, parts, maintenance supplies, and miscellaneous items. These also include annual material costs for snow removal.
- **Contractual** – The contractual expenses cover the costs of various services related to the operations and maintenance group (e.g., collective bargaining, communication, custodial, equipment repair, insurance, garbage and special waste disposal and utilities). Capital Maintenance contracts, as described below, will be listed separately in the 2021-2040 LRTP projection of expenses.
- **Capital Outlay** – For the Operations group, capital outlay refers to equipment purchases, facility improvements and the expenses related to maintenance or replacement of assets. These expenses usually total 1.5 to 2.5M per year and are co-mingled with Capital projects.

- **Capital projects** – highway and bridge construction, reconstruction, intersection improvements and signals, new sidewalk and path and other new assets will appear under a separate project program and cost estimates will be provided.
- **2015A Transportation (MFT) Revenue Refunding Bonds Debt Service** – In 2001, the County issued a \$130 million bond to fund highway construction projects. These bonds were refunded in 2005. The County elected to refund the bonds again in 2015 by issuing the Series 2015A Transportation Revenue Refunding Bonds. Residual funds of approximately \$11.8 million from the 2005 bond were transferred to the 2015A bond fund and debt service payments were restructured with the final payment scheduled for January 2021. Annual debt service payments fell from approximately \$10.6 million to approximately \$9.6 million following the 2015 refunding. Debt service repayment was completed in the first quarter of 2021 and will not continue into the 20-year L RTP program.

5.3.2 Capital Maintenance and Contractual Commitments

These commitments include contracts with third party vendor specialists in asset maintenance. DuDOT issues contracts on an annual or biennial basis for a variety of inspection, repair and maintenance activities including bridges, pavement, signals, lighting, wetlands, walls, engineering and land acquisition services. Typical annual commitments have ranged from around \$12 to about 14 million. Two of the significant capital maintenance contracts are the annual pavement maintenance and the signals and lighting contract (approximately \$1.5 million). DuDOT has approximately 970 lane-miles of pavement and owns 324 traffic signals. This volume of inventory requires constant inspection and regular maintenance cycles to preserve a quality system.

As the highway network and supporting infrastructure ages, and with a static personnel headcount, it is expected that additional contractual obligations will arise around inspections and repairs and that these commitments will need to increase to keep pace with cost inflation.

5.3.3 Capital Program Commitments

Capital programs encompass all new and reconstruction projects not covered by maintenance and operations. These projects include highway add lane, widening, and reconstruction, new or reconstructed bridges, intersection improvements and signals, and new sidewalks and trails. The capital program is constrained by operating and maintenance budgets. Often, County gas tax revenue and impact fees are used to leverage federal funds which were described in section two above resulting in substantially lower costs to the County.

DuDOT has been highly constrained in building and reconstructing its facilities over the last five to ten years due to its debt service obligations. The capital program will remain constrained over the life of this Plan but new funding scenarios should help alleviate many of the debt related choices DuDOT has needed to make in the last decade.

5.4 Plan Funding Scenario

As mentioned earlier, the new State Rebuild Illinois Capital Bill of 2019 provided a welcome infusion of funding through the State Motor Fuel Tax (Transportation Renewal Fund) for DuDOT

revenues. Despite the doubling of the state motor fuel tax rate from 19 cents to 38 cents, the formula for the new 19 cents under the Transportation Renewal Fund (TRF) apportions the revenues in a new way such that the County will receive about seventy (70) percent of what it receives under the existing 19 cent tax. To assist the State and its recipient agencies, the State has also allowed the TRF to be indexed to inflation.

In addition, the State issued a series of bonds for which the proceeds will be allocated to State, Local, Transit, and Aviation agencies. Over \$1.5 billion will be distributed to counties, townships, and municipalities. DuPage County will receive approximately \$35.4 million of that total over three years (2021-23).

Subsequent to Rebuild Illinois, the County amended its County Motor Fuel Tax Ordinance¹². This amendment permits the County to collect the maximum amount of 8 cents per gallon as allowed under the Transportation Funding Act, P.A. 101-0032. This County motor fuel tax is also indexed to inflation starting with this increase in rate. The County will begin to collect this additional revenue in 2021.

DuDOT has developed the following funding scenario to evaluate future constraints and opportunities. This section provides an estimate of forecasted capital funds available through FY2040 compared against projected operating, maintenance and capital costs.

5.4.1 2020-2040 Constrained Revenue Scenario

The Constrained Revenues Scenario is the baseline scenario and uses conservative assumptions regarding traffic, land use, economic and behavioral impacts on revenue. This scenario provides the estimate of available capital funds used to constrain capital projects in Chapter 6. The scenario will be regularly reviewed and updated by DuDOT as needed.

The methods and assumptions used to project revenues and expenses for the Constrained Revenues Scenario are explained in the following section. The assumptions used in this forecast align with CMAP's ON TO 2050 assumptions for DuDOT's core revenues.

5.4.1.1 Methodology and Assumptions

General notes on methodology and limitations:

- The financial projections that appear in this memo are estimated revenues, and expenses, which are based on data provided by the County's financial plan¹³, DuDOT, research by CDM Smith, and the assumptions discussed with and decided upon by DuDOT. Expected revenues, core operating expenses, and capital costs for the projected periods are subject to uncertainty resulting from variability in demand for services, economic conditions, legislative changes, and other unknowns. No guarantee is presented or implied as to the accuracy of the financial projections or predictive statements in this document.

¹² DT-O-0108-20, An Ordinance Amending Article XI, Chapter 33, Section 33-110 of the DuPage Code of Ordinances to Amend the County Motor Fuel Tax Ordinance.

¹³ DuPage County, Illinois FY2019 Financial Plan, <https://www.dupageco.org/Finance/CAFR>.

- Financial calculations were carried out using exact numbers, but results were rounded to avoid implying a level of precision that does not apply to these forecasts.
- All dollar figures are expressed in year of expenditure dollars. No adjustments have been made to express dollar figures in a base year.
- Unless otherwise noted, all financial figures are expressed on an accrual basis.
- Scenarios use FY2021 as the starting year and project out twenty years to FY2040. DuPage County, in its *FY2019 Financial Plan*, provides actual results up through FY2019. MFT and LGT revenues for FY2021 are also projected based on historical receipts; MFT revenue has been augmented based on 2020 first time revenues under the TRF and County Option MFT is projected based on anticipated receipts which begin in the second half of 2021.

As noted in section 3, there are several risk factors that may impact future DuDOT revenues and costs. The estimates in this scenario are based the assumptions listed below. Any significant departure from these assumptions could materially affect the estimates for future revenues and expenses.

- It is assumed that DuPage County will avoid deficit spending, and, in order to do so, will prioritize operations and maintenance by strategically reprogramming capital projects where feasible or necessary. Capital costs were also reduced as necessary to ensure that adequate funds were available for bond payments.
- State MFT and County Local Gas Tax are indexed in FY22-40 and the offsetting factors noted above were applied.
- An end to the direct social and economic impacts of the COVID-19 pandemic by 2023. Beyond 2023, an increase in work from home trends promoted by the experiences of the pandemic and contributing to a 4 percent reduction in passenger car traffic. (see additional details below).
- Continued improvements in fuel efficiency. An annual increase of 0.6 percent in average vehicle fuel efficiency, or a total 2020-2040 increase in fuel efficiency of 12 percent.
- No substantial change in transit use or impact of changes in retail delivery services.

Effects of the Pandemic

As discussed in Section 5.2.1.1 and demonstrated in **Figure 5-3** above, personal and work-related travel were impacted greatly by the pandemic.

Short-term effects

DuDOT calculated that revenues declined in 2020 by about twenty (20) percent. DuDOT projects that the effects will carry over into 2021 and 2022 with lesser impacts. DuDOT expects a full recovery by 2023. The pandemic did bring forward a greater dependency on warehousing, distribution and local delivery services. The increase in these movements should wane slightly as the population begins to move about again but the efficiency of the delivery systems now in place should a) cause slight decreases in personal vehicle miles traveled, and b) cause slight

increases in light and heavy-duty vehicle miles of travel. The latter will have implications for diesel fuel consumption.

Long-term effects

As the pandemic demonstrated, many non-essential workers could work from home reliably and efficiently such that the work commute might not be necessary five days per week. DuDOT has assumed a 4 percent work from home percentage going forward, which reflects a reduction in vehicle-miles of travel and fuel consumption. This assumption will be reviewed periodically throughout the life of the Plan.

Effects of Fleet Conversion

DuDOT has seen a gradual conversion in the DuPage County market to more hybrid and electric vehicles. These changes are representative of North America in general as fuel efficiency standards have pushed manufacturers to develop alternative fueled vehicles. DuDOT assumes a conservative transition over the course of the 20-year program. Fuel efficiency improvements without increases in vehicle miles of travel means a lower fuel consumption and, therefore, lower motor fuel tax revenues. DuDOT has used a 0.6 percent per year factor to apply to fuel efficiency. Over the course of the Plan, fuel efficiency improves by about 12 percent resulting in a commensurate reduction in fuel tax income per year.

Electric vehicles, as we have pointed out in Section 3.2 above, are growing in popularity but at rate that does not promise to effect motor fuel tax revenue in the next 5 to 10 years. Currently, 0.7 percent of all registered automobiles are electric. Doubling or tripling that number will have light effect on revenue. As incentive and recharging facility barriers currently exist in DuPage County, DuDOT assumes a low rate of electric vehicle conversion in this scenario. Absorption of EVs by the public and by trucking will be monitored closely and DuDOT may modify the effects of electric vehicles in Plan updates.

Ongoing Societal Changes

DuPage County assumes that public transit in the County will continue throughout the life of this plan in much the same way as it has since 2000. Despite efficiencies brought about by information systems and payment applications, service costs will continue to rise, capacity of bus and rail service will remain fairly similar, and autonomous vehicles will not enter the scene in any meaningful way until later in the Plan.

Even before the pandemic, many retailers were struggling and were moving to online purchasing. Many restaurants and services cannot move to online only business. Those businesses that have moved out of brick and mortar in DuPage County represent millions of square feet. Loss of these businesses will have an effect on traffic in corridors and around the traditional mall sites. However, as noted throughout this section, online ordering and direct delivery is moving into that retail space and the net effect on fuel consumption and travel is negligible. DuDOT is assuming no net effect on revenues due to trends in transit or retail delivery.

5.4.1.2 DOT Projected Revenues and Expenditure

The primary sources of transportation revenues are fuel taxes, both the Local Gas Tax (LGT) and the Motor Fuel Tax (MFT). The LGT and MFT are collected and distributed to Illinois counties by the Illinois Department of Transportation.

Table 5-1 and **Figure 5-8** below summarize the total revenues, total expenses, surplus/deficit (total revenues minus total expenses) shown as the available capital funds from FY2021 to FY2040. The complete list of projected revenues can be located in **Appendix B**.

Table 5.1. Summary of Constrained Scenario Revenues, 2021-2040 (\$ millions)

Source	Estimated Revenue (millions)
County Local Gas Tax	\$ 840.8
State Motor Fuel Tax	564.0
State Capital Bill Bonds	23.6
Impact Fees	22.7
State and Federal Grants	103.4
Licenses and Permits	14.0
Charges for Services	28.4
Other	17.4
TOTAL	\$ 1,614.3
Total Expenses	\$818.8
Core Operating Expenses	\$435.6
Capital Maintenance and Contractual Expenses	\$383.2
Available Capital Funds (Total Revenue – Expenses)	\$795.5

Source: DuPage County Financial Plans and CDM Smith.

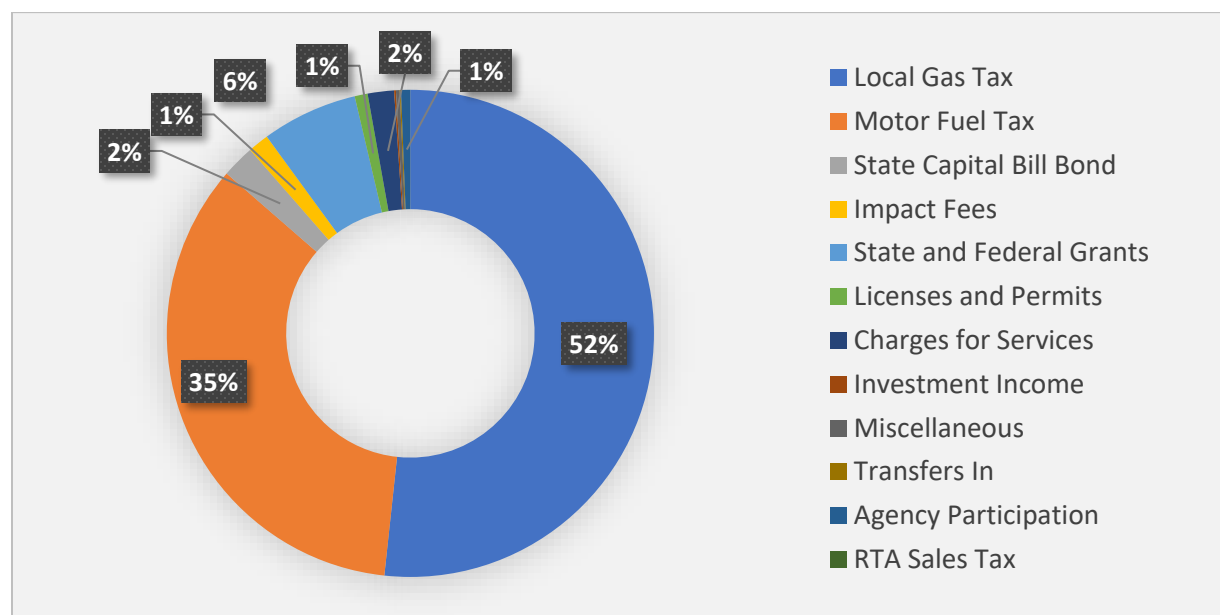


Figure 5-8. DuDOT Expected Revenues by Source, 2021-2040

DuDOT is projecting over \$1.6 Billion in revenue over the 20-year plan horizon. This averages out to approximately \$81 million per year. Operating and Capital Maintenance and Contractual costs are projected to rise at rates slightly greater than the consumer price index. Revenues are projected to exceed base costs by approximately \$828 million (or \$41 million per year). It is this amount that the County will use as a maximum or constraining value to allocate to capital projects.

Figure 5-9 illustrates the Constrained Revenues Scenario graphically. The graph shows gradually increasing operating and maintenance costs after the retirement of the 2015 Bond debt in 2021. Under the new State MFT and County Local Gas Tax, and the availability of State MFT Bonds in 2021-2023, the County expects a revenue surplus of approximately \$50 million in 2022 and 2023. Thereafter, surpluses remain steady at about \$41-42 million per year through 2040.

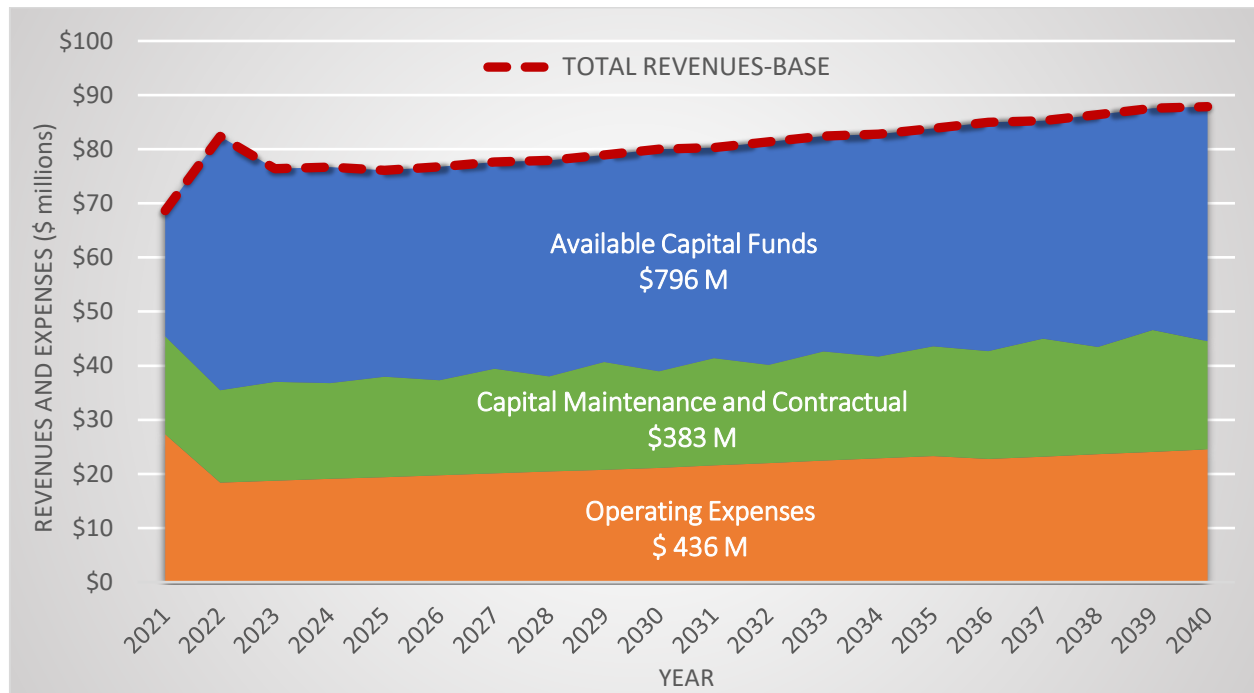


Figure 5-9. Constrained Revenue Scenario Projection, 2021-2040 Revenues and Expenditures

With the influx of three new revenue streams, the short-term outlook for capital programs is very strong. Indexing revenue permits revenues to grow modestly and to offset some of the erosion of revenues due to conversion of personal and commercial vehicles to alternative fuels. DuDOT will continue to stage its larger capital projects and equipment acquisitions over multiple years using as many revenue sources as are available. Large capital projects also generally mean larger engineering contracts which DuDOT will run over several years. Greater revenue without debt service payments allows the County to consider bonding large capital projects at strategic times in the Plan. Elevated local gas and motor fuel tax earnings also allow DuDOT greater leverage in pursuing federal and state grant opportunities.

Key Takeaways

- This chapter describes DuDOT's financial means for fulfilling its statutory duties and meeting other departmental goals and objectives set by the County Board. The funds expected to be available for the 2020-2040 capital program are estimated under the Constrained Revenues Scenario based on historical revenue trends, existing financial commitments, and several assumptions addressing uncertainties.
- Under the proposed MFT and LGT increases, DuDOT projects that more than 85% of its funding will stem from fuel receipts. While this additional revenue is extremely welcome at a time of escalating costs and state of good repair backlogs, it is concerning to have budgets that are reliant on a volatile and declining source of income. In their ON TO 2050 Plan, CMAP, the regional Metropolitan Planning Organization, advocates for a gradual replacement of motor fuel taxes with another, more consistent and reliable, source of revenues.
- Total receipts are anticipated at more than \$1.61 Billion over the 20-year program. Slightly more than half of this budget is expected to be needed for operating, capital maintenance, contractual costs commitments.
- The remaining \$795 million (approximately \$40 million per year) is expected to be available for the capital improvements identified in Chapter 6 of this plan. Projects will be given precedence based on costs, benefits, feasibility, and compliance with the goals and objectives set out in the LRTP Vision.
- This scenario provides more flexibility than what the DOT has been accustomed to. It will allow for increased pavement maintenance and expanding costs due to replacement of aging infrastructure, while providing enough resources for several major capital programs. The revenue scenarios also allow DuDOT to leverage federal and state resources for our projects and allow the County to issue new bonds for major capital projects if the need should arise.

Chapter 6

Capital Plan

This chapter presents the future transportation needs that are recommended to receive the remaining funds in the 2021-2040 capital improvement program for DuPage County. The chapter presents recommendations in two sections: (1) capital improvement projects and (2) programs and policies.

6.1 Capital Program

The recommended capital program in this section is the result of many assessment processes. Reconstruction project recommendations are the result of assessment of conditions and life cycle tracking; mobility project recommendations result from the assessment of sidewalk and trail connectivity and condition; system enhancement and system expansion project recommendations are the result of modeling of existing intersection and roadway performance.

Slightly more than one-half (51 percent) of expected revenue is needed for core operational, maintenance, and contractual commitments. All other programs, projects, and initiatives must be constrained to the remaining funding totaling approximately \$795.5 million.

The capital improvement project list included below attempts to address immediate and future needs and allocate funds to projects across the county and across the spectrum of project types. The projects are classified according to the goals expressed earlier in Chapter 3, including: State of Good Repair, System Enhancement, System Expansion, Mobility and Facility. It is important to note that the County has not called out safety as a separate category because each and every project that is included in the capital program includes elements of safety. Similarly, many of the projects included in the program include operational efficiency (i.e., system performance and congestion reduction), environmental remediation (i.e., stormwater management and landscaping) and equity (i.e., accessibility and accommodations for elderly and disabled).

State of Good Repair

These projects involve reconstructing a facility in kind or with slight modifications to improve mobility, accessibility, or efficiency in the system. Typical projects under this category include bridge replacement, highway reconstruction, bike path or sidewalk reconstruction, drainage repair, and traffic signal replacement at intersections.

System Enhancement

There are many intersections and roadway segments in need of minor capacity improvements such as turn lanes, sidewalk, traffic signal communications and power supply, and roadway widening. These improvements attempt to address chronic congestion and poor system performance that cause delays, excess fuel consumption and emissions, and loss of economic productivity.

System Expansion

These projects are the most expensive and require the most planning and time to deliver. These projects usually involve the construction of additional lanes or new facilities. There are few of these

projects within this plan but the projects that do appear consume over one-quarter of the available capital program budget.

Mobility

These projects include modifications and expansions to the DuPage County multi use path system. Addition of new path and sidewalk are featured prominently in this plan, along with allocations for filling in gaps in path and sidewalk systems. Many of the system enhancement, state of good repair, and expansion projects include elements of mobility as well.

Facility

DuPage County needs modernized facilities for its maintenance department. The Plan includes the reconstruction and replacement of the County's 140 County Farm building with attendant modifications to the parking lots and fuel station. This capital program represents less than 5 percent of the overall capital program.

Cost Participation and Project Partnering

The capital program also includes a line item for County cost participation in peer agency projects. The County has identified key state and municipal projects where it is likely that the County will share in the cost of enhancements to traffic signals, sidewalk, and ADA accommodations, and turn lanes. County staff has estimated order of magnitude costs based on historical participation patterns.

Program Schedule

Projects are further classified as "Programmed" or "Planned". Programmed projects are those where the county has initiated environmental, design or construction engineering and where the County anticipates constructing the project within the next five years.

For the purposes of this report, planned projects refers to projects that are prioritized for funding and construction between 2026 and 2040. These are projects that both address the network needs identified in Chapter 4 and are considered feasible and effective based on the screening process described later in this Chapter. Few of the planned projects have any funding allocated to them. The DOT will begin to seek federal funding for many of these projects over the next few years in anticipation of beginning environmental and design engineering. Planned projects are allocated to five-year increments (2026-30, 2031-35, and 2036-40) based on need, availability of funding in the five-year period, and time needed to organize, plan, coordinate and gather resources for larger projects. It is likely that various projects will move forward and backward within the program based on project complexity, funding availability, and need. Project status will be continuously evaluated over the life of the Plan and program updates will be published in regular intervals.

Cost Estimation

Programmed projects (scheduled from 2021-25) are well advanced in planning and design and costs have been estimated per the project engineer's estimates. All engineering costs (i.e., environmental, design, and construction engineering), land acquisition, and reasonable contingency costs (such as utility relocations, fencing, lighting, landscaping, and other project appurtenances) have been included in the project cost estimates. Some of the programmed projects have advanced sufficiently so that only a small amount of the total project cost remains to be paid out.

Planned projects costs are estimates based on typical costs according to project type and extent. These costs also include inflation factors applied to an initial 2018 cost estimate. Project costs are inflated to the midpoint of the proposed five-year funding period. Inflation is projected at a conservative annual 2 percent rate¹. Project costs will ultimately be determined by the final project scope and project bid. Some projects in the program include an estimated cost participation from municipal and state agencies and this amount is deducted from the overall project cost.

6.1.1 Proposed Capital Program

As documented in Chapter 5, estimated funding for the 20-year program will total over \$1.61 billion. Of this amount, more than half (approximately \$819 million), will be allocated to operations and capital maintenance programs². The remaining funding for capital improvements totals approximately \$795.5 million, as shown in **Table 6- 1** below.

Table 6- 1. Capital Program Funding Constraint (millions)

	Programmed Projects	Planned Projects by Funding Period			
	2021-2025	2026-2030	2031-2035	2036-2040	Total
Estimated Funding ⁽¹⁾	\$ 380.2	\$ 391.2	\$ 410.7	\$ 432.1	\$ 1,614.3
Estimated Operations Costs	103.0	102.2	112.2	118.2	435.6
Estimated Capital Maintenance and Contractual	89.7	92.2	97.3	104.0	383.2
Funds Available for Capital Improvements ⁽²⁾	187.6	196.8	201.2	209.9	795.5
DuPage Capital Projects ⁽³⁾	174.2	192.9	211.5	08.7	787.3
Other Capital Project Participation ⁽⁴⁾	\$ 1.6	\$ 1.8	\$ 2.0	\$ 2.3	\$ 7.6

⁽¹⁾ Estimated DuDOT revenues based on assumptions presented in Chapter 5.

⁽²⁾ Remaining funds carry over into next period.

⁽³⁾ More detailed breakdown presented in **Table 6-2**.

⁽⁴⁾ Funding reserved for DuDOT participation in projects led by other agencies.

DuDOT has allocated projects to five-year increments as Table 6-1 demonstrates. The Capital Projects and Capital Project Participation lines represent the estimated expenditures on constrained projects that the 20-year capital program can accommodate. The first five years are “programmed” projects. The following 15 years represent planned projects. Five-year allocations are for budgeting purposes only. Many of the County’s projects and programs require more than five years to plan, program, and build so five-year increments are arbitrary. DuDOT has not split projects between five-year increments so that it is easier to assure that whole projects are constrained. In its regular LRTP updates, DuDOT will update project costs and project scheduling

¹ Engineering News Record construction cost index history 1908-2020 indicates an average construction cost index year over year increase of 2.66% between 2008 and 2020.

² For details on capital maintenance expenditures, see Appendix XX.

for tracking purposes and the LRTP website will track accomplishments and performance toward the program.

Constrained and Unconstrained Projects

Federal regulations require metropolitan transportation plans, transportation improvement programs, and statewide transportation improvement programs to be fiscally constrained, meaning that agencies have identified sufficient financial information to demonstrate that projects can be reasonably implemented with available revenue sources.

Each project in the LRTP program was evaluated based on how well it addressed the goals and objectives of the LRTP (presented in Chapter 3) and overall cost effectiveness. Every one of the recommended projects helps to address multiple objectives listed under the safety and economic vitality goals; More than three-quarters of the projects address objectives under mobility choice and sustainability and resilience; And nearly half of the projects address objectives included under the efficient operations goal. **Appendix 6-A** presents an overview of process and results used to evaluate each project according to the goals and objectives of the plan.

Table 6- 2 demonstrates DuDOT's commitment to construct projects that are consistent with public goals and the safety and performance needs of the users of the overall system.

Table 6- 2. Constrained Capital Projects by Goal Category (millions)

	Programmed Projects	Planned Projects by Funding Period			
	2021-2025	2026-2030	2031-2035	2036-2040	Total
Mobility	\$ 2.4	\$ 32.0	\$ 22.6	\$ 15.7	\$ 72.6
Facilities	36.1	-	-	1.8	37.9
State of Good Repair	70.5	50.7	76.4	88.2	285.7
System Enhancement	65.3	53.9	23.8	30.9	173.9
System Expansion	-	56.3	88.8	72.1	217.2
Project Participation - DuPage Share ⁽¹⁾	1.6	1.8	2.0	2.3	7.6
Total	\$ 175.8	\$ 194.7	\$ 213.5	\$ 211.0	\$ 795.0

⁽¹⁾ Funding reserved for DuDOT participation in projects led by other agencies.

As **Figure 6- 1** shows, the County intends to allocate almost 60 percent of its available funding to state of good repair and system enhancement. Another 9 percent will be allocated to mobility projects such as bike path, trails, sidewalk, and ADA accommodations.

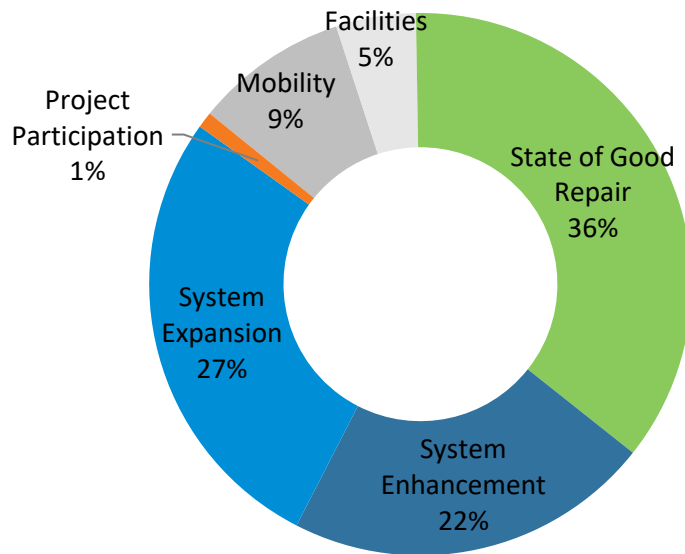


Figure 6- 1. 2021-2040 Constrained Capital Program Allocation by Goal Category

6.1.2 Program Elements

The 2021-2040 program includes 41 programmed projects and 70 planned projects. The project map is included below as **Figure 6- 2**. A number of projects like the Central Signal System Phases I-IV and Capital Pavement Maintenance projects do not appear on the project maps because they involve many elements across the entire county. Some of the key features of the plan are listed below.

State of Good Repair Projects

Bridges

Five bridges appear in the programmed project list including Warrenville Road at East Branch DuPage River, Geneva Road and Army Trail Roads at West Branch DuPage River, and Bloomingdale Road over the Canadian National (CN) Railroad. These are all significant reconstruction projects.

Five bridges appear on the planned project list including repair to the Volunteer bridge in Wheaton, reconstruction of the Yackley Avenue bridge over the Burlington Northern Santa Fe Railroad, and two river bridges on County Farm Road.

Highway Reconstruction

A number of older rural legacy roadways are scheduled for complete reconstruction during the 20-year program. These roads were built to out of date paving standards and need repair and resurfacing at a much more frequent rate than roads built in the last 30 years.

Ten projects are included in the planned project list, totaling more than \$160 million. Only sections of the entire length of the County highway will be included in this plan. Sections of the following roads will be reconstructed: Wood Dale Road, York Road, Medinah Road, St. Charles Road, 55th Street, 63rd Street, 75th Street, and Maple Avenue in Downers Grove. Please refer to the planned project list for details.



Figure 6- 2. 2021-2040 Programmed and Planned Projects Map

System Enhancement Projects

Because there are many enhancement projects, it is recommended that the reader refer to the project lists in **Appendix 6-B** for details. Seventeen enhancements projects appear in the programmed list and 20 more in the planned list. Some of the more significant projects are listed below:

Intersections

- Programmed
 - 75th Street from Millbrook to Greene Road
 - 87th Street at Woodward Avenue
 - Lemont Road from 87th Street to 83rd Street
 - Bloomingdale Road at Geneva Road
 - Naperville Road at IL 38/Roosevelt Road
- Planned
 - 63rd Street at Cass Avenue
 - Army Trail Road at County Farm Road
 - Army Trail Road at Munger Road
 - County Farm Road at Stearns Road
 - Finley/Belmont Road at US 34/Ogden Avenue
 - Yackley Avenue at US 34/Ogden Avenue

Other Improvements

- Programmed
 - Central Signal System Implementation
 - 63rd Street from Suffield Court to Americana Drive
 - Highlake Road at Sunset Avenue
- Planned
 - Stearns Road from west county line to Bartlett Road

Mobility Projects

Many mobility projects are smaller or geographically shorter projects to fill sidewalk gaps, convert older unfinished path into paved path, or address ADA program needs. However, there are a few select bike path and trail sections that are uniquely identified as corridor projects:

- Programmed
 - Hobson Road sidewalk from Woodridge Drive to Janes Avenue
 - Aurora Branch Illinois Prairie Path – realignment
- Planned
 - East Branch DuPage River Trail
 - Stearns Road Bike Path
 - 31st Street Bike Path from Highland Avenue to Meyers Road
 - Meyers Road Bike Path from 31st Street to IL 56/Butterfield Road

System Expansion Projects

All of the projects listed here are comprehensive corridor projects which involve roadway widening, added lanes, intersection channelization, bridge widening, signal systems, and signal updates, and all of the ancillary relocation services necessary. The projects in the program include:

- Planned
 - 75th Street from Janes Avenue to IL 59
 - Army Trail Road from west of Gary Avenue to west of Bloomingdale Road
 - Eola Road from Ferry Road to New York Street

6.1.3 Project Participation

DuDOT routinely cooperates and participates in projects managed by other regional or local agencies. Participation ranges from planning to design to construction. Participation almost always occurs when a county roadway, bike path, or trail intersects a state, toll, or municipal project. DuDOT has estimated that more than \$7.5 million will be allocated to projects of this nature.

The bullets below list several capital projects that DuDOT considers important improvements from which the county network would benefit. DuDOT recommends these projects for future planning. The projects are also present in the map in **Figure 6-3**.

State Projects

- IL 38 (West of Finley Road to West of Summit Avenue) – add lanes
- IL 53 (IL 64/North Avenue to IL 56/Butterfield Road) – add lanes
- IL 83 (N of 31st Street to 55th Street) – add lanes
- IL 83 (63rd Street to I-55 Frontage Road) – add lanes
- IL 83 (at IL 19/Irving Park Road) – reconstruct/improve interchange

- US 34/Ogden Avenue (US 30 to 75th Street) – add lanes
- IL 56/Butterfield Road (Loop Road to IL 53) – add lanes
- IL 56/Butterfield Road (Farnsworth Ave to IL 59) – add lanes
- US 34/Ogden Avenue (Iroquois Avenue to Fender) – Intersection improvements, alignment, and channelization
- US 34/Ogden Avenue (North Aurora Road to Rickert Drive) – Intersection improvements and bridge reconstruction and widening

Tollway Projects

- IL 390 Extension (US 20/Lake Street to County Farm Road) – new ramps, new alignment, intersection improvement
- I-88 WB ramp at Fairfield or Technology Drive
- I-294 at 22nd Street and 31st Street – new interchanges

Municipal and Other Projects

- Bilter Road (DuPage Blvd to E of Farnsworth Ave) – add lanes
- Book Road (75th Street to 87th Street) – add lanes
- Commons Drive Extension and Grade Separation (Liberty Street to North Aurora Road) – new alignment and bridge at BNSF Railroad
- Liberty Street (Commerce Street to Eola Road) – add lanes, intersection improvements, railroad grade crossing
- Powis Road (Smith Road to IL 64/North Avenue) – widen, re-align, intersection improvements, railroad crossing improvements
- York Road (Church Street to IL 56/Butterfield Road) – channelize and intersection improvements

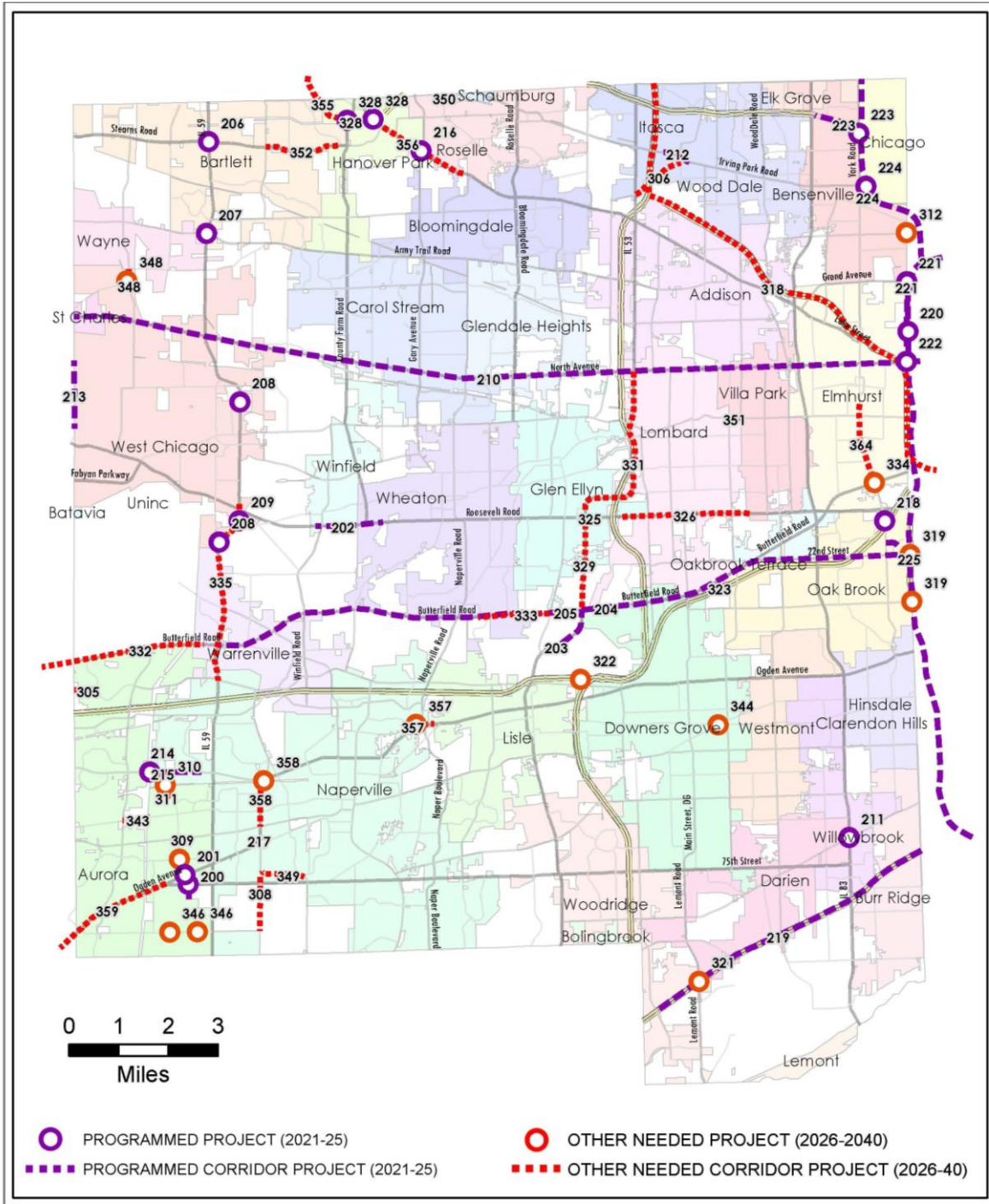


Figure 6- 3. Peer Agency 2021-2025 Programmed and 2026-2040 Other Needed Projects

6.1.5 Public Transit Needs and Future Initiatives

DuPage County is supportive of public transit throughout the region including rail, bus, and private networks, and encourages the development of supportive car and bike share systems that make transit more accessible and efficient. The DuPage Transit Plan, updated in 2011, describes many goals for services in the County. Since that plan, some transit agency priorities have evolved in

response to financial constraints and organizational performance objectives. A new initiative by DuPage County under the auspices of the DuPage Mobility Plan will update the Transit Plan and expand horizons by identifying opportunities for public and private partnerships to increase mobility and transit effectiveness to people throughout the region.

Discussions with transit agencies have revealed the following projects and initiatives as potential future needs:

PACE

- Cermak Road/22nd Street Pulse Route – Arterial Bus Rapid Transit
- IL 38/Roosevelt Road Pulse Route – Arterial Bus Rapid Transit
- I-294 Express Bus Service and Passenger Facilities
- IL 64/North Avenue Pulse Route – Arterial Bus Rapid Transit (Future)
- I-290/Eisenhower Expressway – Express Bus Service (Future)

In 2021, Pace produced a new Strategic Plan known as Driving Innovation³. This plan is reshaping how Pace views its service. It is de-emphasizing its role as merely a suburban bus operator and strategizing on ways to transition to a regional mobility coordinating agency. Pace will continue many of its services including On Demand, Paratransit, Dial-A-Ride, RideShare, Vanpool, Pulse, and Express Bus. The agency is looking to leverage its assets to provide the best benefit to travelers and to use its modernized technical capacity to enhance connections for travelers.

METRA

Metra's Capital Plan includes a number of DuPage County relevant projects including the following⁴:

- Elmhurst Train station renovation
- Westmont Station Platform improvements

In addition, sections of Union Pacific Railroad track in Kane County and Cook County will be improved to allow three tracks. This improvement will benefit DuPage County by allowing an increased number of Metra commuter trains as well as more efficient express services.

Metra is committed to station updates, repairs and initiatives that encourage the station to be a focal point of the community. Innovative practices and uses are emerging that support that view, and station area planning is an active part of Metra's vision to make its stations accessible to all forms of transportation.

³ Driving Innovation, The Pace Strategic Vision Plan, September, 2021.

⁴ Metra Proposed Operating & Capital Program & Budget, 2021

Much of Metra's budget can be described as being allocated to state of good repair projects including rolling stock, maintenance equipment, track maintenance, bridge repair, and parking and station repairs.

RTA

The RTA produced its Invest in Transit Strategic Plan in 2018⁵. This document provides a comprehensive examination of the needs of the regional transit system. It too documents a system that is in urgent need of repair. There is a significant backlog in needed repairs throughout the system and there is great concern over sufficient funding to be able to conduct all of the necessary asset repairs while also expanding the systems to meet the needs of transit dependent customers throughout the region.

Much of the RTA focus is on making difficult repairs and upgrades to systems that create greater efficiencies in CTA, Metra, AMTRAK, and freight rail movement. A number of key congestion points in the region are undergoing expensive separation projects that will reduce competition for the same rail segments and will thereby reduce rail service and surface street delays.

Altogether, the 10-year expected cost of CTA, Metra, and Pace priority projects is over \$30 billion. With so much of the focus of these programs on existing problems in Cook County and City of Chicago, it is unreasonable to believe that DuPage County and the remainder of the collar counties will see significant expansion in transit services over the life of this Plan. It is therefore incumbent upon the counties and their communities to work collaboratively to identify future mobility needs and cooperate on initiatives that make the existing transit systems more accessible.

6.2 Policies and Programs

The recommended capital projects above are not simply highway or signal projects. Many of the projects include elements that advance multiple policies and programs. It is the department's intention to uphold and comply with federal and state standards, best practices, and fundamentally sound engineering design in all parts of the DuDOT program.

DuDOT programs and policies play an important role in:

- Guiding project programming decisions (i.e., which projects and programs require immediate and longer-term attention)
- Aiding DuDOT with financial planning decisions
- Guiding everyday management decisions
- Directing key project implementation strategies and activities

Key policies and best practices that contribute to specific DuDOT projects and activities come from a wide variety of resources include but are not limited to:

- The DuPage County Strategic Plan

⁵ Invest in Transit, The 2018-2023 Regional Transit Strategic Plan for Chicago and Northeastern Illinois.

- The DuPage County Healthy Roads Initiative
- Illinois Department of Transportation Design Manual
- DuPage Americans with Disabilities Act Transition Plan
- Manual of Uniform Traffic Control Devices
- American Association of State Highway and Transportation Officials (AASHTO) Policy on Design of Highways and Streets and Roadside Design Guide
- DuPage Transportation Coordination Initiative
- DuPage Transit Plan
- Permit and Impact Fee Ordinances
- DuPage Stormwater Ordinance

These documents are updated on variable schedules and the County reviews and responds according to the type of policy or recommended practice.

This section provides recommendations for refining existing programs and policies and adopting additional strategies to support the goals and objectives of the LRTP. The recommendations are presented under the following five sub-sections, each section covering one of the goals of the LRTP:

1. Improve safety
2. Provide mobility choice
3. Promote access to opportunity and increase economic vitality
4. Enhance operational and maintenance efficiency
5. Foster sustainability and resilience

Each section also includes a summary of current DuDOT initiatives that support the objectives under each goal.

Many of the policy and program recommendations were developed by DuDOT staff in a workshop that was conducted on August 16, 2019. The workshop identified major cross-cutting issues that recognize the County highway departments' increased scope of responsibilities to other modes of travel, economic development, environmental stewardship, equity, technology, and other considerations.

Specific programs, including those for safety, intelligent transportation systems (ITS), trails, and mobility are continually refined and may have already undergone some changes during the development of the LRTP.

Improve Safety

As outlined in Chapter 3, the key objectives under this goal are to ensure state of good repair, reduce the number of roadway incidents, incorporate safety considerations into all plans and design elements, and prioritize projects that maximize safety benefits.

Safety is always the highest priority for DuPage County. A key objective to achieving a safe system is maintaining a state of good repair. The DOT maintains a traffic crash database that it uses to assess causes of crashes and potential engineering solutions. This database has been instrumental in the County's effort to procure safety funding. Many life-saving safety projects have been delivered in the last 20 years under the County capital and capital maintenance programs and the County is committed to continuing this primary function.

Some of the more significant existing programs relating to safety and state of good repair include the pavement management program, ADA Transition Plan, and routine electrical maintenance contracts. These programs assure the public that DuDOT will be a responsible caretaker and will deliver timely repairs to protect all system users. The pavement management and electrical maintenance programs are located under the Capital Maintenance and Contractual portion of the program and presently represent almost \$12 million of the annual budget. Pavement maintenance assures that the County will maintain a higher standard of pavement for safe travel. DuDOT intends to continue this program and attempt to achieve a 15–17-year surface replacement goal. This program will complement the Reconstruction projects listed under the capital program.

The electrical maintenance contract is a program that is renewed biennially and supports County staff with on-call services for repair of signal and communication equipment. Damages sustained due to storms, traffic collisions, or normal wear and tear are handled through this contract and are separate from the capital signal replacement projects.

Additionally of highest priority, and featured prominently among the proposed capital projects, is the County's bridge repair program. DuDOT policy is to perform regular inspections of bridges under County jurisdiction and to increase that frequency as the bridge ages. The DOT allocates resources for repair throughout the lifecycle of the bridge and ultimately programs bridge replacement based on condition.

Another initiative that began in 2020 is the DuPage Local Road Safety Plan (LRSP). This plan is under development in cooperation with FHWA and IDOT. It is intended to be a plan that is amended and updated regularly in hopes of directing efforts and resources to reducing crashes across the county. The mission of the plan is to reduce crashes through engineering, education, enforcement, and collaborative engagement with state and local partners. Key features of the plan will include policies and best practices related to safety for vulnerable populations (pedestrians and bicyclists), aging population safety, intersection safety, and speeding/aggressive driving.

Some of the possible outcomes of the LRSP could include:

- Adoption of safety audit and screening processes to identify projects that merit short-term programming,
- Cost collaboration with peer agencies

- Education campaigns directed at specific corridors or crash causes
- Directed enforcement or mitigation activities in corridors or at intersections

The ADA Transition Plan is ultimately a safety plan. The Plan's goals and practices, which focus on pedestrian safety, remediation of out-of-date facilities, and the improvement of non-motorized mobility along the highway network, include:

- Providing obstruction-free sidewalks and easily traversable curb ramps
- Improving pedestrian access to push buttons
- Improving roadway pedestrian crossings
- Installation of audible pedestrian signals when an intersection improvement is completed
- Improving pedestrian crossings of railroads

The Plan also incorporates processes for notifying the County of unsafe conditions and for the County to remediate and respond to complaints. DuDOT views this process as important to the health and safety of its vulnerable users. For more information on the ADA program, please visit the DuPage County DOT website⁶.

A critical element in state of good repair is knowing where assets are, when they were installed, the design life of the asset and when an asset was repaired. The DuDOT asset management program includes many databases such as signs, pavement, sidewalk, and signals. As noted by workshop attendees, one centralized system would allow for a more complete knowledge base, more efficient tracking, and improved coordination of repairs.

The DOT currently maintains a Citizen Reporter mobile application which allows system users to report any problem they encounter on any part of the DuDOT system. The application alerts the maintenance staff to the issue immediately and tracks how and when staff attend to the issue. DuDOT will continue to offer citizens this access and will enhance the program as needed. For more information or to report issues, please get the application or visit <https://gis.dupageco.org/CitizenReporter>.



Figure 6- 4. Citizen Reporter Mobile Application

⁶ www.dupageco.org/dot/ada

Provide Mobility Choice

The key objectives under this goal include enhancing connectivity to and from bus, rail, and multi-use paths, ensuring the County's system of paths, trails, and sidewalks complies with accessibility standards, and leveraging technology to encourage increased use of transit.

Existing programs and policies that support enhanced mobility choice include:

- Trail System Coordination and Expansion – DuPage County maintains the Illinois Prairie Path, Great Western Trail, and portions of the Southern DuPage Regional Trail. DuPage will work with the public and stakeholder organizations to improve and add path and trail where practicable and where projects make sense from the connectivity and maintenance standpoint.
- ADA Transition Plan – through this plan the County commits to making DuPage County's transportation network fully compliant with the Americans with Disabilities Act (ADA). As highlighted with examples in the previous section on safety, achieving this plan will help to improve mobility choice and provide greater access to economic opportunity for all users.
- Healthy Roads Initiative (a.k.a. Complete Streets Policy) – this initiative directs DuDOT to ensure that transportation projects create safe facilities for motorized and non-motorized travelers. The policy recommends sidewalks and multi-use paths are implemented with roadway projects whenever safe, feasible, and cost-effective. In 2008, the County Board passed an amendment to the Healthy Roads Initiative that directs DuDOT to consider on-road accommodations for bicyclists in locations where off-road facilities are not feasible⁷.
- Transit Infrastructure – DuPage County, in accord with the Healthy Roads Initiative, will continue to pursue improvements within its rights of way that encourage use of public transit. Improvements include bus shelters, pads, turnouts, and other physical improvements pertinent to transit.
- Transit Service – DuDOT does not currently operate any services within the County, leaving those operations to Pace Suburban Bus, Metra, and private operators. There is no plan in the foreseeable future for the DOT to operate transit. However, the County is committed to policies and programs that support regional efforts to improve mobility such as:
 - Last mile initiatives
 - Mobility services such as Ride DuPage
 - Transit traffic signal pre-emption
 - Local and regional mobility management

Ride DuPage is a transportation program that provides bus or taxi services for people who need travel assistance due to physical or cognitive limitations. The program is funded by a partnership

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between DuPage County, Pace, and local townships, cities, and villages. Ride DuPage provides subsidized transportation 24/7 for users within its boundaries.

Workshop attendees recommended that that DuDOT adopt several additional mobility related policies and programs:

- **Comprehensive Trails Plan.** This Plan would set the standard for wayfinding and use of paths to provide valuable local and regional transportation connectivity. Since this workshop, the County has initiated a DuPage County Trails Plan. In addition to the requested standard for wayfinding, the plan will include a comprehensive review of policies, practices, and design of trail facilities. It will also encourage partnerships with local agencies on signage, maintenance, and use of public space.
- **Development of Countywide Mobility Plan.** This Plan would act as a framework for building consensus among local government, private companies, public transit, and private mobility providers regarding tools that can be used to improve mobility for all people. The County and its partners must establish principles for making employment, shopping, medical, and food services more accessible for people of all abilities.

Examples of active mobility initiatives that align with the mobility objectives and policies recommended for this plan include:

- Coordinate with IDOT and Pace Suburban Bus to create rapid transit corridors
- Develop transportation-land use design standards to foster transit and pedestrian access
- Form and promote a last mile advocacy group or support a mobility coordinator to coordinate with Choose DuPage, local economic development agencies, and neighboring jurisdictions like Cook County
- Cooperative investment with peer agencies for signal upgrades, sidewalks, and operation of traffic systems on major arterials that connect Cook and DuPage, such as IL 64/North Avenue and 22nd Street/Cermak Road/IL 56 Butterfield Road
- Partner with state and Tollway to improve non-motorized transportation network solutions crossing interstate highways and ramps
- Investigate development of a multi-modal transportation hub on the County's Wheaton campus, including car- and bike-share services
- Build partnerships or sponsorships with agencies that provide regional bike sharing, car sharing, and sustainable models of shared mobility. DuDOT could convene stakeholders and facilitate discussions, potentially in coordination with stakeholders such as Choose DuPage, workNet DuPage, local businesses, DuPage County Community Services, and transit service providers
- Share project costs and maintenance responsibilities between the County, municipalities, and other funding partners for key trail projects, starting with the East Branch trail

Promote Access to Opportunity and Increase Economic Vitality

The LRTP sets a goal to leverage the transportation system to promote economic development. Specific objectives include the promotion of first- and last-mile connections, both at the local and countywide scales, increasing the efficiency of freight movements, and improved alignment between land use and transit access through collaborative planning efforts.

Currently active strategies that promote this goal include:

- Ongoing context-sensitive approaches to improve key intersections for freight movement throughout the county
- Support for the regional effort to coordinate oversized/overweight truck permitting across jurisdictions
 - Key stakeholders include IDOT, neighboring county DOTs, municipalities, and townships
 - Greater efficiencies in the permitting process lower transportation costs for products and create an administratively efficient and equitable system
- Support for alternative modes of transportation, as described in the Provide Mobility Choice theme
- The County's ADA Transition Plan and Mobility Plan both direct future capital towards assets that improve accessibility for all

Other policies recommended to support the LRTP's economic development goals include the following:

- Adopt a policy that further promotes equitable access to quality jobs by addressing transit deserts and employer last-mile access
 - Consistent with its Strategic Plan, the County will be supportive of, and promote access to, quality jobs, and will advocate for the needs of diverse and disadvantaged populations to obtain accessible employment
- Use Local Technical Assistance grants from CMAP to initiate or participate in corridor planning efforts focused on modernizing the interface between land use and transit systems
- Establish policies that promote improvements to the transportation system that accommodate freight activity on key corridors
 - Steps include identification of key locations where improvements would most impact DuPage County businesses; adopt new freight access requirements and pavement design standards that align with these findings; and consideration of more structural pavement designs in corridors with heavy truck traffic
- Review and adjust long-term impact fee and highway permit structure to determine fair and equitable fees relative to the impact of new developments on county assets

The workshop also identified a number of new planning efforts regarding economic opportunity. One recommended plan would assess freight rail activity to understand rail traffic patterns in DuPage County and the impacts on local communities. This study should include grade crossing safety upgrades, potential highway/rail grade separations, commercial truck crash incidence and causality, and pavement maintenance models for industrial corridors.

Enhance Operational and Maintenance Efficiency

Key objectives under this goal include reducing congestion, closer coordination with partner agencies and jurisdictions, increased use of technology, and further use of shared services to make best use of limited resources.

DuDOT is always seeking opportunities to use new technologies to improve system efficiencies and refine its approach to pavement maintenance, materials, testing, and replacement. Existing programs and policies that support its efficient operations and maintenance goal include:

- Coordinated Signal Systems Plan – As first set out under the Transportation Coordination Initiative, the County and municipal partners are committed to implementing extended coordinated signal systems⁸
 - This allows better and more frequent adjustments to signal coordination patterns for the efficient flow of vehicles
 - The County will continue to implement its Central Signal System which includes extending communications to most of the County's 324 signals for the purposes of virtual signal management
- Under this plan, DuDOT will upgrade approximately 200 signals throughout the county
 - This effort complements the deployment of the DuPage County Central Signal System by replacing outdated signal control equipment
 - Taken together, these initiatives expand the County's ability to monitor traffic and implement new traffic control patterns related to events, weather, or emergencies
- Pavement Management Program (also noted under Safety Initiatives) – This program provides DuDOT engineering and maintenance groups with critical information on highway pavement sections
 - This information allows the two groups responsible for maintaining and replacing pavement to make efficient logistical decisions on annual or multi-year repair



- Southwest Campus Master Plan – this plan is currently in development
 - The Plan recommends replacement of outdated and inefficient buildings with structures that support efficient operations, material handling, and modern environmental systems
 - The Plan also includes replacement of outmoded fueling systems
 - The Plan is supported by a Concept of Operations Plan (COOP) with emphasis on sustainable operations in the event of emergencies or environmental disasters

Workshop attendees reiterated the importance of policies that promote interagency coordination. The workshop identified three key strategies in this area:

- Coordination of project development, design, and management with IDOT, the Tollway, and municipalities
- Continue and expand, where practicable, the practice of cooperative purchasing contracts
 - This has been a cost-saving effort in the acquisition of materials and equipment
 - Possible next steps include the development of a cooperative electrical maintenance contract or bridge inspection and maintenance contracts
- Identify opportunities to improve efficiency and continuity of the transportation system through jurisdictional transfers
 - Key facility transfers may be pursued where the following conditions would be met:
 - *The transfer is agreed to by all parties in the transfer*
 - *The transfer benefits both the County and the participating agency in terms of system continuity*
 - *The transfer creates operational and maintenance efficiencies*

The workshop also identified several potential new programs or initiatives.

- Modernize data collection efforts and technology, including use of big data and video data for traffic count and traffic behavior purposes
- A secure regional document management system for efficient project delivery.
 - This technology would need to be coordinated with IDOT, the Tollway, and larger municipalities in the region
- Participation in a regional, co-located, ITS operations center, engaging peer agencies to improve the continuity of operations and resilient infrastructure
- Adopt a countywide maintenance and operations plan, with scope similar to the Southwest Campus Master Plan, which would include an assessment of parts and fleet garage facilities to

meet future demands, as well as a long-term strategy for equipment replacement and purchasing needs

Foster Sustainability and Resilience

The LRTP sets a goal of avoiding environmental impacts and enhancing the resilience of the transportation system through incorporating context sensitive design and planning for increased disruption of the transportation system due to extreme weather incidents.

Currently active efforts that support this goal area include:

- Incorporation of context-sensitive environmental solutions into project development
- Continuous monitoring and maintenance of wetlands and detention structures adjacent to county highways
- Snow and ice removal – Reduction of chlorides and ground water contaminants through the use of natural chemicals
- The Citizen Reporter and DuPage Trails applications
 - The county will continue to expand the tools and data integration of those efforts
- Collaboration with DuPage Public Works and Stormwater departments on permitting, mitigation, and water quality

These activities will continue into the future, but efforts should expand with forward-looking infrastructure and natural habitat strategies:

- Expand coordination with Stormwater and Public Works on projects of mutual benefit such as cooperative efforts to evaluate in-system stormwater storage and plans for future compensatory storage systems
- Outfit all traffic signal locations and systems with battery backup for continuity of operations during weather events
- Develop policies and practices that protect natural habitats along trails. Strategies include management of invasive species, expanding vegetation for pollinators and establishing a tree nursery for replacement of trees throughout the trail system
- Reduce lighting and signal energy consumption and power some of these systems using alternative energy applications (e.g., solar and wind energy solutions)
- Evaluate opportunities for protective right-of-way acquisition on corridors
- Encourage and permit natural and native plantings in highway medians, rights of way, and adjacent to trail system

The County should also be at the forefront of emissions reduction efforts in the national goal toward zero net emissions by 2050. Over 27 percent of greenhouse gas (GHG) emissions originate from the transportation sector of the United States, including personal, commercial, commercial

freight, rail, and aviation modes. While the pathway to net zero emissions is difficult, there are a variety of short, medium, and long-term goals that the County will entertain and support.

- Include fuel consumption and emissions metrics into project design and decision-making
 - Identify opportunities to reduce fuel consumption and emissions through operational and design strategies that contribute to more efficient traffic flow
- Participate in air quality data collection and analysis and monitor DuPage County GHG
 - Expand monitoring stations for NO₂, CO, Ozone and Particulate Matter in DuPage County
- Encourage the development of a regional electric re-charging infrastructure and expand and modernize County charging infrastructure for fleet and employees
- Convert DuDOT fleet to electric or hybrid-electric vehicles where possible and set targets for vehicle replacement
- Transportation demand management:
 - Encourage strategic densification of corridors through re-zoning
 - Support transit-oriented development and supportive non-motorized systems
 - Design, support and collaborate in last mile transportation programs to encourage less use of personal automobiles
 - Reduce parking requirements at employment and retail sites through zoning ordinance modifications
 - Convert unused parking or surplus parking into naturally vegetated areas to promote carbon sequestration and reduce urban heat islands

Key Takeaways

- DuDOT estimates that \$1.61 billion in funding will be available between 2021 and 2040 (Chapter 5)
- Fifty-one percent of the projected revenue is allocated to Capital Maintenance and Operations which includes the annual pavement maintenance and electrical (signal) maintenance contracts and the daily personnel, fleet, and materials costs
- Forty-nine percent, or almost \$800 million of the projected revenues, the “constrained” capital, is allocated to capital projects
- Twenty-four state of good repair projects totaling more than \$285 million and \$383 million in Capital Maintenance projects represent over 41 percent of the projected 20-year Plan budget
- Twenty-five system enhancement projects, including intersection and signal system performance enhancements, are included in the Plan at \$174 million
- Mobility projects account for about 9 percent of the allocated revenues and include significant bike path projects such as the East Branch DuPage River Trail and the Stearns Road bike path
- System expansion projects account for over \$217 million, or a little more than a quarter of all capital program allocations
 - These projects include 75th Street, Eola Road, and Army Trail Road capacity projects
- The County has established forward-looking policies and processes that allow DuDOT to identify opportunities and strategically plan to address multiple needs within projects
- DuDOT is allocating significant resources to complementary systems like non-motorized access, greater use of technology to allow County staff to make inexpensive adjustments to traffic systems to improve performance, better drainage and environmental systems and cooperative purchasing arrangements to help improve safety and efficiency throughout the County
- The County must take a broader and more involved role in setting policies that reduce environmental and economic effects of transportation

Chapter 7

Implementation and Progress Tracking

The DuPage County Long Range Transportation Plan has presented five (5) over-arching goals for DuDOT to pursue over the life of the Plan. The goals and objectives will be re-evaluated periodically and modified according to changing needs of the users and evolving conditions of the system. Project and policy development will occur dynamically within the framework of the Plan to meet those needs.

Projects will be evaluated annually and scheduled according to a variety of factors including, but not limited to:

- Funding availability and project budget
- Federal and state funding
- Project readiness
- Partnerships and participation
- Right of Way acquisition needs
- Emergency or priority needs

The annual and five-year Capital Improvement Plan (CIP) will manifest the project schedule, funding and readiness. The CIP will be updated regularly and presented to the Transportation Committee of the County Board for approval. The CIP will then be made available to the public through the DuDOT web page. Given the pandemic and the inconsistencies of the motor fuel tax revenue streams in a dynamic economic environment, the CIP will be a more accurate and up to date source for revenue and project cost information.

7.1 Performance Measures

As we have documented in Chapter 3, the U.S. DOT and Federal Highway Administration (FHWA) have developed goals and performance measurement objectives, and have encouraged States, Metropolitan Planning Organizations (MPO) and other stakeholders to adopt Transportation Performance Measures (TPM) consistent with the goals promulgated in MAP-21 and FAST Act legislation. To this end, these federal agencies have produced several guiding documents including the Transportation Performance Management Implementation Plan that describe best practices and examples of performance assessment¹.

¹ <https://www.fhwa.dot.gov/tpm/plan.pdf>

While many of the recommendations in the USDOT and FHWA Plan are meant for larger state-wide and regional goal setting, counties and others are encouraged to develop their own performance measures that work within and are consistent with state and MPO Plans. Through the use of TPM, USDOT and FHWA aim to optimize the investment of public funds, improve coordination of decision makers, and increase understanding of what works. Furthermore, the USDOT Strategic Plan identifies certain performance goals that agencies should try to align with, including:

- SAFETY
 - Reduce transportation related fatal and injury crashes
- INFRASTRUCTURE
 - Invest in infrastructure to ensure safety, mobility and accessibility
- INNOVATION
 - Lead in innovative practices
- ACCOUNTABILITY
 - Improve transportation systems and reduce financial burdens through greater efficiency, effectiveness and accountability.

These performance goals are consistent with DuDOT's five goals documented in Chapter 3 of the LRTP:

Goal 1: Improve Safety

Goal 2: Provide Mobility Choice

Goal 3: Promote Access to Opportunities

Goal 4: Efficient Operations and Maintenance

Goal 5: Foster Sustainability and Resilience

In an effort to provide meaningful information to the public in as transparent a manner as possible, DuDOT is recommending the adoption and implementation of the performance metrics shown in

Metric	Alignment with Goal Area				
	1 SAFETY	2 MOBILITY CHOICE	3 ACCESS TO OPPORTUNITY	4 EFFICIENT OPERATIONS	5 SUSTAIN- ABILITY AND RESILIENCE
Pavement Condition: % Pavement in Fair to Excellent Condition	X				
Bridge Condition: % of Bridges in Fair to Excellent Condition	X				
Curb Ramps Modified to ADA Standards - Annual	X	X	X		
Traffic Signals Maintained/Repaired	X			X	
Fatal and Injury Crash Total - 3 Year Rolling Average	X				
Bicycle and Ped Fatal and Injury Crashes - 3 Year Rolling average	X				
Sidewalk and Bikepath Connectivity Index		X	X		
Number of Signals Under Virtual Management	X			X	
Peak and Offpeak Travel Time Reliability (TTI)			X	X	
Estimated Emission Reduction through Capital Projects - 3 Year Total				X	X
Number of Improvements at High Crash Locations	X	X			
Sidewalk Improvements or Installations Within 1/4-mile of Transit or Trail		X	X		X
Dollars Programmed to Projects Meeting Multiple Goals				X	
Federal and State Funds Leveraged - 3 Year Total				X	X
Flood Mitigation or Drainage Improvement Projects Constructed - 3 Year Total					X

Table 7- .

The metrics will touch on the most significant focus points of the goals including state of good repair of highways and bridges, congestion reduction and efficient performance of signal systems, safety of motorists and non-motorized users, efficient use of public resources, mobility and accessibility enhancements, and improvements to environmental systems such as air quality and stormwater. DuDOT will track progress of these metrics over time and provide periodic report cards or reports that discuss attaining and non-attaining metrics.

Metric	Alignment with Goal Area				
	1 SAFETY	2 MOBILITY CHOICE	3 ACCESS TO OPPORTUNITY	4 EFFICIENT OPERATIONS	5 SUSTAIN- ABILITY AND RESILIENCE
Pavement Condition: % Pavement in Fair to Excellent Condition	X				
Bridge Condition: % of Bridges in Fair to Excellent Condition	X				
Curb Ramps Modified to ADA Standards - Annual	X	X	X		
Traffic Signals Maintained/Repaired	X			X	
Fatal and Injury Crash Total - 3 Year Rolling Average	X				
Bicycle and Ped Fatal and Injury Crashes - 3 Year Rolling average	X				
Sidewalk and Bikepath Connectivity Index		X	X		
Number of Signals Under Virtual Management	X			X	
Peak and Offpeak Travel Time Reliability (TTI)			X	X	
Estimated Emission Reduction through Capital Projects - 3 Year Total				X	X
Number of Improvements at High Crash Locations	X	X			
Sidewalk Improvements or Installations Within 1/4-mile of Transit or Trail		X	X		X
Dollars Programmed to Projects Meeting Multiple Goals				X	
Federal and State Funds Leveraged - 3 Year Total				X	X
Flood Mitigation or Drainage Improvement Projects Constructed - 3 Year Total					X

Table 7- 1. Performance Metrics with Goal Area Alignment

7.1.1 Performance Measure Detail

Pavement Condition

This metric is currently tracked annually. Pavement condition is rated according to “CRS” or Condition Rating Survey. This is a survey that assesses the condition of the pavement and deducts points based on frequency and severity of pavement defects. The CRS scale is from 1 to 9, with 9 being a perfect surface with no defects. Presently, the County average CRS is over 6.35. DuDOT aims to maintain its pavement in such a way that 5 percent or less of its pavement surface is in poor condition in any one year. This metric will be a percentage of pavement with CRS ratings in the fair to excellent range.

Bridge Condition

Bridge condition is calculated frequently based on in person bridge inspections. Inspections include numerous variables which result in a bridge sufficiency rating. The sufficiency rating is a scale from 1 to 100 with 100 being a perfect or new bridge. The DuDOT goal for bridge condition is to maintain all of its 50 structures at conditions above 40 out of 100 (ratings of 0-40 indicate poor or failing bridges). This metric will indicate the percentage of bridges above the poor condition threshold.

Curb Ramps

DuDOT’s ADA Transition Plan commits the County to repairing and replacing non-conforming curb ramps at side streets and intersections. DuDOT is tracking our annual effort through our pavement and sidewalk maintenance and permitting functions. DuDOT will provide an annual update on prior year activities related to ADA ramps. Ramp repair creates a better atmosphere for mobility and accessibility for people of all ages and abilities.

Traffic Signals Maintained and Repaired

Traffic signal maintenance is largely unnoticed by the public but is indicative of DuDOT’s commitment to roadway safety (Goal area 1) and efficient operations (Goal area 4). This metric will indicate number of signals where equipment was repaired and/or replaced annually.

Fatal and Injury Crashes

The County is committed to continual improvement of its roadway and intersection systems in an effort to reduce and ultimately eliminate fatal and severe injuries. Traffic crash data received by the DOT lags by one year. DuDOT will assemble the data and report on the latest three years of fatal and injury accidents. DuDOT will indicate the trend with this metric as well. This

Bicycle and Pedestrian Fatal and Severe Injury

DuDOT aims to significantly reduce and eliminate pedestrian and non-motorized user fatal and injury crashes. Like the previous fatal and injury crash data metric, the County will report the previous three years of data and include the trends.

Sidewalk and Bikepath Connectivity

Responding to public comment on the lack of connecting systems, DuDOT wishes to provide annual updates to the public that indicate our progress in eliminating gaps in the pedestrian and multi-use path system. DuDOT will provide a metric that indicates the number of gaps eliminated

or the number of households in DuPage with access to sidewalks and multi-use path. This metric relates to the County's mobility and access to opportunity goals.

Number of Signals Under Virtual Management

One of short-term goals of the DOT is to make the majority of its signals virtually accessible through fiber optic or other types of communication. Doing so will allow traffic engineers to remotely program and synchronize signals, monitor traffic and adjust programs in response to conditions. Each year, more of the signals become accessible to the DuDOT virtual traffic management center and DuDOT will track and report the change in number of signals covered. This metric falls under the efficient operations goal as well as the safety goal.

Peak and Offpeak Travel Time Reliability (TTI)

DuDOT performs annual travel time reliability surveys in an effort to determine where travel efficiency can be improved. Corridor and overall reliability metrics are generated in the form of a travel time index. This index is a measure of the efficiency of travel between two intersections, through a corridor or across the region. This measure is especially important in programming traffic signal, intersection and highway improvements. This metric relates to operational efficiency goals and freight movement or access to opportunities goals.

Estimated Emission Reduction - GHG

DuDOT evaluates all of its projects in terms of congestion delay reduction. One of the typical outcomes of the evaluation is an estimate of greenhouse gas reduction and fuel saving. DuDOT will not report for each individual project but will produce a cumulative reductions report over the last three years. The metric relates to environmental and sustainability goal area 5, and goal area 4 – efficient operations.

High Crash Location Improvements

DuDOT will report the number of locations where the County has performed safety improvements at intersections or on highways identified as High Accident Locations. These locations are identified through DuPage County safety studies and State Local Safety Tier analyses. This metric pertains to Safety Goal Area 1.

Sidewalk Improvements or Installations Within 1/4-mile of Transit or Trail

In accordance with the County's Mobility and Access to Opportunity goals, the County will report the miles of sidewalk, multi-use and trail improvements within ¼ mile of transit routes, facilities or existing regional trails. This is a measure of accessibility improvement and connectivity with other modes of travel.

Dollars Programmed to Projects Meeting Multiple Goals

USDOT and FHWA urge agencies to use their financial resources efficiently and for “cross-asset” or multi-objective purposes. Examples of this include an intersection improvement where the county replaces signals, improves traffic efficiency by adding turn lanes, and adding ADA conforming ramps and pedestrian signals. DuDOT will report the cumulative dollars programmed annually to these multi-objective projects.

Federal and State Funds Leveraged

DuDOT frequently uses its motor fuel tax and impact fee revenues to leverage state and federal grants for its projects. Amounts vary per year according to the number and type of projects. Doing this allows more efficient use of County resources and permits the county to allocate its resources to more needed projects. The metric will report annual federal and state funds leveraged.

Flood Mitigation or Drainage Improvement Projects Constructed

One of the key focus areas in the future will be the County's ability to sustain a viable and reliable system under major rainfall and flood events. DuDOT cooperates and coordinates with the County Stormwater Division frequently on capital projects but this metric will describe the number of projects that involve flood mitigation or drainage improvements on a three year rolling basis.

Appendix 1-A

DuPage County Highway Inventory by Section

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
01	Plainfield-Naperville Road	75TH ST	BAILEY RD	100000	101555	0.295	4-5 lanes	1.373	45	Minor Arterial	73-100	26500	3.1%		5	16.98		Complete 1 side, Part	Closed
01	Plainfield-Naperville Road	BAILEY RD	87TH ST	101555	107955	1.212	4-5 lanes	5.270	45	Minor Arterial	66-100	25000	3.1%	1	3	2.48	2	Partial 1 side	Closed
01	Raymond Drive	FERRY RD	DIEHL RD	80000	81930	0.366	4-5 lanes	1.682	45	Minor Arterial	140-210	18000	3.4%	2	1	2.74	1	Complete 2 side	Closed
01	Raymond Drive	DIEHL RD	MCDOWELL RD	81930	83850	0.364	4-5 lanes	1.705	45	Minor Arterial	66 - 86	30500	3.7%	1	2	5.50		Partial 1 side	Closed
01	Raymond Drive	MCDOWELL RD	BROOKDALE DR	83850	88375	0.857	4-5 lanes	3.393	40	Minor Arterial	66-100	31500	4.3%	1	5	5.83	1	Complete 1 side	Closed
01	Raymond Drive	BROOKDALE DR	US 34 (OGDEN AVE)	88375	90082	0.323	4-5 lanes	1.573	40	Minor Arterial	100	26500	4.6%	1	4	12.37	1	Complete 2 side	Closed
01	River Road	WARRENVILLE RD	FERRY RD	75744	80000	0.806	2-3 lanes	1.554	40	Collector	66	4000	NA	1	24	29.77		Partial 2 side	Mixed
02	Belmont Road	US 34 (OGDEN AVE)	PRAIRIE AVE	81220	83915	0.510	4-5 lanes	2.050	35	Minor Arterial	73-90	22500	4.0%	1	40	78.37		Complete 1 side	Closed
02	Belmont Road	PRAIRIE AVE	WARREN AVE	83915	85270	0.257	4-5 lanes	1.323	35	Minor Arterial	110-115	24000	4.0%	1	10	38.97		Complete 2 side	Closed
02	Belmont Road	WARREN AVE	CURTISS ST	85270	86370	0.208	4-5 lanes	0.920	35	Minor Arterial	100-120	24500	4.0%	1	5	24.00	1	Complete 2 side	Closed
02	Belmont Road	CURTISS ST	MAPLE AVE	86370	89265	0.548	4-5 lanes	2.128	35	Minor Arterial	73-94	24000	4.1%	1	26	47.42		Complete 2 side	Closed
02	Belmont Road	MAPLE AVE	59TH ST	89265	91145	0.356	4-5 lanes	1.399	40	Minor Arterial	63-90	24000	4.5%	1	24	67.40		Complete 2 side	Closed
02	Belmont Road	59TH ST	63RD ST	91145	93788	0.501	4-5 lanes	1.901	40	Minor Arterial	63-90	20500	5.0%	1	51	101.88		Complete 2 side	Closed
02	Finley Road	IL 56 (BUTTERFIELD RD)	OPUS PL	70000	72020	0.383	4-5 lanes	1.946	45	Minor Arterial	100	22500	6.7%	1	8	20.91		Complete 2 side	Closed
02	Finley Road	OPUS PL	LACEY RD	72020	75600	0.678	4-5 lanes	3.281	45	Minor Arterial	-115/Variable	19000	7.1%	1	7	10.32	3	Complete 1 side, Part	Closed
02	Finley Road	LACEY RD	WARRENVILLE RD	75600	81050	1.032	4-5 lanes	5.025	45	Minor Arterial	100-120	21500	4.8%		11	10.66	2	Complete 1 side	Closed
02	Finley Road	WARRENVILLE RD	US 34 (OGDEN AVE)	81050	81220	0.032	4-5 lanes	0.163	45	Minor Arterial	200	20500	6.0%	1	0	0.00		Complete 1 side	Closed
02	Hobson Road	WASHINGTON ST	OLESAN DR	50000	51765	0.334	3-4 lanes	1.157	40	Minor Arterial	100	15000	9.2%	2	5	14.96	1	Complete 2 side	Closed
02	Hobson Road	OLESAN DR	NAPER BLVD	51765	54485	0.515	3-5 lanes	2.133	40	Minor Arterial	100	15000	4.2%	1	9	17.47		Complete 2 side	Closed
02	Hobson Road	NAPER BLVD	COLLEGE RD	54485	57730	0.615	3-5 lanes	2.470	40	Minor Arterial	84-100	16000	5.0%	1	8	13.02		Complete 2 side	Closed
02	Hobson Road	COLLEGE RD	GREENE RD	57730	65650	1.500	3-5 lanes	5.175	45	Minor Arterial	86-100	17000	5.3%	1	21	14.00		Complete 2 side	Closed
02	Hobson Road	GREENE RD	DOUBLE EAGLE DR	65650	67145	0.283	3-4 lanes	0.876	45	Minor Arterial	100	21000	8.5%	1	0	0.00	1	Complete 2 side	Closed
02	Hobson Road	DOUBLE EAGLE DR	IL 53	67145	68495	0.256	4-6 lanes	1.283	45	Minor Arterial	100	20500	NA	1	4	15.64		Complete 1 side, Part	Closed
02	Hobson Road	IL 53	WOODRIDGE DR	68495	71385	0.547	4-6 lanes	2.641	45	Minor Arterial	100-106	24000	3.7%	1	14	25.58		Complete 1 side, Part	Closed
02	Hobson Road	WOODRIDGE DR	63RD ST	71385	74605	0.610	4-5 lanes	2.658	45	Minor Arterial	100-127	29000	4.3%		24	39.35		Partial 2 side	Closed
03	Warrenville Road (78)	MILL ST	HERRICK RD	44500	46500	0.379	4-7 lanes	2.037	40	Minor Arterial	100 - 130	21000	3.2%	1	2	5.28	0	None	Mixed
03	Warrenville Road (78)	HERRICK RD	WASHINGTON ST	46500	49400	0.549	4-5 lanes	2.315	45	Minor Arterial	80 - 135	21000	6.0%	1	0	0.00	1*	None	Open
03	Warrenville Road (78)	WASHINGTON ST	INDIAN HILLS WEST	49400	52965	0.675	5-6 lanes	3.536	45	Minor Arterial	90 - 100	23500	5.6%	1	4	5.92	2*	Partial 1 side	Open
03	Warrenville Road (78)	INDIAN HILLS WEST	FREEDOM DRIVE	52965	54625	0.267	4-7 lanes	1.515	45	Minor Arterial	100-130	24500	6.9%	1	1	3.75		None	Mixed
03	Warrenville Road (78)	FREEDOM DRIVE	NAPERVILLE RD	54625	55870	0.284	6-7 lanes	1.985	45	Minor Arterial	155-164	31000	3.5%	1	0	0.00		Complete 1 side	Closed
03	Warrenville Road (78)	NAPERVILLE RD	CORPORATE WEST DR	55870	57590	0.326	5-7 lanes	1.979	45	Minor Arterial	100-136	24000	3.2%	1	2	6.14	3	Partial 1 side	Mixed
03	Warrenville Road (78)	CORPORATE WEST DR	CABOT DR	57590	60930	0.633	4-5 lanes	2.867	45	Minor Arterial	100-110	21500	4.6%	1	1	1.58		None	Mixed
03	Warrenville Road (78)	CABOT DR	LEASK LN	60930	62320	0.263	4-6 lanes	1.265	45	Minor Arterial	100	23000	6.4%	1	0	0.00		Complete 1 side, Part	Mixed
03	Warrenville Road (78)	LEASK LN	YACKLEY AVE	62320	62925	0.115	5-6 lanes	0.625	45	Minor Arterial	90-100	25000	6.0%	1	1	8.73		Complete 1 side	Mixed
03	Warrenville Road (78)	YACKLEY AVE	IL 53	62925	67165	0.803	4-7 lanes	3.844	45	Minor Arterial	100	23000	7.3%	1	13	16.19	2	Partial 2 side	Mixed
03	Warrenville Road (78)	IL 53	MAIN ST. LISLE	67165	68025	0.163	5-7 lanes	1.119	45	Minor Arterial	78-300	12000	3.4%	1	1	6.14		Complete 1 side	Closed
03	Warrenville Road (78)	MAIN ST. LISLE	ARBORETUM LAKES	68025	68735	0.134	5 lanes	0.701	45	Minor Arterial	100	11500	3.0%	1	1	7.44	1	None	Closed
03	Warrenville Road (78)	ARBORETUM LAKES	AUTHORITY DR	68735	74335	1.061	4-5 lanes	5.226	45/40	Minor Arterial	100-165	11500	3.3%	0	9	8.49		Partial 2 side	Closed
03	Warrenville Road (78)	AUTHORITY DR	CROSS ST	74335	75500	0.221	5 lanes	1.107	40	Minor Arterial	100-165	11000	4.3%	1	3	13.60		Complete 2 side	Closed
03	Warrenville Road (78)	CROSS ST	FINLEY RD	75500	77450	0.369	3 lanes	1.155	40	Minor Arterial	100	9500	5.9%		16	43.32		Partial 1 side	Open
03	Ferry Road	EOLA RD	IL 59	20000	29670	1.831	4-6 lanes	8.878	45	Minor Arterial	120 - 240	11500	7.0%	2	11	6.01	2	Complete 1 side, Part	Closed
03	Ferry Road	IL 59	RAYMOND DR	29670	33945	0.810	5-6 lanes	4.396	45	Minor Arterial	100 - 142	15000	4.8%	1	13	16.06		Complete 2 side	Closed
03	Ferry Road	RAYMOND DR	RIVER RD	33945	36580	0.500	4-5 lanes	2.449	40	Minor Arterial	78 - 134	20000	5.0%	1	16	32.02	1	Complete 2 side	Closed
03	Ferry Road	RIVER RD	WINFIELD RD	36580	39660	0.693	4-7 lanes	3.850	40	Minor Arterial	130	20000	3.0%	2	4	5.77	1	Complete 2 side	Closed
03	Ferry Road	WINFIELD RD	MILL ST	39660	42380	0.516	5-7 lanes	3.491	40	Minor Arterial	120 - 160	16500	4.1%	2	0	0.00	0	Complete 2 side	Closed
04	Bloomingtondale Road (11)	FOSTER AVE	US 20 (LAKE ST)	18515	22365	0.729	4-6 lanes	2.916	35	Minor Arterial	66-100	22500	6.2%	1	16	21.94	1	Complete 2 side	Closed
04	Bloomingtondale Road (11)	US 20 (LAKE ST)	SCHICK RD	22365	23645	0.242	4-6 lanes	1.119	35	Minor Arterial	66-104	30000	4.6%	1	8	33.00		Complete 2 side	Closed
04	Bloomingtondale Road (11)	SCHICK RD	FAIRFIELD WAY	23645	25710	0.391	5 lanes	1.947	40	Minor Arterial	90-100	28000	4.0%	1	13	33.24		Complete 2 side	Closed
04	Bloomingtondale Road (11)	FAIRFIELD WAY	EDGEWATER DR	25710	26670	0.182	5 lanes	0.907	40	Minor Arterial	90-100	28000	3.4%	1	1	5.50		Complete 2 side	Closed
04	Bloomingtondale Road (11)	EDGEWATER DR	WHITMAN BLVD	26670	29365	0.510	5 lanes	2.421	40	Minor Arterial	100-110	28000	4.5%	1	3	5.88		Complete 2 side	Closed
04	Bloomingtondale Road (11)	WHITMAN BLVD	ARMY TRAIL RD	29365	29870	0.096	6 lanes	0.580	40	Minor Arterial	100-128	28000	4.3%	1	2	20.91	1	Complete 2 side	Closed
04	Bloomingtondale Road (11)	ARMY TRAIL RD	GLADSTONE	29870	31045	0.223	5 lanes	1.182	40	Minor Arterial	100	28000	5.3%	0	7	31.46		Complete 2 side	Closed
04	Bloomingtondale Road (11)	GLADSTONE	N BRANDON	31045	32110	0.202	5 lanes	1.035	40	Minor Arterial	100	29000	5.3%	1	3	14.87		Complete 2 side	Closed
04	Bloomingtondale Road (11)	N BRANDON	GLEN POINTE	32110	33865	0.332	4-6 lanes	1.688	40	Minor Arterial	100-212	28000	6.3%	1	1	3.01	1	Complete 2 side	Closed
04	Bloomingtondale Road (11)	GLEN POINTE	STEVENSON	33865	34545	0.129	4-5 lanes	0.673	40	Minor Arterial	100	26000	6.3%	1	1	7.76		Complete 2 side	Closed
04	Bloomingtondale Road (11)	STEVENSON	FULLERTON AVE	34545	37070	0.478	4-5 lanes	2.013	40	Minor Arterial	100	25000	7.6%	1	14	29.28		Complete 2 side	Closed
04	Bloomingtondale Road (11)	FULLERTON AVE	QUEEN BEE	37070	38125	0.200	4-5 lanes	0.843	40	Minor Arterial	83-100	25000	7.6%	1	8	40.04		Complete 2 side	Closed
04	Bloomingtondale Road (11)	QUEEN BEE	ARMITAGE AVE	38125	39735	0.305	4-5 lanes	1.287	40	Minor Arterial	90	24000	7.6%	1	26	85.27		Complete 2 side	Closed
04	Bloomingtondale Road (11)	ARMITAGE AVE	SIDNEY	39735	41065	0.252	4-5 lanes	1.066	40	Minor Arterial	90-100	23000	6.4%	1	19	75.43		Complete 1 side, Part	Closed
04	Bloomingtondale Road (11)	SIDNEY	IL 64 (NORTH AVE)	41065	42435	0.259	4-6 lanes	1.221	40	Minor Arterial	73-100	21500	6.4%	1	15	57.81		Complete 1 side, Part	Closed
04	Bloomingtondale Road (11)	IL 64 (NORTH AVE)	SHOREWOOD	42435	43685	0.237	5-6 lanes	1.273	40	Minor Arterial	100-150	20000	5.5%	1	6	25.34		Complete 2 side	Closed
04	Bloomingtondale Road (11)	SHOREWOOD	ST. CHARLES RD	43685	45440	0.332	4-5 lanes	1.425	40	Minor Arterial	83-100	19000	5.9%	1	9	27.08	1	Complete 1 side, Part	Closed
04	Bloomingtondale Road (11)	ST. CHARLES RD	GENEVA RD	45440	47525	0.395	3-5 lanes	1.310	40	Minor Arterial	90-100	12000	3.2%	1	18	45.58		Partial 2 side	Closed
04	Roselle Road (65)	DEVON AVE	IL 19 (IRVING PARK RD)	10165	12285	0.402	4-5 lanes	1.710	30	Minor Arterial	73-80	21000	7.0%	1	14	34.87		Complete 2 side	Closed
04	Roselle Road (65)	IL 19 (IRVING PARK RD)	CENTRAL AVE	12285	12795	0.097	5 lanes	0.421	30	Minor Arterial	73-87	23000	10.4%	1	2	20.71	1	Complete 2 side	Closed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
04	Roselle Road (65)	CENTRAL AVE	MAPLE AVE	12795	13745	0.180	4-5 lanes	0.723	30	Minor Arterial	66-80	21500	5.6%	1	8	44.46	0	Complete 2 side	Closed
04	Roselle Road (65)	MAPLE AVE	BRYN MAWR AVE	13745	15500	0.332	4 lanes	1.321	30	Minor Arterial	66-100	21500	5.9%	1	19	57.16		Complete 2 side	Closed
04	Roselle Road (65)	BRYN MAWR AVE	WALNUT ST	15500	16500	0.189	4-5 lanes	0.802	35	Minor Arterial	83-100	21500	8.0%	1	11	58.08		Complete 2 side	Closed
04	Roselle Road (65)	WALNUT ST	FOSTER AVE	16500	18320	0.345	4-5 lanes	1.307	35	Minor Arterial	66-100	21500	6.2%	0	13	37.71		Complete 2 side	Closed
04	Roselle Road (65)	FOSTER AVE	END OF ROSELLE	18320	18515	0.037	4 lanes	0.168	35	Minor Arterial		21500	4.0%	0	3	81.23			
05	Glen Ellyn Road (30)	ARMY TRAIL RD	REGENCY DR	30000	31745	0.330	4-6 lanes	1.527	40	Minor Arterial	100-124	21500	5.7%	0	8	24.21		Complete 1 side, Part	Closed
05	Glen Ellyn Road (30)	REGENCY DR	GREGORY	31745	33090	0.255	5 lanes	1.266	40	Minor Arterial	100	22500	5.7%	1	2	7.85		Complete 1 side, Part	Closed
05	Glen Ellyn Road (30)	GREGORY	WINDY POINT DR	33090	34860	0.335	4-5 lanes	1.468	40	Minor Arterial	100	21500	5.8%	1	2	5.97	1	Complete 1 side	Closed
05	Glen Ellyn Road (30)	WINDY POINT DR	FULLERTON AVE	34860	36230	0.259	4-5 lanes	1.200	40	Minor Arterial	100	21500	5.2%	1	18	69.37		Complete 2 side	Closed
05	Glen Ellyn Road (30)	FULLERTON AVE	ARMITAGE AVE	36230	38845	0.495	4-5 lanes	2.107	40	Minor Arterial	100	20000	5.5%	1	44	88.84		Complete 2 side	Closed
05	Glen Ellyn Road (30)	ARMITAGE AVE	IL 64 (NORTH AVE)	38845	41617	0.525	4-7 lanes	2.503	40	Minor Arterial	100-160	20000	6.4%	1	32	60.95		Complete 2 side	Closed
05	Main Street GE (46)	IL 64 (NORTH AVE)	POSS ST	41617	44625	0.570	4-7 lanes	2.518	40	Minor Arterial	83-125	14000	6.2%		43	75.48		Complete 1 side, Part	Closed
05	Main Street GE (46)	POSS ST	GENEVA RD/ST. CHARLES RD	44625	46547	0.364	4-5 lanes	1.443	40	Minor Arterial	83-100	14000	7.1%	1	31	85.16		Complete 1 side, Part	Closed
05	Park Boulevard (57)	BUENA VISTA DR	FAWELL BLVD	70000	71315	0.249	4-5 lanes	0.992	35	Minor Arterial	100	18000	2.1%	1	15	60.23		Complete 2 side	Closed
05	Park Boulevard (57)	FAWELL BLVD	COLLEGE ST	71315	73020	0.323	4-5 lanes	1.377	40	Minor Arterial	100	16500	2.1%	1	5	15.48		Complete 2 side	Closed
05	Park Boulevard (57)	COLLEGE ST	RAIDER LN	73020	75215	0.416	4-5 lanes	1.699	40	Minor Arterial	100	20000	2.1%	1	15	36.08		Complete 2 side	Closed
05	Park Boulevard (57)	RAIDER LN	IL 56 (BUTTERFIELD RD)	75215	76185	0.184	4-5 lanes	0.813	40	Minor Arterial	100-110	20000	2.1%	1	5	27.22		Complete 2 side	Closed
05	Park Boulevard (57)	IL 56 (BUTTERFIELD RD)	IL 53	76185	80969	0.906	2-4 lanes	2.021	35	Minor Arterial	66-100	14000	3.8%	1	58	64.01		Partial 1 side	Open
06	Bartlett Road (9)	DEVON AVE	STEARNS RD	10000	15210	0.987	3-5 lanes	3.254	30/35	Minor Arterial	66-100	12000	6.3%	2	66	66.89		Complete 2 side	Closed
06	Bartlett Road (9)	STEARNS RD	STRUCKMAN BLVD	15215	19265	0.768	2-5 lanes	2.646	40	Minor Arterial	100	13500	3.5%	1	10	13.02		Complete 2 side	Closed
06	Bartlett Road (9)	STRUCKMAN BLVD	SCHICK RD	19265	23370	0.777	2-4 lanes	1.972	40	Minor Arterial	80-100	10000	3.3%	1	2	2.57		Complete 1 side	Mixed
06	Devon Avenue (21)	BARTLETT RD	PROSPECT AVE	40000	42757	0.522	4-5 lanes	2.049	35	Minor Arterial	50	11000	5.2%	1	9	17.24		Complete 1 side	Closed
06	Devon Avenue (21)	PROSPECT AVE	NEWPORT BLVD	42757	44420	0.315	4-5 lanes	1.280	35	Minor Arterial	50	11000	NA	0	1	3.17		Complete 1 side	Closed
06	Devon Avenue (21)	NEWPORT BLVD	BARTLETT CORP LIMIT	44420	46773	0.446	2-3 lanes	1.206	35	Minor Arterial	66-73	8000	NA	0	13	29.17		None	Closed
07	St. Charles Road (68)	IL 64 (NORTH AVE)	COUNTY FARM RD	40000	43993	0.756	2-3 lanes	1.851	45	Minor Arterial	66-73	5000	17.3%	1	7	9.26		None	Open
07	St. Charles Road (68)	COUNTY FARM RD	PLEASANT HILL RD	43993	48060	0.770	2-4 lanes	1.550	40	Minor Arterial	66-100	7000	8.3%	0	32	41.54	1	None	Mixed
07	St. Charles Road (68)	PLEASANT HILL RD	GARY AVE	48060	52368.4	0.816	2-3 lanes	1.603	40	Minor Arterial	66-100	6000	11.6%	1	13	15.93		None	Open
07	St. Charles Road (68)	GARY AVE	SCHMALE RD	52368.4	57570	0.985	2-5 lanes	2.485	40	Minor Arterial	66-80	9000	5.6%	1	35	35.53		None	Mixed
07	St. Charles Road (68)	SCHMALE RD	PRESIDENT ST	57570	60315	0.520	2-5 lanes	1.273	40	Minor Arterial	80-90	9000	4.7%	0	19	36.55		Partial 1 side	Mixed
07	St. Charles Road (68)	PRESIDENT ST	BLOOMINGDALE RD	60315	63055	0.519	2-5 lanes	1.203	40	Minor Arterial	86-110	10000	3.4%	1	24	46.25		Partial 1 side	Mixed
07	St. Charles Road (68)	BLOOMINGDALE RD	WESTERN AVE	63055	65835	0.527	2-5 lanes	1.134	35	Minor Arterial	100	10000	2.9%	0	24	45.58		Partial 2 side	Open
07	St. Charles Road (68)	WESTERN AVE	GLEN ELLYN RD	65835	68358	0.478	1-2 lanes	0.825	35	Minor Arterial	66-72	6500	NA	1	30	62.78		Partial 2 side	Open
07	St. Charles Road (68)	MAIN ST., GE	RIFORD RD	68358	70400	0.387	4-5 lanes	1.671	40	Minor Arterial	66-100	26000	4.0%	1	26	67.23		Partial 2 side	Closed
07	St. Charles Road (68)	RIFORD RD	SWIFT RD	70400	72340	0.367	4-5 lanes	1.597	40	Minor Arterial	83-100	24000	4.0%	1	7	19.05	1	Partial 1 side	Open
07	St. Charles Road (68)	SWIFT RD	IL 53	72340	76610	0.809	4-5 lanes	3.336	40	Minor Arterial	93-100	20000	3.5%	1	16	19.78	1	None	Open
08	Madison Street (42)	55TH ST	59TH ST	90000	92650	0.502	2-3 lanes	1.286	30	Minor Arterial	66-100	11000	6.3%	0	41	81.69		Complete 2 side	Closed
08	Madison Street (42)	59TH ST	63RD ST	92650	95320	0.506	2-3 lanes	1.321	35	Minor Arterial	66-83	11000	5.9%	1	16	31.64		Complete 1 side	Closed
08	Madison Street (42)	63RD ST	PLAINFIELD RD	95320	98980	0.693	2-3 lanes	1.857	35	Minor Arterial	100	13500	4.9%	1	24	34.62	1	Complete 2 side	Closed
08	Madison Street (42)	PLAINFIELD RD	71ST ST	98980	100630	0.313	3-4 lanes	1.091	40	Minor Arterial	100	13500	8.4%	0	6	19.20		Complete 2 side	Closed
08	Madison Street (42)	71ST ST	JOLIET ST	100630	104817	0.793	3 lanes	2.536	40	Minor Arterial	100	11000	5.8%	0	31	39.09		Complete 2 side	Closed
08	York Road (85)	DEVON AVE	THORNDALE AVE	10000	16025	1.141	5 lanes	5.944	45	Minor Arterial	100-200	27500	14.8%	1	13	11.39	5	Partial 1 side	Mixed
08	York Road (85)	THORNDALE AVE	FOSTER AVE	16025	17800	0.336	5-6 lanes	1.833	45	Minor Arterial	100	27500	17.8%	2	2	5.95		Partial 1 side	Mixed
08	York Road (85)	FOSTER AVE	GATEWAY	17800	20690	0.547	5 lanes	2.769	45	Minor Arterial	100-120	30000	17.8%	0	13	23.75		Complete 1 side	Mixed
08	York Road (85)	GATEWAY	IL 19 (IRVING PARK RD)	20690	21865	0.223	5 lanes	1.074	40	Minor Arterial	120	30000	17.8%	1	4	17.97	1	Complete 1 side	Mixed
08	York Road (86)	BEGIN CO JURIS	WINDSOR DR	66100	67340	0.708	5 lanes	1.166	40	Minor Arterial	100-120	16500	3.5%	0	4	5.65		Complete 1 side	Closed
08	York Road (86)	WINDSOR DR	31ST ST	67340	68945	0.304	4-5 lanes	1.425	40	Minor Arterial	80-115	16500	3.5%	1	0	0.00		Complete 1 side, Part	Closed
08	York Road (86)	31ST ST	SPRING RD	68945	74055	0.968	2-5 lanes	2.577	35	Minor Arterial	66-100	13500	5.8%	1	35	36.16	1	Complete 1 side, Part	Mixed
08	York Road (86)	SPRING RD	US 34 (OGDEN AVE)	74055	74500	0.216	3-5 lanes	0.273	35	Minor Arterial	66-100+	18500	6.8%	1	15	69.47		Complete 1 side, Part	Closed
09	Highland Avenue (36)	IL 56 RAMPS	I-88 WB RAMPS	70000	70330	0.063	9 lanes	0.548	35	Minor Arterial	Variable	39500	NA	2	2	32.00	1	None	Closed
09	Highland Avenue (36)	I-88 WB RAMPS	I-88 EB RAMPS	70330	71015	0.130	8 lanes	1.114	35	Minor Arterial	Variable	39500	NA	1	2	15.42	1	Complete 1 side	Closed
09	Highland Avenue (36)	I-88 EBD RAMPS	31ST ST	71015	71615	0.114	8-9 lanes	0.915	35	Minor Arterial	165 min	37500	3.5%	1	2	17.60		Complete 1 side	Mixed
09	Highland Avenue (36)	31ST ST	GOOD SAMARITAN HOSPITAL	71615	76275	0.883	4-6 lanes	4.393	40	Minor Arterial	100-120	27500	5.3%	1	13	14.73	1	Complete 2 side	Closed
09	Highland Avenue (36)	GOOD SAMARITAN HOSP	39TH ST	76275	76945	0.127	5-6 lanes	0.737	35	Minor Arterial	100	25000	5.3%	1	1	7.88		Complete 2 side	Closed
09	Lemont Road (41)	OLD MAIN ST	DUNHAM RD	98765	100140	0.260	4-5 lanes	1.238	40	Minor Arterial	100	18000	7.9%	1	1	3.84		Complete 2 side	Closed
09	Lemont Road (41)	DUNHAM RD	GROVE SHOPPING CENTER	100140	100760	0.117	5-6 lanes	0.653	40	Minor Arterial	100-116	21000	7.9%	1	1	8.52		Complete 2 side	Closed
09	Lemont Road (41)	GROVE SC	75TH ST	100760	101458	0.132	6-7 lanes	0.841	40	Minor Arterial	116	26000	7.9%	1	3	22.69		Complete 2 side	Closed
09	Lemont Road (41)	75TH ST	CHESTNUT CT	101458	102085	0.119	5-7 lanes	0.738	40	Principal Arterial	100+	30000	7.8%	1	3	25.26		Complete 1 side	Closed
09	Lemont Road (41)	CHESTNUT CT	83RD ST	102085	106767	0.887	4-6 lanes	4.243	40	Principal Arterial	100-112	30000	7.8%	1	25	28.19		Partial 2 sides	Mixed
09	Lemont Road (41)	83RD ST	87TH ST	106767	109430	0.504	5-6 lanes	2.512	40	Principal Arterial	100-118	30000	5.0%	1	14	27.76		Complete 1 side, Part	Closed
09	Lemont Road (41)	87TH ST	TIMBER TRAILS	109430	111700	0.430	4-5 lanes	1.908	40	Principal Arterial	83-100+	32500	5.9%	1	13	30.24		None	Mixed
09	Lemont Road (41)	TIMBER TRAILS	97TH ST/WESTGATE RD	111700	116325	0.876	4-5 lanes	4.262	50	Principal Arterial	Variable	32500	11.8%	1	8	9.13		None	Mixed
09	Lemont Road (41)	97TH ST/WESTGATE RD	101ST ST	116325	119065	0.519	4-5 lanes	2.274	50	Principal Arterial	100-128	26000	9.2%	1	32	61.66		None	Open
09	Lemont Road (41)	101ST ST	103RD ST	119065	120275	0.229	4-5 lanes	1.072	50	Principal Arterial	90-100	24000	11.5%	1	2	8.73	1	None	Open
09	Lemont Road (41)	103RD ST	INTERNATIONALE PKWY	120275	121700	0.270	4-6 lanes	1.309	50	Principal Arterial	90-100	24000	11.5%	1	6	22.23		None	Open
09	Lemont Road (41)	INTERNATIONALE PKWY	SOUTH COUNTY LINE	121700	125700	0.758	4-6 lanes	3.761	45	Principal Arterial	86-100	24000	10.0%	1	20	26.40		None	Open

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
09	Main Street DG (43)	39TH ST	US 34 (OGDEN AVE)	76945	79790	0.539	4-6 lanes	2.469	30	Minor Arterial	80-93	24000	3.3%	1	56	103.93		Complete 2 side	Closed
09	Main Street DG (45)	55TH ST	59TH ST	87575	90230	0.503	4 lanes	1.886	35	Minor Arterial	66-83	22000	5.6%	1	57	113.36		Complete 2 side	Closed
09	Main Street DG (45)	59TH ST	63RD ST	90230	92890	0.504	4-5 lanes	2.013	35	Minor Arterial	66-100	22000	4.1%	1	15	29.77	1	Complete 2 side	Closed
09	Main Street DG (45)	63RD ST	67TH ST	92890	95525	0.499	4-5 lanes	2.109	40	Minor Arterial	100	24000	4.5%	1	34	68.13		Complete 2 side	Closed
09	Main Street DG (45)	67TH ST	VALLEYVIEW DR	95525	97680	0.408	4-5 lanes	1.642	40	Minor Arterial	100	22000	3.0%		15	36.75		Complete 2 side	Closed
09	Main Street DG (45)	VALLEYVIEW DR	OLD MAIN ST	97680	98765	0.205	5 lanes	0.981	40	Minor Arterial	100+	22000	3.0%		2	9.73		Complete 2 side	Closed
10	Arlington Heights Road (7)	DEVON AVE	MARINO CT	10000	11750	0.331	4-6 lanes	1.656	35	Minor Arterial	120-130	17500	3.4%	1	9	27.15		Complete 1 side, Part	Closed
10	Prospect Avenue (62)	MARINO COURT/PIERCE	THORNDALE AVE	11750	13638	0.358	5-6 lanes	1.843	35	Minor Arterial	120-125	10500	3.7%	1		0.00		Complete 1 side	Closed
10	Prospect Avenue (62)	THORNDALE AVE	IL 19 (IRVING PARK RD)	13638	19907	1.187	4-6 lanes	5.643	40/35	Minor Arterial	100-168	15000	8.8%	1	20	16.84	1	Partial 2 sides	Mixed
11	Army Trail Road (8)	MUNGER RD	IL 59	30000	34100	0.777	2-5 lanes	2.107	40	Minor Arterial	83-130	7500	9.1%	1	19	24.47		None	Open
11	Army Trail Road (8)	IL 59	PETERSDORF RD	34100	38175	0.772	4-5 lanes	3.293	45/50	Minor Arterial	100-130	16500	9.8%	1	9	11.66		None	Open
11	Army Trail Road (8)	PETERSDORF RD	SMITH RD	38175	40775	0.492	4-5 lanes	2.107	45	Minor Arterial	100	16500	9.5%		11	22.34		None	Open
11	Army Trail Road (8)	SMITH RD	GERBER RD	40775	42735	0.371	4-6 lanes	1.713	45	Minor Arterial	100-113	18500	9.5%	1	5	13.47	1	Partial 1 side	Mixed
11	Army Trail Road (8)	GERBER RD	FAIR OAKS RD	42735	43950	0.230	5 lanes	1.163	45	Minor Arterial	100-105	21000	5.3%	1	8	34.77		Complete 2 side	Closed
11	Army Trail Road (8)	FAIR OAKS RD	SPRING VALLEY DR	43950	45040	0.206	5 lanes	1.031	45	Minor Arterial	100	22000	5.5%	1	3	14.53		Complete 2 side	Closed
11	Army Trail Road (8)	SPRING VALLEY DR	BAYSIDE	45040	46200	0.220	5 lanes	1.095	45	Minor Arterial	100	22000	8.0%	1	4	18.21		Complete 2 side	Closed
11	Army Trail Road (8)	BAYSIDE	WOODLAKE DR	46200	47485	0.243	5 lanes	1.240	45	Minor Arterial	100	22000	8.0%		1	4.11		Complete 2 side	Closed
11	Army Trail Road (8)	WOODLAKE DR	SANDPIPER	47485	48840	0.257	5 lanes	1.300	45	Minor Arterial	100	24000	7.3%		1	3.90		Complete 2 side	Closed
11	Army Trail Road (8)	SANDPIPER	COUNTY FARM RD	48840	50125	0.243	5 lanes	1.228	40	Minor Arterial	100	26000	7.3%	1	6	24.65		Complete 2 side	Closed
11	Army Trail Road (8)	COUNTY FARM RD	CLIPPER DR	50125	52015	0.358	5 lanes	1.801	40	Minor Arterial	100	26000	4.4%	1	6	16.76		Complete 2 side	Closed
11	Army Trail Road (8)	CLIPPER DR	KUHN RD	52015	53815	0.341	5-6 lanes	1.763	40	Minor Arterial	100-110	30000	4.5%	1	2	5.87		Complete 2 side	Closed
11	Army Trail Road (8)	KUHN RD	MERBACH DR	53815	55650	0.348	4-6 lanes	1.703	40	Minor Arterial	100-110	30000	4.5%	1	5	14.39		Complete 1 side, Part	Mixed
11	Army Trail Road (8)	MERBACH DR	BRIGHTON DR	55650	57990	0.443	4-5 lanes	1.983	40	Minor Arterial	100	32000	6.6%	1	6	13.54		Partial 2 sides	Mixed
11	Army Trail Road (8)	BRIGHTON DR	GARY AVE	57990	58775	0.149	5-7 lanes	0.880	40	Minor Arterial	83-100	32000	6.6%	1	3	20.18		Complete 2 side	Closed
11	Army Trail Road (8)	GARY AVE	KNOLLWOOD DR	58775	59795	0.193	5-7 lanes	1.043	40	Principal Arterial	100-130	37500	5.1%	1	7	36.24		Complete 2 side	Closed
11	Army Trail Road (8)	KNOLLWOOD DR	SPRINGFIELD DR	59795	60950	0.219	4-6 lanes	1.102	40	Principal Arterial	100-125	37500	5.9%	1	6	27.43		Complete 2 side	Closed
11	Army Trail Road (8)	SPRINGFIELD DR	BLOOMINGDALE CT SC	60950	62250	0.246	5-6 lanes	1.419	40	Principal Arterial	115	37500	5.6%	1	2	8.12		Complete 2 side	Closed
11	Army Trail Road (8)	BLOOMINGDALE CT SC	SCHMALE RD	62250	63590	0.254	5-6 lanes	1.348	40	Principal Arterial	115-125	37500	5.1%	1	5	19.70		Complete 2 side	Closed
11	Army Trail Road (8)	SCHMALE RD	MEADOWLARK	63590	65600	0.381	5-6 lanes	1.999	40	Principal Arterial	105-115	40000	9.6%	0	13	34.15		Complete 2 side	Closed
11	Army Trail Road (8)	MEADOWLARK	CARDINAL DR	65600	66255	0.124	5 lanes	0.619	40	Principal Arterial	105	44000	9.6%	1	5	40.31		Complete 2 side	Closed
11	Army Trail Road (8)	CARDINAL DR	ORIOLE LN	66255	67340	0.205	4-5 lanes	0.890	40	Principal Arterial	83-105	44000	9.5%	0	9	43.80		Complete 2 side	Closed
11	Army Trail Road (8)	ORIOLE LN	GLADSTONE DR	67340	68000	0.125	4-5 lanes	0.575	40	Principal Arterial	100	44000	9.5%	1	2	16.00		Complete 2 side	Closed
11	Army Trail Road (8)	GLADSTONE DR	BLOOMINGDALE RD	68000	69308	0.248	5-8 lanes	1.653	40	Principal Arterial	115-130	44000	6.9%	1	5	20.18		Complete 2 side	Closed
11	Army Trail Road (8)	BLOOMINGDALE RD	HOME DEPOT	69308	70370	0.201	7-8 lanes	1.429	40	Principal Arterial	115-125	47500	10.6%	1	7	34.80		Complete 2 side	Closed
11	Army Trail Road (8)	HOME DEPOT	WHITMAN BLVD	70370	71250	0.167	6-7 lanes	1.054	40	Principal Arterial	105-130	47500	9.7%	0	2	12.00		Complete 2 side	Closed
11	Army Trail Road (8)	WHITMAN BLVD	REGENCY DR	71250	72535	0.243	6-7 lanes	1.492	40	Principal Arterial	125-135	50000	9.7%	1	6	24.65		Complete 2 side	Closed
11	Army Trail Road (8)	REGENCY DR	GLEN ELLYN RD	72535	73735	0.227	6-7 lanes	1.506	40	Principal Arterial	115-145	50000	6.9%	1	4	17.60		Complete 2 side	Closed
11	Army Trail Road (8)	GLEN ELLYN RD	CREEKSIDE DR	73735	75422	0.320	6-8 lanes	2.170	45	Principal Arterial	120-130	50000	7.8%	1	10	31.30		Complete 2 side	Closed
11	Army Trail Road (8)	CREEKSIDE DR	WALTER DR	75422	76400	0.185	6-7 lanes	1.122	45	Principal Arterial	100-135	52500	8.6%	0	2	10.80		None	Mixed
11	Army Trail Road (8)	WALTER DR	MEADOW RD	76400	78425	0.384	6-7 lanes	2.316	45	Principal Arterial	100-135	52500	8.6%	1	2	5.21		None	Closed
11	Army Trail Road (8)	MEADOW RD	SWIFT RD	78425	79710	0.243	6-7 lanes	1.757	45	Principal Arterial	115-135	52500	11.6%	1	14	57.53		Complete 2 side	Closed
11	Army Trail Road (8)	SWIFT RD	IL 53	79710	82578	0.543	6-9 lanes	4.337	45	Principal Arterial	158-200	52000	10.3%	3	8	14.73		None	Closed
13	Winfield Road (81)	IL 38 (ROOSEVELT RD)	PURNELL RD	61600	67265	1.073	4-6 lanes	4.381	45	Minor Arterial	83-100	27500	7.3%	1	17	15.84		Complete 1 side	Closed
13	Winfield Road (81)	PURNELL RD	MACK RD	67265	67665	0.076	5 lanes	0.365	45	Minor Arterial	Variable	30000	7.3%	1	0	0.00		Complete 1 side	Closed
13	Winfield Road (81)	MACK RD	IL 56 (BUTTERFIELD RD)	67665	72140	0.848	4-7 lanes	3.958	45	Minor Arterial	83-130	32500	7.8%	1	2	2.36	1	Complete 1 side	Closed
13	Winfield Road (81)	IL 56 (BUTTERFIELD RD)	WARRENVILLE RD	72140	77105	0.940	4-6 lanes	3.812	40	Minor Arterial	73-140	30000	6.0%	1	24	25.52		Complete 2 side	Closed
13	Winfield Road (81)	WARRENVILLE RD	FERRY RD	77105	79225	0.402	4-6 lanes	2.533	40	Minor Arterial	120-150	28000	4.4%	2	6	14.94		Complete 2 side	Closed
13	Winfield Road (81)	FERRY RD	I-88 WB RAMPS	79225	80205	0.186	4-6 lanes	1.311	40	Minor Arterial	140	30000	3.4%	1	2	10.78		Complete 2 side	Closed
13	Winfield Road (81)	I-88 WB RAMPS	I-88 EB RAMPS	80205	81630	0.270	4-5 lanes	1.471	40	Minor Arterial	Variable	30000	3.9%	1	0	0.00	1	Complete 2 side	Closed
13	Winfield Road (81)	I-88 EB RAMPS	DIEHL RD	81630	82570	0.178	5-7 lanes	1.184	40	Minor Arterial	140	30000	5.6%	1	2	11.23		Complete 2 side	Closed
14	Eola Road (23)	IL 56 (BUTTERFIELD RD)	FERRY RD	80000	84848	0.918	4-5 lanes	4.230	45	Principal Arterial	100-150	22000	8.4%	2	6	6.53		Complete 2 side	Closed
14	Eola Road (23)	FERRY RD	I-88 BRIDGE N	84848	87202	0.446	4-5 lanes	2.003	45	Principal Arterial	100-160	24000	10.2%		3	6.73	1	Complete 2 side	Closed
14	Eola Road (23)	I-88 BRIDGE N	I-88 BRIDGE S	87202	87695	0.093	4 lanes	0.389	45	Principal Arterial	VArivable	26000	10.2%		0	0.00	1	Complete 2 side	Closed
14	Eola Road (23)	I-88 BRIDGE S	DIEHL RD	87695	88525	0.157	4-7 lanes	0.980	45	Principal Arterial	120-145	26000	10.2%	1	0	0.00		Complete 2 side	Closed
14	Eola Road (23)	DIEHL RD	MOLITOR RD	88525	90635	0.400	4-7 lanes	2.608	45	Principal Arterial	96-160	35000	6.9%	2	5	12.51	1	Complete 2 side	Closed
14	Eola Road (23)	MOLITOR RD	NORTH AURORA RD	90635	94600	0.751	4-6 lanes	3.980	45	Principal Arterial	96-116	38000	7.9%	2	7	9.32		Complete 2 side	Closed
14	Eola Road (23)	NORTH AURORA RD	BNSF BRIDGE N	94600	96700	0.398	4-7 lanes	2.399	45	Principal Arterial	115-250	48000	9.2%	1	5	12.57		Complete 1 side, Part	Closed
14	Eola Road (23)	BNSF BRIDGE N	BNSF BRIDGE S	96700	97135	0.082	4 lanes	0.339	45	Principal Arterial	NA	48000	9.2%	0	0	0.00	1	Complete 2 side	Closed
14	Eola Road (23)	BNSF BRIDGE S	LIBERTY ST	97135	100080	0.558	4-6 lanes	2.598	45	Principal Arterial	125-250	48000	9.2%	1	3	5.38		Complete 2 side	Closed
14	Eola Road (23)	LIBERTY ST	NEW YORK ST	100080	102745	0.505	4-6 lanes	2.539	45	Principal Arterial	120-140	42000	5.8%	1	14	27.74		Partial 2 side	Closed
15	Cass Avenue (13)	OAKLEY DR	39TH ST	74920	76445	0.289	5 lanes	1.450	35	Minor Arterial	83-110	20000	4.0%	0	2	6.92		Complete 2 side	Closed
15	Cass Avenue (13)	39TH ST	US 34 (OGDEN AVE)	76445	79060	0.495	5 lanes	2.421	35	Minor Arterial	100	20000	4.0%	1	41	82.78		Complete 2 side	Closed
15	Cass Avenue (15)	55TH ST	59TH ST	87052	89700	0.502	4-5 lanes	2.046	35	Minor Arterial	66-100	18000	4.3%	2	34	67.79		Complete 2 side	Closed
15	Cass Avenue (15)	59TH ST	63RD ST	89700	92350	0.502	4-5 lanes	2.139	35/40	Minor Arterial	83-100	20000	5.2%	1	31	61.77		Complete 2 side	Closed
15	Cass Avenue (15)	63RD ST	65TH ST	92350	93670	0.250	5 lanes	1.213	40	Minor Arterial	83-100	24000	5.6%	1	16	64.00		Complete 2 side	Closed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
15	Cass Avenue (15)	65TH ST	67TH ST	93670	95000	0.252	4-5 lanes	1.163	40	Minor Arterial	100	24000	4.4%	1	5	19.85		Complete 2 side	Closed
15	Cass Avenue (15)	67TH ST	71ST ST	95000	97820	0.534	5 lanes	2.659	40	Minor Arterial	100	24000	4.9%	0	9	16.85		Complete 2 side	Closed
15	Cass Avenue (15)	71ST ST	75TH ST	97820	100300	0.470	5 lanes	2.275	40	Minor Arterial	100	26000	4.9%	1	15	31.94		Complete 2 side	Closed
15	Cass Avenue (15)	75TH ST	PLAINFIELD RD	100300	101145	0.160	5 lanes	0.782	40	Minor Arterial	100	26000	4.7%	1		0.00		Complete 2 side	Closed
15	Cass Avenue (15)	PLAINFIELD RD	CONCORD PL	101145	103335	0.415	5 lanes	2.080	40	Minor Arterial	100	28000	4.2%	1	11	26.52		Complete 2 side	Closed
15	Cass Avenue (15)	CONCORD PL	I-55 N FRONTAGE	103335	105715	0.451	5 lanes	2.334	40	Minor Arterial	100-110	28000	3.4%	1	14	31.06		Complete 2 side	Closed
15	Cass Avenue (15)	I-55 N FRONTAGE RD	NORTHGATE RD	105715	110125	0.835	4-5 lanes	4.287	45	Minor Arterial	Variable	22000	4.3%	0	8	9.58	1	None	Open
15	Cass Avenue (15)	NORTHGATE	91ST	110125	111000	0.166	3-5 lanes	0.789	45	Minor Arterial	100-135	12500	4.3%	0	2	12.07	1	None	Open
15	Midwest Road (50)	IL 56 (BUTTERFIELD RD)	22ND ST	63430	65210	0.337	5-6 lanes	1.579	35	Minor Arterial	80-100	20000	6.4%	1	23	68.22		Complete 2 side	Closed
15	Midwest Road (50)	22ND ST	I-88/BAYBROOK	65210	66400	0.225	5-6 lanes	1.265	35	Minor Arterial	86-93	26000	5.7%	1	5	22.18	1	Complete 1 side	Closed
15	Midwest Road (50)	I-88/BAYBROOK	MOCKINGBIRD	66400	68610	0.419	4-5 lanes	1.759	35	Minor Arterial	86-100	18000	2.8%	0	4	9.56		Complete 1 side, Part	Closed
15	Midwest Road (50)	MOCKINGBIRD	31ST ST	68610	70555	0.368	4-5 lanes	1.587	35	Minor Arterial	80-90	18000	2.8%	1	2	5.43		Complete 1 side	Closed
15	Midwest Road (50)	31ST ST	35TH ST	70555	73080	0.478	4-5 lanes	2.146	35	Minor Arterial	80-90	22000	3.2%	1	4	8.36		Complete 1 side	Closed
15	Midwest Road (50)	35TH ST	OAKLEY DR	73080	74920	0.348	4-5 lanes	1.536	35	Minor Arterial	100	22000	3.2%	2	2	5.74		Complete 2 side	Closed
15	Summit Avenue (71)	IL 38 (ROOSEVELT RD)	14TH ST	60000	61300	0.246	4-5 lanes	1.032	35	Minor Arterial	80-90	18000	3.1%	2	23	93.42		Partial 1 side	Closed
15	Summit Avenue (71)	14TH ST	IL 56 (BUTTERFIELD RD)	61300	63430	0.403	4-5 lanes	1.733	35	Minor Arterial	80-90	18000	3.1%	1	29	71.89		Complete 1 side	Closed
17	Chicago Avenue (16)	JULIAN ST	CHARLES ST	50000	52165	0.410	4-5 lanes	1.712	30	Minor Arterial	83-100	16500	2.5%	1	10	24.39		Complete 1 side, Part	Closed
17	Chicago Avenue (16)	CHARLES AVE	OLESEN DR	52165	54900	0.518	4-5 lanes	2.318	40	Minor Arterial	80-110	20000	3.4%	1	19	36.68		Complete 1 side	Closed
17	Chicago Avenue (16)	OLESEN DR	NAPER BLVD	54900	57697	0.530	4-5 lanes	2.558	40	Minor Arterial	66-100	22000	2.8%	1	9	16.99		Complete 2 side	Closed
17	Maple Avenue (47)	NAPER BLVD	STEEPLE RUN DR	57697	59265	0.297	4-5 lanes	1.361	40	Minor Arterial	100	22000	3.0%	1	3	10.10		Complete 2 side	Closed
17	Maple Avenue (47)	STEEPLE RUN DR	COLLEGE RD/YACKLEY AVE	59265	62535	0.619	4-5 lanes	3.063	40	Minor Arterial	100-107	22000	4.8%	2	5	8.07		Complete 2 side	Closed
17	Maple Avenue (47)	COLLEGE RD/YACKLEY AVE	BURR OAK	62535	65115	0.489	4-5 lanes	2.292	40	Minor Arterial	100	24000	4.3%	1	2	4.09		Complete 1 side	Closed
17	Maple Avenue (47)	BURR OAK RD	IL 53	65115	67890	0.526	4-6 lanes	2.539	35	Minor Arterial	83-100	28000	3.4%	2	16	30.44	1	Complete 1 side	Closed
17	Maple Avenue (47)	IL 53	PRIMROSE AVE	67890	70617	0.516	4-6 lanes	2.635	35	Minor Arterial	80-113	28000	4.0%	1	43	83.26		Complete 1 side, Part	Closed
17	Maple Avenue (47)	PRIMROSE AVE	I-355 SB RAMPS	70617	72735	0.401	4-7 lanes	1.974	35	Minor Arterial	100-106	28000	4.5%	1	23	57.34	1	Partial 2 side	Closed
17	Maple Avenue (47)	I-355 SB RAMPS	I-355 NB RAMPS	72735	73110	0.071	8 lanes	0.588	35	Minor Arterial	NA	26000	NA	2	0	0.00	1	Complete 2 side	Closed
17	Maple Avenue (47)	I-355 NB RAMPS	WALNUT AVE	73110	74035	0.175	5-7 lanes	0.975	35	Minor Arterial	136-158	26000	7.0%	1	0	0.00		Complete 1 side	Closed
17	Maple Avenue (47)	WALNUT AVE	BELMONT RD	74035	78040	0.759	4-5 lanes	2.966	40	Minor Arterial	66-100	22000	4.6%	1	50	65.92		Partial 2 side	Closed
17	Maple Avenue (47)	BELMONT AVE	WOODWARD AVE	78040	79385	0.255	4-5 lanes	1.019	40	Minor Arterial	66-100	20000	3.9%	0	19	74.59		Partial 2 side	Closed
17	Maple Avenue (47)	WOODWARD AVE	DUNHAM RD	79385	83230	0.728	4-5 lanes	2.689	40	Minor Arterial	66-83	20000	3.9%	1	44	60.42		Partial 2 side	Closed
18	Hawthorne Lane (33)	POWIS RD	KRESS RD	47457	48775	0.250	2-3 lanes	0.614	45	Minor Arterial	83	8500	12.3%	0	7	28.04	0	Partial 1 side	Open
18	Kress Road (40)	HAWTHORNE LN	IL 38 (ROOSEVELT RD)	48775	56224	1.411	2-4 lanes	3.295	45	Minor Arterial	100-110/Var	8500	20.5%	1	11	7.80	1	None	Open
18	Munger Road (52)	N COUNTY LINE	STEARNS RD	10000	14667	0.884	4-5 lanes	4.308	45	Minor Arterial	120	10000	10.0%	1	7	7.92	0	None	Closed
18	Powis Road (60)	IL 64 (NORTH AVE)	HAWTHORNE LN	40000	47457	1.412	2-3 lanes	3.002	45	Minor Arterial	66-98	8500	15.2%	1	24	16.99	0	None	Open
20	Grand Avenue (31)	US 20 (LAKE ST)	OAKLAWN AVE	100000	103255	0.616	4-7 lanes	3.325	45	Minor Arterial	135-150	30000	5.7%	2	4	6.49	2	None	Closed
20	Grand Avenue (31)	OAKLAWN AVE	CHURCH RD	103255	104155	0.170	5-6 lanes	0.921	40	Minor Arterial	130/Var	26000	7.0%	1	0	0.00	0	None	Closed
20	Grand Avenue (31)	CHURCH RD	INDUSTRIAL DR	104155	106135	0.375	5 lanes	1.901	35	Minor Arterial	106-125	30000	8.4%	1	18	48.00	0	Complete 1 side	Closed
20	Grand Avenue (31)	INDUSTRIAL DR	YORK RD	106135	107955	0.345	5 lanes	1.738	35	Minor Arterial	73-104	30000	8.0%	1	16	46.42	0	Complete 1 side, Part	Closed
20	Grand Avenue (31)	YORK RD	CROWN RD	107955	109365	0.267	4-5 lanes	1.350	40	Minor Arterial	86-90	32000	8.5%	1	10	37.45	0	Complete 1 side, Part	Closed
20	Grand Avenue (31)	CROWN RD	COUNTY LINE RD	109365	113235	0.733	4-5 lanes	3.092	40	Minor Arterial	66 -73	32000	NA	1	7	9.55	1	Partial 2 side	Closed
21	Fabyan Parkway (24)	WEST COUNTY LINE	IL 38 (ROOSEVELT RD)	10000	18682	1.644	2-3 lanes	4.046	50	Minor Arterial	100-120	16500	9.0%	2	3	1.82	1	None	Open
21	Geneva Road (29)	IL 59	PRINCE CROSSING RD	30000	32675	0.507	4-5 lanes	2.171	35	Minor Arterial	93-104	16500	5.1%	2	23	45.40	0	Complete 2 side	Closed
21	Geneva Road (29)	PRINCE CROSSING RD	INDIAN KNOLL	32675	35335	0.504	4-5 lanes	2.088	35/45	Minor Arterial	80-110	19500	5.2%	0	10	19.85	0	Partial 2 side	Closed
21	Geneva Road (29)	INDIAN KNOLL	WINFIELD RD	35335	40283	0.937	4-5 lanes	3.746	45	Minor Arterial	73-100	19500	5.2%	1	2	2.13	1	None	Mixed
21	Geneva Road (29)	WINFIELD RD	COUNTY FARM RD	40283	42010	0.327	4-5 lanes	1.494	40	Minor Arterial	80/Var	25500	4.7%	1	12	36.69	0	Complete 2 side	Closed
21	Geneva Road (29)	COUNTY FARM RD	PLEASANT HILL RD	42010	46085	0.772	4-5 lanes	3.299	40	Minor Arterial	90-100	25500	4.7%	1	39	50.53	0	Complete 2 side	Closed
21	Geneva Road (29)	PLEASANT HILL RD	GARY AVE	46085	50065	0.754	4-5 lanes	3.157	40	Minor Arterial	83-100	28000	4.2%	1	19	25.21	0	Complete 2 side	Closed
21	Geneva Road (29)	GARY AVE	SCHMALE RD	50065	54065	0.758	4-6 lanes	3.900	40	Minor Arterial	90-110	25500	3.6%	3	25	33.00	0	Complete 1 side, Part	Closed
21	Geneva Road (29)	SCHMALE RD	PRESIDENT ST	54065	58095	0.763	4-5 lanes	3.351	40	Minor Arterial	90-100	25500	3.2%	1	18	23.58	1	Complete 1 side, Part	Closed
21	Geneva Road (29)	PRESIDENT ST	BLOOMINGDALE RD	58095	60770	0.507	4-5 lanes	2.146	35	Minor Arterial	84-96	25500	3.8%	1	26	51.32		Complete 1 side, Part	Closed
21	Geneva Road (29)	BLOOMINGDALE RD	WESTERN AVE	60770	63425	0.503	4-5 lanes	2.182	35	Minor Arterial	66-83	19500	4.8%	2	34	67.62		Complete 1 side, Part	Closed
21	Geneva Road (29)	WESTERN AVE	MAIN ST. GE	63425	65807	0.451	4-5 lanes	1.920	35	Minor Arterial	77-83	19500	4.4%	1	27	59.85		Complete 1 side, Part	Closed
22	Addison Road (6)	IL 19 (IRVING PARK RD)	POTTER ST	20000	21800	0.341	4-5 lanes	1.396	35	Minor Arterial	80	14500	5.1%	2	41	120.27		Complete 2 side	Closed
22	Addison Road (6)	POTTER ST	ELIZABETH DR	21800	24828	0.573	4-5 lanes	2.301	35	Minor Arterial	66-100	15500	3.2%	1	36	62.77		Complete 2 side	Closed
22	Addison Road (6)	ELIZABETH DR	BYRON AVE	24828	28545	0.704	4-5 lanes	2.967	45	Minor Arterial	100/Var	14500	4.7%	0	6	8.52	2	Complete 1 side, Part	Closed
22	Addison Road (6)	BYRON AVE	GREEN MEADOW	28545	30820	0.431	4-5 lanes	1.721	35	Minor Arterial	76-100	20000	7.7%	1	9	20.89	1	Partial 1 side	Closed
22	Addison Road (6)	GREEN MEADOW	US 20 (LAKE ST)	30820	32184	0.258	4-6 lanes	1.138	335	Minor Arterial	66-100	20000	7.7%	1	16	61.94		Complete 2 side	Closed
23	Gary Avenue (28)	NORTH COUNTY LINE	CENTRAL AVE	10000	12785	0.527	4-5 lanes	2.568		Minor Arterial	100-250	20000	13.0%	2	3	5.69	1	Partial 2 side	Closed
23	Gary Avenue (28)	CENTRAL AVE	US 20 (LAKE ST)	12785	16610	0.724	4-6 lanes	3.433	45	Minor Arterial	100	24000	6.8%	1	5	6.90		Partial 2 side	Closed
23	Gary Avenue (28)	US 20 (LAKE ST)	WEBSTER AVE	16610	17255	0.122	4-6 lanes	0.642	45	Minor Arterial	100/Var	38000	5.5%		4	32.74		Complete 1 side, Part	Closed
23	Gary Avenue (28)	WEBSTER AVE	FOSTER AVE	17255	18225	0.184	4-5 lanes	0.923	45	Minor Arterial	100	38000	5.5%	1	20	108.87		Complete 2 side	Closed
23	Gary Avenue (28)	FOSTER AVE	ARGYLE AVE	18225	19560	0.253	5 lanes	1.293	45	Minor Arterial	100	38000	5.5%	0	7	27.69		Complete 2 side	Closed
23	Gary Avenue (28)	ARGYLE AVE	LAWRENCE AVE	19560	20890	0.252	5 lanes	1.297	45	Minor Arterial	100	38000	5.5%	1	11	43.67		Complete 2 side	Closed
23	Gary Avenue (28)	LAWRENCE AVE	GLENWOOD	20890	22450	0.295	5 lanes	1.515	45	Minor Arterial	100	36000	7.5%	1	1	3.38		Complete 1 side, Part	Closed
23	Gary Avenue (28)	GLENWOOD	SCHICK RD	22450	23578	0.214	5-6 lanes	1.252	45	Minor Arterial	100	36000	7.9%	1	2	9.36		Complete 2 side	Closed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
23	Gary Avenue (28)	SCHICK RD	STRATFORD SQ ENT #5	23578	24463	0.168	5-6 lanes	0.848	45	Minor Arterial	100-110	34000	5.7%	1	1	5.97		Complete 1 side	Closed
23	Gary Avenue (28)	STRATFORD SQ ENT #5	SCOTT DR	24463	26970	0.475	5-6 lanes	2.311	45	Minor Arterial	100-110	34000	6.3%	1	1	2.11		Complete 1 side, Part	Closed
23	Gary Avenue (28)	SCOTT DR	ARMY TRAIL RD	26970	28605	0.310	5-6 lanes	1.710	45	Minor Arterial	100-127	36000	8.4%	2	7	22.61		Partial 1 side	Closed
23	Gary Avenue (28)	ARMY TRAIL RD	STARK DR	28605	29760	0.219	5-6 lanes	0.956	45	Minor Arterial	100-110	34000	7.8%	2	3	13.71	2	Partial 2 sides	Closed
23	Gary Avenue (28)	STARK DR	LIES RD	29760	31685	0.365		1.779	45	Minor Arterial		27000	7.8%	1	1	2.74			
23	Gary Avenue (28)	LIES RD	ELK TRAIL	31685	34045	0.447		1.954	45	Minor Arterial		27000	8.0%	1	2	4.47			
23	Gary Avenue (28)	ELK TRAIL	FULLERTON AVE	34045	37035	0.566		2.500	45	Minor Arterial		27000	7.2%	1	1	1.77			
23	Gary Avenue (28)	FULLERTON AVE	THUNDERBIRD TR	37035	38895	0.352		1.897	45	Minor Arterial		27000	9.4%	1	3	8.52			
23	Gary Avenue (28)	THUNDERBIRD TR	KEHOE BLVD	38895	39530	0.120		0.642	45	Minor Arterial		27000	9.4%		0	0.00			
23	Gary Avenue (28)	KEHOE BLVD	IL 64 (NORTH AVE)	39530	41465	0.366		1.838	45	Minor Arterial		27000	9.4%	1	7	19.10			
23	Gary Avenue (28)	IL 64 (NORTH AVE)	ST CHARLES RD N	41465	43053	0.301	4-7 lanes	1.666	45	Minor Arterial	100-120	20000	5.1%	1	8	26.60		Partial 1 side	Closed
23	Gary Avenue (28)	ST. CHARLES RD N	ST. CHARLES RD S	43053	43650	0.113	5 lanes	0.560	45	Minor Arterial	100	22000	8.1%	1	2	17.69		Complete 1 side	Closed
23	Gary Avenue (28)	ST. CHARLES RD S	GENEVA RD	43650	47475	0.724	4-6 lanes	3.438	45	Minor Arterial	100	16500	8.4%	1	22	30.37		Partial 1 side	Closed
23	Gary Avenue (28)	GENEVA RD	JEWELL RD	47475	50685	0.608	2-6 lanes	2.085	35	Minor Arterial	90-100	15500	4.9%	2	33	54.28		Partial 2 sides	Closed
23	Naper Boulevard (54)	RIDGELAND RD	TOWER CROSSING SC	82665	83325	0.125	5 lanes	0.658	40	Minor Arterial	100	30000	3.8%	1	2	16.00		Complete 2 sides	Closed
23	Naper Boulevard (54)	TOWER CROSSING SC	US 34 (OGDEN AVE)	83325	83984	0.125	5-6 lanes	0.704	40	Minor Arterial	100	30000	4.6%	1	1	8.01		Complete 2 sides	Closed
23	Naperville Road (55)	IL 38 (ROOSEVELT RD)	ELM ST	60000	61355	0.257	4-5 lanes	0.955	35	Minor Arterial	66-86	28000	3.8%	2	25	97.42		Complete 2 sides	Closed
23	Naperville Road (55)	ELM ST	FARNHAM LN	61355	63300	0.368	4-5 lanes	1.438	35	Minor Arterial	66-80	28000	3.8%	1	30	81.44		Complete 2 sides	Closed
23	Naperville Road (55)	FARNHAM LN	LONGFELLOW DR	63300	65155	0.351	4-5 lanes	1.413	40	Minor Arterial	66-80	28000	3.3%	1	8	22.77		Complete 1 side, Part	Closed
23	Naperville Road (55)	LONGFELLOW DR	DANADA DR	65155	67250	0.397	4-5 lanes	1.638	40	Minor Arterial	80-96	30000	3.1%	1	5	12.60		Complete 2 sides	Closed
23	Naperville Road (55)	DANADA DR	BLANCHARD ST	67250	68125	0.166	5-6 lanes	0.841	40	Minor Arterial	90-100	30000	2.6%	1	4	24.14		Complete 2 sides	Closed
23	Naperville Road (55)	BLANCHARD ST	EAST-WEST LOOP RD	68125	69470	0.255	6 lanes	1.670	40	Minor Arterial	100	34000	2.7%	1	6	23.55		Complete 2 sides	Closed
23	Naperville Road (55)	EAST-WEST LOOP RD	DANADA SQ SC	69470	70355	0.168	6-7 lanes	1.215	40	Minor Arterial	110-120	30000	3.9%	1	5	29.83		Complete 2 sides	Closed
23	Naperville Road (55)	DANADA SQ SC	IL 56 (BUTTERFIELD RD)	70355	71150	0.151	8-9 lanes	1.131	40	Minor Arterial	106-110	30000	4.6%	1	1	6.64		Complete 1 side	Closed
23	Naperville Road (55)	IL 56 (BUTTERFIELD RD)	DANADA FOREST PRES DR	71150	75775	0.876	4-8 lanes	4.095	50	Minor Arterial	80-170	30000	4.6%	1	3	3.42		Partial 2 sides	Mixed
23	Naperville Road (55)	DANADA FOREST PRES DR	LUCENT DR N	75775	77765	0.377	4-6 lanes	2.156	45	Minor Arterial	80-124	30000	4.6%	1	4	10.61		Partial 2 sides	Mixed
23	Naperville Road (55)	LUCENT DR N	WARRENVILLE RD	77765	79100	0.253	6-8 lanes	1.852	40	Minor Arterial	124-150	30000	4.2%	1	2	7.91		Complete 1 side, Part	Closed
23	Naperville Road (55)	WARRENVILLE RD	I-88 N RAMPS	79100	79800	0.133	6-8 lanes	1.011	40	Minor Arterial	154/Var	30000	3.6%	1	2	15.09		None	Closed
23	Naperville Road (55)	I-88 N RAMPS	DIEHL RD	79800	81555	0.332	5-6 lanes	2.258	40	Minor Arterial	110/Var	35000	4.6%	1	2	6.02	1	None	Closed
23	Naperville Road (55)	DIEHL RD	RIDGELAND RD	81555	82665	0.210	5 lanes	1.147	40	Minor Arterial	104/Var	42000	4.6%	1	1	4.76		Complete 2 sides	Closed
24	Byron Avenue (12)	WALTER DR	MEDINAH RD	29240	30140	0.170	2 lanes	0.308	30	Major Collector	80	3000	3.2%	0	12	70.40		None	Open
24	Medinah Road (48)	ELGIN-O'HARE EBD RAMPS	CREST AVE	10000	11200	0.227	4-5 lanes	1.348	40	Minor Arterial	130-190	14000	4.3%	0	0	0.00		Partial 1 side	Closed
24	Medinah Road (48)	CREST AVE	THORNDALE AVE	11200	14100	0.549	4-5 lanes	2.203	40	Minor Arterial	83-130	14000	4.3%	1	14	25.49		Complete 1 side, Part	Closed
24	Medinah Road (48)	THORNDALE AVE	IL 19 (IRVING PARK RD)	14100	15775	0.317	4-5 lanes	1.290	30	Minor Arterial	66-83	16000	3.6%	1	21	66.20	1	Complete 1 side	Closed
24	Medinah Road (48)	IL 19 (IRVING PARK RD)	FOSTER AVE	15775	17960	0.414	3-5 lanes	1.526	35	Minor Arterial	83-97	14000	4.9%	0	10	24.16		Complete 1 side	Closed
24	Medinah Road (48)	FOSTER AVE	BROKER RD	17960	19890	0.366	2-3 lanes	0.826	35	Minor Arterial	83-90	12000	4.9%	0	12	32.83		Complete 1 side	Mixed
24	Medinah Road (48)	BROKER RD	US 20 (LAKE ST)	19890	24100	0.797	2-5 lanes	2.246	35	Minor Arterial	66-96	12000	3.2%	1	10	12.54	1	Complete 1 side	Mixed
24	Medinah Road (48)	US 20 (LAKE ST)	BYRON AVE	24100	29240	0.973	2-3 lanes	1.815	30	Minor Arterial	66	5500	3.3%	0	23	23.63		Partial 2 sides	Open
24	Walter Drive (76)	BYRON AVE	ARMY TRAIL RD	30140	32217	0.393	2 lanes	0.650	30	Major Collector	66-86	3000	3.1%	0	24	61.01		None	Open
25	Fairview Avenue (25)	38TH ST	US 34 (OGDEN AVE)	75750	79263	0.665	4-5 lanes	2.820	35	Minor Arterial	66-83	16000	2.6%	2	46	69.14		Partial 2 sides	Closed
25	Meyers Road (49)	IL 38 (ROOSEVELT RD)	14TH ST	60000	61335	0.253	5-6 lanes	1.189	30	Minor Arterial	76-90	22000	5.6%	1	19	75.15		Complete 2 sides	Closed
25	Meyers Road (49)	14TH ST	16TH ST	61335	62670	0.253	5 lanes	1.192	30	Minor Arterial	80-100	22000	8.9%	1	10	39.55		Complete 2 sides	Closed
25	Meyers Road (49)	16TH ST	22ND ST	62670	65325	0.503	4-5 lanes	2.338	35	Minor Arterial	83-115	22000	7.1%	2	21	41.76		Complete 1 side, Part	Closed
25	Meyers Road (49)	22ND ST	IL 56 (BUTTERFIELD RD)	65325	66430	0.209	5-6 lanes	1.279	35	Minor Arterial	78-90	22000	4.0%	1	2	9.56		Partial 1 side	Closed
25	Meyers Road (49)	IL 56 (BUTTERFIELD RD)	31ST ST	66430	70705	0.810	4-6 lanes	3.758	40	Minor Arterial	100-160/Var	18000	7.5%	1	21	25.94	1	Partial 2 sides	Closed
25	Meyers Road (49)	31ST ST	35TH ST	70705	73350	0.501	4-5 lanes	2.226	40	Minor Arterial	80-100	16000	5.3%	1	11	21.96		Complete 1 side	Closed
25	Meyers Road (49)	35TH ST	38TH ST	73350	75750	0.455	4-5 lanes	2.017	40	Minor Arterial	100	16000	3.4%	0	0	0.00		None	Closed
27	Highlake Road (35)	PRINCE CROSSING RD	WINFIELD CORP LIM	40000	47742	0.963	2-3 lanes	1.746	40	Major Collector	60-70	7000	4.4%	0	13	13.50		None	Open
27	Jewell Road (39)	COUNTY FARM RD	PLEASANT HILL RD	50000	52995	0.567	3 lanes	1.550	30	Major Collector	83-100	10000	1.8%	1	50	88.15		Complete 2 sides	Closed
27	Jewell Road (39)	PLEASANT HILL RD	GARY AVE	52995	57243	0.805	3 lanes	2.266	30	Major Collector	66-100	9000	3.3%	1	47	58.42		Complete 2 sides	Closed
27	Prince Crossing Road (61)	GENEVA RD	HIGHLAKE RD	37093.111	40000	0.551	2-3 lanes	1.164	35	Major Collector	83-100	7500	6.4%	0	29	52.67		None	Open
28	Villa Avenue (75)	US 20 (LAKE ST)	FULLERTON AVE	33600	37230	0.688	4-6 lanes	2.746	35	Minor Arterial	66-100	13500	4.1%	1	25	36.36		Partial 1 side	Closed
28	Villa Avenue (75)	FULLERTON AVE	IL 64 (NORTH AVE)	37230	42756	1.047	4-5 lanes	3.755	40	Minor Arterial	77-120	10500	4.7%	1	41	39.17		Partial 1 side	Closed
28	WoodDale Road (82)	DEVON AVE	THORNDALE AVE	10000	13165	0.599	4-5 lanes	2.677	40	Minor Arterial	83-100	14500	11.6%	2	18	30.03		Partial 2 side	Closed
28	WoodDale Road (82)	THORNDALE AVE	MITTEL DR	13165	15700	0.480	5 lanes	2.379	40	Minor Arterial	90-100	11500	5.8%	1	8	16.66		Partial 1 side	Closed
28	WoodDale Road (82)	MITTEL DR	FOSTER AVE	15700	17855	0.408	5 lanes	2.078	35	Minor Arterial	100	13500	7.8%	1	8	19.60		Complete 1 side	Closed
28	WoodDale Road (82)	FOSTER AVE	IL 19 (IRVING PARK RD)	17855	20765	0.551	5-6 lanes	2.856	35/30	Minor Arterial	100	14500	5.6%	2	36	65.32	1	Complete 2 side	Closed
28	WoodDale Road (82)	IL 19 (IRVING PARK RD)	MONTROSE	20765	23155	0.453	4-5 lanes	1.839	30	Minor Arterial	100	12000	4.2%	0	32	70.69		Complete 2 side	Closed
28	WoodDale Road (82)	MONTROSE AVE	ELIZABETH	23155	24815	0.314	2-3 lanes	0.681	30	Minor Arterial	90-100	12000	5.7%	1	10	31.81		Complete 1 side, Part	Open
28	WoodDale Road (82)	ELIZABETH	OAK MEADOWS	24815	27655	0.538	2-3 lanes	1.076	35	Minor Arterial	83-102	10500	2.8%	1	20	37.18		Partial 1 side	Open
28	WoodDale Road (82)	OAK MEADOWS	OAK ST	27655	31940	0.812	2-3 lanes	1.654	40	Minor Arterial	60-90	10500	2.5%	0	16	19.72			
28	WoodDale Road (82)	OAK ST	US 20 (LAKE ST)	31940	33600	0.316		1.507	40	Minor Arterial		10000	2.5%			0.00			
29	Greenbrook Boulevard (32)	COUNTY FARM RD	ARLINGTON RD	40985	44200	0.606	4-5 lanes	2.945	30	Minor Arterial	100-176	18000	4.6%	1	13	21.44		Complete 2 sides	Closed
29	Greenbrook Boulevard (32)	ARLINGTON RD	US 20 (LAKE ST)	44200	45983	0.338	4-5 lanes	1.644	30	Minor Arterial	100	18000	3.1%	1	6	17.78		Complete 2 sides	Closed
29	Stearns Road (69)	W COUNTY LINE	POWIS RD	10000	16440	1.220	4-5 lanes	5.506	45	Minor Arterial	80-120	18000	6.1%		3	2.46		Partial 1 side	Open

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
29	Stearns Road (69)	POWIS RD	MUNGER RD	16440	20975	0.859	4-6 lanes	3.991	45	Minor Arterial	90-120	20500	9.1%	2	7	8.15	1	Partial 2 sides	Open
29	Stearns Road (69)	MUNGER RD	IL 59	20975	25265	0.812	4-6 lanes	3.943	45/35	Minor Arterial	100-120	21500	8.1%	1	8	9.86		Partial 2 sides	Mixed
29	Stearns Road (69)	IL 59	SYCAMORE	25265	29175	0.741	3-5 lanes	2.613	35	Minor Arterial	90-100	18000	4.3%	1	40	53.95		Complete 2 sides	Closed
29	Stearns Road (69)	SYCAMORE	BARTLETT RD	29175	31645	0.468	3-5 lanes	1.796	35	Minor Arterial	90	18000	4.0%	1	16	34.20		Complete 2 sides	Closed
31	87th Street (5)	WILL COUNTY LINE	WOODWARD AVE	74790	75504	0.134	6 lanes	0.899	40	Minor Arterial	115-140	26000	4.9%	1	2	14.87		Complete 2 sides	Closed
31	87th Street (5)	WOODWARD AVE	LEMONT RD	75504	80000	0.852	5 lanes	3.752	40	Minor Arterial	100-110	18000	5.8%	1	29	34.03		Complete 1 side, Part	Closed
31	Plainfield Road (58)	LEMONT RD	FAIRMOUNT AVE	80000	83425	0.649	3-5 lanes	2.318	40	Minor Arterial	73-120	18000	4.8%	1	24	37.00		Complete 2 sides	Closed
31	Plainfield Road (58)	FAIRMOUNT AVE	MANNING AVE	83425	87200	0.715	3-5 lanes	2.363	40	Minor Arterial	66-100	18000	4.0%	1	20	27.97		Complete 2 sides	Closed
31	Plainfield Road (58)	MANNING AVE	CASS AVE	87200	91690	0.850	4-5 lanes	3.578	40	Minor Arterial	83-100	18000	3.0%	2*	34	39.98		Complete 2 sides	Closed
31	Plainfield Road (58)	CASS AVE	75TH ST	91690	93715	0.384	4-5 lanes	1.574	40	Minor Arterial	100	19500	3.6%	1	12	31.29		Complete 2 sides	Closed
31	Plainfield Road (58)	75TH ST	CLARENDON HILLS RD	93715	97600	0.736	4-5 lanes	2.953	40	Minor Arterial	66-100	22000	5.1%	1	32	43.49		Complete 2 sides	Closed
31	Plainfield Road (58)	CLARENDON HILLS RD	HIGH RD	97600	99110	0.286	4-5 lanes	1.229	40	Minor Arterial	100	20000	4.9%	1	24	83.92		Complete 2 sides	Closed
31	Plainfield Road (58)	HIGH RD	IL 83	99110	100560	0.275	4-5 lanes	1.193	40	Minor Arterial	83-133	22000	4.9%	1	16	58.26		Complete 2 sides	Closed
31	Plainfield Road (58)	IL 83	MADISON ST	100560	103475	0.552	5-7 lanes	2.922	35	Minor Arterial	100-130	23500	5.1%	1	20	36.23		Partial 2 sides	Closed
31	Plainfield Road (58)	MADISON ST	GARFIELD ST	103475	106460	0.565	5 lanes	2.908	40	Minor Arterial	100	24000	4.4%	1	3	5.31		Complete 2 sides	Closed
31	Plainfield Road (58)	GARFIELD ST	COUNTY LINE RD	106460	109307	0.539	4-5 lanes	2.420	40	Minor Arterial	100-120	22000	5.6%	1	13	24.11		Complete 2 sides	Closed
32	Mill Street (51)	FERRY RD/WARRENVILLE RD	SHUMAN BLVD	80000	83580	0.678	4-6 lanes	3.455	40	Minor Arterial	100-130	13000	3.2%	1	2	2.95	1	Partial 2 sides	Closed
32	Mill Street (51)	SHUMAN BLVD	DIEHL RD	83580	84345	0.145	5-6 lanes	0.800	40	Minor Arterial	100	13000	3.2%	1		0.00		Complete 1 side	Closed
32	Mill Street (51)	DIEHL RD	BAUER RD	84345	86823	0.469	4-6 lanes	2.374	40	Minor Arterial	100-125	20000	4.8%	1	4	8.52		Complete 1 side	Closed
32	Mill Street (51)	BAUER RD	US 34 (OGDEN AVE)	86823	89992	0.600	4-6 lanes	2.518	35	Minor Arterial	66-90	18000	4.2%	1	16	26.66		Complete 2 sides	Closed
32	Warrenville Road (77)	RIVER RD	WINFIELD RD	40000	41185	0.224	3-5 lanes	1.007	35	Minor Arterial	71-90	13500	2.6%	1	6	26.73	1	Complete 1 side, Part	Closed
32	Warrenville Road (77)	WINFIELD RD	MILL ST	41185	44500	0.628	4-7 lanes	3.479	35/40	Minor Arterial	100-160	13500	2.8%	1	18	28.67		Complete 1 side, Part	Closed
33	75th Street (4)	US 34 (OGDEN AVE)	IL 59	30000	35205	0.986	4-5 lanes	4.608	50	Principal Arterial	200	18000	4.3%	1	4	4.06		Complete 1 side	Mixed
33	75th Street (4)	IL 59	FORT HILL DRIVE	35205	37850	0.501	5-7 lanes	3.421	50	Principal Arterial	200	36000	7.9%	2	9	17.97		Complete 2 sides	Mixed
33	75th Street (4)	FORT HILL DRIVE	BOOK RD	37850	40510	0.504	4-5 lanes	2.217	50	Principal Arterial	200	38000	3.9%	1	1	1.98		Complete 1 side	Open
33	75th Street (4)	BOOK RD	PLAINFIELD-NAPERVILLE RD	40510	45770	0.996	4-5 lanes	4.347	50	Principal Arterial	200	38000	4.1%	1	6	6.02	1	Partial 1 side	Open
33	75th Street (4)	PLAINFIELD-NAPERVILLE RD	GARTNER RD	45770	48335	0.486	4-6 lanes	2.597	50	Principal Arterial	200	42000	8.4%	1	7	14.41		Complete 2 sides	Open
33	75th Street (4)	GARTNER RD	MODAFF RD	48335	51105	0.525	4-5 lanes	2.271	50	Principal Arterial	200	44000	8.4%	1		0.00	1	Complete 1 side	Open
33	75th Street (4)	MODAFF RD	OLYMPUS DR	51105	53425	0.439	4-5 lanes	2.024	45	Principal Arterial	200	44000	5.6%	1		0.00	1	Complete 1 side	Open
33	75th Street (4)	OLYMPUS DR	WASHINGTON ST	53425	55980	0.488	4-9 lanes	3.107	45	Principal Arterial	200	42000	4.8%	1	2	4.10	2	Complete 1 side	Mixed
33	75th Street (4)	WASHINGTON ST	OXFORD LN	55980	57595	0.302	4-9 lanes	1.955	45	Principal Arterial	200	42000	5.4%		8	26.48	1	Complete 1 side, Part	Mixed
33	75th Street (4)	OXFORD LN	NAPER BLVD	57595	60015	0.458	4-5 lanes	1.967	45	Principal Arterial	200	42000	5.4%	1	16	34.91		NA	Open
33	75th Street (4)	NAPER BLVD	WEHRLI RD	60015	63145	0.593	4-6 lanes	2.744	50	Principal Arterial	200	40000	5.1%	1	14	23.62		Complete 1 side	Open
33	75th Street (4)	WEHRLI RD	RANCHVIEW DR	63145	65567	0.459	4-5 lanes	2.017	50	Principal Arterial	200	36000	4.7%	1	4	8.72		Partial 1 side	Open
33	75th Street (4)	RANCHVIEW DR	GREENE RD	65567	71110	1.050	4-5 lanes	4.634	50	Principal Arterial	200	36000	4.1%	1	8	7.62	1	Partial 1 side	Open
33	75th Street (4)	GREENE RD	W BR DUPAGE BRIDGE	71110	72433	0.251	4-5 lanes	1.105	50	Principal Arterial	200	36000	6.9%		1	3.99		NA	Open
33	75th Street (4)	W BR DUPAGE BRIDGE	E BR DUPAGE BRIDGE	72433	72550	0.022	4-5 lanes	0.119	50	Principal Arterial	200	36000	6.9%			0.00	1	NA	Closed
33	75th Street (4)	E BR DUPAGE BRIDGE	IL 53	72550	73990	0.273	4-5 lanes	1.180	50	Principal Arterial	200	36000	6.9%	1	3	11.00		NA	Mixed
33	75th Street (4)	IL 53	WOODRIDGE DR	73990	77190	0.606	4-6 lanes	2.805	45	Principal Arterial	200	36000	4.5%	1	3	4.95		NA	Closed
33	75th Street (4)	WOODRIDGE DR	JANES AVE	77190	80315	0.592	4-7 lanes	2.925	45	Principal Arterial	200	36000	4.5%	1	5	8.45		Complete 2 sides	Closed
33	75th Street (4)	JANES AVE	I-355 SB RAMPS	80315	81605	0.244	7-9 lanes	2.003	40	Principal Arterial	200	46000	4.8%	1	7	28.65		Complete 2 sides	Closed
33	75th Street (4)	I-355 SB RAMPS	I-355 NB RAMPS	81605	82015	0.078	9 lanes	0.784	40	Principal Arterial	200	46000	4.2%	1		0.00	1	Complete 2 sides	Closed
33	75th Street (4)	I-355 NB RAMPS	WOODWARD AVE	82015	82960	0.179	9 lanes	1.696	40	Principal Arterial	200	42000	5.2%	1	2	11.17		Complete 2 sides	Closed
33	75th Street (4)	WOODWARD AVE	DUNHAM	82960	86645	0.698	7-9 lanes	5.603	40	Principal Arterial	200	40000	4.4%	1	13	18.63		Complete 2 sides	Closed
33	75th Street (4)	DUNHAM RD	LEMONT RD	86645	87975	0.252	6-9 lanes	1.973	40	Principal Arterial	200	36000	5.5%	1	4	15.88		Complete 2 sides	Closed
33	75th Street (4)	LEMONT RD	LYMAN AVE	87975	90610	0.499	5-9 lanes	3.301	40	Principal Arterial	200	33500	5.8%	1	14	28.05		Complete 2 sides	Mixed
33	75th Street (4)	LYMAN AVE	FAIRMONT AVE	90610	91515	0.171	5 lanes	0.848	45	Principal Arterial	200	33500	5.1%	1	1	5.83		Complete 2 sides	Open
33	75th Street (4)	FAIRMONT AVE	FAIRVIEW AVE	91515	93275	0.333	4-5 lanes	1.606	45	Principal Arterial	200	36000	7.2%	1	7	21.00		Complete 2 sides	Mixed
33	75th Street (4)	FAIRVIEW AVE	EXNER RD/WILLIAMS ST	93275	95930	0.503	4-5 lanes	2.167	45	Principal Arterial	200	31500	4.6%	1	3	5.97		Complete 2 sides	Mixed
33	75th Street (4)	EXNER RD/WILLIAMS ST	ADAMS ST	95930	97435	0.285	4-6 lanes	1.311	45	Principal Arterial	200	31500	4.0%	1	6	21.05		Complete 2 sides	Closed
33	75th Street (4)	ADAMS ST	CASS AVE	97435	98580	0.217	6-9 lanes	1.120	45	Principal Arterial	200	31500	5.0%	1	6	27.67		Complete 2 sides	Closed
33	75th Street (4)	CASS AVE	PLAINFIELD RD	98580	100420	0.348	6-9 lanes	1.773	45	Principal Arterial	200	24000	5.1%	1	10	28.70		Complete 2 sides	Closed
33	75th Street (4)	PLAINFIELD RD	CLARENDON HILLS RD	100420	103875	0.654	4-6 lanes	2.961	45	Principal Arterial	200	18500	4.0%	1	18	27.51		Complete 2 sides	Mixed
33	75th Street (4)	CLARENDON HILLS RD	IL 83	103875	106545	0.506	4-6 lanes	2.271	45	Principal Arterial	200	18500	4.3%	1	20	39.55		Complete 2 sides	Mixed
34	31st Street (1)	HIGHLAND AVE	HIGHLAND PKWY	80000	81415	0.268	5-7 lanes	1.831	40	Minor Arterial	100	22000	4.0%	2	4	14.93	1	Complete 1 side	Closed
34	31st Street (1)	HIGHLAND PKWY	MEYERS RD	81415	85315	0.739	4-5 lanes	3.832	40/45	Minor Arterial	100	19500	4.0%	2	14	18.95		Partial 2 sides	Closed
34	31st Street (1)	MEYERS RD	MIDWEST RD	85315	90625	1.006	4-5 lanes	4.443	45	Minor Arterial	80-100	24000	3.9%	1	12	11.93	1	Complete 1 side	Closed
34	31st Street (1)	MIDWEST RD	CONCORD PL	90625	92080	0.276	4-5 lanes	1.304	45	Minor Arterial	90-100	26000	3.6%	1	1	3.63		Complete 1 side	Mixed
34	31st Street (1)	CONCORD PL	REGENT DR	92080	94185	0.399	4-5 lanes	1.904	45	Minor Arterial	100-140	28500	3.6%	1	1	2.51		Complete 1 side	Open
34	31st Street (1)	REGENT DR	IL 83 SB RAMPS	94185	95055	0.165	4-6 lanes	0.920	45	Minor Arterial	Variable	28500	3.6%	1	0	0.00	0	Complete 1 side	Open
34	31st Street (1)	IL 83 SB RAMPS	IL 83 NB RAMPS	95055	95370	0.060	6 lanes	0.259	45	Minor Arterial	Variable	28000	4.0%	1	0	0.00	2	Complete 1 side	Closed
34	31st Street (1)	IL 83 NB RAMPS	JORIE BLVD	95370	96920	0.294	5-6 lanes	1.832	45	Minor Arterial	145-230	30000	4.0%	1	0	0.00		Complete 1 side	Closed
34	31st Street (1)	JORIE BLVD	SPRING RD	96920	97810	0.169	4-5 lanes	0.834	45	Minor Arterial	80-130	26000	2.8%		2	11.87		Complete 1 side	Closed
34	31st Street (1)	SPRING RD	OB POLO CLUB RD	97810	99900	0.396	4-5 lanes	1.756	45	Minor Arterial	96-124	26000	2.8%		5	12.63	1	Complete 1 side	Closed
34	31st Street (1)	OB POLO CLUB RD	YORK RD	99900	102405	0.474	4-5 lanes	2.215	45	Minor Arterial	80-100	26000	2.8%	1	7	14.75		Complete 1 side	Closed

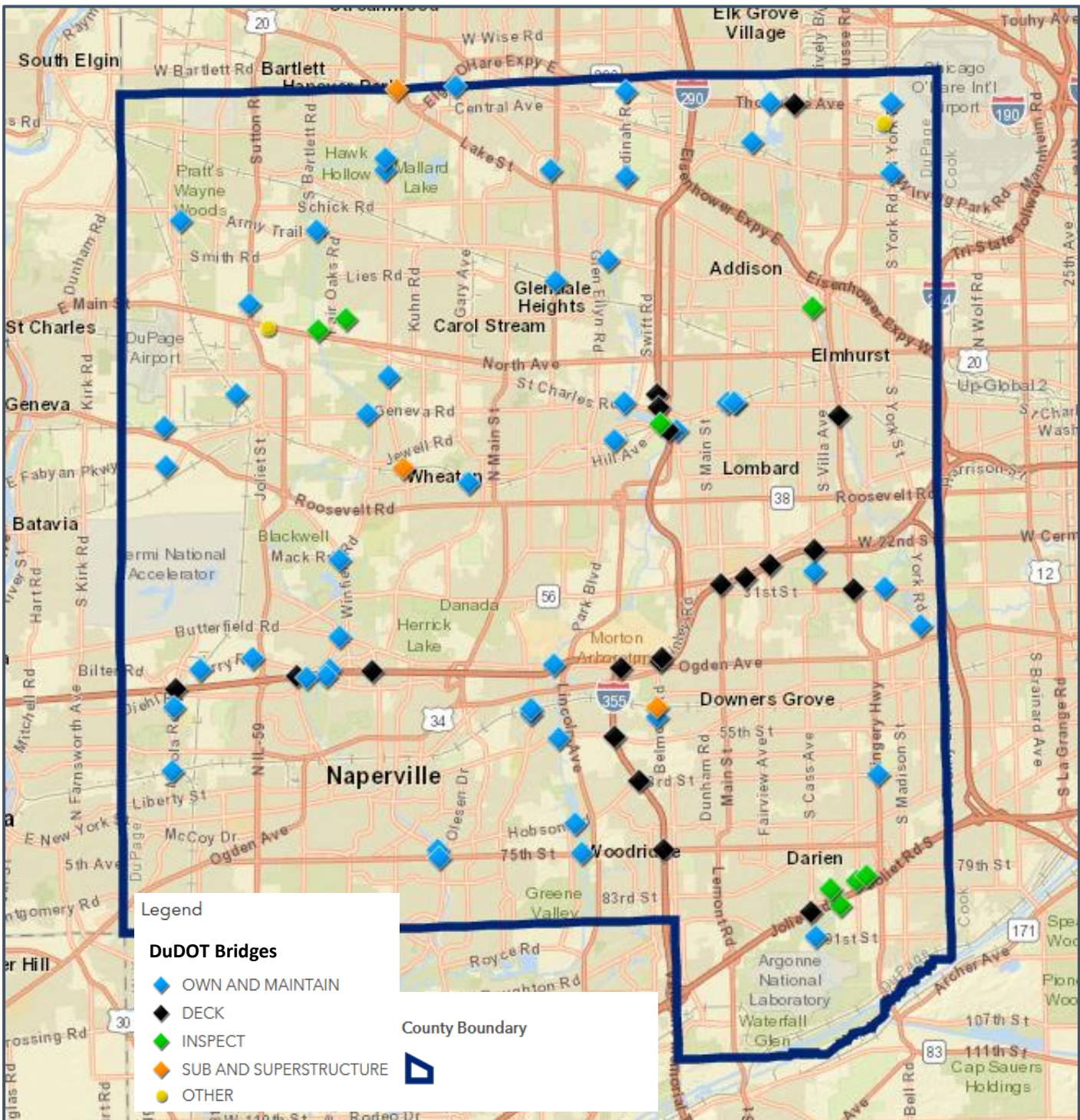
County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
34	31st Street (1)	YORK RD	COUNTY LINE	102405	105000	0.491	4-5 lanes	2.147	45	Minor Arterial	104-130	21000	3.4%		15	30.52		Partial 1 side	Closed
35	55th Street (2)	DUNHAM RD	MAIN ST. DG	83230	85885	0.503	4 lanes	1.777	35	Minor Arterial	66-130	14000	4.9%	1	30	59.66		Complete 2 sides	Closed
35	55th Street (2)	MAIN ST. DG	FAIRVIEW AVE	85885	89865	0.754	4 lanes	2.673	35	Minor Arterial	66-75	16500	5.4%	1	41	54.39		Complete 2 sides	Closed
35	55th Street (2)	FAIRVIEW AVE	WILLIAMS ST	89865	92500	0.499	4 lanes	1.750	35	Minor Arterial	83	16500	4.4%		51	102.19		Complete 1 side, Part	Closed
35	55th Street (2)	WILLIAMS ST	CASS AVE	92500	95145	0.501	4-5 lanes	1.804	35	Minor Arterial	66-83	16500	4.4%	1	46	91.83		Complete 2 side	Closed
35	55th Street (2)	CASS AVE	CLARENDON HILLS RD	95145	100435	1.002	4-5 lanes	3.628	35	Minor Arterial	66-83	21000	4.7%	1	65	64.88		Complete 2 sides	Closed
35	55th Street (2)	CLARENDON HILLS RD	HOLMES AVE	100435	101770	0.253	5 lanes	1.148	35	Minor Arterial	73-124	23000	6.8%	1	10	39.55		Complete 2 sides	Closed
35	55th Street (2)	HOLMES AVE	IL 83 WEST RAMPS	101770	102705	0.177	5 lanes	0.860	35	Minor Arterial	124-148	29000	6.9%	1	1	5.65		Complete 1 side	Closed
35	55th Street (2)	IL 83 WEST RAMPS	IL 83 EAST RAMPS	102705	102918	0.040	5 lanes	0.186	35	Minor Arterial	Variable	29000	6.4%	1	1	24.79	1	Complete 1 side	Closed
35	55th Street (2)	IL 83 EAST RAMPS	MADISON ST	102918	105710	0.529	4-6 lanes	2.420	35	Minor Arterial	83-160	27500	6.4%	1	21	39.71		Complete 1 side	Closed
35	55th Street (2)	MADISON ST	GRANT ST	105710	106950	0.235	5 lanes	1.079	35	Minor Arterial	66	23000	5.8%	1	2	8.52		Complete 2 sides	Closed
35	55th Street (2)	GRANT ST	GARFIELD AVE	106950	108350	0.265	4-5 lanes	1.116	35	Minor Arterial	66-116	22000	4.5%	1	8	30.17		Complete 1 side, Part	Closed
35	55th Street (2)	GARFIELD AVE	COUNTY LINE RD	108350	110985	0.499	4-5 lanes	1.995	35	Minor Arterial	100	22000	5.8%	1	27	54.10		NA	Closed
36	Schmale Road (67)	ARMY TRAIL RD	LIES RD	30000	33710	0.703	4-5 lanes	3.563	35	Minor Arterial	100-126	26500	9.7%	3	9	12.81		Complete 2 sides	Closed
36	Schmale Road (67)	LIES RD	FULLERTON AVE	33710	38020	0.816	5-6 lanes	4.271	35	Minor Arterial	66-123	25500	6.5%	1	30	36.75		Complete 2 sides	Closed
36	Schmale Road (67)	FULLERTON AVE	IL 64 (NORTH AVE)	38020	43415	1.022	5-6 lanes	5.169	40	Minor Arterial	100-123	24500	9.3%	1	23	22.51		Partial 2 sides	Closed
36	Schmale Road (67)	IL 64 (NORTH AVE)	ST. CHARLES RD	43415	45125	0.324	5-6 lanes	1.617	35	Minor Arterial	100-137	23500	5.6%	1	9	27.79	1	Partial 2 sides	Closed
36	Schmale Road (67)	ST. CHARLES RD	GUNDERSON	45125	46210	0.205	5 lanes	1.018	35	Minor Arterial	100	23500	5.5%	1	11	53.53		Complete 2 sides	Closed
36	Schmale Road (67)	GUNDERSON	THORNHILL	46210	47405	0.226	5 lanes	1.155	35	Minor Arterial	100	22500	5.5%	1	5	22.09		Complete 2 sides	Closed
36	Schmale Road (67)	THORNHILL	GENEVA RD	47405	48926	0.288	5-6 lanes	1.472	35	Minor Arterial	83-100	22000	5.5%	2	13	45.13		Complete 2 sides	Closed
38	63rd Street (3)	HOBSON RD	I-355 SB RAMPS	74605	75130	0.099	5 lanes	0.507	40	Minor Arterial	Variable	30000	4.0%	1	1	10.06		None	Closed
38	63rd Street (3)	I-355 SB RAMPS	I-355 NB RAMP	75130	75665	0.101	6 lanes	0.659	40	Minor Arterial	Variable	30000	4.0%	1	2	19.74	1	Partial 2 sides	Closed
38	63rd Street (3)	I-355 NB RAMPS	LEONARD	75665	76860	0.226	4-5 lanes	1.142	40	Minor Arterial	100-114	28000	4.7%	1	6	26.51		Partial 2 sides	Closed
38	63rd Street (3)	LEONARD	BELMONT RD	76860	77845	0.187	5 lanes	0.989	40	Minor Arterial	100	30000	4.1%	1	7	37.52		Complete 2 sides	Closed
38	63rd Street (3)	BELMONT AVE	WOODWARD AVE	77845	79175	0.252	5-6 lanes	1.485	40	Minor Arterial	83-103	33500	7.3%	1	14	55.58		Complete 2 sides	Closed
38	63rd Street (3)	WOODWARD AVE	DUNHAM RD	79175	82900	0.705	4-5 lanes	3.334	40	Minor Arterial	100	28000	4.8%	1	23	32.60		Complete 2 sides	Closed
38	63rd Street (3)	DUNHAM RD	MAIN ST. DG	82900	85520	0.496	4-5 lanes	2.137	40	Minor Arterial	100	27000	3.9%	1	22	44.34		Complete 2 sides	Closed
38	63rd Street (3)	MAIN ST. DG	FAIRVIEW AVE	85520	89505	0.755	4-5 lanes	3.179	40	Minor Arterial	83-100	27000	4.9%	1	47	62.27		Complete 2 sides	Closed
38	63rd Street (3)	FAIRVIEW AVE	WILLIAMS ST	89505	92150	0.501	4-5 lanes	2.108	40	Minor Arterial	100	25500	3.5%	1	11	21.96	2	Complete 1 side, Part	Mixed
38	63rd Street (3)	WILLIAMS ST	CASS AVE	92150	94800	0.502	4-5 lanes	2.148	40	Minor Arterial	100	27000	3.7%	2	28	55.79		Complete 2 sides	Mixed
38	63rd Street (3)	CASS AVE	CLARENDON HILLS RD	94800	100100	1.004	4-5 lanes	4.260	40	Minor Arterial	100	25500	4.3%	2	44	43.83	1	Partial 2 sides	Mixed
38	63rd Street (3)	CLARENDON HILLS RD	HINSDALE COMMONS	100100	101790	0.320	5-6 lanes	1.753	40	Minor Arterial	100-142	28500	NA	1	6	18.75		Complete 2 sides	Closed
38	63rd Street (3)	HINSDALE COMMONS	IL 83	101790	102430	0.121	6-7 lanes	0.862	40	Minor Arterial	142-152	30000	NA	1	0	0.00	1	Complete 1 side	Closed
38	63rd Street (3)	IL 83	MADISON ST	102430	105378	0.558	3-6 lanes	2.341	35	Minor Arterial	100-160	12000	6.8%	1	14	25.07		Complete 1 side	Closed
40	College Road (17)	MAPLE AVE	ABBNEYWOOD DR	89583	93305	0.705	2-5 lanes	2.381	40	Minor Arterial	83-100	19000	4.5%	2	7	9.93		Complete 1 side, Part	Open
40	College Road (17)	ABBNEYWOOD DR	GREEN TRAILS DR	93305	95620	0.438	2-5 lanes	1.453	40	Minor Arterial	80	13500	6.7%	1	3	6.84		Partial 2 sides	Mixed
40	College Road (17)	GREEN TRAILS DR	SUN VALLEY RD	95620	98065	0.463	2-5 lanes	1.305	40	Minor Arterial	80-100	13500	5.7%	0	4	8.64		Complete 1 side, Part	Mixed
40	College Road (17)	SUN VALLEY RD	HOBSON RD	98065	99945	0.356	4-5 lanes	1.139	40	Minor Arterial	83-100	12500	5.0%	1	1	2.81		Partial 2 sides	Mixed
40	Wehrli Road (79)	HOBSON RD	75TH ST	99945	102330	0.452	4-5 lanes	1.918	40	Minor Arterial	83-100	12500	4.3%	1	11	24.35		Partial 2 sides	Closed
40	Yackley Avenue (84)	WARRENVILLE RD	US 34 (OGDEN AVE)	80000	83135	0.594	4-5 lanes	2.302	40	Minor Arterial	100	15500	4.0%	1	42	70.74	1	Complete 2 sides	Closed
40	Yackley Avenue (84)	US 34 (OGDEN AVE)	BURLINGTON AVE	83135	84550	0.268	5 lanes	1.235	40	Minor Arterial	100	19500	3.3%	0	18	67.17		Complete 2 sides	Closed
40	Yackley Avenue (84)	BURLINGTON AVE	OHIO ST	84550	86260	0.324	5 lanes	1.600	40	Minor Arterial	Variable	19500	3.3%	1	2	6.18	1	Complete 1 side	Closed
40	Yackley Avenue (84)	OHIO ST	MAPLE AVE	86260	89583	0.629	4-5 lanes	3.018	40	Minor Arterial	100	19500	3.4%	1	6	9.53		Complete 2 sides	Closed
43	County Farm Road (18)	NORTH COUNTY LINE	ONTARIOVILLE RD	10000	10800	0.152	5-6 lanes	0.881	35	Principal Arterial	110-172	19500	5.9%	1	0	0.00	1	Complete 1 side	Closed
43	County Farm Road (18)	ONTARIOVILLE RD	STEARNS RD	10800	15535	0.897	4-6 lanes	4.303	35/40	Principal Arterial	73-110	21500	5.2%	1	10	11.15		Partial 2 sides	Closed
43	County Farm Road (18)	STEARNS RD	SCHICK RD	15535	23690	1.545	4-5 lanes	7.239	40	Principal Arterial	66-208	26500	5.3%	1	22	14.24	2	Partial 2 sides	Closed
43	County Farm Road (18)	SCHICK RD	ARMY TRAIL RD	23690	27770	0.773	4-6 lanes	3.905	40	Principal Arterial	100	27500	6.9%	2	14	18.12	1	Complete 2 sides	Closed
43	County Farm Road (18)	ARMY TRAIL RD	KELLY DR	27770	28720	0.180	5-6 lanes	0.979	40	Principal Arterial	100	26500	3.6%	1	5	27.79		Complete 2 sides	Closed
43	County Farm Road (18)	KELLY DR	WOODHILL DR	28720	30220	0.284	5 lanes	1.450	40	Principal Arterial	100	26500	3.6%		2	7.04		Complete 2 sides	Closed
43	County Farm Road (18)	WOODHILL DR	LIES RD	30220	31650	0.271	5 lanes	1.411	40	Principal Arterial	100	27500	3.6%	1	1	3.69		Complete 2 sides	Closed
43	County Farm Road (18)	LIES RD	BIRCHBARK TR	31650	34335	0.509	4-5 lanes	2.202	40	Principal Arterial	100	24500	3.1%	1	2	3.93		Complete 2 sides	Closed
43	County Farm Road (18)	BIRCHBARK TR	IL 64 (NORTH AVE)	34335	39755	1.027	4-5 lanes	4.637	40	Principal Arterial	83-150	23500	3.0%	1	11	10.72		Partial 2 sides	Closed
43	County Farm Road (18)	IL 64 (NORTH AVE)	ST. CHARLES RD	39755	40830	0.204	5 lanes	1.014	45	Principal Arterial	83-93	25500	4.9%	1	7	34.38		None	Closed
43	County Farm Road (18)	ST. CHARLES RD	HAWTHORNE LN	40830	42300	0.278	5 lanes	1.407	45	Principal Arterial	100-116	26500	6.6%	0	6	21.55		None	Closed
43	County Farm Road (18)	HAWTHORNE LN	GENEVA RD	42300	46925	0.876	4-5 lanes	3.905	40	Principal Arterial	66-115	27500	6.6%	1	21	23.97	1	Partial 2 sides	Closed
43	County Farm Road (18)	GENEVA RD	JEWELL RD	46925	52275	1.013	4-5 lanes	4.265	40	Principal Arterial	66-115	25500	3.4%	1	38	37.50		Partial 2 sides	Closed
43	County Farm Road (18)	JEWELL RD	NORTH COMPLEX DR	52275	54445	0.411	4-5 lanes	1.981	40	Principal Arterial	73-110	21500	4.0%	1	9	21.90	1	Complete 2 sides	Closed
43	County Farm Road (18)	NORTH COMPLEX DR	COUNTY COMPLEX MAIN DR	54445	55250	0.152	5-6 lanes	0.805	35	Principal Arterial	110	33500	4.7%	1	1	6.56		Complete 2 sides	Closed
43	County Farm Road (18)	COUNTY COMPLEX MAIN DR	MANCHESTER RD	55250	56005	0.143	5-6 lanes	0.742	35	Principal Arterial	110	34500	5.3%	1	1	6.99		Complete 2 sides	Closed
43	County Farm Road (18)	MANCHESTER RD	WILLIAMS ST	56005	57665	0.314	5-6 lanes	1.543	35	Principal Arterial	66-120	34500	5.1%	1	12	38.17		Complete 1 side, Part	Closed
43	County Farm Road (18)	WILLIAMS ST	IL 38 (ROOSEVELT RD)	57665	58337	0.127	5-6 lanes	0.716	35	Principal Arterial	86-103	34500	5.1%	1	2	15.71		Complete 2 sides	Closed
50	Schick Road (66)	COUNTY FARM RD	MALLARD LN	50000	55955	1.128	4-6 lanes	5.523	45	Minor Arterial	100-132	22500	3.6%	1	8	7.09		Partial 2 sides	Mixed
50	Schick Road (66)	MALLARD LN	GARY AVE	55955	58086	0.404	5-6 lanes	2.074	45	Minor Arterial	100-110	24500	3.6%	2	6	14.87		Complete 1 side, Part	Mixed
51	Herrick Road (34)	IL 56 (BUTTERFIELD RD)	GALUSHA	70000	74380	0.830	2-4 lanes	1.978	40	Minor Arterial	66-100	10500	5.9%	1	12	14.47		None	Mixed
51	Herrick Road (34)	GALUSHA	WARRENVILLE RD	74380	77140	0.523	2-3 lanes	1.463	40	Minor Arterial	66-83	10500	5.9%	1	5	9.57		Partial 1 side	Mixed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
52	Cross Street (20)	WARRENVILLE RD	US 34 (OGDEN AVE)	80000	80863	0.163	3 lanes	0.491	30	Major Collector	66	7000	3.6%	1	5	30.59		Partial 1 side	Closed
53	Diehl Road (22)	RAYMOND DR	DAVIS PKWY/AMC DR	40000	45345	1.012	4-6 lanes	4.767	40	Minor Arterial	95-160	27500	3.5%	2	1	0.99	2	Partial 2 side	Closed
53	Diehl Road (22)	DAVIS PKWY/AMC DR	WINFIELD RD	45345	46782	0.272	4-7 lanes	1.611	40	Minor Arterial	120	32500	3.5%	1	1	3.67		Complete 2 side	Closed
53	Diehl Road (22)	WINFIELD RD	MILL ST	46782	50224	0.652	4-7 lanes	3.718	40	Minor Arterial	120	27500	3.1%	2	6	9.20		Partial 2 side	Closed
54	Swift Road (73)	COLLINS AVE	IL 64 (NORTH AVE)	42000	47925	1.122	3-4 lanes	3.620	35	Minor Arterial	66-83	12500	2.8%	2	53	47.23	1	Partial 2 side	Closed
54	Swift Road (73)	IL 64 (NORTH AVE)	ST. CHARLES RD	47925	53470	1.050	2-4 lanes	2.243	40	Minor Arterial	66-73	8500	7.4%	1	26	24.76		Partial 1 side	Mixed
56	Woodward Avenue (83)	75TH ST	83RD ST	100000	105306	1.005	4-6 lanes	4.695	35	Minor Arterial	100	12500	6.7%	1	22	21.89		Complete 2 sides	Closed
56	Woodward Avenue (83)	83RD ST	87TH ST	105306	108636	0.631	4-6 lanes	3.041	40	Minor Arterial	83-120	12500	2.6%	1	7	11.10		Complete 1 side, Part	Closed
59	Freedom Drive (88)	WARRENVILLE RD	I-88	79100	80998	0.359		2.659		Minor Arterial	Variable	15500	4.0%	2	3	8.35	1	Complete 1 side	Closed

* North Thorndale and South Thorndale, County highways 60 and 61 are yet to be fully inventoried

Appendix 1-B

Bridges Owned and Maintained by DuPage County



DuPage County DOT
Owned and Maintained Bridges

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NBI STR NO	FACILITY CARRIED	FEATURE CROSSED	LOCATION	BRIDGE NAME	NO SPANS	BRIDGE STRUCTURE TYPE	PED BRIDGE	COUNTY RESPONSIBILITY
022-0068	ST CHARLES ROAD	EB DUPAGE RIVER	1.0M W OF ILL 53	CHURCHILL BRIDGE	1	02		OWN AND MAINTAIN
022-0071	BELMONT AVENUE	ST JOSEPH CREEK	1 MI S OF US 34		1	01		OWN AND MAINTAIN
022-0168	ILL PRAIRIE PATH - ELGIN BRANCH	IL 59	0.5 MI N OF IL 64		1	02	Y	OWN AND MAINTAIN
022-0214	MEDINAH ROAD	MEACHAM CREEK	0.4 MI S OF I-390		2	19		OWN AND MAINTAIN
022-3001	GENEVA ROAD	WB DUPAGE RIVER	0.1 MI W WINFIELD RD		2	05		OWN AND MAINTAIN
022-3002	WINFIELD ROAD	SPRING BROOK	0.7 MI N IL 56	SPRING BROOK BRIDGE	1	01		OWN AND MAINTAIN
022-3003	WARRENVILLE ROAD	EB DUPAGE RIVER	0.3 MI W IL 53	TATE BRIDGE	1	05		OWN AND MAINTAIN
022-3004	MEACHAM GROVE TRAIL	ROSELLE ROAD	0.36 MI N OF US 20		1	70	Y	OWN AND MAINTAIN
022-3005	ILL PRAIRIE PATH - ELGIN BRANCH	UP RR	0.1 MI N OF LIBERTY DR	VOLUNTEER BRIDGE	5	10	Y	OWN AND MAINTAIN
022-3009	BLOOMINGDALE ROAD	CCP RR	0.7 MI S ARMY TRAIL		3	05		OWN AND MAINTAIN
022-3011	THORNDALE AVENUE	SALT CREEK	1.6 MI E I-290		4	02		OWN AND MAINTAIN
022-3012	75TH STREET	EB DUPAGE RIVER	0.3 MI W IL 53		3	05		OWN AND MAINTAIN
022-3017	YACKLEY AVENUE	BN RR	0.3 MI S OF US 34		3	02		OWN AND MAINTAIN
022-3018	YORK ROAD	LAND BRIDGE	0.57 MI N THORNDALE	YORK RD LAND BRIDGE	44	01		OWN AND MAINTAIN
022-3035	ILL PRAIRIE PATH - MAIN STEM	TAYLOR AVENUE	0.6 MI E OF MAIN ST GE		1	05	Y	OWN AND MAINTAIN
022-3038	MAPLE AVENUE	EB DUPAGE RIVER	.1 M W ILL 53		2	02		OWN AND MAINTAIN
022-3040	FABYAN PARKWAY	KRESS CREEK	0.66 MI S OF IL 38		2	19		OWN AND MAINTAIN
022-3044	COUNTY FARM ROAD	KLEIN CREEK	0.4 M S ST CHAS RD		3	19		OWN AND MAINTAIN
022-3045	WARRENVILLE ROAD	WB DUPAGE RIVER	0.2M W OF WINFIELD R		4	01		OWN AND MAINTAIN
022-3046	ILL PRAIRIE PATH - AURORA BRANCH	EOLA ROAD	.19 MI S OF EOLA ROAD		5	02	Y	OWN AND MAINTAIN
022-3048	FERRY ROAD	WB DUPAGE RIVER	0.2 MI E OF RIVER RD		3	02		OWN AND MAINTAIN
022-3049	YORK ROAD	SALT CREEK	1M S. 31ST ST	FULLERSBURG BRIDGE	3	05		OWN AND MAINTAIN
022-3050	31ST STREET	SALT CREEK	0.6MI E OF IL-83	NATOMA BRIDGE	3	05		OWN AND MAINTAIN
022-3051	HOBSON ROAD	WB DUPAGE RIVER	0.1 MI E WASHNGTN BL	HOBSON BRIDGE	2	05		OWN AND MAINTAIN
022-3052	HOBSON ROAD	EB DUPAGE RIVER	0.40 MI W IL-53		1	02		OWN AND MAINTAIN
022-3094	ARMY TRAIL ROAD	WB DUPAGE RIVER	1.6 MI E IL 59		1	05		OWN AND MAINTAIN
022-3101	DIEHL ROAD	WB DUPAGE RIVER	0.6 MI W WINFIELD RD		3	02		OWN AND MAINTAIN
022-3102	PROSPECT AVENUE	SPRING BROOK	0.4 MI N OF IL-19		2	02		OWN AND MAINTAIN
022-3103	KRESS ROAD	UP RR	0.3 MI N OF IL 38		3	02		OWN AND MAINTAIN
022-3104	GARY AVENUE	SOO-METRA RR	0.5 MI N CENTRAL AV		3	02		OWN AND MAINTAIN
022-3105	CASS AVENUE	SAWMILL CREEK	0.5 M S OF I-55		3	19		OWN AND MAINTAIN
022-3107	DIEHL ROAD	FERRY CREEK	0.3 MI E Raymond Dr		2	19		OWN AND MAINTAIN
022-3108	EOLA ROAD	BN RR	.43 MI S N AURORA RD		4	02		OWN AND MAINTAIN
022-3110	MIDWEST ROAD	GINGER CREEK	0.5 MI S I-88		2	91		OWN AND MAINTAIN
022-3112	MEDINAH ROAD	SPRING BROOK	0.5 MI N US-20	MEDINAH BRIDGE	1	02		OWN AND MAINTAIN
022-3113	FERRY ROAD	EJE RR	1.4 MI W IL 59		3	02		OWN AND MAINTAIN
022-3117	ILL PRAIRIE PATH - AURORA BRANCH	FERRY ROAD	0.2 MI W IL 59		1	55	Y	OWN AND MAINTAIN

DuPage County DOT
Owned and Maintained Bridges

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022-3118	75TH STREET	WB DUPAGE RIVER	0.1M E OF WASH ST		3	02		OWN AND MAINTAIN
022-3119	ILL PRAIRIE PATH - ELGIN BRANCH	EJE RR	0.2 M S OF ARMY TRAIL RD		3	51	Y	OWN AND MAINTAIN
022-3120	GREAT WESTERN TRAIL	GRACE STREET	1.0 MI S OF IL 64		1	02	Y	OWN AND MAINTAIN
022-3121	GREAT WESTERN TRAIL	ST CHARLES ROAD	0.25 MI E OF GRACE ST		1	02	Y	OWN AND MAINTAIN
022-3122	GREAT WESTERN TRAIL	UP RR	0.25 MI E OF GRACE ST		1	02	Y	OWN AND MAINTAIN
022-3124	63RD STREET	FLAGG CREEK TRIB	0.1 E IL 83		5	19		OWN AND MAINTAIN
022-3125	YORK ROAD	BESENVILLE DITCH	0.07 MI N OF IL 19		4	19		OWN AND MAINTAIN
022-3127	ARMY TRAIL ROAD	EB DUPAGE RIVER	1.1 MI W I-355		2	19		OWN AND MAINTAIN
022-3128	ILL PRAIRIE PATH - MAIN STEM	FINLEY ROAD	0.2 MI E OF I-355		3	07	Y	OWN AND MAINTAIN
022-3130	ILL PRAIRIE PATH - GENEVA SPUR	CNW RR	1.5 MI W OF IL 59		6	10	Y	OWN AND MAINTAIN
022-3186	N CENTRAL DUPAGE REGIONAL TRAIL	COUNTY FARM ROAD	.77 MI N SCHICK RD		3	23	Y	OWN AND MAINTAIN
022-5001	YACKLEY AVENUE	ROTT CREEK	0.4M.S.OF OGDEN AVE.		2	91		OWN AND MAINTAIN
022-7452	COUNTY FARM ROAD	WB DUPAGE RIVER	0.5 MI S Stearns Rd		1	05		OWN AND MAINTAIN

Appendix 2-A

Summary Public Comments Received During Planning Process



DuPage County Long Range Transportation Plan

Public Meetings February 2018

Summary



DuPage County LRTP Public Meetings February 2018 Summary

DuPage County is in the process of developing their first Long Range Transportation Plan. In developing the plan, input from the public is important. Therefore, a series of four public meetings was held in the month of February. The first meeting was held on February 6, 2018 at Power Forward DuPage, 28600 Bella Vista Parkway, Warrenville, Illinois; the second public meeting was held on February 15, 2018 at Community Rec Center, 120 East Oak Street, Addison, Illinois; the third public meeting was held on February 20, 2018 at Carol Stream Park District, 910 Gary Avenue, Carol Stream, Illinois; and the fourth and final public meeting was held on February 22, 2018 at Lincoln Center, 935 Maple Avenue, Downers Grove, Illinois. All meetings were held from 5:00 PM to 7:00 PM. They were conducted in an open house format that featured the following activities:

- **Exhibit Boards** – Nineteen (19) boards were placed throughout the meeting room. The boards provided information regarding the study process overview, highway systems, commute patterns, traffic flow, regional trail systems, Pace and Metra services, freight systems, safety and sources of revenue.
- **Survey Station** – Two (2) iPads were available for participants to fill out surveys. In addition to these stations, the survey was available online. The survey was open on the project website through March 6 and 522 responses were received. Top issues included traffic congestion which ranked well above the second concern of bike/pedestrian accommodations. The number one priority for funding is the state of good repair.
- **Provision of Comment** – Comment forms were available for submission at each meeting. A total of sixteen (16) forms were submitted at the meetings and an additional 5 comments were submitted on the website. The website crowd source map received 168 location specific comments. The highest category was driving/traffic, followed by bicycle, then safety, then pedestrian comments.

In addition to the project website, the meeting was promoted through a press release; e-blasts to all municipalities, advisory committee members, transit agencies, chambers of commerce, townships, visitors bureau's, local businesses, park districts, governments agencies, and school districts; PSA's to local cable stations, WBBM, WONC, WERV, and WDCB; posting to social media sites including LinkedIn, Facebook and twitter; announcements in affiliate newsletters including CMAP, ACEC Illinois, IRTBA, WTS and DuPage Mayors & Managers; electronic



advertising in the Daily Herald, Chicago Tribune, Suburban Life, Patch, and Nextdoor; and a print ad in the Daily Herald on January 31, 2018.

The meetings were attended by a total of 151 people, with 27 attendees in Warrenville, 39 attendees in Addison, 31 attendees in Carol Stream and 54 attendees in Downers Grove. Seven Elected Officials were in attendance, as follows:

- Janice Anderson
- Liz Chaplin
- Rod Craig
- Grant Eckhoff
- James Healy
- Donald Puchalski
- Jim Zay



DuPage County LRTP Comment Summary Charts

**DuPage Connects
Comments**

Submission Date	Comments	Comment Category
1/29/2018	Can we have a light rail system in the Dupage County? In the past, we had Chicago-Aurora and Elgin. I feel this a type of light rail system can run more times than the High-cost Metra whos service costing more each day to maintain.	Public Transportation
1/30/2018	I have 2 questions. 1. Any plans to widen 75th street in Naperville from 2 to 3 lanes in each direction? 2. Either way, how can we get a sound wall on the south side of 75th street, between Olympus and Modaff. This street is backed up all of the time, we cannot sit our kitchen or backward with the traffic and truck engine braking noise constantly. WE INVITE YOU TO COME OVER AND ENJOY THE NOISE?	Plan to widen 75th street Noise
1/31/2018	Thanks for invite, I have moved however (closer to the city) I still am happy to get the word out on great events https://paper.li/Mfnaughton/1356968264	Support
1/31/2018	I have lived in DuPage county for 20 years now and expect to retire soon. As such, I very much would like to retire in place and not have to move. My concern as my husband and I get older is someday not being able to drive. At the moment, public transportation is fairly lacking and must be addressed for the aging population.	Public Transportation
2/5/2018	How can we best advocate for more sidewalks and wide walking/running/biking multi-use paths (in Willowbrook, Darien, Westmont) so residents can safely walk and bike to stores, restaurants and parks? If you're taking count, please put a tally mark for more multi-use sidewalks and pathways for bikes & walkers from us.	Pedestrian Bicycle
2/6/2018	So glad to see the sustainability goals, sidewalks, trails and leveraging technology for transit. There is little PACE dial-a-ride service- thought there was more. So many people have no way but by car to get to shops, services, etc. Electric vehicles are coming along very quickly, there will be mush need for powerful charging platforms. Better protections for bike and walking lanes. County as a whole need to be looking at solar as a serious economic engine. You need more revenue/replacement of motor fuel revenue.	Natural Environment Bicycle Pedestrian
2/6/2018	When neighboring states embrace progress, we change and DuPage county clings to old ways with no visible attempt to move forward, we are not just conservative we are relatively progressive. Policy level decisions in transportation planning at IDOT and DuDOT are preventing progressive movement toward replacing obsolete traffic signals with Roundabouts whenever possible. In every engineering consideration roundabouts perform better on average. The #1 consideration is safety and there is no excuse for preventing progress.	Safety Vision
2/15/2018	This meeting is designed for improving the roads. We are interested in a bus that would pick us up at home and return us. It is very hard at the age of 82 to walk to Lake Street and catch the bus to do things in town. A prescheduled route would be nice. Many years ago we had the Pace bus that did exactly what I am looking for now. What we have now is costly and perhaps we could fit this service into the budget.	Public Transportation

**DuPage Connects
Comments**

Submission Date	Comments	Comment Category
2/15/2018	From informationthat was given on Tuesday 2-13, I thought it was to help with getting around. What I need is help getting to appointments	Public Transportation
2/15/2018	We are disappointed that this meeting did not address public transportation for seniors. At one time Addison Township did have bus service, but we want it reinstated. Times have changed - there are more seniors who need this service.	Public Transportation
2/20/2018	Disabled/Senior transit does not work and is not equitable within DuPage County. We live in Winfield Township, two houses away from Milton Township (on the same angled street with no intersection between houses). My disabled 21-year-old son is unable to get to downtown Wheaton to take the 714 bus to College of DuPage for classes. Wheaton-Winfield Call-n-Ride serves areas a mile away from us down County Farm Road, but there are no sidewalks along that stretch of County Farm. Winfield Township does not participate in Ride DuPage so that service is also unavailable. Winfield Township transportation works only within Winfield Township. So access to CDH but little else. My vision - Township transit would access neighboring area's transit hubs. That is, Winfield Township would have transit to the Wheaton Metra Station and its multiple bus lines. From there citizens can get to a majority of DuPage County with a pace bus transfer. Township transport/Pace bus transport also needs to service special needs park district centers such as WDSRA in Carol Stream and SeaSpar in Downers Grove. Transportation planners should network with the high school based transition centers to get a more comprehensive idea of the transportation needs of the next "generation" of disabled riders. Another group would be Autismerica at College of DuPage. Thank you for having this forum for us to express our views. A minor comment - shift the entire 714 route and schedule 10 minutes earlier so busses from both directions arrive at College of DuPage before classes strat at the top of the hour, not 5 minutes after the top of the hour. I understand that the busses also need to be coordinated with the trains so this may not be feasible, but if no one raises the issue it will never be able to happen. -Lynn	Public Transportation
2/22/2018	Build the East Branch DuPage River Trail. Please!!! We have waited long and patiently. Build it now.	Pedestrian Bicycle
2/22/2018	Very informative. Easy to get the information. Staff friendly and engaging. Thank you for preparing this and keeping people in DuPage County informed.	Support
2/22/2018	Need more bike trails in DuPage . Need more North/South trails! Need to connect existing trails. Need better coordination between jurisdictions to connect trails; the county should take this lead. Need to build the east branch DuPage river trail N/S across entire county.	Pedestrian Bicycle
2/22/2018	Please finish the east branch DuPage river trail. Consider citizen "fundraising" to help offset cost. Very important to connect many of our county trails.	Pedestrian Bicycle

**DuPage Connects
Comments**

Submission Date	Comments	Comment Category
2/22/2018	Residents of Lisle, Woodridge, Downers Grove, Westmont, Clarendon Hills have no safe passage by bicycle to cross to the north side of the east west tollway. Numbers of Elmhurst Bicycle Club and the Chicago area tandem society.	Pedestrian Bicycle
2/22/2018	Along the areas that have a high amount of apartments, it's important to have real (safe) sidewalks for people to walk along to get to the bus stops. This is a concern along Route 53 (sometimes in the unincorporated areas). This is important as the apt dwellers utilize the bus system.	Safety Pedestrian
2/22/2018	Safe bike lanes for low income residents safe sidewalks for residents with disabilities shelter options at bus stops.	Bicycle Safety
2/22/2018	For years we have been talking to DuPage DOT about connecting Lisle to the rest of the bike trails and communities. We still are at ground 0. We need a trail from Benedictine to Abbeywood Drive and from SunValley to Hobson (southern DuPage Regional trail). I know a number of the problems Lisle has contributed to, but the Lisle Bike/Pedestrian committee is working on a bike route to allow all bikers and walkers to get through Green Trails. The forest preserve is fully on board. Hope this can get done.	Bicycle
2/22/2018	Advocating for the construction of the East Branch DuPage River Trail completion (EBDRT)	Bicycle

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Roosevelt Road	There is no designated pedestrian crosswalk or signal to head south down the Winfield Road side path to Cantigny. This discourages local residents from walking or biking to the park because of traffic danger. The congested intersection adds more cars to the problem due to this.	x	x	x	x	x					
Steeple Run/Woodcrest/Park Meadow	Need sidewalks, crosswalks, and other pedestrian features from the neighborhood so kids of all ages can walk safely to and from Walgreens and the other businesses on the block.		x	x	x						
Manchester/South Entrance Rd.	remove on street parking and create bike lanes in both directions.		x		x						
Manchester Road	no rideable shoulder for bikes.		x		x						
Garys Mill Road	no rideable shoulder for bikes.		x		x						
Steeple Run/Maple	Please add crosswalks to all for sides of the intersection to coincide with the pedestrian buttons.			x	x						
North President Street	eliminate on street parking and create north-south bike lanes for travel to METRA & downtown.		x		x						
Herrick Road	riding the bike northbound along the shoulder on Herrick, approaching Butterfield, the shoulder comes to an abrupt end and out pops another curb from hell!		x		x						
Warrenville Road	no rideable shoulder for bikes on Warrenville just west of Route 53		x		x						
West Warrenville Road	riding my bike west along the shoulder approaching Old Warrenville and out pops the curb from hell! curbs are not our friends.		x		x						
Mack Road	busy road with no rideable shoulder for bikes		x		x						
York Rd and I-390	Great Idea		x								
Highway 53 @ I88	You want to know what frustrates me? Major rework to I88/Route 53 and no support for bike travel. Southbound 53, five lanes @ underpass, was made less safe. :(		x		x						
COD	Are you up for a challenge? Create efficient and safe bike routing to COD for everyone within a three mile radius. This includes: Glen Ellyn METRA, Wheaton College, and Lisle METRA. Bonus points if you can include companies on Warrenville Rd.		x								
Fawell/Lambert	someone on a unicycle may be able to navigate the sidewalk/bike route on the northwest corner of 22nd/lambert		x		x						
Blacksmith Drive	bike safety/access: cut notch in curb at north end of sidewalk		x		x						
Butterfield/Lambert	northbound bikes do not trigger the light at scottdale/butterfield		x								
Leask Lane	safety: no rideable shoulder for bikes						x				
County Farm Road	This section of road needs to be realigned and the speed limit readjusted. While this is contemplated with the I-390 extension, it is unknown when that will happen. The County should do this work now.						x				

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
East Fabyan Parkway	this section of Fabyan Parkway needs t be widened to two lanes in each direction to match what was done in Kane County.						x				
Illinois 59	The red light camera here is not warranted by the State's own criteria. This should be removed as this is not an unsafe intersection. It is only there to make money for the Village of Wayne.						x				
Stearns Road	This section of Stearns has a speed limit that is too low. The road width and driveways do not warrant a 35 MPH speed limit and this should be re-evaluated between IL 59 and Lynnfield to be at least 40 MPH if not 45 MPH.						x				
Stearns Road	Now that Kane County has completed their road improvements to Stearns, a grade separated railroad crossing is needed here.						x	x			
Lincoln Avenue	Provide safe access north-south through Warrenville Road and I88		x	x							
College Road	Complete EBDRT Benedictine Connector and extend to Hobson Rd to connect to Southern DuPage Regional Trail		x	x							
Highway 53	This intersection is perpetually backed up and needs to be expanded. Park is the main road to COD for many people.						x				
Raymond Drive	Need a stop sign or a stop light here or at Redfield Rd and Raymond. People fly by this intersection going 50-60 mph.						x				
Naperville Rd & Blanchard Rd	Consider making this a roundabout.						x				
Pleasant Hill/Jewell	Would be nice to have a roundabout here instead of a light.						x				
Main/Ash	This is a BIG improvement in the safety crossing. There are several trail crossing areas that would benefit from this type of light alert system.		x	x	x						
North Columbine Avenue	Should consider making this 2 lanes as both south and north of this point are two lanes.						x				
North Main Street	Glen Ellyn would benefit from more roundabouts to reduce traffic congestion and maintain traffic flow.						x				
South Westmore-Meyers Road	HORRIBLE crossing. Consider a bridge or a better cross alert system.				x				x		
Gary/Prairie	This 3-way intersection needs a stoplight.						x				
Great Western Trail	Would be nice to have this section cleared of invasive species and add some way finding									x	
Great Western Trail	Crossing is rarely adhered to by drives creating a safety issue for bikes and pedestrians.		x	x	x		x				
Great Western Trail	Horrible pedestrian and bike crossing for anyone going from the west side of the trail/street to the east side of Grace. Visibility is limited for drivers going north on Grace. This is also a great area for landscaping too!			x	x		x				

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Rt. 83/Hodges	POORLY TIMED LIGHTS - CAN NOT GO FROM BUTTERFIELD THROUGH 22ND WITHOUT STOPPING AT LEAST TWICE. HOLDS UP A LOT OF TRAFFIC						x				
South Westmore-Meyers Road	VERY POORLY TIMED LIGHT - TAKES FOREVER TO GET THROUGH. I AVOID THIS INTERSECTION AS MUCH AS POSSIBLE						x				
West Highridge Road	ADD TRAILS THROUGH THIS UNDER UTILIZED FOREST AREA		x	x		x				x	
Meadow Lake Drive	Traffic speed needs to be reduced on Naper Boulevard - especially during the morning rush hour.				x		x				
Relocation Central	Relocate Lisle sign to improve driver visibility to access Ogden.				x		x				
North Naper Boulevard	Please consider bike and pedestrian infrastructure at this intersection ... especially when new development occurs here. Also, consider expanding it east/west along Plank Road and north/south along Naper Boulevard.		x	x			x				
Spring Bay/Maple	Please add a sidewalk connecting Carlyle to Maple.			x	x						
North Naper Boulevard	A "river" flows diagonally across Naper Boulevard in this general area when there is lots of rain. Please study the area to control water runoff.				x		x				
Beau Bien Boulevard	Would like to see a bike/pedestrian tunnel or bridge so Steeple Run Elementary School students have the opportunity to walk or bike and from school, or just to visit friends without driving to Naper Boulevard or Yackley Avenue.		x	x	x	x					
York Rd and I-390	extend bicycle sidepath along Thorndale into O'Hare Airport. Connect to future terminal and or mass transit Western access.		x	x							

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Saint Charles Road	Every parking lot for every forest preserve should have an address on the sign. This way it would be easier to find on google maps, but also it becomes easier to communicate with emergency first responders in the event of an emergency. If a forest preserve has multiple parking lots (which many do) it becomes difficult to describe where you are to the police-adding the adrenaline from an emergency, it might become even more difficult. I see adding individual addresses to each parking lot as a way to avoid liability in the event of an emergency as well. I hope no one sues the FP some day because there wasn't any way to communicate the address of a specific parking lot. It also makes it easier for everyday people to visit new places with confidence, without having a terrible first experience in the forest preserves of getting lost and/or frustrated that there is no street address (this has happened many times for our first-time volunteers at Churchill Woods, a HUGE barrier for involvement). Thanks for letting us provide input!				x						
Saint Charles Road	It would be amazing to have a crosswalk with a blinking pedestrian sign to cross the street to the entrance safely! Thanks for letting us provide input!			x							
Crescent Boulevard	Clearing these islands of invasive would create a gorgeous vista of the entire rivervalley! Thanks for letting us provide input!								x	x	
Crescent Boulevard	This would be a great spot for a kayak launch! Thanks for letting us provide input!							x		x	
Chidester Avenue	Could be cool to place a plaque where the mammoth was found at Perry's Pond. Thanks for letting us provide input!							x			
Saint Charles Road	I think it's really important to have signage at the water pump which explains that the water is coming out of the ground and not from a tap. Many people don't understand this. This could be a transformative experience for anyone who drinks from the well-connecting people to nature on the most intimate level there is, through direct relationship with the water. This could be HUGE! Maybe even throw in a little lesson on aquifers and such? Thank you for letting us provide input!								x		
West Saint Charles Road	It would be really cool if we could turn this underpass into a 50/50 bike lane and wildlife underpass! If the tables behind the ranger station were moved further West, there would be a clear shot from the underpass to the forest/prairie beyond. The wildlife underpass would have to be on the East side of the tunnel and the bikepath on the west side of the tunnel so that the strip of wildlife underpass (vegetation) wouldn't impede the roundabout on the South side of the underpass (as waste removal needs the roundabout to return back out to the street easily). Thanks for letting us provide input!		x							x	

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Saint Charles Road	There is a swale along St. Charles on the South side which gathers saltwater from the road. At around 6 different points the water flows away from the swale, into the forest, and down to the river- creating six long salted papercuts, further fragmenting the forest. If we could create a berm running East-West on the South side of St. Charles to prevent the saltwater from flowing into the forest, it would greatly impact the health of the forest. Thanks for letting us provide input!									x	
Saint Charles Road	The McKee House could become a rentable space for school overnights (like the Morton Arboretum used to do for Abraham Lincoln School- the reason I became passionate about restoration ecology!), weddings, family reunions, etc. Once cleared of invasives, the view from the McKee House will see clear to the river! It could also serve as a Bike Way-Station serving the Great Western Trail and the East Branch Greenway Trail. Thanks for letting us provide input!							x	x		
Saint Charles Road	The Youth Campground parking lot is only used around 5-6 times a year. It would be really nice to have it opened year-round. If there was ever trouble with people parking there and taking up spaces (which I doubt would ever be a problem) people could just ask them to park in the other parking lot. Our volunteers would love to park here for our restoration days, but it's always locked. Thanks for letting us provide input!			x			x				
Saint Charles Road	This would be a great spot for a "false chimney" to host chimney swifts to eat mosquitos along the river. Thanks for letting us provide input!				x					x	
Crescent Boulevard	This would be an excellent location for informational signage about the East Branch of the DuPage River. Even if it was just labeled, "East Branch of the DuPage River" with a map showing the EB course through DuPage County- that would be TRANSFORMATIONAL for a ton of people! Thanks for letting us provide input!								x		
Veterans Memorial Tollway South	This would be a nice spot for an in-ground bench looking out on the river. Thanks for letting us provide input!								x		
Chidester Avenue	There is a couch in the river here, and it's been bothering me for many years. It's too heavy for me to lift out or else I would have by now. Thanks for letting us provide input!							x			
Great Western Trail	ComEd has a sign that says, "Do not mow. Prairie Restoration" but they mow it every year. Maybe someone could reach out to them and get them to not mow again? Thank you for letting us provide input!									x	

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Swift Road	It would be could to have a photo of this exact spot with wakaa'igaan (round houses of the Potawatomi that used to exist here). Perhaps hire an artist to imagine what that would have looked like? Maybe superimpose it over an actual picture of this view? It would be important to honor the history of First Nations peoples at this site, which hosted the largest group of Potawatomi people in all of DuPage County.			x							
Swift Road	There is no crosswalk to get across swift, but there is a crosswalk to get across St. Charles. It would be nice to have a path that connects on the North side of St. Charles all the way to where the sidewalk runs out in front of Ackerman/Parkview Community Church. Thank you for letting us provide input!			x							
Saint Charles Road	This path runs to St. Charles, but it would be really cool if it could loop back around to the main path. Many local neighbors complain there isn't a loop. Also, there are some 200-300 white/burr oaks here that are crying out for restoration! Our Sustain DuPage Protectors would love to do some restoration work over here! There are a lot of spring ephemerals barely hanging on!			x							
West Saint Charles Road	This area is a great place for the public to have access to the water. I like the strip of lawn along the rock access- but maybe the acres of lawn away from the water could be restored to prairie or savannah? Imagine fishing along the river and having prairie and woods behind you instead of lawn! It would give an immersive yet pleasant experience! Maybe we could leave about a 15 foot swath of mowed lawn along the river rocks and then restore the rest to prairie? Thanks for letting us provide input!									x	
Crescent Boulevard	This island is majority lawn. I like the idea of having park tables here with a small area kept mowed, but maybe the rest of the island could be restored to prairie? This is prime riparian habitat and it could easily be maintained with annual burns (water on all sides, away from all property, could essentially be burned any day of the year). It would also provide a more immersive experience, (this is one of the only places at the site where you can look in a given direction and only see nature and no human intervention!) It would be more beautiful for kayakers as well!									x	

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Saint Charles Road	I've been *told* this is a Historical Marker on the national registry of historic places- the first Log Cabin in our area. There is a giant boulder commemorating the space. Unfortunately, St. Charles Road has a level of service of 18,000+ cars a day (four lanes). There is no pulloff or path/stairs to access the memorial. It could be such a cool place to connect to the story of our place if it was altered to be accessible! Maybe a 1-car sized pulloff on the shoulder? A neighbor who's lived a few doors down from the monument told me he's always wondered what it was (he's lived there for 10+ years). Thanks for letting us provide						x				
Veterans Memorial Tollway	East Branch DuPage River Trail - BUILD IT! Thank you!		x								
Hill Avenue	This map is cool. Could you kindly link the Prairie Path and the Great Western here? There is a big tunnel that goes under the metra tracks here. Then move the fence a little around the Glenbard Waste Water facility and BOOM you are done!		x								
Willow Creek Drive	Kids use this crossing and Woodside Drive Crossing to get to the trail on the south side en route to the pool and Reed Kepplar Park. It is not marked well enough to warn motorists/not safe enough.		x	x							
Woodside Drive	Kids from two subdivisions use this crossing and the crossing at Willow Creek Drive to get to the trail on the south side en route to the pool and Reed Kepplar Park. It is not marked well enough to warn motorists/not safe enough.		x	x							
High Lake Road	Alternate bicycle route needed. Blind hills and two lanes with narrow shoulder, and curve to Prince Crossing Road make Highlake treacherous.		x								
Manchester Road	Bicycle route on Manchester is unsafe during rush hour for commuters to/from train or pedestrian bridge at fairgrounds.		x								
Beecher Avenue	trail from bridge ends. Connections east and west?		x	x							
County Farm Road	Unsafe crossing		x	x							
East Ogden Avenue	heavily congested intersection				x		x				
Ogden Ave & Finley Rd/Belmont Rd	Traffic congestion is heavy in morning and evening. This is the only route over I-88 and I-355 for miles. Improve intersection.						x				
West Roosevelt Road	NB morning traffic is extremely congested. Intersection is very dangerous for pedestrian movements.			x			x				
IL 59 at Gary's Mill Road	Dangerous turns from Garys Mill Road to SB IL 59				x		x				
West 75th Street	Suggest EB and WB right turn lanes in addition to the newly lengthened left turn lanes						x				
S Bloomingdale Road	Lack of center turn lanes for several smaller cross streets creates traffic back ups and increases the risk of rear-end collisions along Bloomingdale Road throughout Glendale						x				

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Highway 53	Route 53 needs to be widened to 4 lanes from Butterfield Road on the south end to North Avenue on the north end. Not 5 lanes, not 3 lanes - but 4 lanes!						x				
Highway 53	Northbound and Southbound Route 53 at the Butterfield (IL-56) needs a right turn lane. Nominally, make the right lane a "Right Turn Only" lane at the intersection.						x				
Yackley/Burlington	Difficult crossing for all forms of transit. Traffic from the south isn't visible because of the crest of the bridge. There should be a refuge island at midpoint. Ideally a pedestrian.bicyclist activated flasher system.		x	x							
Southport Avenue	This location sees satellite parking for the Lisle commuter station. There is only a pedestrian crossing sign which at light is not very visible. It would be good to have a pedestrian activated flasher system at this cross-over point.			x							
Corporatum Office Campus Heliport	The Lisle Bike Ped committee is actively pursuing better connectivity to the Arboretum. In our recent meeting with the mayor, he supports access from downtown Lisle (commuter station with a bike rental kiosk possible) and a traverse along side streets with a bridge over Warren boulevard in the future. More current is a north access from Butterfield along route 53 right of way. The latter appears already to be in the works. Stay tuned!		x	x							
Roosevelt Road	Intersection of Roosevelt and Shaffner has many crashes, turns off and on to Shaffer are often precarious and nearly impossible with traffic backups during rush hour. Please consider safety and traffic improvements to this intersection.				x		x				
North Aurora Road	Heading east on N. Aurora the lanes merge to go under the train truss. Immediately before, there needs to be a left turn lane to turn into the Ice Skating Rink. Too many times cars are merging and then slam on brakes because a car stops to turn left. Often happens during evening rush. There is currently a makeshift gravel easement where people try to go around the turning vehicle.				x		x				
Dwight D. Eisenhower Expressway	This interchange between 290 and 294 using Lake Avenue is in need of a complete redesign. Traffic from WB 290 merging onto Lake Ave. gets slowed down by heavy traffic on Lake merging onto the NB I-294 ramp, and the Lake Street ramp from 290 regularly backs up extensively. Besides the traffic issue, the merge can be very dangerous at times.				x		x				

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Chicago - Kansas City Expressway	Need better access to/from the North for the Tri-State at Roosevelt Road. Currently, going north from the Roosevelt/294 area involves travel on local roads through Elmhurst and Berkeley; adding travel time and congestion on these local streets (as well as the very congested piece of I-290 between St. Charles Rd. and North Avenue), and the same is true for accessing Roosevelt from the southbound Tri-State. Roosevelt has direct access to and from the Tri-State to the south, so a full interchange would greatly improve access for those of us who live in this area.				x		x	x		x	
South Blanchard Street	Street parking needs to be eliminated on Blanchard. It's become a fairly traveled thoroughfare, and not just during commute times, and with the winding road and hills, it's dangerous to attempt to pass a parked car only to find yourself staring at an oncoming car. Parked cars reduce the visibility, especially when parked in the curve of these				x		x		x		
Roosevelt Rd & Blanchard St	I agree with everything Aaron says here. I travel Blanchard daily on my commute to work and the traffic pattern, no turning arrow, and length of wait for a green light are very problematic (heading N/S on Blanchard). Consider a lagging turn arrow or alternating green lights.		x	x	x		x				
Roosevelt Road	More sidewalks or bike paths needed to connect local residents with businesses along Roosevelt. Thousands of residents live within a mile, yet drive to shop because there aren't safe active transportation options.	x	x	x	x		x				
Danada Square West	More sidewalks or bike paths needed to connect local residents with businesses in Danada Square. Thousands of residents live within a mile, yet drive to shop because there aren't safe active transportation options.		x	x	x		x				
Sunnybrook Road	We need more north-south bicycle and pedestrian trails. Please fund and construct the East Branch Dupage River Trail to connect the Great Western Trail and Morton Arboretum.		x	x							
West Saint Charles Road	St Charles from Swift to Rt 53 needs to be replaced. But use a different contractor than whoever did Geneva. Those man hole covers were not recessed well.						x				
Corporetum Office Campus	Biking to/from the arboretum from glen ellyn or Lisle is not safe due to a lack of connectivity.		x								
Belmont Road	In the morning rush hour, the backup on Maple for westbound traffic turning north on Belmont is extreme - sometimes 4+ traffic cycles. Turn lanes or better intersection management is needed.						x				
Maple/Brookbank	Add a bike lane on Maple east of Dunham. The through traffic is slower after the Maple/55 split, and there are a number of commuters who use this path to get to the Metra Station. Bike lanes downtown would be helpful as well.		x								

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
55th Street	The sidewalks are narrow, not in good repair in some locations, and have vegetation growing on them causing an obstacle for pedestrian traffic. I'm worried about tripping on something and falling into the street!		x	x	x						
Buena Vista Drive	We need parking, that is covered and connected to all train stations. We need much more frequent train times, on weekends, the train is every TWO hours. People like to take the train, but the parking has 5 year waitlists, houses that are walkable to the train are 25% more expensive. Increased train parking would take the highest number of cars off the road. We need an anti-idling ordinance. Stop by any school in Dupage and watch a pick up. Now imagine the amount of pollution each child is inhaling upon entering or exiting a school due to 1000s of moms in SUVs idling.						x				x
Great Western Trail	improve the Great Western County Farm crossing. Add safety island		x		x						
Thorndale Avenue	extend Elgin O'Hare Bikeway along Thorndale Ave into O'Hare Airport Bike facilities. Connect to future terminal and or mass transit Western access.		x		x						x
Nordic Road	Build shoulder Swift/Nordic/Bloomingtondale Roads from Lake Street to Lombard Road.		x		x		x				
Swift/Hilton Dr./Stone	build protected bike lane on Swift Road: Lake Street to North Ave (Great Western trail).		x		x						
West Lake Street	build side path south side of Lake Street Medinah Rd to Swift Road		x		x						
Smith Road	build bike lanes or shoulders on Smith Road		x		x						
Army Trail Road	Build bike lane or shoulder on Army Trail Road.		x		x						
Munger Road	widen legs of intersection and clear line of sights in all directions.		x		x						
Illinois 59	install bike sensor for traffic light at Smith & IL59		x								
Stearns Road	resurface road		x				x				
South Bartlett Road	install countdown timers on trail crossings that begin just before signal turns green. sign all cars to stop before trail crossing on red before proceeding on right turn.		x	x	x						
East Schick Road	rebuild South Bartlett Road shoulder from where southbound lane splits into two turn lanes at Schick so that bicyclist can get to intersection without having to weave into lane. Install count down timers both sides of trail crossing.		x	x	x		x				
West Stearns Road	extend two way side path north side of Stearns from Lynnfield lane to Munger Road in phase 1. Extend side path from Munger road to State park in phase 2. Utilize Munger cross walk and signal between phases.		x		x						
757 DuPage Blvd Post Office	Post Office needs a bicycle rack		x								
Rodenburg Road	Not sure if it's on the Cook or DuPage side, but this road has flooded before north of the tracks. If it could be built up more or something done to prevent flooding.				x						

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Illinois Route 390	It might eliminate some traffic issues if the end of WB 390 has the option to continue under Lake and empty directly onto County Farm Road SB. This would bypass a lot of the excess turns left onto Lake, right onto Greenbrook, and then left onto County Farm Road. This could also eliminate some of the Greenbrook NB backups if there were a way County Farm NB has a connection onto WB 390—much like Gary does.						x				
West Lake Street	There's a sizeable bump in the road here going WB. It's most notable coming from the 355 offramp.						x				
Lake Street	I agree that there's an issue here where people are zooming and cutting into the single line to get onto NB 355 from EB 20. Not sure about the suggestion for a fix, but agree about the				x		x				
Greenbrook Boulevard	There are two left turn lanes on Greenbrook that empty WB onto Lake. The far left turn lane is great for those not exiting onto 390, but the inner turn lane fills up and often blocks people from entering the far left lane.						x				
Lake Street	When turning left into this plaza (from going EB from Lake) is too steep causing cars to bottom out if not going slow enough.				x		x				
Kingery Highway	In this area where northbound Rt. 83 narrows to two lanes from three then reopens into a left turn lane to 75th Street, it is heavily congested and sometimes dangerous. People either don't realize that the lane ends, thinking it turns into a left turn lane at 75th Street, or they try to get in front of cars in the center lane.				x		x				
64 & 59	The LT signal for EB 64 onto NB 59 is too short. Lucky if 3 cars get through each cycle, pretty much regardless of time of day.						x				
Fairview/59th	Need safer intersection for pedestrians and bicyclists. There are no buses for O'Neill middle school kids who live on the east side of Fairview ave who are trying to cross Fairview. There's a hill south of this intersection with cars barreling down at 40-45mph right before the intersection.		x	x	x		x				
55th Street	Need left turn lights in all directions, especially going West on 55th turning into Fairview South. There's a hill on 55th and is hard to see incoming traffic.						x				
Kingery Highway	Very congested. Widening 83 along this section would ease congestion.						x				
North York Road	York Rd pavement condition is deteriorating rapidly. It can use new pavement and improved drainage at Beeline Rd intersection.						x				
Rte. 83/Foster	Add a NB to EB turn lane. Widen Foster to accommodate for the turn lane.						x				
Spruce Avenue	Restrict semi trucks coming from IL-83 to IL-19. Designate the truck route to be via Foster/York Rd/IL-19.						x				

DuPage Connects Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Brookwood Street	Restrict semi trucks coming from IL-83 to IL-19. Designate the truck route to be via Foster/York Rd/IL-19.						x				
Lake Street	Is it possible to add a LT lane/Ramp from EB Lake St to 355NB? It can alleviate traffic backups wanting to get onto 355N from a single RT lane.						x				
Schick Road/Bloomington Rd	LT lane from EB to NB can be extended to provide more stacking room.						x				
East Schick Road	Intersection will be better served with a designated RT turn lane from WB to NB and SB to						x				
Stearns Road	Intersection needs widening and turn lanes.						x				
Munger Road	Munger Rd (Army Trail to Smith) needs to be repaired and widened.						x				
Illinois Prairie Path - Elgin Branch	Smith Road (Powis to Army Trail) needs a standalone bike path for the safety of bicyclists. It is too narrow of a road. The road can also be widened to provide bike lanes in either direction.		x		x		x				
West Army Trail Road	Intersection needs widening and turn lanes. LT on green only is causing traffic backups in all directions						x				
Gary Ave & Army Trail Rd	WB Army Trail to SB Gary turn signal is way too long. It is understandable during rush hours but outside of that the LT signal timing should be reduced to allow more EB traffic on Army Trail to pass through.						x				
Army Trail Rd & Skylark Dr/ Schmale Rd	WB Army Trail to SB Schmale, vehicles continue to make left turns (after LT signal expires) even after the EB Army Trail turns Green						x				
Gary Ave & Army Trail Rd	Optimize signal timing from Gary/Army Trail to Army Trail/Schmale intersection. Video traffic detection doesn't seem to recognize cars are not present on side streets and the light turns red on Army Trail causing backups. It is very congested during weekends.						x				
Roosevelt Rd & Blanchard St	The light at the intersection of S Blanchard St and Roosevelt Rd/38 does not have a turn signal to turn left on either side. It's one of the few highly travelled roads without that feature, and it causes traffic to back-up. It doesn't back-up as bad as Naperville Rd/Roosevelt intersection, but it does have a lot more bicycle & pedestrian foot traffic due to a bus stop and a high level of refugees living on that corner. The number of near accidents I've personally seen there is astounding, and some of those include nearly hitting pedestrians because people are trying to go around other cars who are unable to turn left at the light. It's a short light paired with a long wait, which gives people reason to rush through it. I strongly urge efforts to change the pattern there allowing a left turn lane and a		x	x	x		x				
Maple Avenue	Eastbound Maple Ave. needs a right-turn only lane.						x				
Belmont Road	Right-turn only lanes should be added here.						x				
Hobson Road	Need longer left turn lane for southbound Rt. 53 traffic turning east onto Hobson Rd.						x				

DuPage Connects

Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
75th Street	No easy way for bicycles and pedestrians to cross, no shoulders to ride/walk on. Need much longer left turn lanes for traffic entering 75th St.		x	x	x		x				
Warrenville/Winfield	Need right-turn lanes for traffic on Warrenville Rd. to enter Winfield Rd.						x				
Walter Payton Memorial	intersection needs a stoplight				x		x				
Clarendon Hills Road	Bike travel in the bike lanes needs to be enforced.		x								
Kingery Highway	This section of Kingery Highway is a speedway in the 5:30-6:30 am hour.				x						
Kingery Highway	Route 83 South: Traffic merging from 294 into 83s is quite dangerous. Fast moving traffic, lack of lighting & space, and plus 83 traffic trying to get to the 294 on ramp. Inexperienced drivers get very confused here and makes for dangerous situations.						x				
Hobson Road	Westbound - dangerous down slow during slippery conditions for fast moving traffic. Need flashing warning sign encouraging people to slow down.						x				
Kingery Highway	route 83 SOUTH from 31st St to 55th st. This is always congested during afternoon rush hour. Not enough paths to bypass train tracks in N-S corridors for streets like Cass ave, Fairview, or Main st.						x				
63rd Street	This is always a bottleneck during commute times.						x				
North Grace Street	There is a crosswalk for pedestrians going N-S across North Ave although I have been almost hit several times by vehicles turning east onto North Ave from Grace St. There is no crosswalk from the NE corner of North Ave going across Grace to the NW corner.		x	x	x						
West Roosevelt Road	This light is a continual headache for anyone going eastbound on Roosevelt. It backs up during high traffic times taking upwards of 17 minutes to get past.						x				
Busse Road	Railroad crossing is rough and traffic in all three lanes almost stops to cross at a safe speed.						x				
Villa Avenue	Railroad crossing is very rough						x				
Villa Avenue	Southbound busses turning into bus parking lot do not use the middle turn lane. Thus partially or fully blocking traffic as they wait to turn,						x				
Creeside Street	Salt trail has no sidewalk in this area.			x							
Villa Avenue	Traffic does not like to stop for pedestrian crossing on Salt Trail			x							
Kingery Highway	Right turn lane, light will turn fully from green to red before the right turn arrow turns green. This is unnecessary and causes busy traffic to stop.						x				
East Higgins Road	Right turn lane will have dedicated lane after turn. Why then are we required to stop at all?						x				
West North Avenue	Many westbound drivers will attempt illegal u-turn. They may not know where or how to properly turn eastbound to access businesses south side of						x				
West North Avenue	Businesses are not accessible to westbound traffic. Some drivers will attempt illegal left turn or drive across the median to get into or out of businesses.						x				

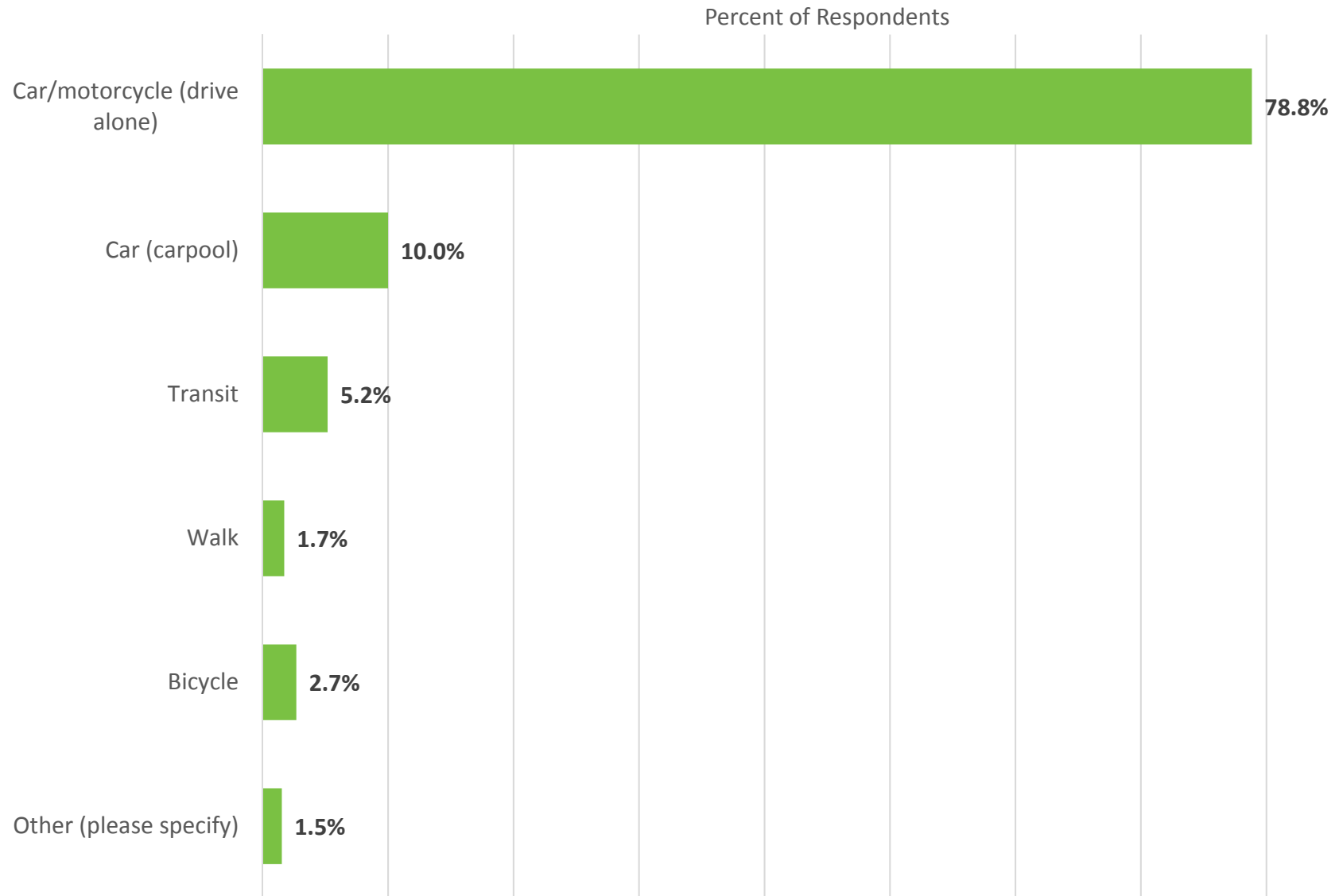
DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
West North Avenue	Super busy intersection. Even after the light turns green, one must wait for an additional 15-20 cars to turn left before proceeding through						x				
Kingery Highway	The right turn lane is too short. Many people drive illegally on the shoulder or cut through parking lot						x				
Kress Road	Railroad crossing near this point takes too long. Once, I waited 45 minutes for a freight in one direction, then a freight in the other direction.						x				

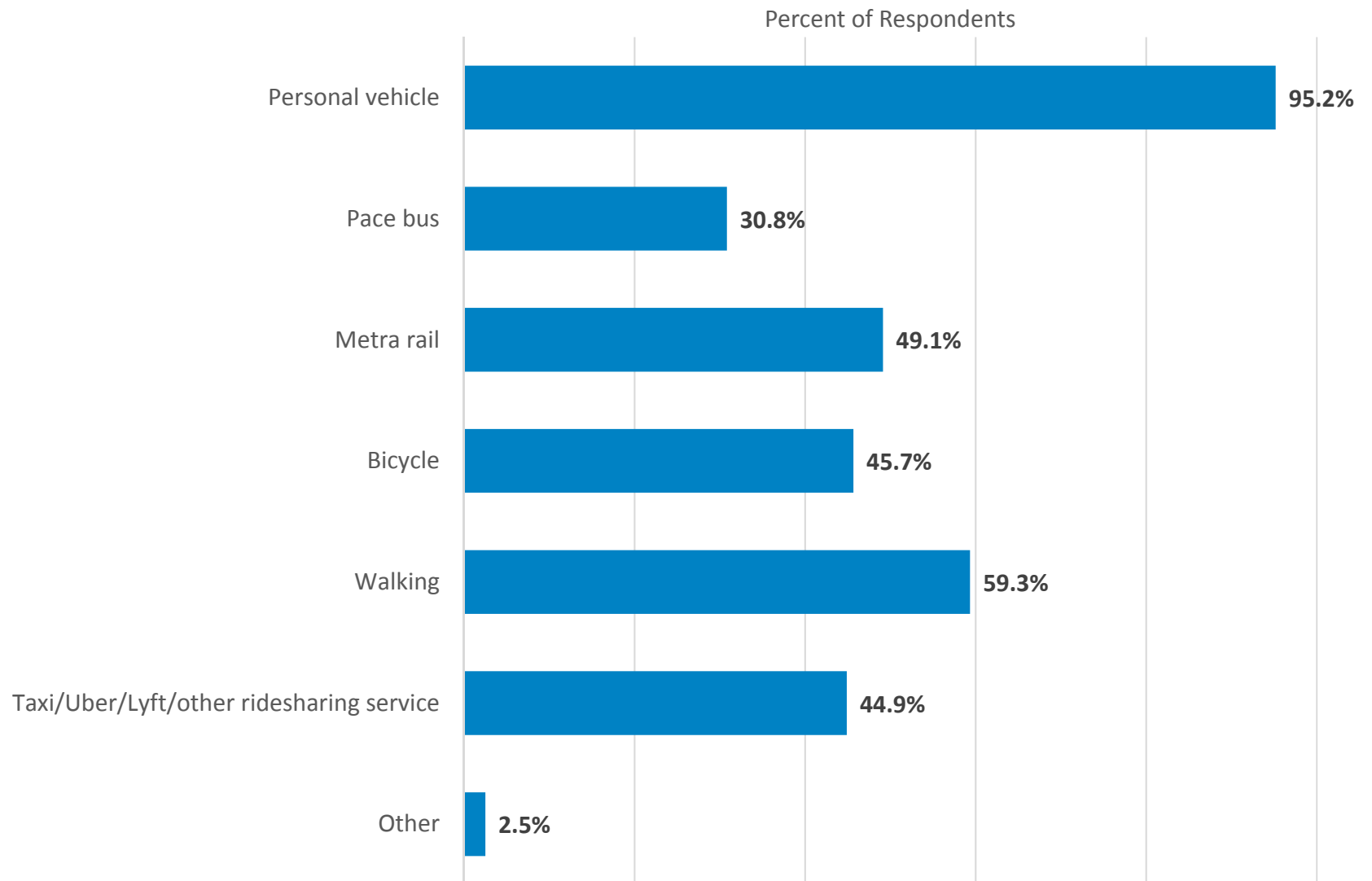


DuPage County LRTP Survey Summary Charts

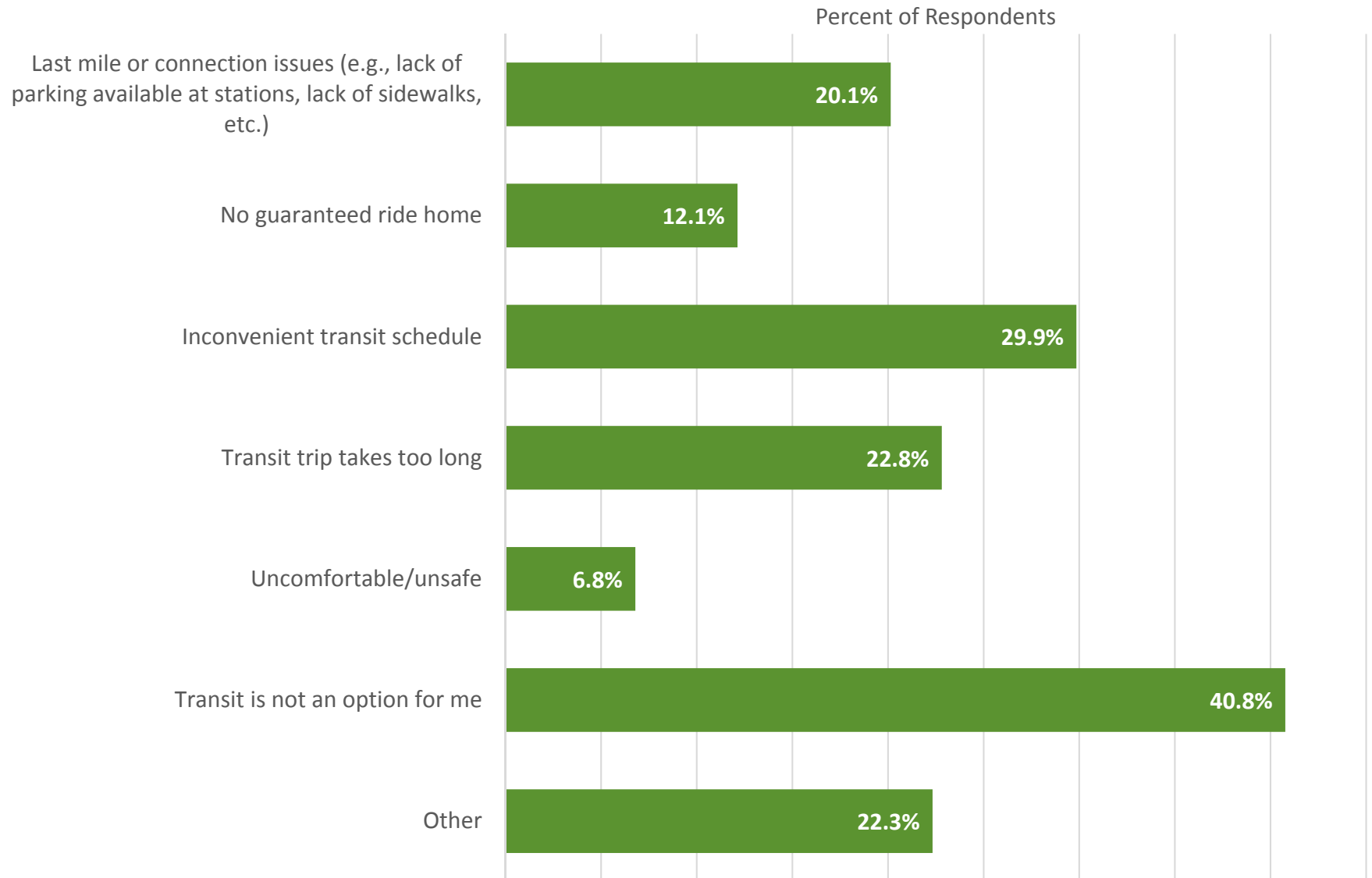
What is the mode of transportation you use most often?



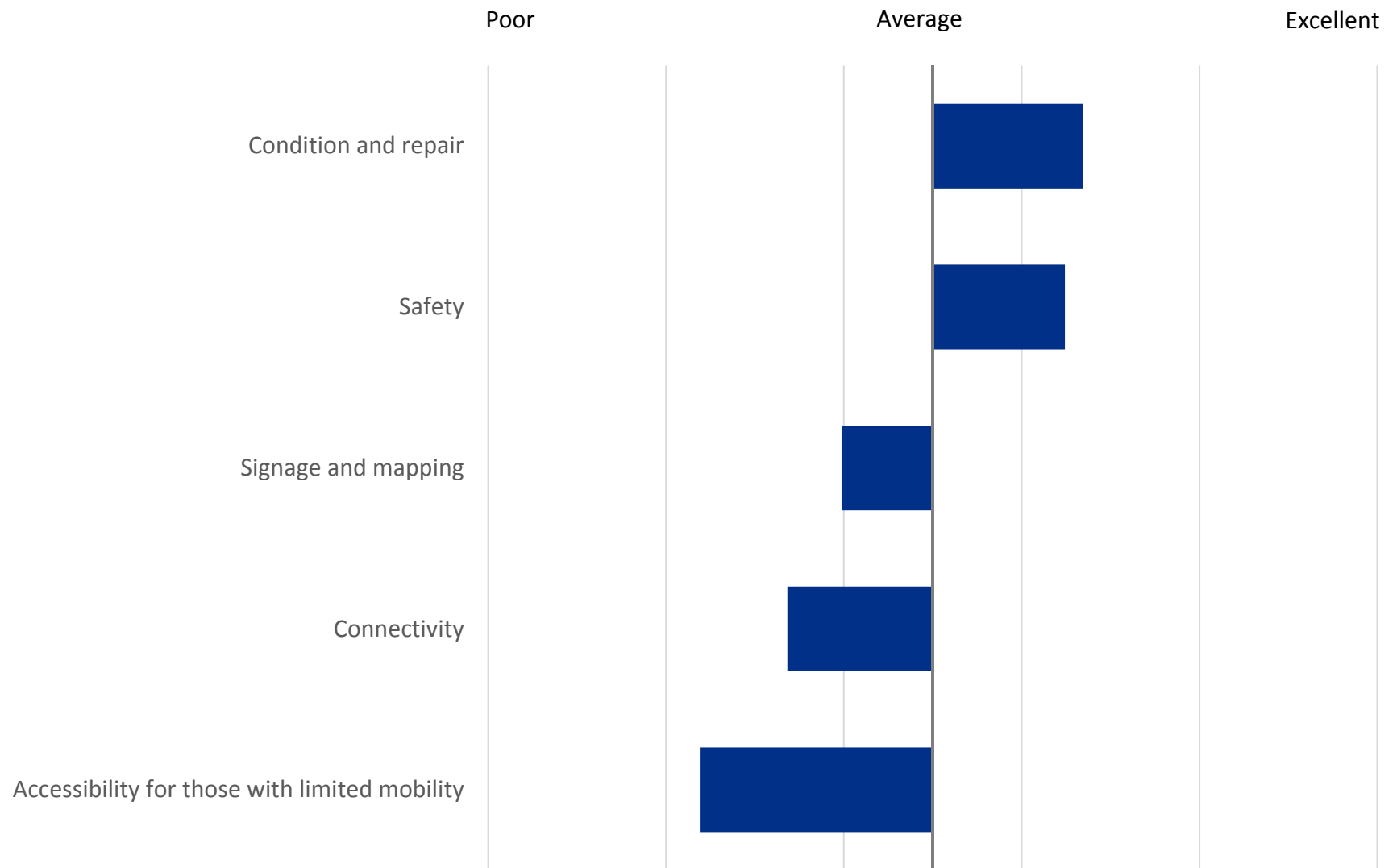
What modes of transportation are available to you on a typical weekday?
Check all that apply.



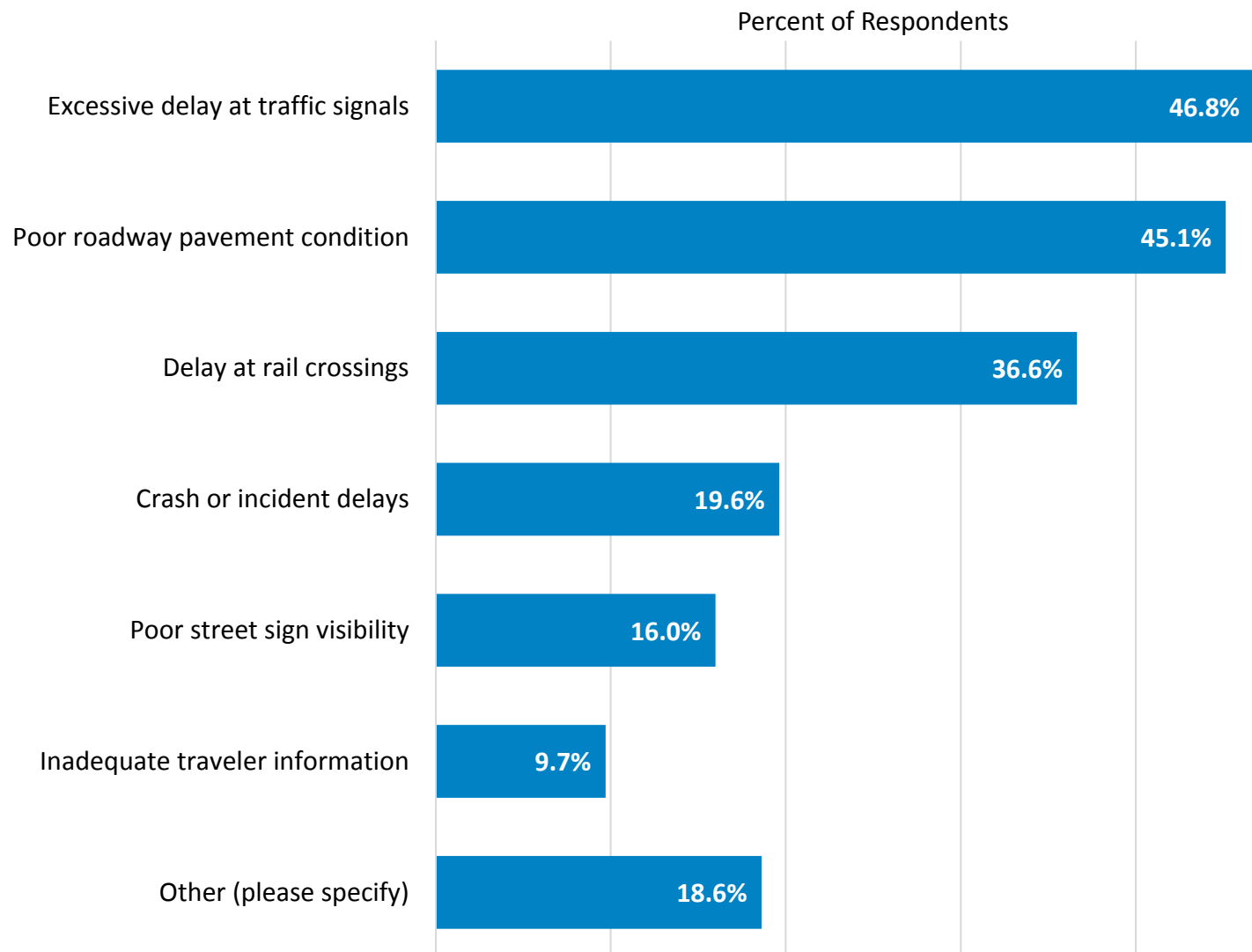
If transit is an option for your commute and you do not use transit, why not?
Check all that apply.



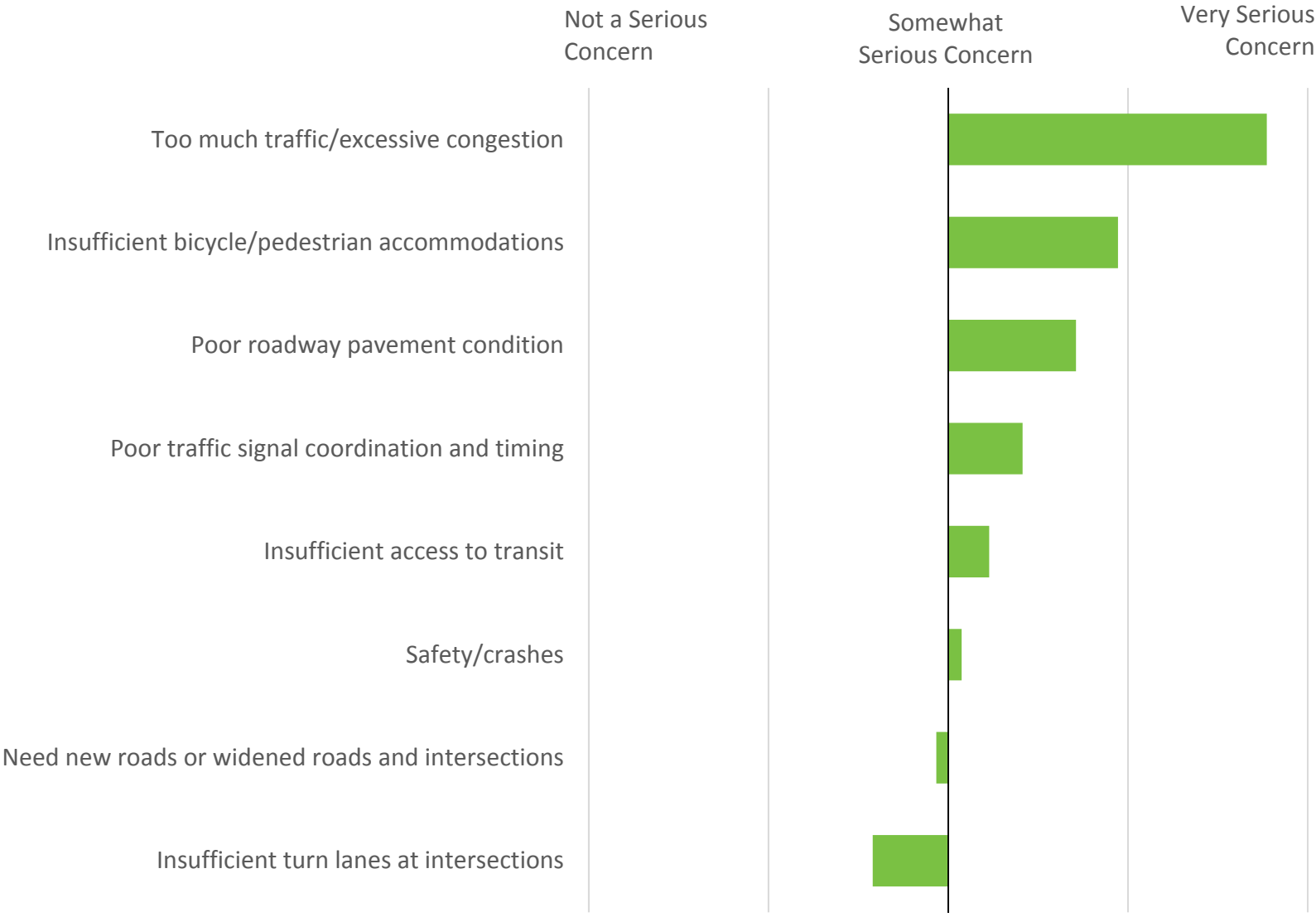
If you use sidewalks, bike paths, or trails for commuting or recreation, how do you rate each aspect of this infrastructure within DuPage County?



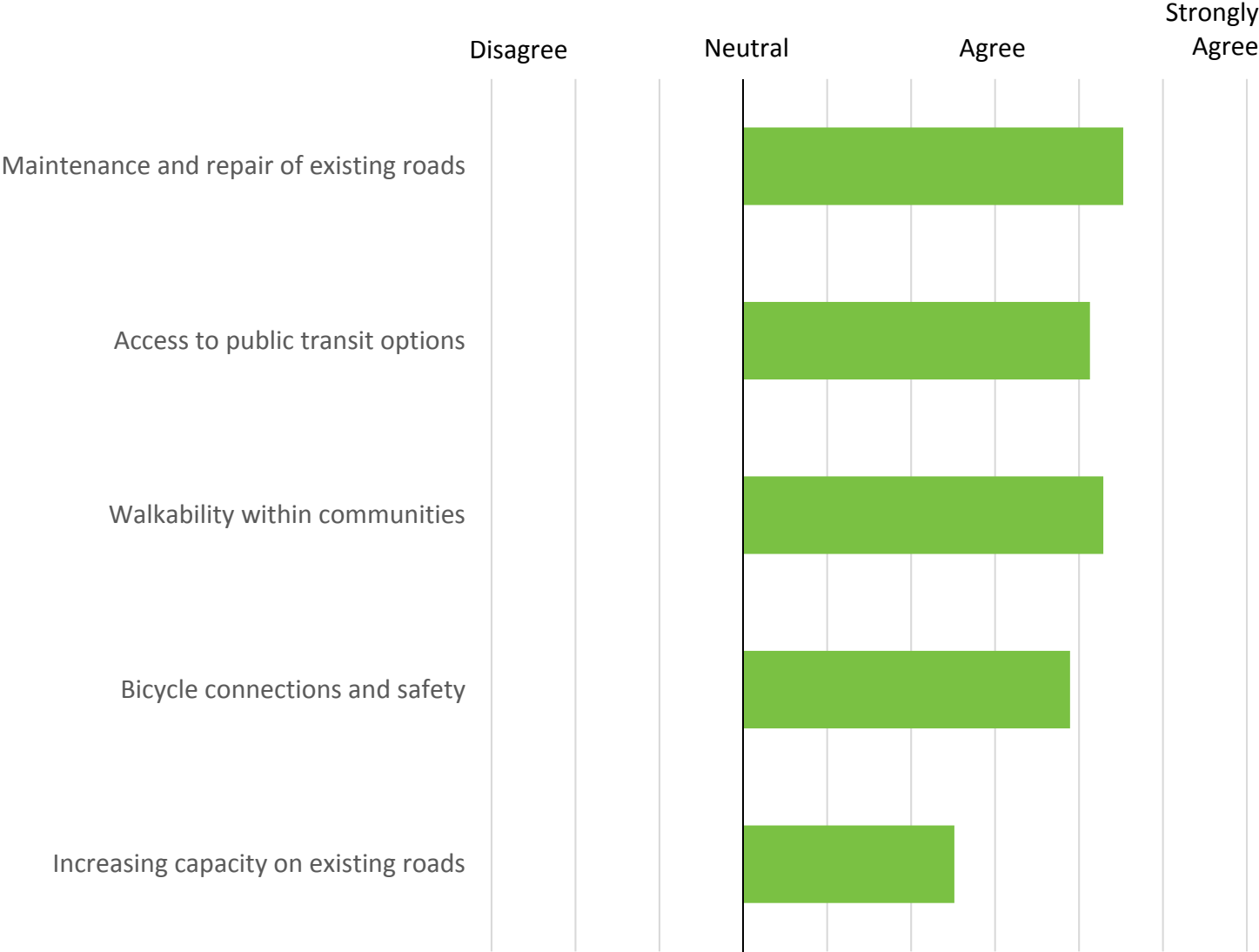
What issues do you commonly experience in your commute or daily travels?
Check all that apply.



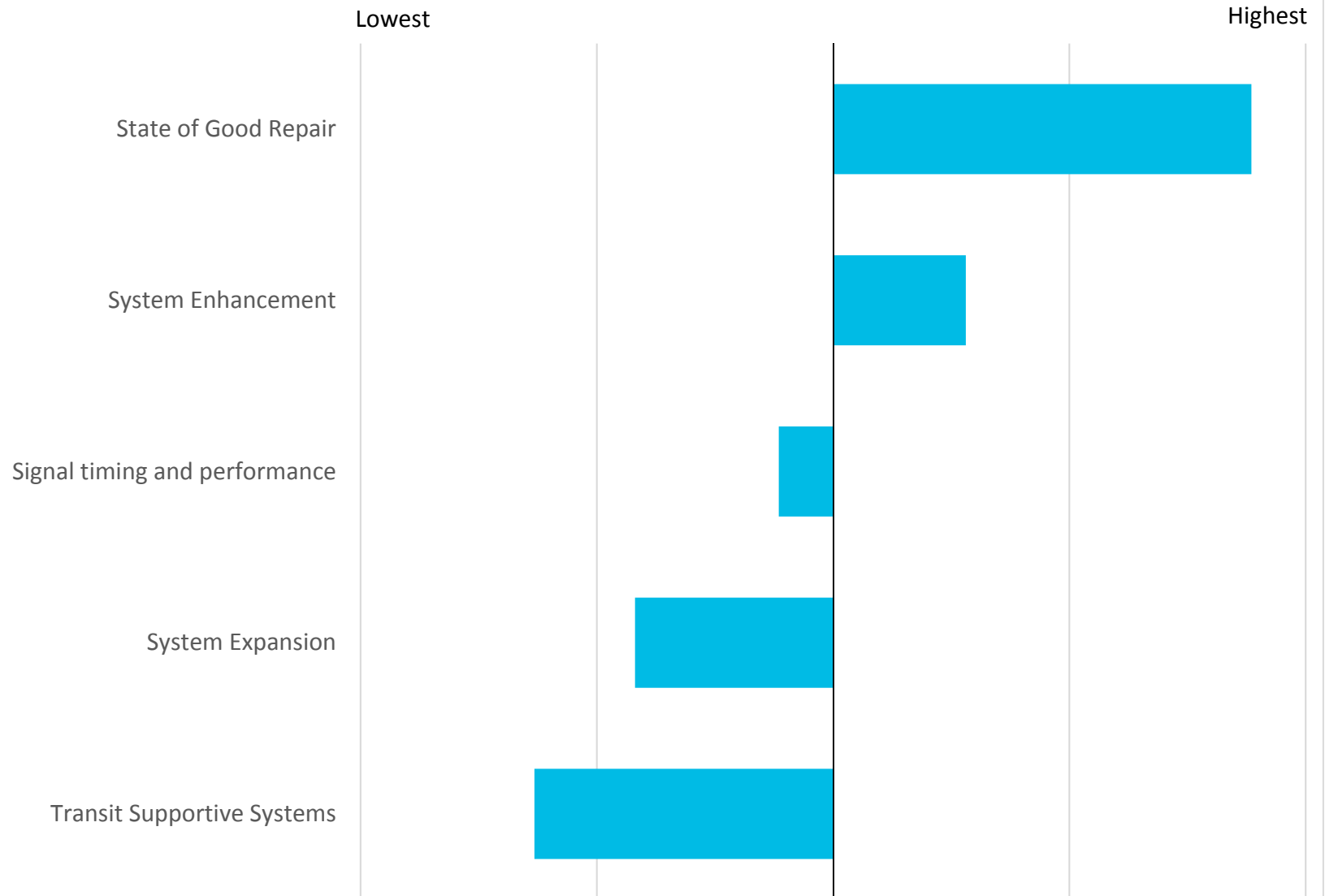
Common transportation issues are listed below. Please indicate your degree of concern about each item.



Considering current transportation conditions, DuPage County should place more emphasis on:



What are your funding priorities for the County DOT? Rank the following from 1 (Highest) to 5 (Lowest). Can not use the same number twice.



What is your gender?

Male	223	49.4%
Female	223	49.4%
Other	6	1.3%
Responses	451	

Please estimate your total household income from the previous year:

Less than \$24,999	23	5.4%
\$25,000 to \$49,000	28	6.5%
\$50,000 to 74,999	59	13.8%
\$75,000 to \$99,999	71	16.6%
\$100,000 to \$150,000	132	30.8%
\$150,000 to \$199,999	61	14.3%
\$200,000 to \$249,999	26	6.1%
\$250,000 or more	29	6.8%
Responses	428	

Do you live or work in DuPage County?

Live	194	42.4%
Work	24	5.2%
Both	228	49.8%
Neither	13	2.8%
Responses	458	

What is your age?

16-25	15	3.4%
26-30	16	3.6%
31-50	162	36.3%
51-65	164	36.8%
66-75	73	16.4%
76 and older	17	3.8%
Responses	446	



**DuPage County LRTP Public Meeting #1
February 6, 2018**

Submitted Comment Forms and Attendance Sheets Attached





February, 2018
Open House Meeting
Comment Form



Date: 2-15-2018 Location: Cobbles Park District

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

This meeting is designed for improving the roads.
We are interested in a bus that would pick us up at home and return us. It is very hard at the age of 82 to walk to Lake Street and catch the bus to do things in town. A prescheduled route would be nice. Many years ago we had the Pace bus that did exactly what I am looking for now. What we have now is costly and perhaps we could fit this service into the budget.

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____ E-Mail Address _____

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2-15-18

Location: Park District

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

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From information that was given on Tues
2-13, I thought it was to help with
getting around.
What I need is help getting to appointments.

(Optional, Please Print)

Name /Affiliation Resident - J. Burson

Address 4N441 3rd Ave

City/State Addison Zip Code 60101

Phone No. _____ E-Mail Address _____



February, 2018
Open House Meeting
Comment Form



Date: 2/15/18

Location: Addison Park Dist.

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

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We are disappointed that this meeting did not address public transportation for seniors. At one time Addison Township did have bus service, but we want it reinstated. Times have changed - there are more seniors who need bus service.

(Optional, Please Print)

Name /Affiliation Donna DiCristofaro

Address 1139 N. Anvil Ct.

City/State Addison

Zip Code 60101

Phone No. 630 628 0075

E-Mail Address adicristofaro@yahoo.com

DuPage Connects Long Range Transportation Plan

Location: Addison

Date: 2/15/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Donna Di Cristofaro	Resident	1139 N. Anvil Ct.	630 628 0075	adicristofaro@yahoo.com
LORI PROCTOR	"	^{Addison} 909 E. BABCOCK AVE	630-832-2077	
Sally Nosek	"	918 Sunrise Addison	630-832-0379	
Michael H Dred	ILDE Local 150	907 S Gables Wheaton	630 646 2273	mdred@loeml150.org
Kathy Brejcha	Resident	1210 N. Foxdale Unit 213	630-250-1270	kbrejcha@gmail.com
Carmen Farina	Resident	602 Willow St	630-628-0918	cfarinatrees@aol.com
Eddie Choi	Resident	2512 Northwood Ave, Lisle	630-862-8138	eunseok22@gmail.com
Jim Kladder	Resident	31 E. Grove St #304 Lombard	630-526-7007	TSKLADDER@YAHOO.COM
Will Gillespie	RTA	175 W. Jackson, Blvd #1650	312-913-3233	gillespie@rtachicago.org
PAUL DEMICHELE	ELGIN OFFICE LMC	17 W 275 RODECK	630-279-6528	NONE
SUE MARTELOTTA	RESIDENT/NEDSRA	215 E. HIGHLAND AVE VILLA PARK 60181	630-212-3584	smartellotta2@gmail.com
Kristen Chereso	NEDSRA	1770 W. Centennial Place Addison, IL 60101	847-858-6700	kchereso@NEDSRA.org

DuPage Connects Long Range Transportation Plan

Location: Addison

Date: 2/15/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Jannine Burian	Resident	4W441 3rd Ave	630-543-2629	
ROSEMARY KASPER	RESIDENT	563 GREENRIDGE ST.	630-628-1619	
Sarah Blair	RTA	175 W. JACKSON BLVD, Chicago, IL	(312) 913-3107	blairs@rtachicago.org
GEORGE ANTOS	LOCAL 150 I.UOE	6200 SOLIST RD COUNTRYSIDE	630-651-0171	GANTOS@LOCAL150.ORG
Mary Ann Larson	Resident	239 N Mill Rd	630 (302) 8529	
CHARLENE ENGLISH	245 N. MILL RD. 2C ADDISON	107 245 N. MILL RD 2C ADD.	630-439-6822	OLDENGLISH1000@YAHOO.COM
Sheila M Sullivan	107 N. Mill Rd	107 N. Natomas apt 1N Addison	630 559-6499	
John Berley	Village of Addison	1 Friendship Plaza	630-623-7532	
TED SELEPA	RESIDENT	432 So PRINCETON, ITASCA IL	630/347-5773	
Rosalie Scrivo	Catholic Charities DOT	3130 Finley Rd - Ste 520 Downers Grove 60515	630/495-8008	Rscrivo@cc-doj.org
Patrick Knapp	Village of Schaumburg	101 Schaumburg Ct Schaumburg IL 60193	847.923.3856	pknapp@schaumburg.com
JOHN FORTMANN	TRANSYSTEMS	1475 E. WOODFIELD ROAD SCHAUMBURG IL 60173	847-407-6225	jafortmann@transystems.com

DuPage Connects Long Range Transportation Plan

Location: Addison

Date: 2/15/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Tom Dacy	SPECIAL NEEDS TRANSPORTATION		630-460-8226	Tom@SpecialNeedsChicago.org
J. PIENKOS				JPIENKOS@SBCGLOBAL.NET
Jill Sagi	resident	104 W ELM Roselle IL 60172		clever_woman817@yahoo.com
Lucila Zuechero	Addison			
Deb Mitchem	Glendale Heights			
Francis Thomas	Glendale Heights			
Patrick Hoberg	Glendale Heights			
Mindy Diaz	Glendale Heights			
Katny Zulis	Glendale Heights			
Debbie DeChini	St. Charles			
Robert Stare	Roselle			
PRUDY WIDAK	GLEN ELLYN	448 RAINTREE CT. #3J	630-790-1897	pramwib@gmail.com

DuPage Connects Long Range Transportation Plan

Location: Addison

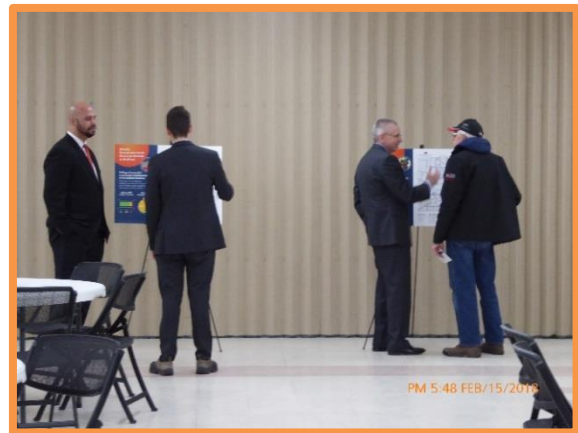
Date: 2/15/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Brian Dodge		275 W North Ave, Elmhurst		brian.t.dodge@gmail.com
Tristan Wilson		467 N Grace, Lombard	913-669-1634	tristan.wilson@gmail.com
Kathleen DeArmas		216 N. Baynard, Addison	773-807-5924	Kniemie3@gmail.com

**DuPage County LRTP Public Meeting #2
February 15, 2018**

Submitted Comment Forms and Attendance Sheets Attached





February, 2018
Open House Meeting
Comment Form



Date: 2-15-2018 Location: Cobbles Park District

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(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____ E-Mail Address _____

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February, 2018
Open House Meeting
Comment Form



Date: 2-15-18

Location: Park District

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City/State Addison Zip Code 60101

Phone No. _____ E-Mail Address _____

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February, 2018
Open House Meeting
Comment Form



Date: 2/15/18

Location: Addison Park Dist.

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(Optional, Please Print)

Name /Affiliation Donna DiCristofaro

Address 1139 N. Anvil Ct.

City/State Addison

Zip Code 60101

Phone No. 630 628 0075

E-Mail Address adicristofaro@yahoo.com

DuPage Connects Long Range Transportation Plan

Location: Carol Stream

Date: 2/20/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Bob Griffin	Ray GRANT ASSOCIATES	901 WARRENVILLE ROAD Lisle IL		
Patrick McCuskey	Wheaton resident	105 E Prairie Ave Wheaton IL	815 793 0058	mccuskey.p@gmail.com
James Knudsen	Village of Carol Stream	505 E. North Ave. Carol Stream, IL 60188	(630) 871-6220	jknudsen@carolstream.org
Tom Teune	Wheaton	2009 Sherwood Pl	630-668-1404	tomteune@hotmail.com
TOM RICKERT	KANE COUNTY	41 WOLF BURLINGTON ROAD ST. CHARLES, IL 60175	630-584-1170	rickerttom@co.kane.il.us
MARYANNE SIOSON	DUPAGE CO DOT	421 N. COUNTY FARM RD WHEATON, IL	630-407-6908	maryanne.sioson@dupageco.org
JOHN GOETZ	DUPAGE RESIDENT	1424 SADDLENOBE PLACE BARTLETT IL	630-681-5910	JOHN GOETZ24@hotmail.com
Cyndi Holich	Carol Stream resident	200 Arrowhead Tr Carol Stream 60188	630-462-3855	cyndi.holich@hotmail.com
Jon Nelson	RESIDENT	1049 Baybrook Ln Carol Stream, IL	630-372-2081	jpnkenn@gmail.com
Don Bastian	Village of Carol Stream	505 E. North Avenue CS, IL 60188	630-871-6220	dbastian@carolstream.org
Mehul Patel	Village of Bensenville	717 E Jefferson St Bensenville, IL 60106	630 594 1196	mpatel@bensenville.il.us
Ryan Bigbie	Kane County DOT	41 WOLF BURLINGTON RD, ST. CHARLES, IL 60175	630 444 3143	bigbieryan@co.kane.il.us

DuPage Connects Long Range Transportation Plan

Location: Carol Stream

Date: 2/20/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Chris Rose	Pace	550 W. Algonquin Rd.	847-863-6108	Christine_Rose@pacebus.com
MAUREEN LAMPERIS	METROPOLITAN FAMILY SVCS	222 E WILLOW WHEATON IL 60187 DH	630-784-4878	LAMPERIM@METROFAMILY.ORG
Ann Kaufrinder	Case manager	Wheaton, IL	(630) 818-6051	
Lynn Collier	Parent of a disabled young adult	ON 667 Courtney Ln Winfield IL	630-337-4262	lynn.collier@sbcglobal.net
T. J. Moore	Hanover Park	2041 N. Lake St. Hanover Park IL 60133	630-623-5700	Tjmoore@hpi.org
Rod Craig	Mayor, Hanover Park	2041 N. Lake St.	630-823-5900	Rcraig@hpi.org
Scott Bering	City of Batavia	100 N. East Ave., Batavia IL	630-454-2700	SBURNING@CITYOFBATAVIA.IL
Terry Witt	Bike Walk Bartlett	471 S. Western Ave Bartlett 60103	630-837-4767	terry@spindocyclewerks.com
Pat Hannemann	TERRA Engineering	2811 Buckingham Dr. #109 Lisle, IL 60532	414-788-7038	phannemann@terraengineering.com
Bob Greene	City of Aurora Engineering	44 E. Downer Pl Aurora, IL 60507	630-251-3241	rgreene@aurora-il.org
FRED NAZAR	AMEZ FOSTER WHEELER	1 N 181 REDWING DRIVE, WHEATON IL 60188		
John Svalenka	Resident	415 Kenton Dr, Glen Ellyn, IL 60137	815-482-4709	jsvalenka@gmail.com

DuPage Connects Long Range Transportation Plan

Location: Carol Stream

Date: 2/20/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
MICHAEL BROUCH	ENGINEERING ENTERPRISES INC	19 RAVEN DRIVE AURORA, IL 60506	630-247-1901	MBROUCH@EEIWEB.COM
JOHN Texell MICK	B&W	8430 W Bryn Mawr CHICAGO IL 60631	312 505 1149	jmick@baxterwoodman.com
Andrey Drozd	none	328 Crestwood Dr, Roselle, IL	630-504-9926	andrey.m.drozd@gmail.com
Karl Wilson	J.A. Watts.	38. S. Ridge Ave Arlington H	847.636.4456	KWilson@jwincorporated.com
Terry Walloch	Globetrotters Eng Corp	739 HUNTER DR ROSELLE IL 60172	312-532-6704	tjwalloch@gmail.com
Sheryl Marky	DuPage County	421 Co Faw Rd.	630-407-6012	sheryl.marky@dupa.org
Ryan Smith	Strand Associates, Inc	6471 Clark Drive Woodridge, IL 60517	331-998-5519	ryan.smith@strand.com

**DuPage County LRTP Public Meeting #4
February 22, 2018**

Submitted Comment Forms and Attendance Sheets Attached





February, 2018
Open House Meeting
Comment Form



Date: 2/22/18 Location: D.G.

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

Very Informative. Easy to get
the information. Staff friendly
and engaging.
Thank you for preparing this
and keeping people in DuPage
informed

(Optional, Please Print)

Name /Affiliation Arlene Kendorski
Address 4921 Chase
City/State D.G. Zip Code 60515
Phone No. 630-258-3312 E-Mail Address a.kendorski@aol.com

☒ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form

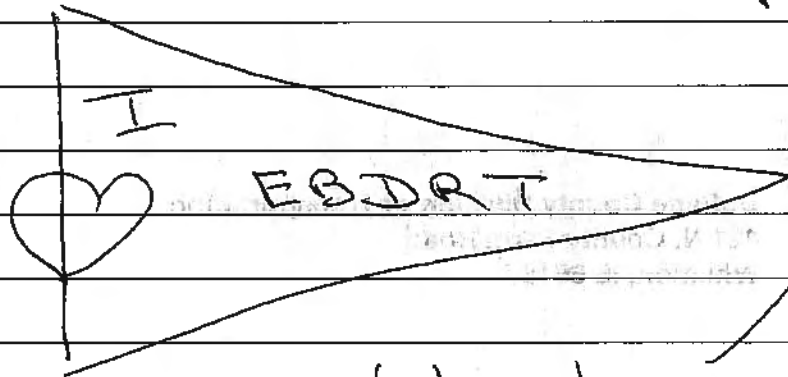


Date: 2-22-18 Location: Lincoln Center DCR

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

Build the East Branch
DuPage River
Trail



Please!!!

We have waited
long
& patiently

Build it NOW

(Optional, Please Print)

Name /Affiliation Sarah Allen
Address 822 Abbey Drive
City/State Glen Ellyn, IL Zip Code 60137
Phone No. 630-790-8231 E-Mail Address ridersnowdy@aol.com

☒ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2/22/18 Location: DL

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

NEED MORE BIKE TRAILS IN DUPAGE.
NEED MORE NORTH/SOUTH TRAILS!
NEED TO CONNECT EXISTING TRAILS.
NEED BETTER COORDINATION BETWEEN
JURISDICTIONS TO CONNECT TRAILS;
THE COUNTY SHOULD TAKE THE LEAD!

NEED TO BUILD THE EAST BLAICH
DUPAGE RIVER TRAIL N/S ACROSS
ENTIRE COUNTY!

(Optional, Please Print)

Name /Affiliation STEVE JOHNSON
Address 224391 STANTON RD
City/State CLARK COUNTY IL Zip Code 60137
Phone No. 630-958-4891 E-Mail Address STEVE@COPRSCO.COM

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2/19/18

Location: DOWNERS GROVE

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

PLEASE FINISH THE EAST BRANCH

DUPAGE RIVER TRAIL. CONSIDER CITIZEN
"FUNDRAISING" TO HELP OFFSET COST.

VERY IMPORTANT TO CONNECT MANY OF
OUR COUNTY TRAILS.

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____ E-Mail Address _____

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2-22-18 Location: DOWNERS GROVE

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

RESIDENTS OF Lisle WOODRIDGE
DOWNERS GROVE WESTMONT
CLARENDON HILLS HAVE NO SAFE
PASSAGE BY BICYCLE TO CROSS
TO THE NORTH SIDE OF
THE EAST WEST TOLLWAY

* MEMBERS OF ELMHURST BICYCLE CLUB
AND THE CHICAGO AREA TANDEM SOCIETY

(Optional, Please Print)

Name /Affiliation TOM & GENEVIE PRESTON ER * AND RATS *

Address _____

City/State WOODRIDGE Zip Code _____

Phone No. _____ E-Mail Address tom-preston@

spglobal.net

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2/24/18

Location: DOWNERS GROVE

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

Along the areas that have a high amount of apartments, it's important to have real (safe) sidewalks for people to walk along to get to the bus stops. This is a concern along Route 53, (sometimes in the unincorporated areas). This is important as the apt dwellers may utilize the bus system.

(Optional, Please Print)

Name /Affiliation

Address

City/State

Phone No.

E-Mail Address

Zip Code

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2/22/18 Location: Downers Grove

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

safe bike lanes for low income residents
safe sidewalks for residents with disabilities
shelter options at bus stops

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ Zip Code _____

Phone No. _____ E-Mail Address _____

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan



February, 2018
Open House Meeting
Comment Form



Date: 2/22/18

Location: Lisle

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

for years we have been talking to
DuPage DOT about connecting Lisle to
the west of the bike trails and communities
we still are at ground 0. We need a
trail from Benedictine to Abbeywood dr.
and from Sun Valley to Hobson (southern
DuPage Regional trail). I know a number
of the problems Lisle has contributed to,
but the Lisle Bike/Ped committee is working
on a bike route to allow all bikers &
walkers to get through Green Trails.
The forest preserve is fully on road.
Hope this can get done

(Optional, Please Print)

Name /Affiliation Rob Bollendorf Lisle Bike/Pedestrian Comm

Address 2498 Sun Valley Rd

City/State Lisle, IL

Zip Code 60532

Phone No. (630) 484-3442 E-Mail Address bollendorf@spcglobal.net



February, 2018
Open House Meeting
Comment Form



Date: 2/22/18 Location: Downers Grove

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at dupageconnects.org.

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

Advocating for the construction of the East
Branch DuPage River Trail completion
(EBDAT)

(Optional, Please Print)

Name /Affiliation Ginger Wheeler - resident

Address 765 Hillside Ave

City/State Glen Ellyn

Zip Code 60137

Phone No. 630 835 6959

E-Mail Address ginger7w@aol.com

☐ I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Downers Grove

Date: 2/22/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Arlene Kendorski	resident	4921 Chase Avenue	630-258-3312	a.kendorski@aol.com
Ginger Wheeler	resident	765 Hillside Ave Glen Ellyn IL	630-835-6959	ginger1w@aol.com
STEVE JOHNSON	* BIKER	224381 STANTON RD GLEN ELLYN	630-858-4891	STEVE@COPRESCO.COM
Rob Bollendorf	resident Biker	2498 Sun Valley Rd	630 778-9136	rbollendorf@sbcglobal.net
George E Kanary	Resident	509 Highland Rd	630-313-3936	C5L5632@ATT.NET
Jonathan Adamczewski	Resident	7235 Willow Way Ln	708-536-3036	JADAMCZEWSKI@gmail.com
Sarah Allen	resident	822 Abbey Dr Glen Ellyn IL	630-790-8231	ridesrowdy@aol.com
Kevin Bollinger	Resident	16758 Ottawa Dr Lockport IL	312-590-9276	kevinbollingeremottmac.com
Paul Krueger	DPC	421 N. County Farm H.	(630) 407-6900	Paul.Krueger@dupageco.org
Jim Speta	DRSC	6813 Valley View Dr Downers Grove	630-968-3754	jimspeta2002@aol.com
Scott Rodseth	RESIDENT	244 N Elm Ave Elmhurst, IL 60126	224-828-2911	SCOTT.RODSETH@GMAIL.COM
JOSH HARRIS	RESIDENT	250 MEADOW LAKES BLVD AURORA, IL 60504	815-729-2229	JHARRIS@WILLETTHOFMANN.COM

DuPage Connects Long Range Transportation Plan

Location: Downers Grove

Date: 2/22/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Claire Goldenberg	Resident	709 Front St	638410849	goldnson@msn.com
John Tartaglione	Resident	817 Huntleigh Dr.	630-365-8778	john.tartaglione@gmail.com
Allison Delgado	Metropolitan Family Services	222 E. Willow Ave. Wheaton, IL 60187	630-784-4847	delgadoa@metrofamily.org
Maddie Loper	Resident	4920 Middaugh Ave. Downers Grove, IL 60515	630-632-5832	mloper1344@gmail.com
STEVE MILLER	RESIDENT	1604 GLENCOE ST	630 665 3156	
Joyce Miller	Resident	"	"	joycemiller@comcast.net
Barb Tartaglione	Jobe Council West Suburban	817 Huntleigh Dr	630 660 7883	barb.tartaglione@gmail.com
Jim Woods	Resident	35154 Cypress Dr. C.E.		jrwwoods74@yahoo.com
Ciera Thomas	WeGo Together For Kids	312 E Forest Ave West Chicago	630 349 9574	thomasc@wego33.org
Eric Rose	TEG	899 Fieldside Ln., Aurora, IL	630 636-0943	ericrose@thomas-engineering.com
Nicole Nutter	Tollway	2700 Ogden Ave. Downers Grove 60651	630-335-6983	nnutter@getipass.com
Elizabeth A'Hearn	EBDR1	21W101 Coronet Rd Lombard IL	309-824-2199	LibbyAA@gmail.com

DuPage Connects Long Range Transportation Plan

Location: Downers Grove

Date: 2/22/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Keith Bollinger	Land Surveyor	23706 Lockport St Franklin	815 439 8663	kbollinger@FairieLandSurvey.com
RICHARD KULOVANY		6825 CAMDEN RD - DOWNERS GROVE, IL 60516	630 962-4665	RICKULOVANY@GMAIL.COM
Linda Bollendorf	resident/recreational biker	2498 Sun Valley Rd. Lisle, IL 60532	630-778-9136	bollendorf@sbcglobal.net
DAN GARY	RESIDENT/ LISE PARK DISTRICT	1264 BAINBRIDGE DR. HAPERVILLE, IL 60563	630-675-6093	dangary@gmail.com or dangary@lisparkdistrict.org
Tom Loper	resident	4420 Middaugh Ave. Downers Grove, IL 60515	630-880-2403	Tom-Loper@yahoo.com
DON RICKARD	RESIDENT PLAN COMMISSION CHAIR D.G.	4735 MAIN ST. DOWNERS GROVE, IL 60515	708-381-9139	donrickardarchitect@gmail.com
Marcelline Ricker	Retired Resident	6120 S. Woodward Ave Downers Grove IL 60516	(630) 852-2051	NR
Kim Porter	Village of Woodridge Woodridge	5 place Drive Woodridge, IL 60512	630-719-4706	kporter@village.woodridge.il.us
John DeLand	Downers Grove Bike Club	1225 Barneswood Downers Grove 60515	630 306 4617	jdeland@gmail.com
TOM & GINNY PRESTON	ELMHURST BICYCLE CLUB	3336 63RD STREET WOODRIDGE 60517		tom-preston@sbcglobal.net
JARROD CEBULSKI	PATRICK ENGINEERING	4970 VARIETY DRIVE LISLE IL 60532	630-795-7468	JCEBULSKI@ PATRICKCO.COM
TOMAS NOVICKAS	RESIDENT	19176 ROXBOROUGH CIR LOMBARD, IL	847 778 3690	tomas@novickas.net

DuPage Connects Long Range Transportation Plan

Location: Downers Grove

Date: 2/22/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
SUSAN A QUIGLEY	Lisle	2243 CHRISTIAN LN Lisle	630 428 2526	SUEQUIGLEY@HOTMAIL.COM
DON MCGADY	PATRICK ENGINEERING	43 LONDON CIRCLE WHEATON	312 399-3993	dmcgady@patrickco.com
MICHAEL MACK	BURNS, McDONNELL	CLANBROOK HILLS 3 MOHAWK DR IL 60514	630 691-5833	mmack@BURNSMCD.COM
Matt Balthus	Balthus Realty	15 E Madison, Lombard IL 60148	630 353-1700	mb@bcrnet.com
Vilnis Pakornis		5107 Washington St, Downers Grove IL	6708) 3346941	vicilly7@gmail.com
Jill Ptak	Argonne Nat'l Lab.	9700 S Cam Ave, Darien	630-252-2723	jptak@anl.gov
Collette Frohlich	Engineering Enterprises	52 Wheeler Rd, Sugar Grove, IL	818-304-6778	cfrohlich@eeiweb.com
Anthony Padrechi	Citizen	6290 Saratoga Ave. DG.	312.446.3069	yhoderdep@gmail.com
Donna Granback	DG Bicycle Club	4601 Elm St DG	630-248-1954	granbackdonna@gmail.com
Don Granback	"	"	630-408-6733	ddon.na@comcast.net
MARY STRAKA	CITIZEN	207 HIWATHA TR. WOODDALE IL	630-269-1794	marypie84@aol.com
Tammy Wierciak	Citizen	3311 63rd St, Woodbridge	708-945-5752	twierciak@metrasteategiesinc.com

DuPage Connects Long Range Transportation Plan

Location: Downers Grove

Date: 2/22/18

Public Meetings 2018

Name (Please Print)	Affiliation	Address	Phone	Email
Scott A. Wiersum	RESIDENT	5513 Woodward Ave, D.G.	630-789-1817	scott2@smartgate.com
CATHY & GERRY DAVIDSON	RESIDENTS	916 SUMMIT DG		cmdavidson73@gmail.com
Ruth Maple	Resident	331 N. Elm, Elmhurst	630-279-5612	barisinger@sbcglobal.net
Bill Chamberlain	RESIDENT	1132 CURTISS ST 1-A DG 60515	630-415-4933	bchamberlain@att.net
DAN LOFTUS	RESIDENT	4704 MAIN ST 60515	312-446-3447	djloftus@f4s.com
JEL ECKEMEYER	RESIDENT	696 S. WASHINGTON ST. ELMHURST	630-279-2628	jeckemeyer@endscape.net

Appendix 2-B

Draft LRTP Virtual Public Meeting Presentation

The slides and audio in this presentation were shared at the DuPage Virtual Public Meeting, which was open to the public starting November 12, 2021. The public meeting closed on November 21, 2021. Comments will continue to be accepted via mail and e-mail through November 30, 2021.

Please send written comments via mail or email to:
DuPage Division of Transportation
412 N. County Farm Road, Wheaton, IL 60187
TransPlan@dupageco.org



DUPAGE*Connects*
DuPage County Transportation Plan

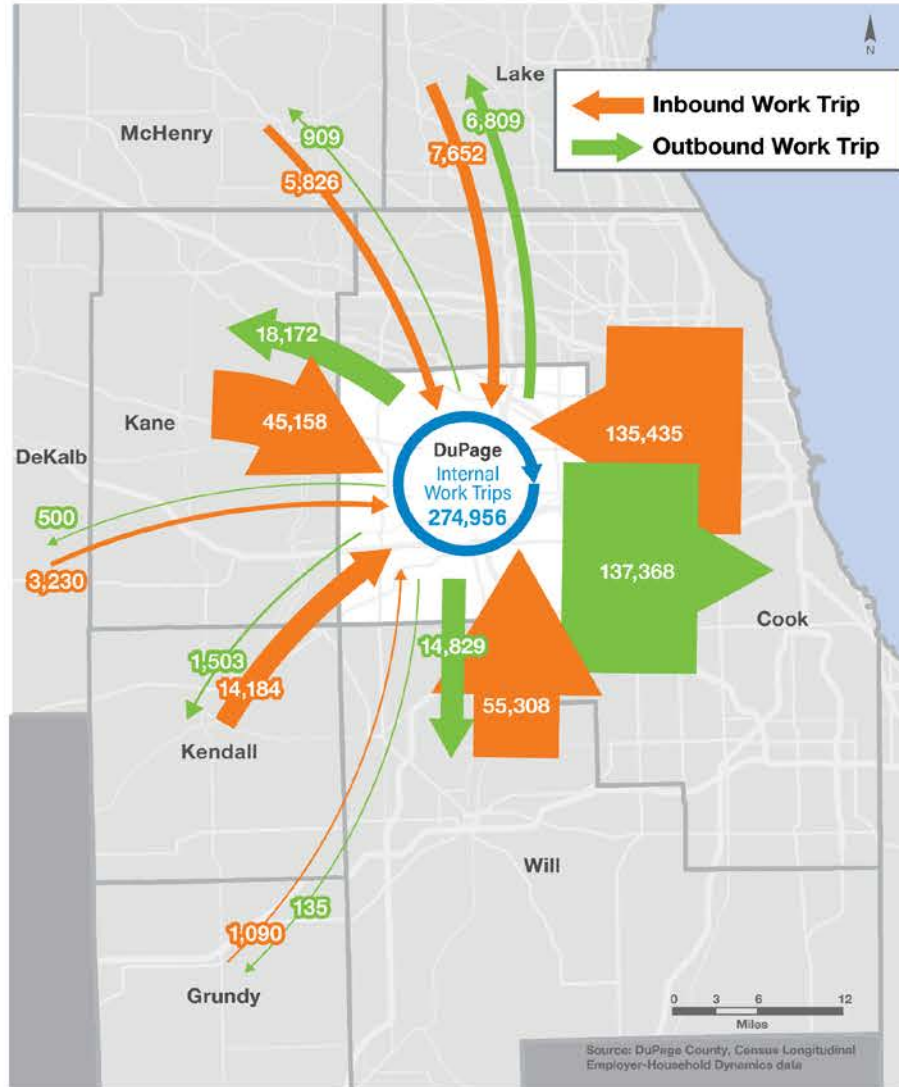
Click for
Audio



WELCOME

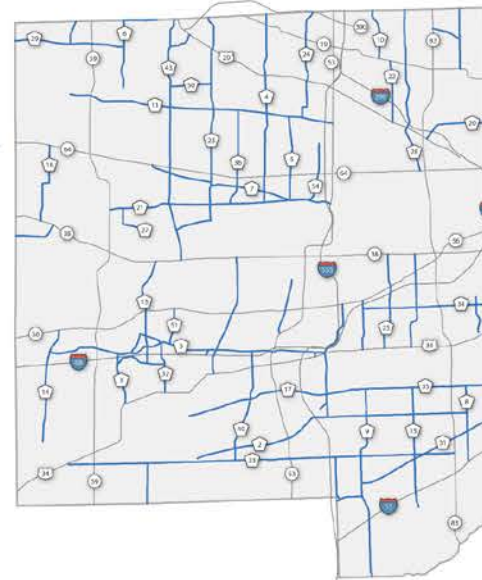
DuPage County
Long Range Transportation Plan

PUBLIC MEETING | NOV. 2021

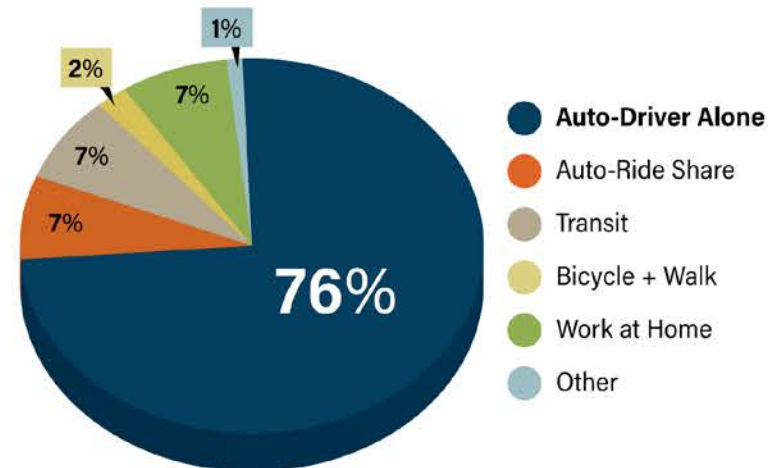
[Click for Audio](#)


Highways and Arterials in DuPage County

County Highways

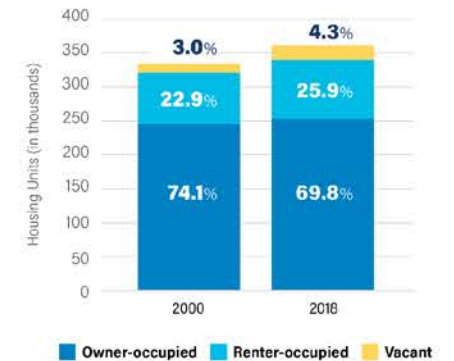


Transportation Mode to Work, 2019



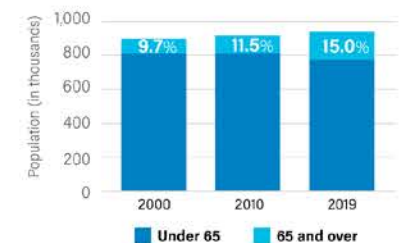
Housing Trends

Renter occupied housing now accounts for more than a quarter of the total housing stock in DuPage County, up from 22.9 percent in 2000.



Aging Population

The median age in DuPage County rose from 35.4 in 2000 to an estimated 39.3 in 2019, with the population over 65 now accounting for approximately 15 percent of the total population.



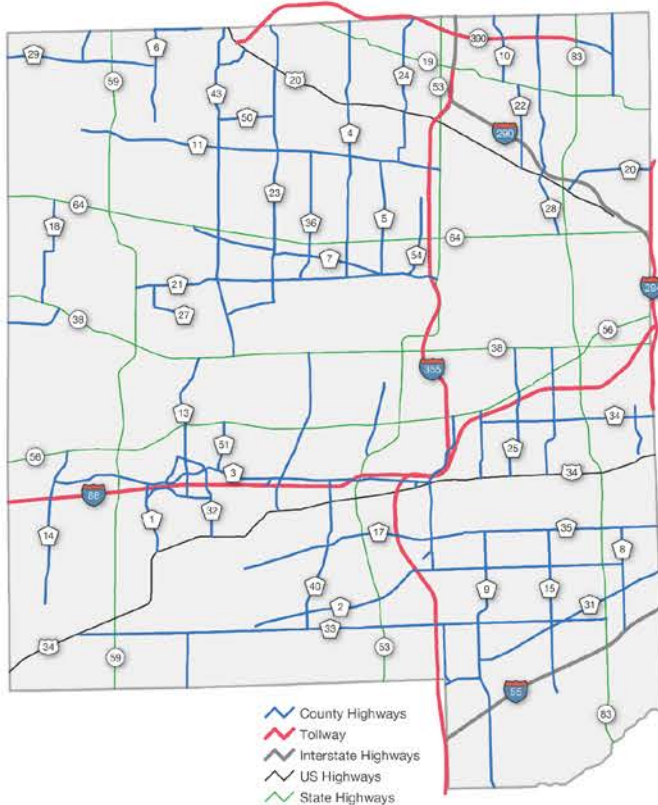
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Highways and Arterials in DuPage County

 County Highway Miles = **220**

 County Highway Lane-Miles = **970**

 County Traffic Signals = **334**

 County Bridges = **50**


Transit Services in DuPage County

3 Metra Rail Lines

(BNSF, Union Pacific West, Milwaukee District West)

26 Metra Stations

more than 71,000 riders on 211 trains per weekday

60 Pace Bus Routes

approximately 18,000 riders per weekday

**DuPage County DOT does not own or operate any transit services. These assets are provided by others in the County.*

 More than **500 miles** of bikeways, trails, and paths run through DuPage County.

DuPage County DOT maintains:

54 miles of designated trails

250 miles of sidewalks and bike paths

 Approximately **70 percent** of DuPage roadways are accompanied by a sidewalk or side path.


Source: DuPage County DOT

Source: CMAP, DuPage County DOT

DuPage County Pavement Condition, 2019

Excellent	Good	Fair	Poor
23%	33%	39%	5%

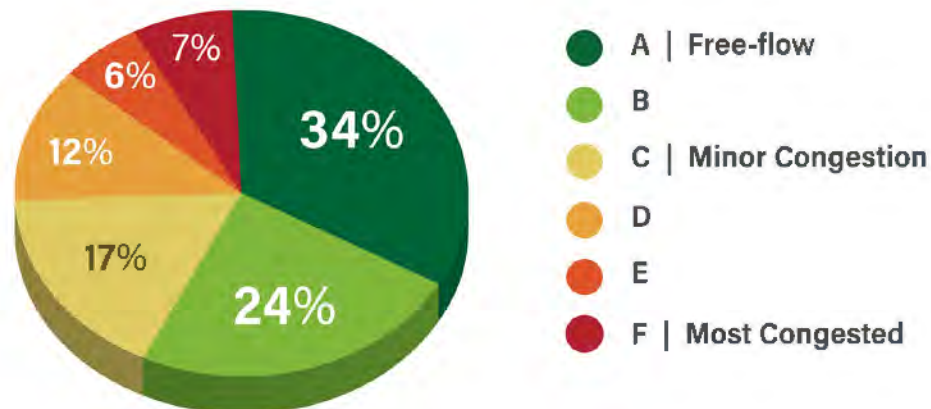
DuPage County Bridge Condition, 2020

* Ratings are based on Sufficiency Index resulting from latest bridge inspection.

Excellent	Good	Fair	Poor
36%	48%	10%	6%

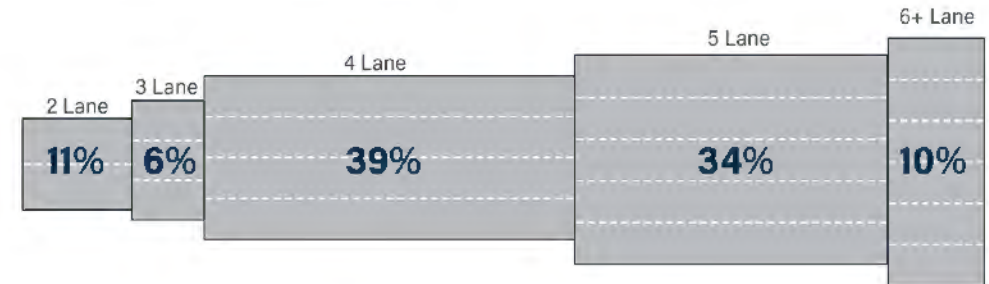
Existing Conditions - Arterial System Performance

% Roadway Miles by Level of Congestion

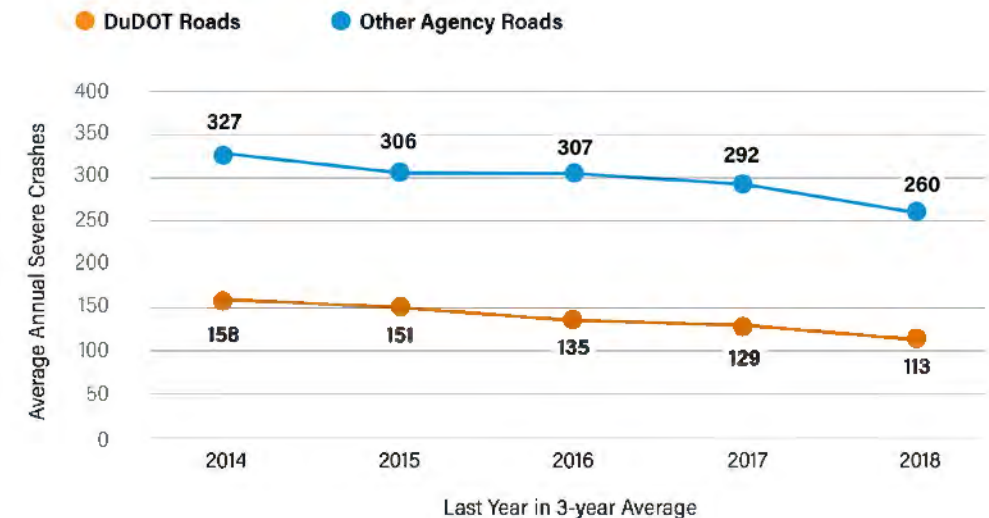


DuPage County Roadway Cross-Sections by Percentage of System, 2019*

* Based on 220 miles of pavement maintained



Fatal and Severe Injury Crashes 2012-2018 3-Year Rolling Average



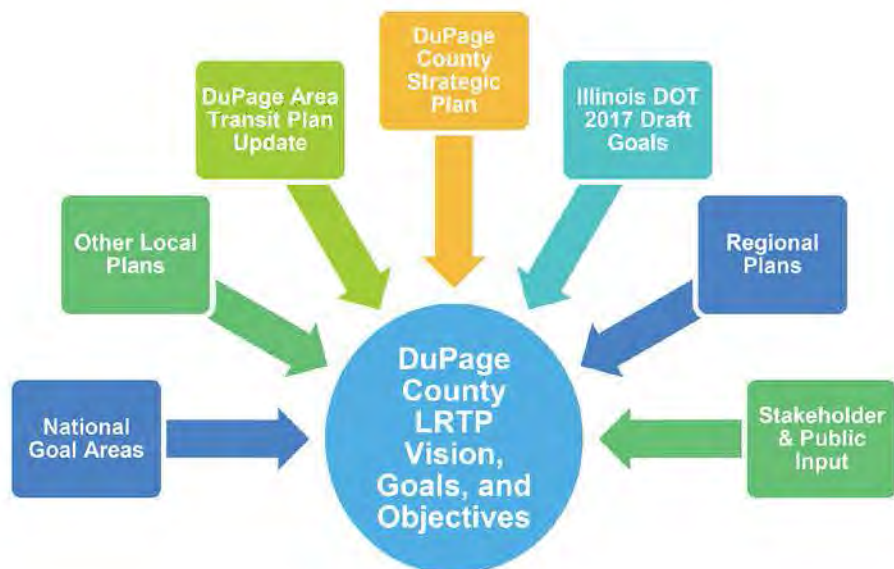
Click for
Audio



Vision

To provide a multimodal transportation system that supports a vibrant economy and high quality of life through a system that is safe, accessible, and efficient for all users.

- 
Improve Safety
 - Reduce roadway incidents involving passenger vehicles, freight vehicles, and non-motorized users
 - Incorporate safety considerations in all modes of transportation plans and design elements
 - Evaluate and prioritize projects that maximize safety benefit
- 
Provide Mobility Choice
 - Enhance connectivity to and from bus, rail, and bike paths
 - Ensure that the County system of sidewalks and trails complies with federal ADA standards
 - Leverage technology to increase transit use
- 
Efficient Operations and Maintenance
 - Coordinate across departments and jurisdictions to increase efficiency in project delivery
 - Reduce congestion
 - Enhance technology for the improvement of communications, operations, and asset management in the County
- 
Foster Sustainability and Resilience
 - Incorporate efforts in transportation projects to avoid environmental impacts and enhance the natural environment
 - Incorporate context sensitive design into transportation projects
 - Plan for disruptions to the transportation system from extreme weather or accidents to enhance the resiliency of the network
- 
Promote Access to Opportunity and Increase Economic Vitality
 - Promote local and countywide first/last mile network improvements
 - Encourage equitable growth in opportunities across the County
 - Increase efficiency of freight movement
 - Incorporate land use considerations into transportation planning
 - Cooperate/facilitate multi-jurisdictional truck permitting for efficient movement of goods



(2) 522 people participated in the online survey and 168 comments were posted on the CrowdSource map.

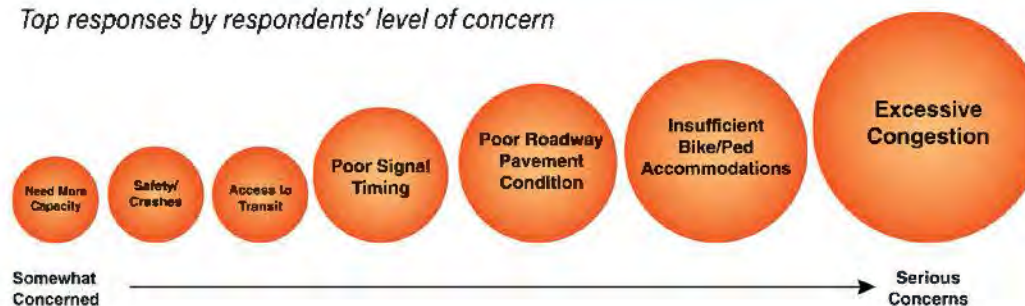
What are Your Funding Priorities for DuPage County Transportation

Top responses, ranked by respondents' priority level



Common Transportation Issues

Top responses by respondents' level of concern



Click for
Audio

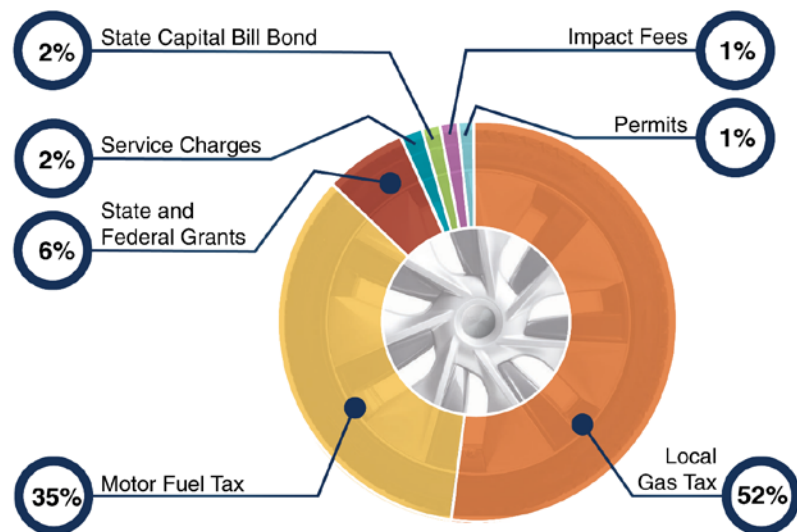


Total Projected 2021-2040 Revenue is \$1.61 Billion

\$1.2 billion of funds will be dedicated to capital projects, which include maintenance and state of good repair.

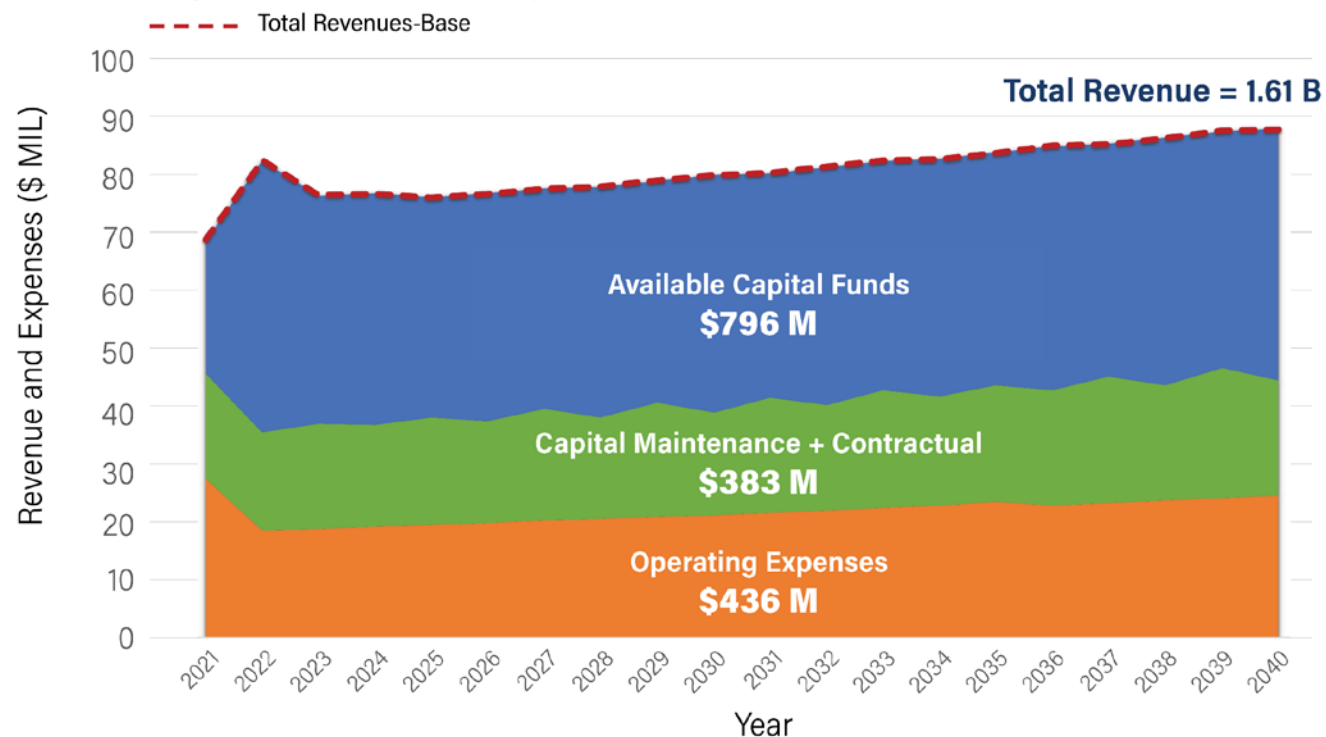
DuDOT depends on state and local fuel taxes for the vast majority of its revenues.

Revenues by Source



LRTP FY21-40 20 year Funding Scenario

Projected Revenues and Expenditures



Operating Expenses

- Personnel
- Equipment
- Materials
- Utility and Energy Costs

Capital Maintenance and Contractual

- Annual maintenance contracts
- Pavement resurfacing contracts
- Signal lighting and maintenance
- Engineering contracts
- Sidewalks and paths
- ADA
- Bridge Repair

Capital Projects

- Road and Bridge Reconstruction and Widening
- Intersection Improvements
- New Signals and Equipment
- Sidewalks and Trails
- Facility Upgrades and Expansion

Typical Infrastructure Costs in DuPage County



Resurface one mile of a 4-lane road:
\$650,000

Reconstruct one mile of a 4-lane road:
\$4-6 Million

Install **new signals** at an intersection:
\$350,000-\$500,000

Install one mile of **sidewalk**:
\$185,000

Add **left turn lanes** and **modernize signal**:
\$1.5 Million

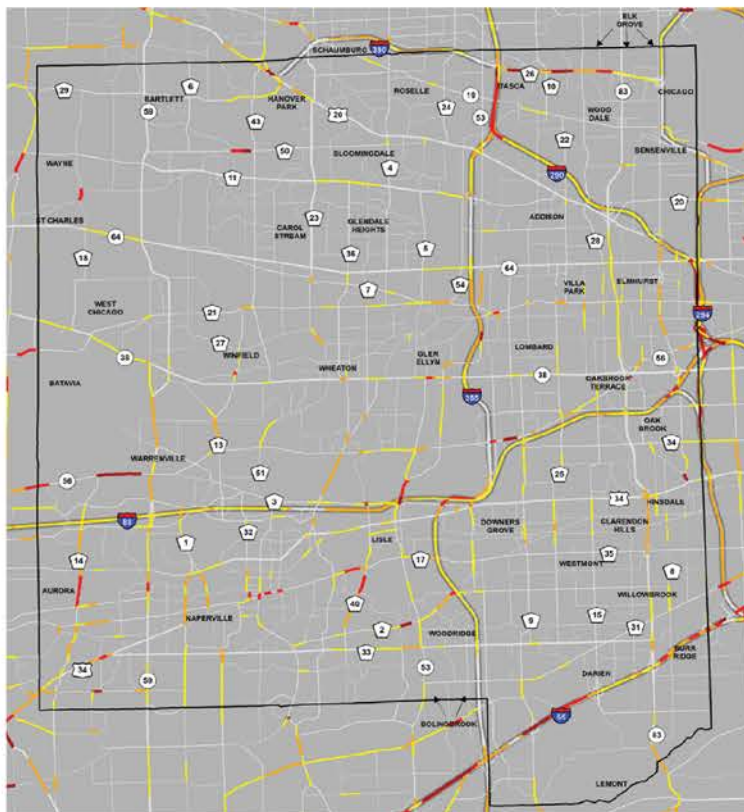
Install one mile of a paved **multi-use path**:
\$350,000-\$1.15 Million

Replace an existing **bridge**:
\$3-5 Million

Click for
Audio



Expected Peak Hour Travel Conditions in 2040



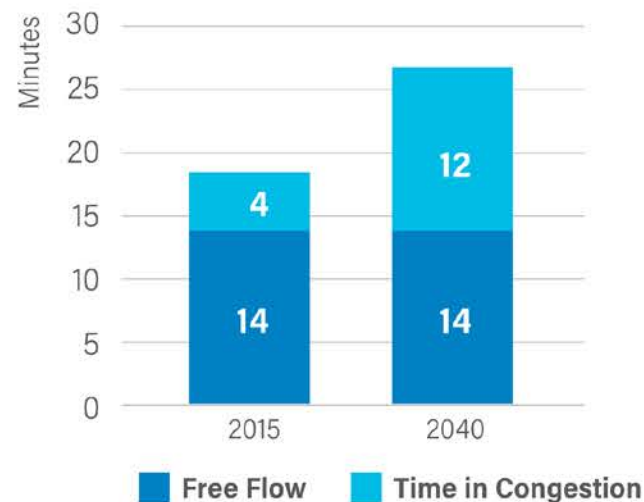
Anticipated Congestion Levels



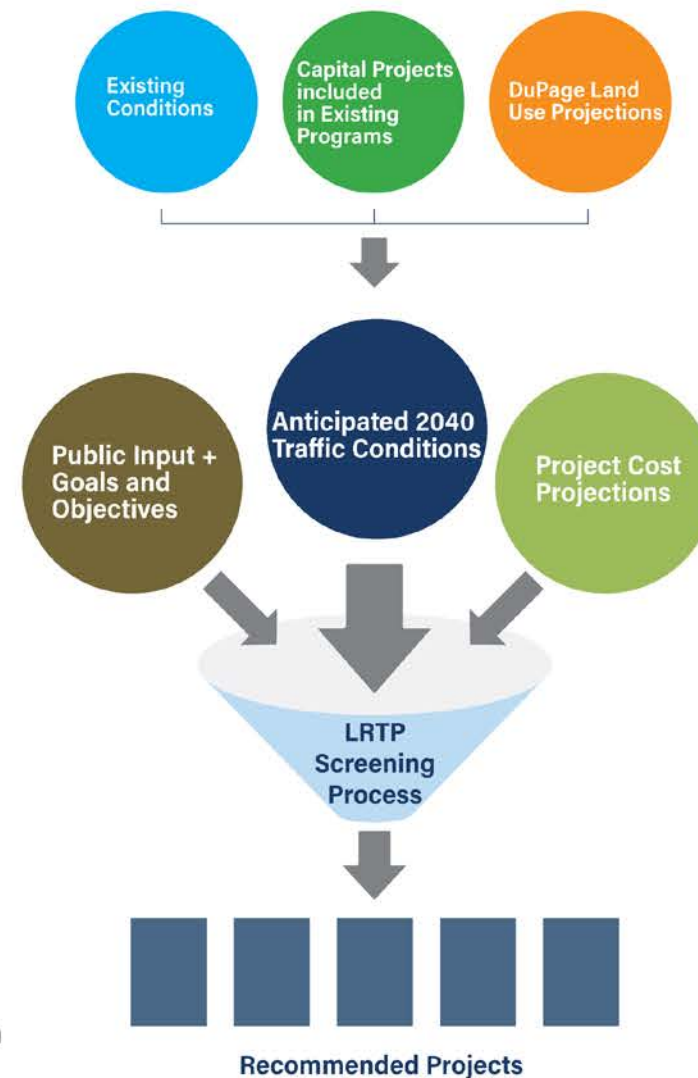
The 2040 travel conditions presented in the map include several programmed network improvements based on short-term DuDOT, IDOT, Tollway, and local municipality programs.

Average Travel Time 2015 vs. 2040

A typical 18-minute trip is expected to take 8 minutes longer in 2040 due to added congestion.



L RTP Project Selection Process



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Projected Capital Expenditures

Project Category	Programmed Projects 2021-2025	Planned Projects 2026-2040	Total
Total	\$265,531,200	\$912,633,000	\$1,178,164,200

Capital Program Allocation



State of Good Repair

- 10 Reconstruction Projects
- 14 Bridge Projects
- \$200M Roadway Resurfacing
- \$70M Electrical/Signal Maintenance
- \$15M Drainage Improvements
- \$12M Sidewalk Repair and Accessibility



Mobility

- East Branch DuPage River Trail
- Stearns Road Path
- 31st Street Trail Extension
- Meyers Road Bridge Accommodations
- Mill Street Bridge Accommodations



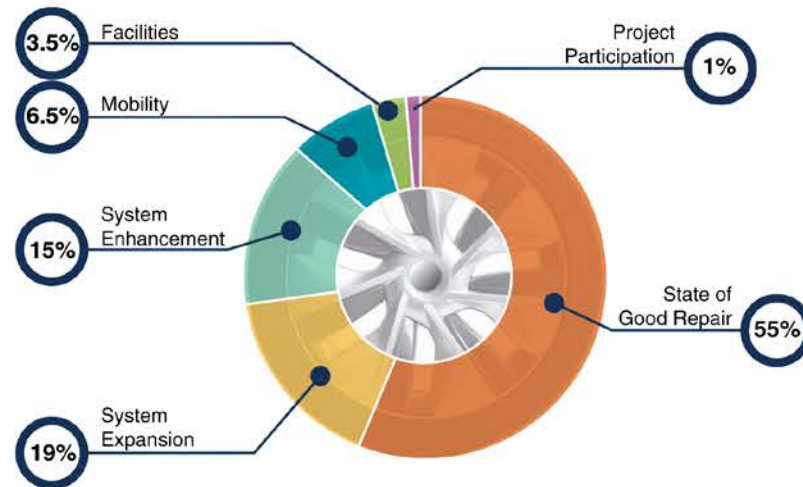
System Enhancements

- 18 Intersection Projects
- 7 Corridor Projects
- \$25M Traffic Signal Coordination

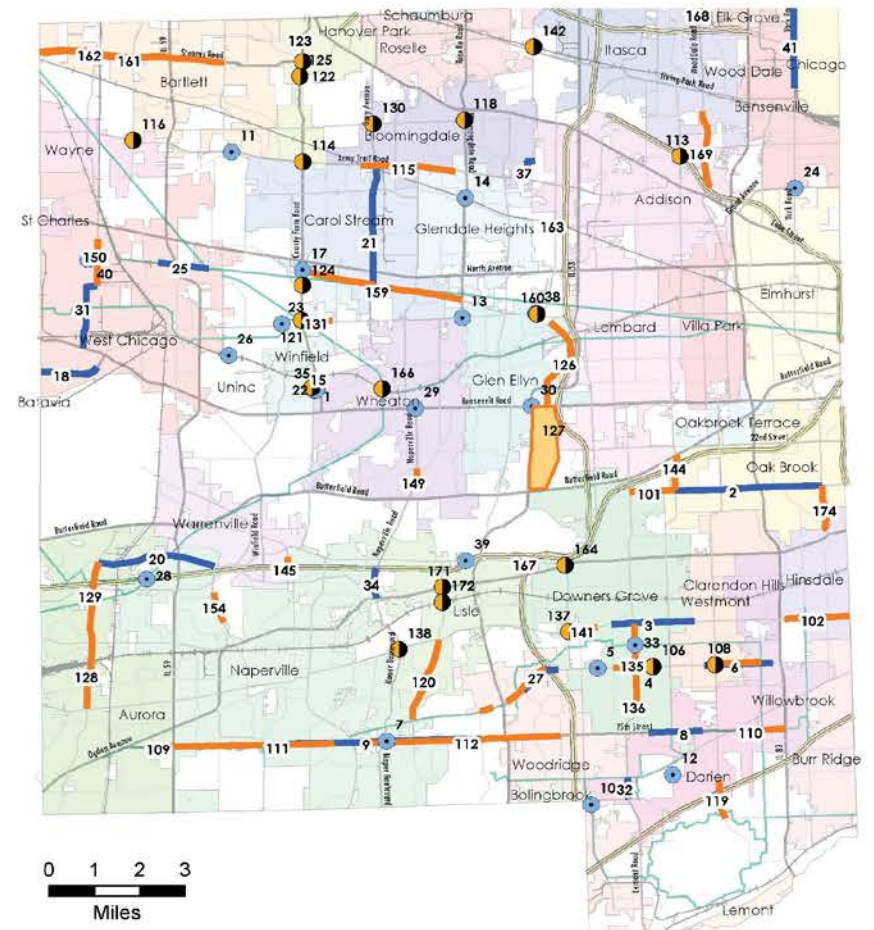


System Expansion

- 75th Street (Janes Avenue to IL 59)
- Eola Road (Ferry Road to New York Street)
- Army Trail Road (Gary Avenue to Bloomingdale Road)



DuPage County Long Range Transportation Plan: 2021-2040 Program



 Programmed Project (2021-25)
 Programmed Corridor Project (2021-25)

 Programmed Project (2026-40)
 Programmed Corridor Project (2026-40)

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Active policies and programs



- ✓ ADA Transition Plan and PROWAG (Public Right of Way Accessibility Guidelines)
- ✓ DuPage Healthy Road Initiative
- ✓ Comprehensive Road Improvement Plan
- ✓ Elgin-O'Hare Western Access Bike-Ped Plan
- ✓ DuPage Transit Plan
- ✓ DuPage Transportation Coordination Initiative

Future policies and programs



- ✓ DuPage County Trails Plan
- ✓ DuPage County Mobility Plan
- ✓ Local Road Safety Plan

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- Public Meeting
- 2-week Comment period
- Receive/Address Comments
- Amend Draft

- Final Plan
- County Board Adoption



WE WANT YOUR INPUT

Please send written comments via mail or email to:

DuPage Division of Transportation

421 N. County Farm Road | Wheaton, IL 60187

TransPlan@dupageco.org

Appendix 2-C

Public Comments on Draft LRTP

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
L Pasquale	Private	I would like to see more "smart stoplights" that recognize and adapt to traffic conditions. Quite often, especially, but not exclusively, at night, I'm stopped for full lights with little to NO traffic. It's inefficient, wastes gas, and creates unnecessary pollution.	Received and Filed
Anonymous	Anonymous	No detailed list of proposed projects identified, prioritized and presented for public comment. Insufficient detail to solicit meaningful comment.	A link to the list and numbering was provided on the virtual page. The full LRTP, a project list and a project map were all placed online and links were provided through the public notice.
R Zuccherro	Illinois Tollway	The virtual public meeting was well done and laid out a clear path and vision for DuPage's future. I am hopeful that the new IJA program will provide opportunities for the county to address some of the unfunded projects. Great to see a commitment to non-motorized transportation and accessibility in the plan as well.	Received and Filed
T Witt	Private	The county circumference is approximately 100 miles and can be ridden safely by bicycle. We have 3 major Metra lines strategically entering county and several major regional trails. To further first and last mile from the front door of every home a county bike share program is an important addition to our generation's improving quality of life.	Received and Filed
T Witt	Private	Our bicycle network is world class. As we complete Western Access to O'Hare International Airport, connecting the O'Hare Bikeway into an airport parking structure and other intra modal services inside the airport to include accessible e bike share fits the developing world view of climate change programs and bicycle acceptance.	Received and Filed
T Witt	Private	With 30% of our roadways without side paths, many bicycling miles on roadways are on shoulders or middle of travel lane. Roads like Madison, Swift, Bloomingdale, County Farm, and Stearns with limits 35-50 mph rely on 3 foot distances for bicycle safe usage. Side paths or protected bike lanes on these roads are a necessary improvement to the existing shoulders.	Received and Filed
L Grage	Private	I hope the long-range transportation will include eco-friendly options whenever possible. For example, if new vehicles are to be purchased, buy electric models and install charging stations around the county as needed.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
B Minix	Private	A very unsafe condition exists at the Great Western Path crossing of County Farm Road. This situation appears to be unaddressed in the proposed plan. Might something be done to improve this crossing as part of the proposed St. Charles Road / County Farm Road intersection improvements project if a stand-alone project is not feasible? Thank you.	Received and Filed
Anonymous	Anonymous	Northeastern DuPage is severely lacking in bikeway, trails and paths. This is particularly troublesome because of the industrial in the area and the dangerous conflict between heavy truck users and these vulnerable road users. More needs to be done.	Received and Filed
Anonymous	Anonymous	DuPage is the only county that spends NONE of its RTA sales tax on transportation. In fact, it goes to policing. This needs to change. That money should be going to transit use, or even bike/ped infrastructure. Shame on the county	Received and Filed
Anonymous	Anonymous	With the move to electric, including a new bill signed by our governor, we need to be thinking about that 52% coming from the gas tax. What is the county planning on replacing that with? What about VMT? Also, as I stated on the other board, the RTA sales tax should be going to transit. DuPage is the only county that doesn't use these funds in such a way.	Received and Filed
Anonymous	Anonymous	Stop road widening. This has never once relieved congestion. It should be the absolute last resort. It also adds to long term costs, which we are struggling to keep up with as it is.	Received and Filed
Anonymous	Anonymous	Should talk about TOD in the residential section. Not much greenfield left to develop in DuPage. We need to think about getting denser in the right places, which will support better transit. York Rd project needs to include off-road bike path facilities	Received and Filed
Anonymous	Anonymous	There needs to be increased connectivity to the trails systems. Eastern communities, like Bensenville, have minimal access to those available resources. Increased safety for pedestrians and cyclists should be a top priority. It is common to see pedestrians and cyclists along County roadways such as York Road, Grand Avenue, and IL Route 83, which lack sidewalks, protected bike lanes, and bus shelters. This creates an extremely dangerous environment and discourages those residents who wish to use alternate modes to vehicular transportation to get around. Road widening projects should be placed at higher priority than above- road-widening only encourages high-speed traffic, ultimately making it more unsafe for pedestrians and cyclists. I am aware some of these roads are not intended for pedestrian use, but that doesn't mean it's not occurring daily, and it is impossible to prevent. Pedestrian and cyclist safety is paramount. The above-referenced roads are also poorly maintained: they are littered with debris and unauthorized signs, and the vegetation is unkempt and overgrown. DuPage County is the only county that does not allocate RTA tax to fund transportation-related projects (transit, bike, ped, etc.). The County should heavily consider reallocating these funds towards transportation projects.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
B Larson	Private	Please stop expanding roads! We know about induced demand and increasing the number of SOVs on the road will only exacerbate climate change. We should be focusing only on capital improvements that decrease SOV mode share.	Received and Filed
S Viger	Village of Bensenville	As a general statement it seems that the plan focuses more on adding lanes than looking for 21st century solutions. In my area the pavement widths are all encompassing of the right of way, hardly any room for wider pavements. Need to broaden the perspective and look at housing densities/ TOD etc. Additional planning and spending on bikes and pedestrians even industrial areas as low wage warehouse workers often rely on public transportation a, biking and walking to and within the county's industrial areas. I am told that DuPage is the only county that does not utilize RTA funds for Pedestrian-bike and transit projects. Why is that?	Received and Filed
S Lincoln	Private	This plan contains the same mistake with traffic projections that most long range transportation plans contain... The assumption that travel times will just grow and grow and drivers won't change their travel behavior. Also, widening our roadways sell do little to improve congestion. DuPage County must support transit and other transportation alternatives if they really want to help citizens with travel and mobility.	Received and Filed

**DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments**

Name	Organization	Comment	Response
Sarah Hunn	DuPage County Stormwater M	Thank you for the opportunity to comment on the 2021 Long Range Transportation Plan. While flooding and drainage systems are discussed in the broad term of improving the transportation network, the plan does not directly address/propose a solution or recommendation for offsetting the impact of wider rights-of-way, increased imperviousness, and/or other impacts (whether direct or indirect) to the natural environment. While simply following the “Stormwater Ordinance” meets the minimum requirements for Highway Infrastructure Implementation, the Stormwater Management Department welcomes the opportunity to expand beyond the idea of minimum compliance with a broader eye toward improving upon the current situation to offset future conditions. Other agencies, such as the Illinois Toll Highway Authority and O’Hare Airport Authority, have engaged in such practices with DuPage County Stormwater and the Forest Preserve District of DuPage County. Their cooperation has helped to fund major projects, such as the West Branch River Restoration and Wetland Creation Project and the Springbrook Remeander Project.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Audrey Wennink	Metropolitan Planning Council	Note that there as many people coming to work in Dupage from Cook County as the reverse. This points to a need for much better transit service for reverse commuters. Need to work with Metra to improve reverse commuter service. Suggest you calculate mode share for all trips, not only work trips. We need to focus more on all trips and less on work trips. Especially in a post-COVID environment How can we help people use sustainable modes for their local/subregional trips? Capital program allocation does not look like there is any funding allocated to improving/ supporting transit. How could the county make investments that support transit service? You have a DuPage Transit Plan – how are LRTP investments relating to that? How does this relate to the DuPage County Mobility Plan? Suggest that instead of basing investment needs on traffic congestion, you base them on multimodal access to key destinations. We need to shift the approach to defining needs and solutions. The current approach focused only on congestion is outdated and does not generate multimodal projects. Does your model account for an increased work from home share in a post COVID environment? What if the needs identification were based on share of population within 1/4 mile of a dedicated bike lane? Or how many businesses are accessible by walking/biking? Is this not what the DuPage Healthy Roads Initiative is trying to achieve?	Received and Filed
Audrey Wennink	Metropolitan Planning Council	Need to parse out intersection improvements. If you are widening intersections you are creating a more hostile and dangerous environment for biking and walking. How are roadway projects managing speed to reduce traffic fatalities and injuries? Safety is one of the primary goals of the plan.	Received and Filed
Audrey Wennink	Metropolitan Planning Council	Would like to understand the justification for system expansions – why are roads being widened when we know that leads to induced demand, climate impacts, and more hostile environment for other modes? Additionally, have lifecycle costs for maintaining roadway expansions been accounted for in the budget? Are high quality transit and pedestrian/bike improvements being built into these projects?	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Walter Slazyk	Citizen	Thank you for the opportunity to comment on the DuPage Long Range Transportation Plan. My comments are limited to the area of non-motorized transportation. The plan makes mention of non-motorized transportation but does not give it much importance. In particular to cycling, the plan seems to highlight only the recreational use of the Prairie Path and other bikeways. While it will never be a major form of transportation, cycling remains an option during the warmer months for many people to get from one place to another. The Prairie Path and Great Western trails are, indeed, jewels to the cycling and running community. However, I think more needs to be done to make more of the public byways in the county accessible for safe access by bicycles and pedestrians. A glaring example of where more needs to be done is the terrible barrier that the interstate highways create. More access is needed to provide safe access for pedestrians and cyclists across these highways. Specifically, I would like to point out that along I-88 from York Rd in southern Elmhurst to Leask Lane in Lombard there are no pedestrian bridges or underpasses that allow pedestrians or cyclists to safely cross the highway. It should be noted that since at least 2008 there has been a proposal for a walkway/bikeway along Myers Rd over I-88. However, this and other proposed bikeways very rarely are funded and some have even dropped out of proposed status. I urge the county transportation planners to please consider the needs of non-motorized traffic going forward. The ability to provide for this access can do a lot to improve not just the safety of DuPage residents but also improve our quality of life.	Received and Filed

**DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments**

Name	Organization	Comment	Response
Thomas Coleman	Climate Reality Leadership Corps, Chicago Metro Electric Vehicle Campaign Leader	As the world faces pollution and greenhouse gas global-warming emissions, it is important that we have a transportation plan that deals with these issues. This is especially important given the EPA's pronouncement that 29% of all greenhouse gas emissions comes from transportation sources. Of these sources, by far autos, pickup trucks, SUVs, light trucks, and buses make up the majority of these emissions. Further, the World Health Organization, the American Lung Association, and the Lancet all make clear that besides greenhouse gases, one of biggest near-term issues for our health is poison pollution from transportation. The Environmental Defense Fund (EDF) says about 50% of this kind of pollution comes from transportation. Therefore, it is crucial that our DuPage County transportation plan go beyond traditional transportation issues but includes action plans that helps to facilitate solutions to our emissions that happen on our roads. A key solution shows that electric vehicles (EVs) offer the greatest answer to pollution and greenhouse gas emissions in transportation while significantly reducing the total cost of ownership of vehicles. Most automakers are gearing up strongly to support EVs and a move away from internal combustion engine (ICE) vehicles. Well over \$100B is being expended for EV development and deployment by automakers.	Received and Filed

**DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments**

Name	Organization	Comment	Response
Thomas Coleman	Climate Reality Leadership Corps, Chicago Metro Electric Vehicle Campaign Leader	Therefore the county needs to consider the following: 1. Expand public EV charging locations in conjunction with the State of Illinois CEJA act and Biden's current and pending enhancements for public EV charging. 2. Encourage public charging companies like Tesla, Electrify America, EVgo, and others to locate charging stations in DuPage County. The focus should be DC fast chargers at transportation interchanges. A good example of a large charging station at a highway interchange is the Electrify America and Tesla charging station on Route 59 near Route 88 in Aurora near the Naperville line. 3. Encourage the use of level 2 and DC fast charging at multi-occupancy housing. Include regulation and incentives for "EV-Ready" installations for multi-occupancy locations at parking garages. Doing this lowers rework costs when fully implementing EV charging as EV use increases. 4. 80% of EV charging is done at home, which is completely different than ICE vehicle fueling as gasoline stations. Therefore, the county should encourage cities to offer incentives for the installation of EV change stations in homes. Naperville, is an excellent example of a city doing this today. Perhaps DuPage County should do this as well or encourage other cities to follow Naperville's lead. Further the cost of EV Supply Equipment (EVSE) installation permits should be reduced or waived as an incentive to encourage the use of EVs. 5. The County should consider increasing the taxes on fossil fuel products and services that exist today or may be planned in the future. These products emit poisonous pollution and greenhouse gases that warm the planet. While cigarettes were not banned by the federal government and states, large taxes were placed on them as we learned that these products were health hazards. The same should be applied to gasoline, diesel fuel, and permits for fossil fuel dispensing stations. 6. DuPage County should consider a type of warning label for all gasoline and diesel pumps similar to the use of warnings on cigarettes. This is being done in Cambridge, Massachusetts and likely will be done in more cities as the population learns that, like cigarettes, fossil fuel vehicles emit dangerous emissions. While doing this may seem too aggressive today given fossil fueled vehicles seem "normal" here in 2022, the truth is fossil fueled vehicles poison the air and warm the planet. 7. DuPage Country needs to help educate residents on the opportunity EV's present as a solution to lower the total cost of ownership and emissions of vehicles on our roadways. The County can do this as a County initiative or through its influence with city governments.	Received and Filed

Appendix 4-A

Technical Report on Modeling Process

DuPage County

Travel Demand Model Technical Report

November 2021

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Appendices

Appendix A – List of Truck Prohibited Routes

Appendix B – List of network link attributes

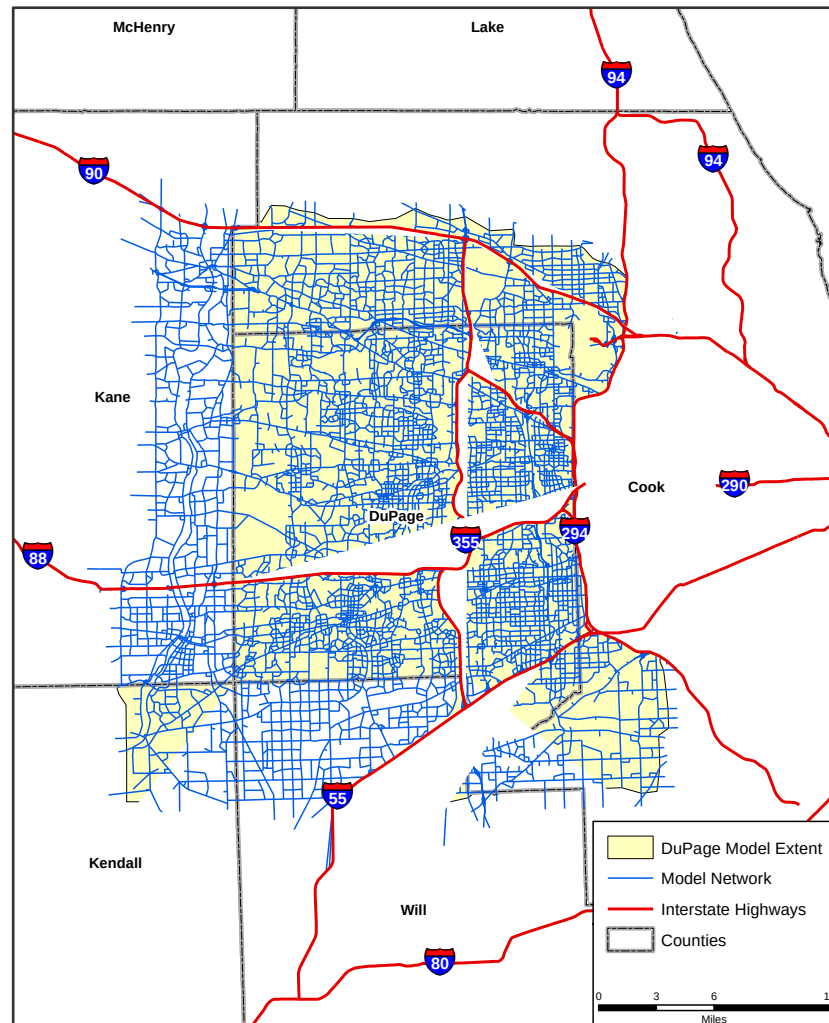
Part 1 – Introduction

The purpose of this technical report is to describe how the DuPage County travel demand model was developed by CDM Smith. This model was used to test various future year transportation scenarios in DuPage County. The outputs from this travel demand model were used in the 2018 DuPage County Long Range Transportation Plan.

1.1 Model Purpose and Development Approach

The current DuPage County travel demand model (“2018 model”) was developed by updating the 2008 model, using the TransCAD software. The model update was completed collaboratively by DuPage County and CDM Smith staff. The model was calibrated and validated to Year 2015 traffic counts from IDOT and DuPage CDM Smith also developed two future-year models for 2025 and 2040. The geographic area covered by the travel demand model is shown in Figure 1.

Figure 1 – DuPage County Model Area



The DuPage County 2018 Model contains both passenger car and truck models. The updated model introduced two new trip purposes (Home-Based School and Home-Based Shopping) and the trip rates were based on new survey data. The model also includes a validated PM peak period, and an intersection delay component. Finally, the model contains an automated TransCAD GISDK batch program module with a Graphical User Interface (GUI). This GUI allows the user to easily run batches of scenarios. Regional trips from the CMAP model were integrated with the DuPage Travel Demand Model using subarea matrix processing. The model update efforts have yielded predictive travel demand models for study years 2015, 2025 and 2040 that will be used for planning purposes within the county.

Figure 2 shows that DuPage County and the entire DuPage model extent lies within the CMAP travel model study boundaries. A customized model was developed for DuPage County with the intent of supplementing, not replacing the regional MPO model. Each DuPage model component serves the overall goal of using DuPage County detail and scale to obtain a locally consistent traffic validation. The overall model approach is to replicate local DuPage County traffic, both daily and PM, improve the existing model by making model improvements in a step-wise fashion, and find and use the most recent data. The following specific enhancements were made in support of the model philosophy:

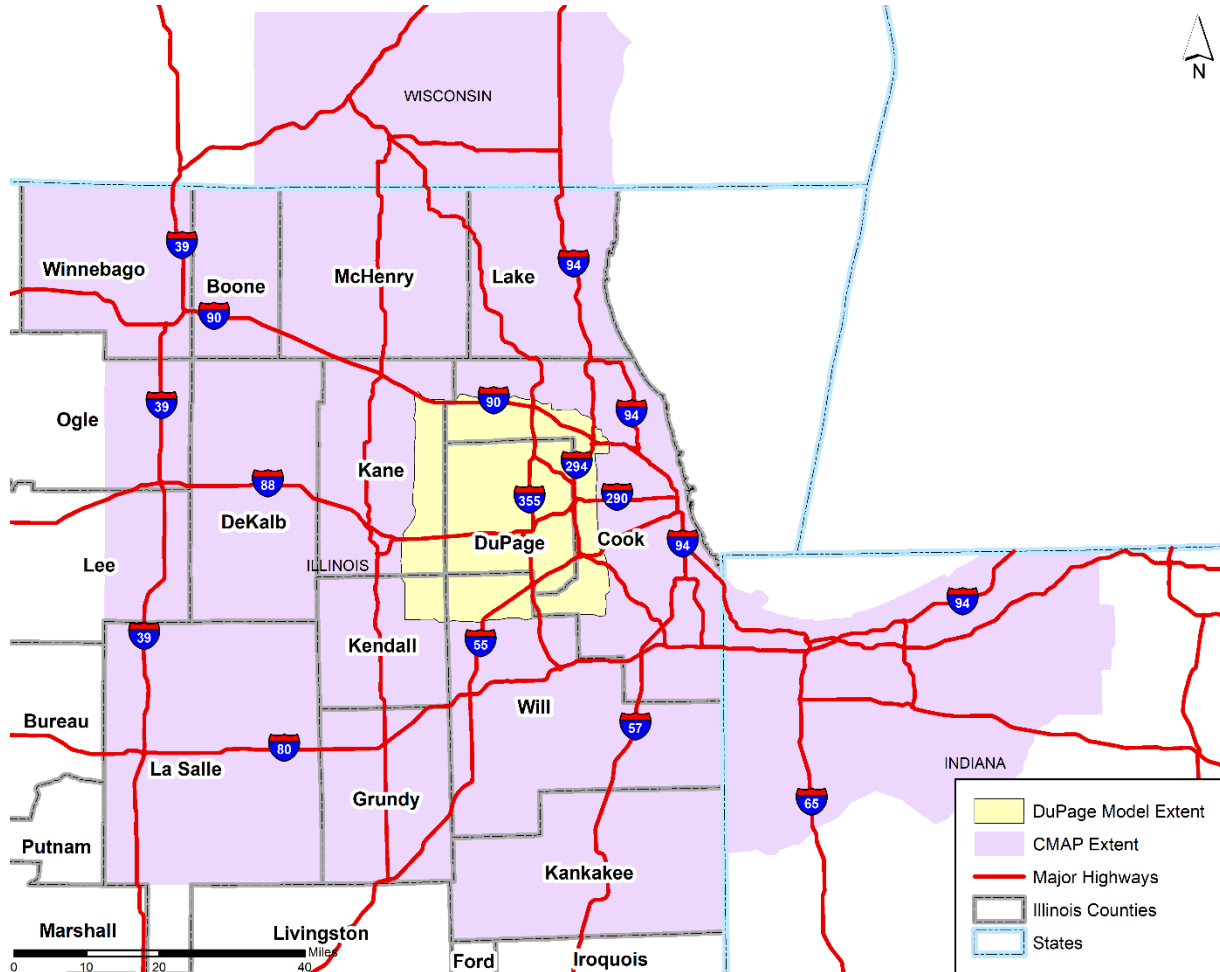
Private real estate data was used in place of the traditional employment information in the zones. This data was also be used in an innovative fashion to include vacancy rates by real estate category.

The Traffic Analysis Zone (TAZ) system for DuPage County is constructed with a very fine level of detail, reflecting county-level, not regional-level, land use. The buffer layer is built using a “telescoping” zone size evolution, with the finest detail within DuPage County.

The highway network for DuPage County is constructed with a level of detail corresponding to the TAZ layer. County roads are well-represented; toll and interstate roadways, ramps, and interchanges are conflated to reflect accurate geometrics to assist analysis in DuPage County. Centroid connectors are constructed using digital aerial data to reflect accurate access/egress at each TAZ.

The CMAP travel model trip tables which reflect a wealth of time of day, trip purpose, vehicle type, and external traffic flow information, are integrated using a matrix subarea processing approach to ensure that the Chicago metropolitan area traffic is included in the DuPage effort.

Figure 2 – DuPage versus CMAP Model Areas



1.2 Report Outline

This report contains the following sections:

1. Section 1.3 Traffic Analysis Zones (TAZs)
2. Section 1.4 Highway Network
3. Section 1.5 Passenger Car Trip Generation, *including socioeconomic forecasts*
4. Section 1.6 Passenger Car Trip Distribution
5. Section 1.7 Truck Traffic Model
6. Section 1.8 External Trip Model
7. Section 1.9 O'Hare Airport Model
8. Section 1.10 PM Peak-Hour Model
9. Section 1.11 Traffic Assignment Methodology
10. Section 1.12 Base-Year Model Calibration and Validation

1.3 Traffic Analysis Zone System

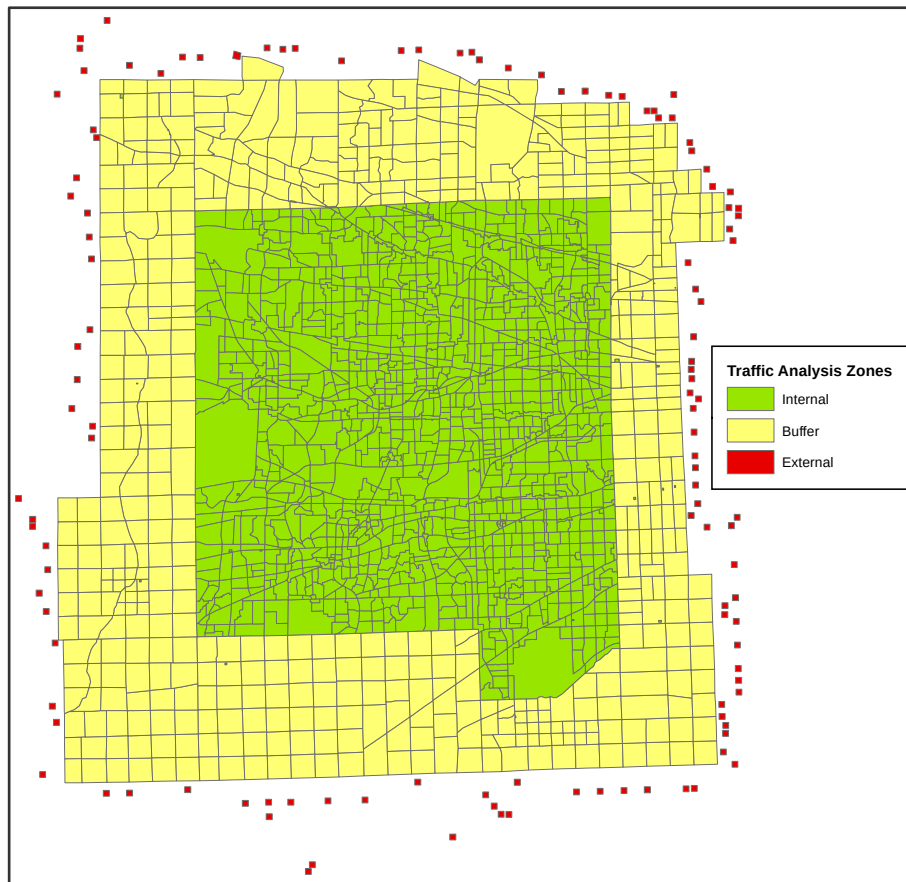
Table 1 lists the number of zones by type contained in the current DuPage County model. It contains 2,012 zones, which consists of: 1,351 are internal Traffic Analysis Zones (TAZs), including the Metra and O'Hare special-uses zones, 539 "buffer" TAZs, and 122 external zones. Figure 3 shows the TAZ system for the DuPage County model. The internal zones are shown in green, and cover the entirety of DuPage County. The "buffer" zones surround the perimeter of DuPage County, and are shown in yellow. The purpose of the "buffer" zones is to allow vehicles in adjacent counties to reroute in response to transportation projects or congestion within DuPage County.¹ Some TAZ boundaries from the 2008 model were updated for the current model. The types of zonal changes were: zone addition, zone splitting, or zone blending. There was an emphasis on adding zones where development has taken place in recent years. For example, an important recent development is the opening of the IL 390; new zones were created adjacent to that route. The following subsections describe changes made to specific categories of TAZs: Internal, Buffer, Metra Stations and O'Hare Airport.

¹ If an external zone were located directly on the DuPage County boundary, the vehicles originating from or destined to that external zone would be forced to utilize the internal link to which the external zone connects. For example, if the I-88 west external station were located at the western DuPage County boundary, then all vehicles to/from that external station would be forced to use the adjacent I-88 links. The buffer zonal area allows vehicles to route around I-88 in response to traffic congestion.

Table 1 – Number of Zones by Type

TAZ Type Number	TAZ Description	Number of TAZs
1	Internal DuPage TAZ	1,171
2	Buffer TAZ	539
3	Metra Station TAZ	48
5	O'Hare Area TAZ	12
11	Downtown TAZ	120
99	External Zones	122
	TOTAL	2,012

Figure 3 – DuPage County Model TAZ System



1.3.1 Changes to DuPage County Internal TAZs

TAZs inside DuPage County were revised if: (1) strong growth in number of households or employment recently occurred within the TAZ, (2) planned land use indicated that an additional zone was needed, or (3) the old TAZ boundaries resulted in deficient traffic model network loading patterns.

1.3.2 Changes to Buffer Area TAZs

For areas surrounding DuPage, major effort included zone additions either to extend the modeling area or to subdivide existing TAZs to attain more accuracy. Some of the key edits were to subdivide larger four to six square mile buffer zones that straddle one or more strategic arterials, and to subdivide large zones in Cook County where new transportation facilities have

been added since the last Model update (IL 390). A total of 15 zones were added to the TAZ as the result of the editing effort (Figure 1-4).

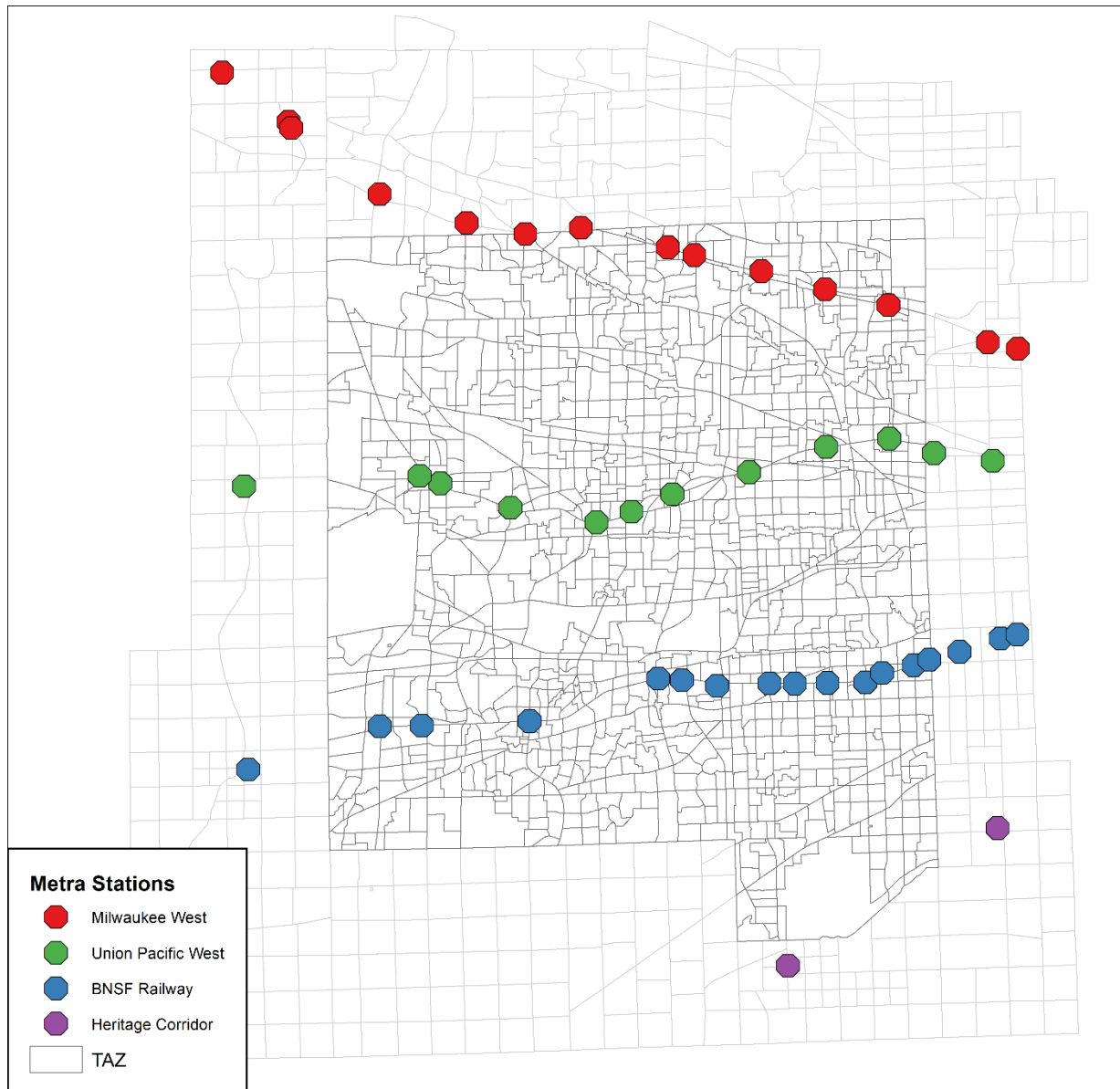
Figure 4 – New versus old Buffer Area TAZs



1.3.3 Metra Transit Station TAZs

The DuPage model contains 48 TAZs which represent a Metra Rail transit station and its associated parking lot. Figure 5 contains a map showing the location of these 48 TAZs. In the trip generation step, these TAZs are treated as a special trip attraction.

Figure 5 – Metra Transit Station TAZs



1.3.4 O'Hare International Airport TAZs

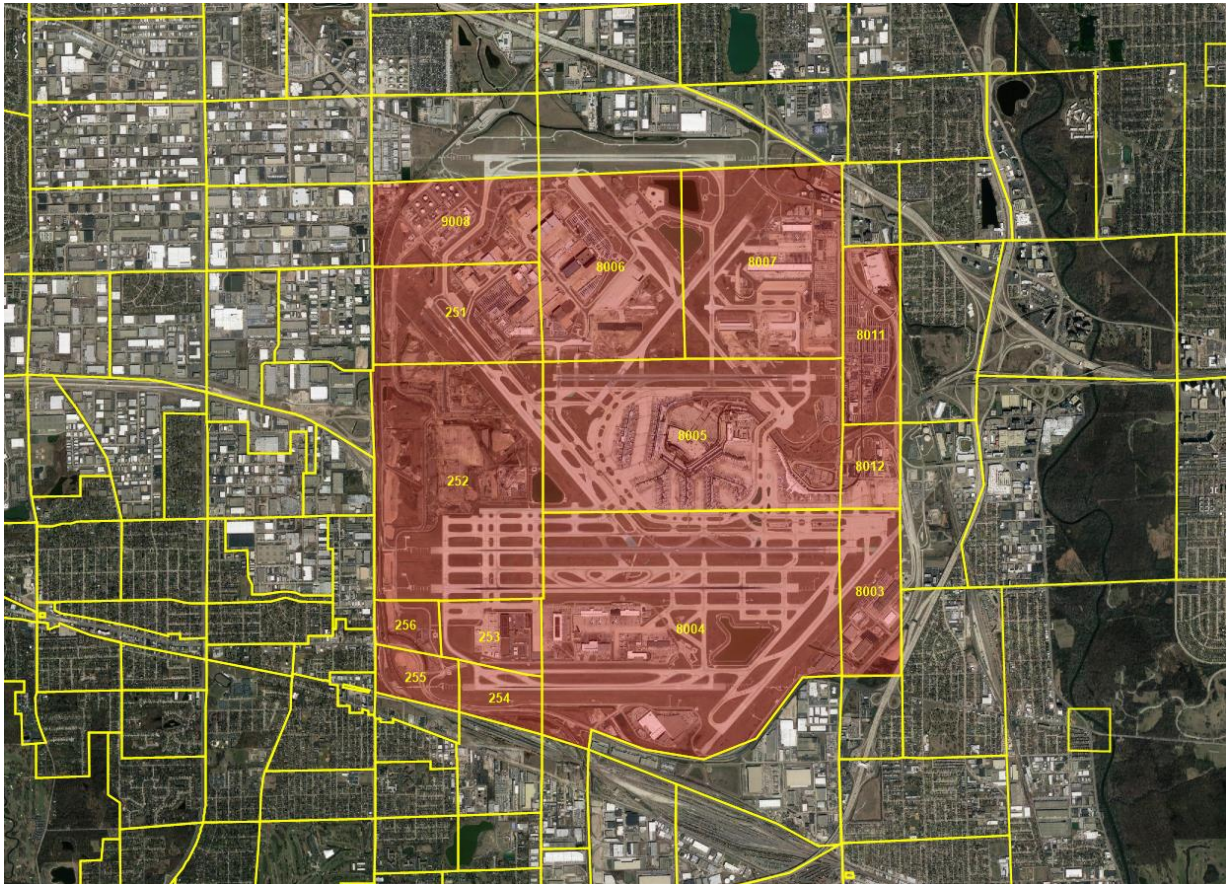
The O'Hare airport zone boundaries were updated to reflect the different activities that occur at discrete locations within in the O'Hare Airport property, and thus the different trip characteristics occurring within each area. These activities and zone delineations include: passenger terminal, parking facilities, cargo areas, and the northwest hangar area. Passengers and workers use different routes to access O'Hare. Most passengers, visitors, and greeters use the I-190 spur that enters O'Hare from the east. Workers, on the other hand, may enter from the north (airline employees), or the west/south (freight forwarding employees), or other routes. Several zones were also reconfigured to reflect the newly-completed IL-390, and the proposed airport configuration to accommodate a future Western Access to O'Hare.

Figure 6 shows the nine TAZs comprising O'Hare Airport. Aerial imagery was used to pinpoint activities such as hangars, rental car facilities and terminal. The allocation of the jobs to the main terminal, northwest hanger, east, south, and southeast cargo areas was based on the percentage of O'Hare employee parking spaces available in each of these O'Hare activity areas. The 2015 runway reconfiguration did not alter the essence of the access and egress patterns at O'Hare. Please note that Section 1.9 contains a description of the model steps unique to the O'Hare Airport zones.

O'Hare International Airport (ORD) is an important part of the DuPage traffic model for the following reasons:

- Part of the airport property is located in DuPage County;
- The activities that take place in the O'Hare area are diverse in nature encompassing terminal, air cargo, hangars, airline crew facilities, and parking. Additionally, many of these activities, such as cargo and parking do not take place at a single location at O'Hare;
- Irving Park Road, an east-west arterial in the south portion of the O'Hare area is an important conduit into and out of DuPage;
- Potential western access can be evaluated as part of one or more future scenarios.
- O'Hare Airport received extensive re-allocation of the employment-related forecasts during the DuPage County Model update.

Figure 6 – O’Hare Airport TAZ System



1.3.5 TAZ Numbering

Table 2 lists the TAZ numbers associated with various geographic areas or special land uses (Metra stations and O’Hare airport). The numbering of TAZs for the same geographic area or land use were grouped into ranges of thousands. These groupings allowed for easier identification of the TAZ’s location. Each TAZ numbering range also contained unused numbers to allow for new TAZs to be inserted into each range without disrupting the overall numbering system.

Table 2 – TAZ Numbering Ranges

Numbering Range	Zones Included
1 - 1999	DuPage Internal Zones
2001 - 2099	Metra Zones (DuPage Only)
2101 - 2199	Metra Zones (Buffer Regions)
3001 - 3099	Kane County
4001 - 4099	Kendall County
6001 - 6099	South Cook
7001 - 7099	West Cook
8001 - 8099	O'Hare
9001 - 9199	Northwest Cook

1.3.6 Key TAZ Attributes

Table 3 lists all of the TAZ attributes contained in the DuPage County model. These attributes are used by the GISDK model “batch process” to allow current year socioeconomic (SE) assumptions to be referenced in the trip generation, trip distribution and traffic assignment steps.

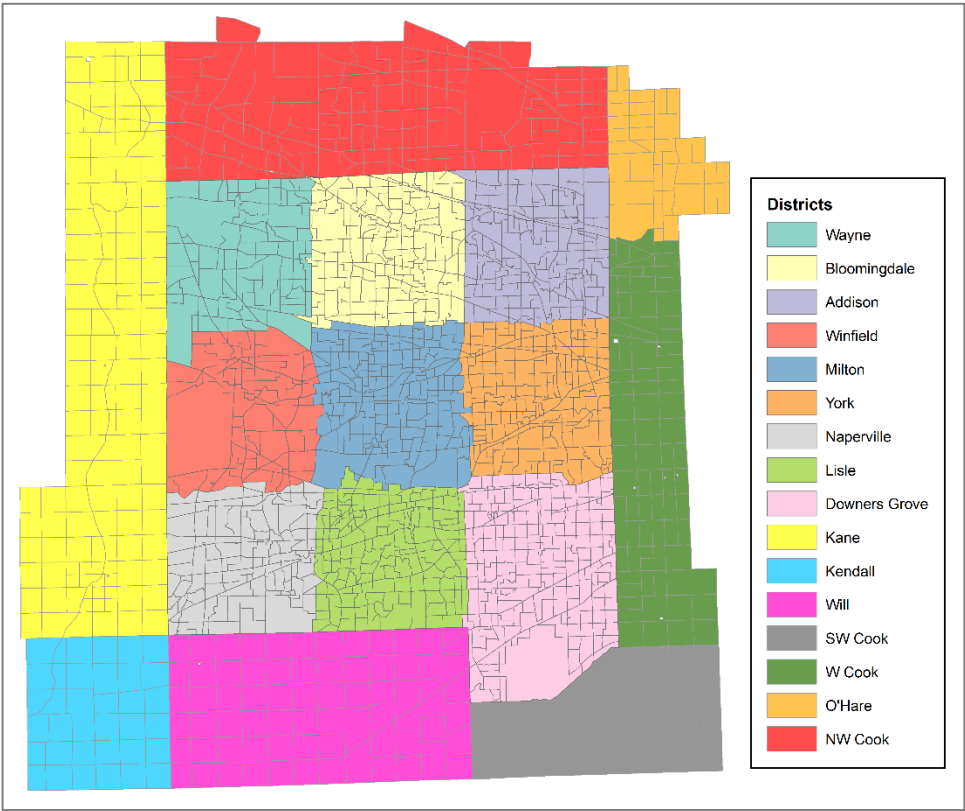
Table 3 – TAZ Attributes List

Name	Description
ID	Formal TransCAD ID and Final TAZ ID
Area	Area in Square Miles
TAZ_Number	Unique identifier for each TAZ
TAZ_Area_Type	1 - DuPage TAZ (incl. Downtown)
	2 - Metra Stations
	3 - Buffer TAZ
	4 - External TAZ
TAZTYPE	1 - Internal DuPage TAZ (w/o Downtown)
	2 - Buffer
	3 - Metra Station TAZ
	4 - Downtown TAZ
	5 - External TAZ
Area_Type	1 - Urban
	2 - Suburban
	3 - Rural
	4 - Metra
	5 - O'Hare
Terminal_Time_PC	Terminal Time for Passenger Cars
Terminal_Time_CV	Terminal Time for Trucks
COUNTY	District ID
DUP_TWP	DuPage Township ID
DESCRIP01	Description of the TAZ Profile
MUNI	Municipal Name where TAZ resides

1.3.7 DuPage Super-Zones

For reporting purposes, the DuPage Traffic Model TAZs were aggregated into Super-Zones to allow the model inputs and outputs to be easily summarized. The model outputs contained in this report and the LRTP Report have been summarized according to these Super-Zones. Within DuPage County, the super-zones follow the nine township boundaries. The buffer area is composed of seven super-zones that respectively cover Kane, Kendall, and Will Counties, Northwest Cook, West Cook and Southwest Cook, and the O'Hare area. Figure 7 shows the DuPage County Traffic Model super-zone boundaries.

Figure 7 – DuPage County Model Super-Zones



1.4 Highway Network

The DuPage County highway network was originally developed in the 1990s (using TModel software) and has been continually improved and refined up to the present time. To develop the highway network for the 2020 DuPage Model, CDM Smith updated and refined the highway network from the 2008 DuPage Model. The highway network of the 2020 DuPage County Travel Demand Model is shown in Figure 8. The network follows a similar pattern to the TAZ structure in that the network is more detailed within DuPage County, and is less detailed in the buffer areas. The highway network within DuPage County is more-detailed (reflects more roadways) than the CMAP model. Figure 9 compares the roadway networks of the DuPage and CMAP models. From a visually inspection, the DuPage County network is clearly denser than the CMAP network. CDM Smith and DuPage County staff made extensive updates to the 2008 highway network including:

- **Traffic Counts:** Traffic Counts coded onto the link attributes were updated from 2008 to 2015. The traffic counts included: 2015 Average Annual Daily Traffic (AADT) counts, 2015 average daily truck counts, and 2015 PM peak counts where available. These coded traffic counts were used for calibration and validation purposes. Segments chosen for inclusion in the DuPage 2018 Travel Demand Model generally accounted for all roadways classified as Minor Arterial or better. Additionally, the study team incorporated collector roads that were judged to be regionally significant in accommodating the travel demand throughout the model area.
- **Link Adjustments:** Adjusting roadway links and adding centroid connectors where TAZ boundaries were split or adjusted. TAZ along IL-390 and I-90 were split. Centroid connectors were added to connect these TAZ centroids to the roadway network.
- **Link Capacity:** Reviewed daily capacities on all links, and developed link capacities for the new PM peak-hour model.
- **Link distances and speeds:** Link distances and speeds are key variables in the highway network, as they dictate the free-flow travel time and roadway capacity of the links. CDM Smith employed the Geographic Information System (GIS) capabilities within the TransCAD software to identify, code, and check these key link variables.
- **Truck Prohibited Routes:** Identified truck prohibited segments. See Appendix A for a complete list of roadway segments from which trucks are prohibited.
- **Volume-Delay Functions:** Investigated volume delay functions and impacts on congested speed.
- **Quality Checking:** Performed general checks on directionality, connectivity and geometry of links.

Appendix B contains a list of all link attributes. The key Link Attributes are: length, roadway name, functional classification, number of lanes and hourly capacity; or Observed data, which includes Average Annual Daily Traffic (AADT) and Heavy Commercial Vehicle count.

Figure 8 – DuPage County 2020 Model Highway Network

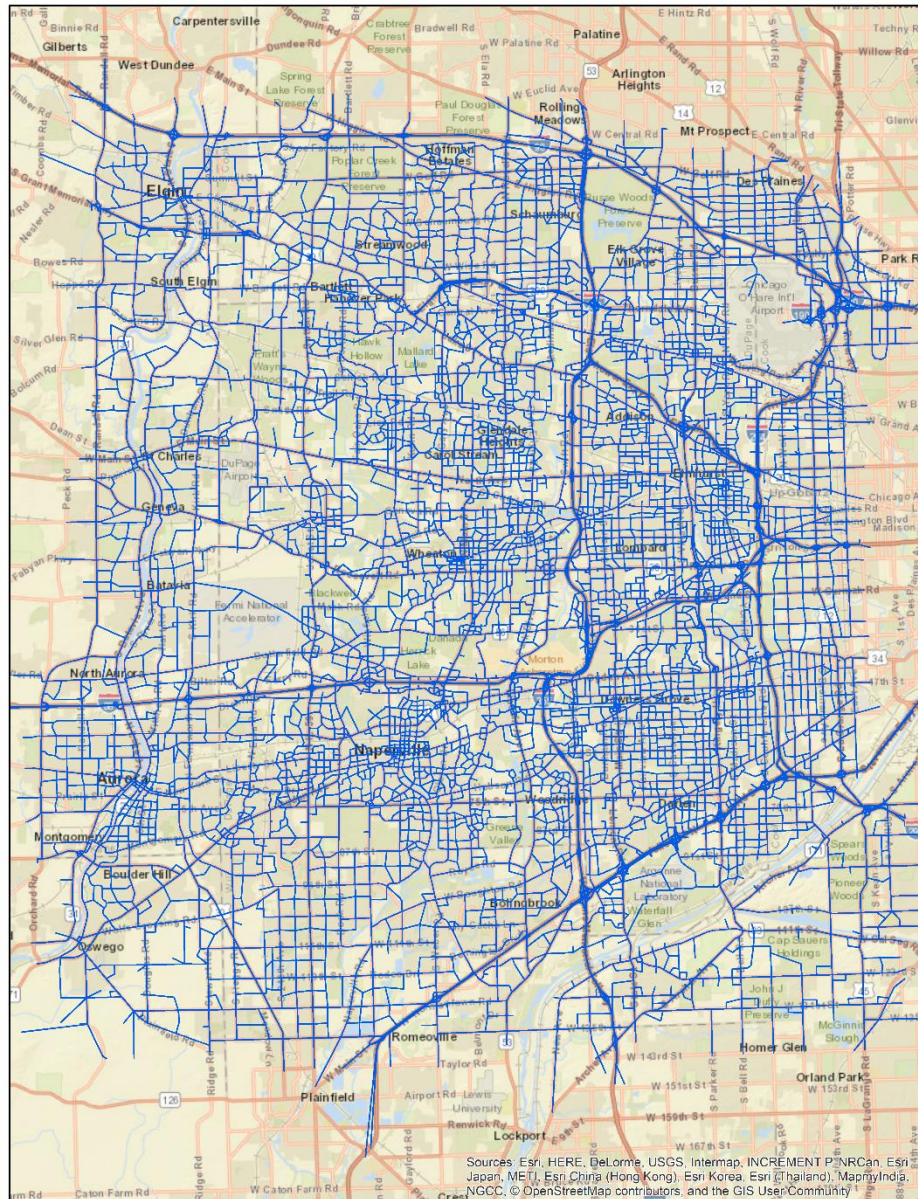
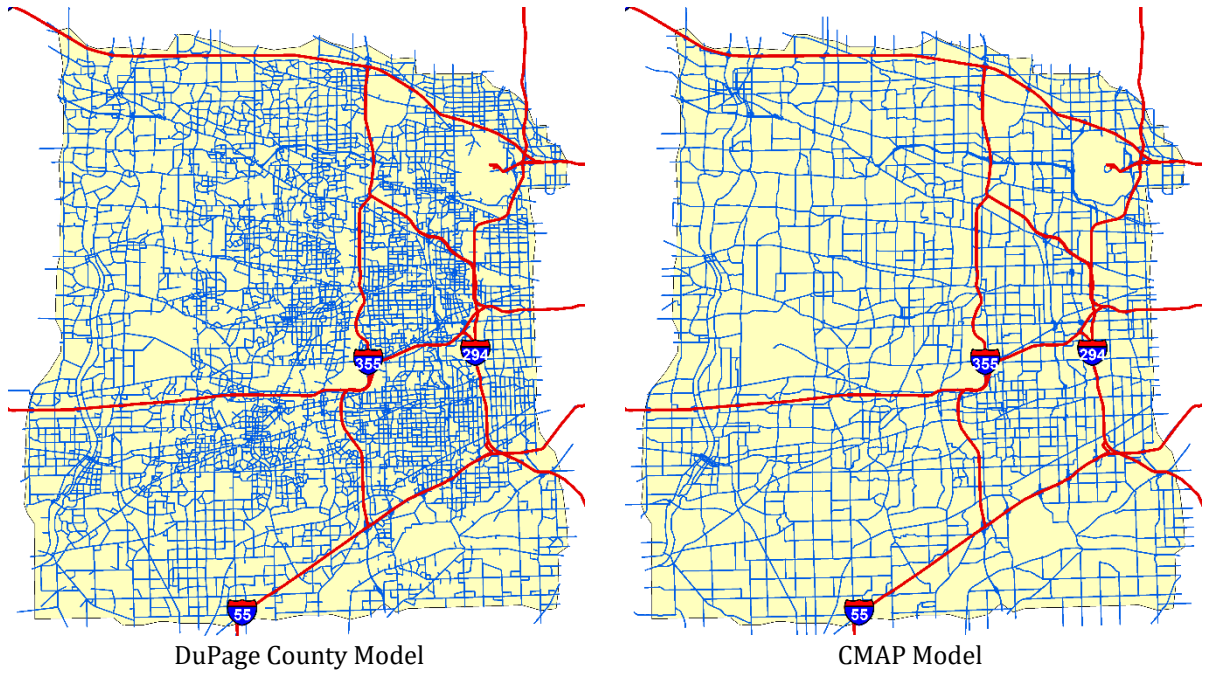


Figure 9 – DuPage County and CMAP Model Networks



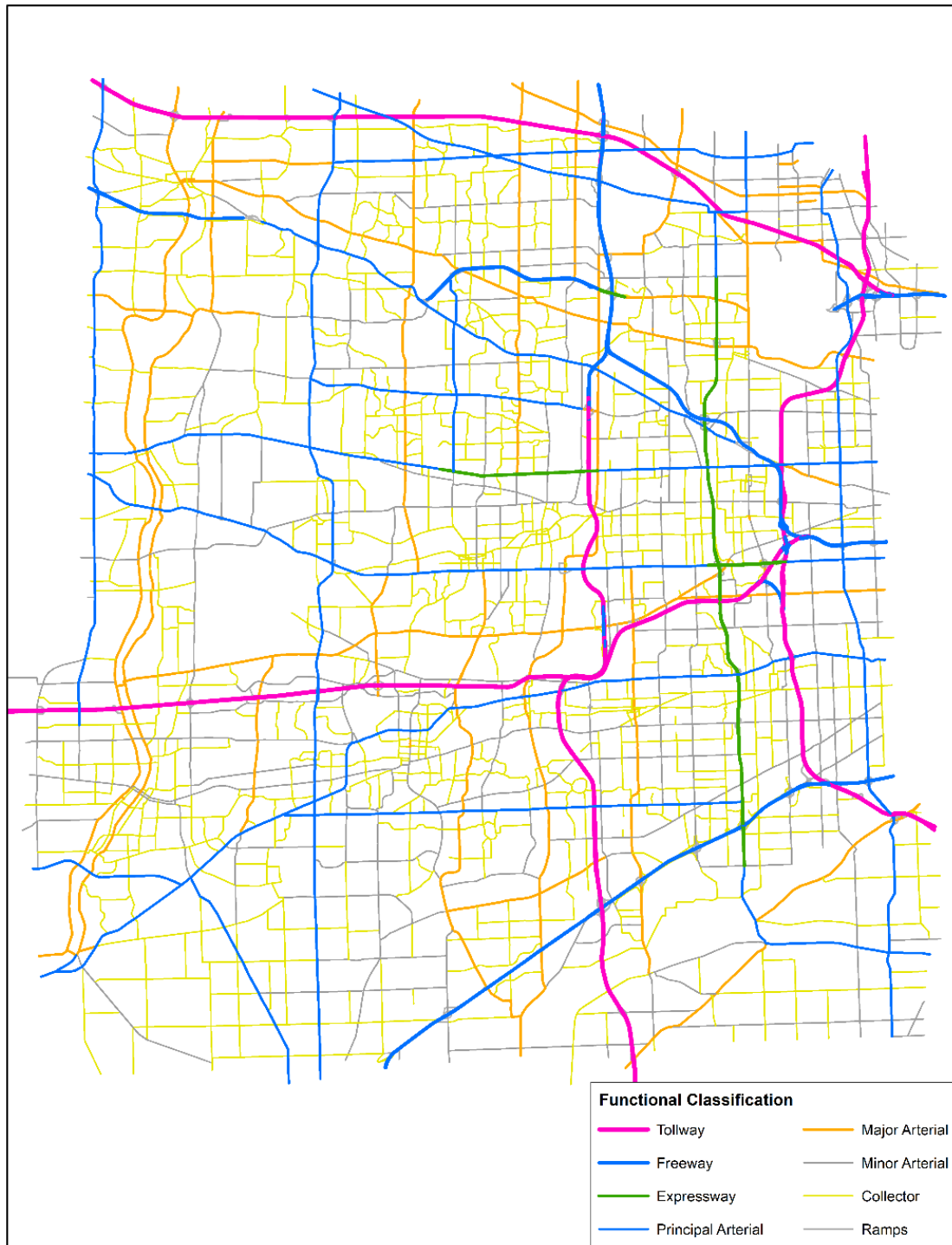
1.4.1 Functional Classification

Figure 10 shows the DuPage County Traffic Model network by functional classification. Functional classifications for the DuPage County Traffic Model consist of fifteen categories plus the centroid connectors. The DuPage County model generally contains all roadways classified as a Minor Arterial or higher classification. Table 4 presents the 16 functional classifications and the capacity and speed associated with each classification. The daily model uses the “off peak” speeds, while the PM peak-hour model uses the “peak” speeds.

Table 4 – Highway Network Functional Classes and Coding Guidelines

Functional Class	Functional Class Name	Description	Capacity (PCPLPH)	Speed	
				Off Peak	Peak
10	Tollway	Illinois Tollway routes	2000	60-70	55-65
11	Freeway	Freeway routes	2000	60-70	55-65
12	CD-Freeway to Arterial	Collector-Distributor Road on Freeway to Arterial roadway	900	45-60	40-55
13	Ramp Freeway to Freeway	Freeway-to-Freeway Ramp	1400	40-55	35-50
15	Ramp- Freeway to Net	Freeway-to-Arterial Ramp	1200	30-50	25-45
16	Ramp - Tollway to Net	Illinois Tollway-to-Arterial Ramp	1200	35-45	30-40
17	Ramp - Arterial	Arterial-to-Arterial Ramp	1200	30-40	25-35
18	Ramp - Other	Other ramp connection	1200	35	30
19	Frontage Road	Frontage Road	720	40-45	35-40
20	Expressway	Expressway	1800	45-60	40-55
30	Principal Arterial	Principal Arterial	1200	35-55	30-50
40	Major Arterial	Major Arterial	1000	30-55	25-50
50	Minor Arterial	Minor Arterial	850	30-55	25-50
60	Collector	Collector	850	25-55	20-50
70	Community Collector	Community Collector	600	25-35	20-30
90	Centroid Connector	Centroid Connector	3000	25	20

Figure 10 – Model Highway Network by Functional Class



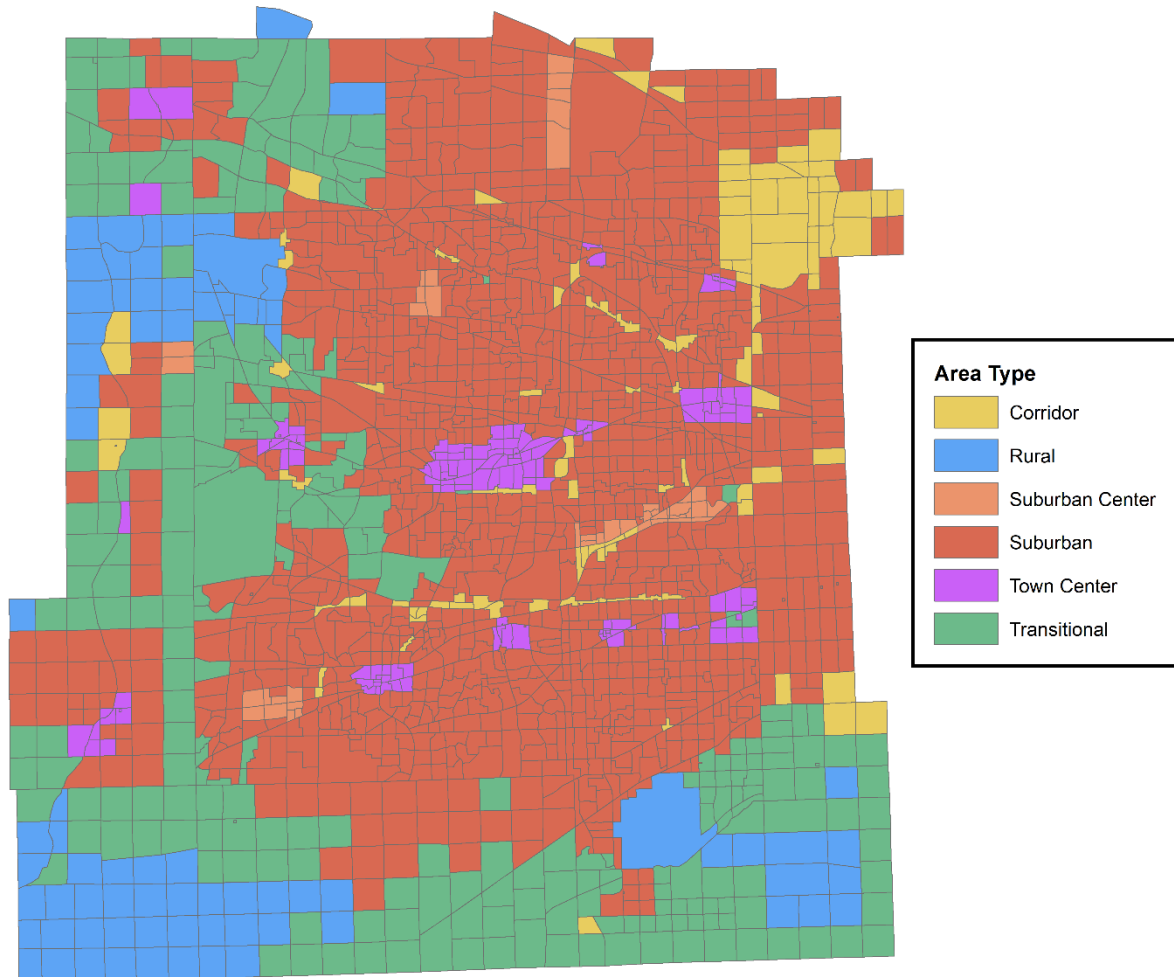
1.4.2 Link Area Type

Each link in the network is assigned to one of six “area types.” The link area type dictates which volume-delay function the link will follow. Each “Area Type” also has a different volume/capacity ratio, which are shown in Table 5. The rural links have lower V/C Ratio targets whereas the urban links have higher V/C Ratio targets. Figure 11 shows the link “Area Types” by TAZ. Links within a given TAZ will follow the volume-delay function and target V/C ratio that corresponds to the TAZ’s area type.

Table 5 – Volume-Capacity Ratios by Link Area Type

Area Type	V/C Ratio: During Off-Peak Period	Target V/C Ratio: Peak Period	# of Links*
Corridor	0.45	0.80	2,472
Rural	0.25	0.50	444
Suburban Center	0.50	0.90	245
Suburban	0.35	0.70	6,975
Town Center	0.55	0.90	1,148
Transitional	0.30	0.60	1,601
Total			12,885

Figure 11 – Link Area Types by TAZ location



1.5 Passenger Car Trip Generation

A majority of the trips in the DuPage model consists of internal passenger car trips. This section and the next section concern the internal passenger car model development (Sections 1.5 and 1.6), while the succeeding three sections (Section 1.7, 1.8 and 1.9) are concerned with the truck trips, the external trips and the O'Hare Airport trips respectively.

The first step in the four-step travel demand model development process is trip generation. Household trip generation includes procedures to estimate the travel demand associated with specific socioeconomic (SE) characteristics and land use activities. The goal of trip generation is to estimate the total number of trips by trip purpose that are produced by and attracted to each

zone. This section describes the trip generation process used to develop the DuPage County Model, and consists of four subsections: (1) SE forecasts, (2) trip productions, (3) trip attractions, (4) Balancing of Zonal Trip Productions and Attractions, and (5) Validation of Production-Attraction Models.

The trip generation step relies on TAZ-level SE data as inputs, and is used to calculate trip productions and attractions by trip purpose for each TAZ. The DuPage County Model's trip generation rates are based on a 2006 study conducted by the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT), the Northwestern Indiana Regional Planning Commission, and the Indiana Department of Transportation (InDOT). The primary objective of the 2006 study was to refine the Chicago regional travel demand forecast models. Data for this 2006 study was obtained through the Travel Tracker Survey, which entailed the collection of activity and travel information for all household members (regardless of age) during a randomly assigned 24-hour or 48-hour period. In 2008, CDM Smith processed this survey data to estimate weekday motorized person-trips suitable for application in a gravity-based DuPage County travel demand model. The survey data resulted in cross-classification trip rates that are reasonably similar to the values established by other MPOs.

1.5.1 TAZ Level Socioeconomic Data

SE data was estimated for each of the 1,293 internal TAZs. The full SE forecasts for DuPage County can be found in the document "2015-2025-2040 Land Use Assumptions," which is included as in Appendix C to this report. DuPage County population/household SE data obtained from 2010 and 2015 U.S. Census datasets and from DuPage County land use data. The County of DuPage purchased additional data (for the DuPage County TAZs) from a private source, which included: employment, square footage of commercial land uses and number of housing units. This data was developed by TAZ for the base year (2015) and for both future years (2025 and 2040).

For the buffer TAZs, CMAP SE forecasts (published in the third quarter of 2015) were used. The CMAP data was used in the buffer TAZs for both the base-year model (2015) and the future-year models (2025 and 2040).

The SE forecasts for the DuPage and buffer TAZs identify the geographic locations where future growth is predicted to occur (and consequently where traffic demand is likely to increase most significantly). Table 6 shows the total number of residential units that are forecast for DuPage County and the buffer zone areas. Table 7 lists the total commercial square footage forecasts in DuPage County and the "buffer" areas.

As Table 6 shows, the number of residential units in DuPage County is forecast to increase by almost 12,000, or 3 percent, between 2015 and 2025. Between 2025 and 2040, DuPage County residential growth will continue at slower pace, with just over 9,500 residences forecast. The commercial activities will grow at a substantial rate, adding over 22 million square feet, an increase of 3.2 percent, between 2015 and 2025. After 2025, the growth of square footage will

slightly slow with the addition of about 19 million square feet, a 2.5 percent increase. In case of buffer zones, the growth is similar to DuPage County between 2015 and 2025. After 2025, the buffer zones will grow at higher rate.

Table 7 shows the total square footage of commercial real estate in DuPage County and in the “buffer” area by model year. Within DuPage County, commercial space is forecasted to increase by 5.5 percent between 2015 and 2025, which is an increase of nearly 22 million square feet in that 10-year span. Over the same period, commercial square footage is expected to increase by 5.1 percent in the “buffer” area, and increase of more than 24 million square feet. In the succeeding period, 2025 to 2040, growth is forecast to occur at a slower rate. In DuPage County, commercial square footage is expected to increase by 4.5 percent.

Table 6 – DuPage and Buffer Area—Number of Residential Units by Forecast Year

Forecast Year	DuPage County	Buffer TAZs
2015	374,279	399,595
2025	386,198	412,745
2040	395,709	431,610
2015-2025	11,919	13,150
<i>Absolute and Percentage Increase</i>	3.2%	3.3%
2025-2040	9,511	18,865
<i>Absolute and Percentage Increase</i>	2.5%	4.6%
2015-2040	21,430	32,015
<i>Absolute and Percentage Increase</i>	5.7%	8.0%

Table 7 – DuPage and Buffer Area—Commercial Space by Forecast Year
(in square feet)

Forecast Year	DuPage County	Buffer TAZs
2015	400,725,000	479,508,000
2025	422,687,000	503,856,000
2040	441,548,000	541,568,000
2015-2025 Growth	21,962,000	24,348,000
	5.5%	5.1%
2025-2040 Growth	18,861,000	37,712,000
	4.5%	7.5%
2015-2040 Growth	40,823,000	62,060,000
	10.2%	12.9%

1.5.2 Trip Production

Trip production is performed by deriving the number of trips from an individual zone by the socioeconomic characteristics of that zone (e.g. population, employment, income level). Fundamental to the trip generation model is an understanding of trip purpose. People travel for a multitude of reasons – work, shopping, recreation, school, doctor, post office, dropping off or picking up passengers and other. Since each distinct reason for trip making cannot be included in the trip generation model, a small set of major trip purposes are established and used in the travel model. For the DuPage County Traffic Model five trip purposes were defined:

- Home Based Work (HBW)
- Non-Home Base (NHB)
- Home Based Shopping (HBSHP)
- Home Based School (HBSCH) – In the CMAP Travel Tracker Survey, the activity “travel to school” pertains only to students in twelfth grade or lower
- Home Based Other (HBO)

The procedure used to calculate trip productions for the DuPage County Traffic Model is a disaggregate cross-classification technique. Cross-classification offers the advantage that trip rates can be applied as a series of non-linear relationships. It has been shown that the number of trips generated by a household does not behave in a purely linear manner. For example, a three-person household does not make three times as many shopping trips as a one-person household. The second advantage that cross-classification provides is that it reduces the error associated with using zonal averages for household income and size. Cross-classification analysis is based on this fundamental assumption that trip generation rates are neither continuous nor linear in nature, and that the defined categories of independent variables are stable across the sample and through time.

Trip production rates are typically stratified by at least two relevant variables: a household size and a wealth attribute. For the DuPage County model, trip production rates were calculated for three variables:

- Dwelling Type: Two types: Single Family Home or Multi-Family Dwellings.
- Household size: Four sizes: 1, 2, 3 or 4+ persons.
- Income level: Three levels: less than \$50,000, \$50,000 to \$99,000, and greater than \$99,000

Table 8 and Table 9 show the trip rates, for each trip purpose, for this cross-classification scheme. Table 8 shows the trip rates among Single Family Dwelling Units. Within this table there are 12 cross-classification categories corresponding to all combinations of the four household sizes and three income levels. Then the table contains five columns corresponding to the five trip purposes.

Thus, the table contains 60 unique trip rates. Similarly, Table 9 shows the same cross-classification of trip rates for Multi-Family Dwellings. All trip rates are shown in daily person trips per household

Table 8 -- Auto Trip Generation Rates –Single Family Dwelling Units

Household Size	Household Income	All Purposes	HBW	HBSHP	HBSCH	H-O	NHB
1	<\$50k	3.214	0.257	0.504	0	1.181	1.272
	\$50k-\$99k	3.313	0.483	0.373	0.005	1.063	1.389
	>\$99k	3.4	0.443	0.327	0.01	1.058	1.562
2	<\$50k	5.93	0.427	0.995	0.05	2.31	2.148
	\$50k-\$99k	6.444	0.87	0.815	0.05	2.387	2.322
	>\$99k	6.259	0.98	0.718	0.023	2.24	2.298
3	<\$50k	6.784	0.937	1.004	0.143	2.931	1.769
	\$50k-\$99k	8.615	1.276	0.951	0.534	3.018	2.836
	>\$99k	9.335	1.34	0.807	0.56	3.387	3.241
4+	<\$50k	11.104	1.04	1.112	0.808	4.82	3.324
	\$50k-\$99k	13.443	1.398	1.22	1.087	5.719	4.019
	>\$99k	13.52	1.198	1.076	1.122	5.985	4.139

Table 9 – Auto Trip Generation Rates – Multi Family Dwelling Units

Household Size	Household Income	All Purposes	HBW	HBSHP	HBSCH	H-O	NHB
1	<\$50k	2.119	0.206	0.3	0.009	0.713	0.891
	\$50k-\$99k	2.962	0.446	0.286	0	0.984	1.246
	>\$99k	2.468	0.32	0.348	0.025	0.697	1.078
2	<\$50k	3.96	0.434	0.604	0.111	1.449	1.362
	\$50k-\$99k	5	0.625	0.573	0.072	1.831	1.899
	>\$99k	4.148	0.73	0.42	0.034	1.482	1.482
3	<\$50k	4.832	0.482	0.713	0.234	2.093	1.31
	\$50k-\$99k	7.549	1.122	1.04	0.394	2.588	2.405
	>\$99k	5.792	0.776	0.595	0.274	1.961	2.186
4	<\$50k	7.249	0.761	0.591	0.43	2.888	2.579
	\$50k-\$99k	9.998	0.851	0.803	0.73	4.208	3.406
	>\$99k	10.077	1.005	1.167	0.73	4.208	2.967

1.5.3 Trip Attraction

Trip attractions are the complement of trip productions. Trip attraction rates are derived from household travel survey data using a process referred to as “aggregate cross-classification.” Cross-Classification procedures measure the changes in the number of trips based on the land use. In this case, the number of trips is dependent on the “type of ending place” to which a person traveled (such as a school or retail establishment). Attractions are typically a function of socioeconomic activity – number of households, number of employees by type, or school enrollment numbers, but the attraction rates may also be land-use based, such as square feet of retail space, acres of open space or parks, or gross floor area of a manufacturing plant.

Table 10 contains the trip attraction rates used in the DuPage County Model. There are 60 unique trip attraction rates: 12 “end place” type and 5 trip purposes. Trip attraction rates have been developed for two main categories of socioeconomic variables: household-based and real estate-based. There are three household-based trip attraction ends: Single-family, multi-family and group dwelling units. Household-based trip ends are calculated based on the number of dwelling units within a given TAZ. There are also nine categories of real estate-based trip ends. Trip attraction rates for these categories are expressed per thousand square feet (TSF) of available space within each real estate category. The square footage data by real estate category was obtained through a private real estate data source. The real estate categories operate as a surrogate for employment, which is the typical travel demand attribute used in trip generation attraction equations. Trip attractions are calculated separately for each of the five trip purposes.

For example, if a TAZ has 100 multi-family units, 100 Home-Based Work trips would be attracted to that TAZs. If that same TAZ also had 100 thousand square feet of downtown retail space, then 51.9 ($100 \times .519$) Home-Based Work trips would also be attracted to the TAZ. Trip attractions have to be calculated for all 60 unique attraction categories, and the number of trip attractions are summed by trip purpose.

Table 10 – Trip Attraction Rates

Attraction Type	Trip End Place Variable	Home-Base Work	Home Based Shopping	Home Based School	Home Based Other	Non-Home Base
Household-Based <i>(trips per housing unit)</i>	Single-family units	1.000	1.000	1.000	1.000	1.000
	Multi-family units	1.000	1.000	1.000	1.000	1.000
	Group Quarters	1.000	1.000	1.000	1.000	1.000
Real-Estate-Based <i>(trips per 1,000 square feet)</i>	Retail	0.519	1.580	0.900	2.678	0.993
	Downtown Retail	0.650	2.619	0.900	3.351	1.242
	Office/R&D	0.962	0.900	0.900	4.957	1.837
	Industrial	0.510	0.900	0.900	2.632	0.976
	Warehouse	0.127	0.900	0.900	0.658	0.244
	Schools	0.375	0.900	2.700	1.933	0.716
	Transp./Comm./utilities	0.510	0.900	0.900	2.632	0.976
	Public/Municipal	0.662	0.900	0.900	3.412	1.265
	Colleges/Convention	0.662	0.900	0.720	3.412	1.265

1.5.4. Balancing of Zonal Trip Productions and Attractions

Trip productions and trip attractions are calculated separately, and the two trip totals will not match. The totals must match, as each trip produced (origin) must have an attraction (destination). Therefore, after the trip productions and attractions are calculated, the number of trip attractions will be adjusted (up or down) to match the number of trip productions. This adjustment is done separately for each of the five trip purposes. The following should be noted about the balancing within each trip purpose:

- Home-Based Shopping (HBSHP) trips: the home-based shop trip attraction rate is typically tied to retail employment alone. However, for the 2020 DuPage model update, HBSHP has separate trip attraction factors for both regular retail locations and downtown retail locations.
- Home-Based School (HBSCH) trip attractions pertain only to students in twelfth grade or lower.
- Home-Based Other (HBO): This category includes trips made for eating a meal, personal business, driving a child to school or an activity, recreational/social activities and other unstated reasons. Due to the variety of destinations to which this trip purpose may be attracted, it is reasonable to assume that HBO trips are attracted to all land uses. As shown in Table 8 and Table 9, there are relatively high HBO trip attraction factors for all land-use types.
- Non-Home Based (NHB): There are NHB trip attraction factors for all 12 land-use types. However, the highest coefficient is associated with Office/R&D.

1.5.5. Validation of Production-Attraction Models

After calculating and adjusting the zonal trip productions and attractions, these values must be checked for reasonableness.

Trip production rates were developed from the 2007 CMAP Travel Tracker Survey. The CMAP surveys did not provide direct estimates of zonal trip ends. Consequently, model-estimated trip ends cannot be compared against observed trip-ends. Instead, model-estimated trip ends must be compared against industry standards, such as the 2017 National Household Travel Survey. This document provides average values and typical deviation ranges for average trips per household and average trips per person.

The average daily household trip rate is calculated by dividing the total number of trips produced in trip generation by the total number of households. Previous National Household Travel Survey results have shown that there has been a decrease in daily household trip rate in recent years. In the 1970s and early 1980s, household trip rates ranged from 6.34 to 7.69 trips per household per day. By the 1990s these trip rates had peaked above 10.00 trips per day. Since 2000s, the daily household trip rate had begun decreasing, such that by 2015, the average household trip rates ranged from 8.5 to 9.6 trips per day.

The average daily person trip rate is calculated by dividing the total number of trips produced in trip generation by the total number of persons living in households in 2015. Typical per capita trip rates were obtained from 2017 National Household Travel Survey. As with the daily household trip rate, there has been a decrease in the daily person trip rate over the past years. In the 1970s and early 1980s the rate ranged from 2.92 to 3.76. It peaked in mid 1990s to 4.3 and since then daily person trip rate was in slight decline to a range of 3.33 to 3.82 in 2015.

Table 11 contains the average trips per household and per person, as calculated from the socioeconomic data and the CMAP trip generation rates. The right-hand column also shows the typical range of trips contained in the 2017 National Household Travel Survey. This table shows that the number of trips estimated for the DuPage model are more conservative (lower) than the typical range for overall trips produced at the household and per person levels, as well as for the home-based work (HBW) trip purpose. However, trips are within range for the home-based other (HBO), and non-home based (NHB) trip purposes.

Another set of statistics, by which to check the reasonableness of trip productions, is the proportion of trips produced by trip purpose. Table 12 contains the five trip purposes utilized in the DuPage model, the percentage of trips by trip purpose in the DuPage model, versus the proportions observed through the CMAP 2006 travel tracker survey. There is some variation in the HBW and HBO trip purposes, but the other three purposes have identical proportions.

a travel demand model. Similarly, Table 13 compares the proportion of trips produced by trip purpose in the DuPage Model versus the typical ranges published in the 2017 National Household

Travel Survey. Please note that the Home-Based School and Home-Based Shopping trip purposes have been included as part of the home-based other (HBO) for this comparison. This comparison indicates that the DuPage Model contains a typical proportion of NHB trips (33 percent), a lower than typical proportion of HBW trips (11 percent), and a higher typical proportion of HBO trips (55 percent).

Table 11 – Trip Generation Validation, Part 1

Average Daily Trip Rates	DuPage Model Estimated Trips	Typical Range ²
Productions Per Household	7.1	8.5 to 9.6
Productions Per Person	2.6	3.3 to 3.8
Home-based Work (HBW) Productions Per Household	0.8	1.7 to 2.3
Home-Based Other (HBO) Productions Per Household	3.9	3.5 to 4.8
Non-Home Based (NHB) Productions Per Household	2.4	1.7 to 2.9

Table 12 – Trip Generation Validation, Part 2

Trip Purpose	DuPage County Model <i>Number of Trip Productions by Purpose</i>	DuPage County Mode <i>Percentage of Trip Productions by Purpose</i>	CMAP Travel Tracker 2006 Survey <i>(Observed Percentages by Trip Purpose)</i>
Home-Based Work	596,839	11%	15%
Home-Based School	261,340	5%	4%
Home-Based Shopping	572,879	11%	11%
Home-Based Other	2,095,288	40%	37%
Non-Home Based	1,766,886	33%	33%
All Purposes	5,293,232	100%	100%

Table 13 – Trip Generation Validation, Part 3

Trip Purpose	Productions	Productions, as percent of total	Typical Range
Home-Based Work	596,839	11%	16 to 17%
Home-Based Other	2,929,507	55%	49 to 52%
Non-Home Based	1,766,886	33%	32 to 33%

² Source: Summary of Travel Trends - 2017 National Household Travel Survey

1.6 Passenger Car Trip Distribution

Trip Distribution is the second step of the traditional four-step travel demand model development process, which was the process used for the DuPage County Model. In this step, zonal trips (estimated in the Trip Generation step) are distributed geographically using a gravity model-based procedure. The basic theory underlying the gravity model is that the number of trips between two zones is directly proportional to: (1) the number of trips produced at the production zone and (2) the number of trips attracted to the attraction zone. The number of trips is also inversely proportional to the impedance between the two zones. The impedance, often referred to as the “friction factor,” represents the spatial separation between two zones. As the spatial separation between two zones increases, the attractiveness to travel between these zones decreases. Gravity models are calibrated to observed data (household survey data) using mathematical functions. For the DuPage Model, the following gamma function was used:

$$F_{i,j} = a \cdot t_{i,j}^b \cdot e^{c(t_{i,j})}$$

where:

$t_{i,j}$ = the travel impedance between zone i and zone j. In the DuPage Model, auto travel time is used to represent $t_{i,j}$, which is the typical practice.

e = the base of the natural logarithm (2.71828)

a , b and c = Calibrated coefficients.

The trip distribution matrices, for each of the five DuPage Model auto trip purposes, were developed using a doubly constrained gravity model. This means that if the estimated trip distribution matrix is summed horizontally and vertically, the row sum for a particular zone matches the observed zonal trip productions and the column sum for that same zone will match the observed zonal trip attractions.

The following three subsections describe how the trip distribution step was executed. The first section describes the “time skims,” which is the total time to travel from each zone to every other zone in the model. As described in the second section, the total travel time between zones includes a “terminal time” at each end of the trip, in addition to the roadway travel time. There are also trips that travel only within the origin zone, known as “intra-zonal trips.” The third section describes how these travel times were calculated.

1.6.1 Time Skims

To run the gravity models, a shortest path time matrix was produced. Due to the routes on which truck were prohibited, an auto only and an all vehicle skim were produced. The travel time for

each link in the model is computed from the link length (in miles) and the link speed (in miles per hour). TransCAD then computes the minimum time path between each pair of zones, and produces a matrix containing the travel times between all zone pairs. These travel times were based on the free-flow speed and distance only; no volume delay was included in the trip distribution travel time matrix.

1.6.2 Terminal Times

To fully reflect the travel time between zones, the terminal times were incorporated into the shortest travel time matrix. Terminal times reflect additional time spent parking, walking, or other pre-driving activity at both the origin and destination of the trip. Each trip contains two terminal times: one at the origin and one at the destination. The terminal time assumed on each end of the trip, depends on the type of zone in which the trip originates or terminates. The assumed terminal times for each zonal area type are shown in Table 14.

Table 14 – Terminal Times

Area Type	# of Minutes
Rural	1
Town/Suburban	2
Urban	3

The terminal time computation is produced by assigning an area type from the zone layer for each origin and destination, then a terminal time lookup table shown above was used to add the appropriate time on the appropriate pair, and then finding the total time for each matrix O-D pair.

1.6.3 Intrazonal times

Some trips will have both their origin and destination within the same zone. For this reason, intrazonal travel times must be calculated for each zone. CDM Smith utilized the “nearest neighbor technique” to calculate the intrazonal travel times. This method assumes that the travel time within a zone is equal to one-half the average travel time to the adjacent zones. For the DuPage Model, the five nearest neighboring zones were used as the basis for calculating intrazonal times. TransCAD calculated the average travel times from a zone to the five nearest zones (based on the lowest travel times); half of this average time constituted the intrazonal travel time for that zone.

1.6.4 Gamma Coefficients

Calibrating the DuPage gravity model consisted of finding the appropriate gamma function coefficient values to replicate observed trip length frequency distributions. Table 15 contains the gamma function coefficient values for each trip purpose determined through the calibration process. The next section shows the trip length frequency distributions for the calibrated DuPage Model.

Table 15 – Gamma Coefficients for Household Trip Distribution³

Trip Purpose	<i>a</i>	<i>b</i>	<i>c</i>
Home Based Work	219,000	-1.250	-0.013
Non-Home Based	219,113	-1.380	-0.013
Home Based Shopping	219,113	-1.332	-0.010
Home Based School	219,113	-1.332	-0.010
Home Based Other	139,173	-1.000	-0.094

1.6.5 Trip Length Frequency Distribution

Trip distribution is the most important step in the travel demand process because it establishes how different trip purposes are sensitive to time and distance. This information needs to be estimated correctly so that during the traffic assignment step, the model fits observed conditions (in terms of observed traffic volumes on links, travel times on links and trip lengths). The doubly-constrained gravity models, for each trip purpose, were set to ten balancing iterations. The trip length frequency distributions, as estimated by the model, are shown in Figure 12 and Figure 13. The first graph shows the trip lengths in terms of time (minutes), while the second graph shows the trip lengths in terms of distances (miles). The trip length distributions are shown separately by trip purpose. The graphs show that Home-Based Other (HBO) trips have the shortest average trip length (as indicated by the sharp peak at the beginning of the curve). By contrast, Home Based School (HBSCH) trips have the flattest trip length distribution, and the longest average trip length.

³ NCHRP 365

Figure 12 - Trip Length Distribution [minutes]

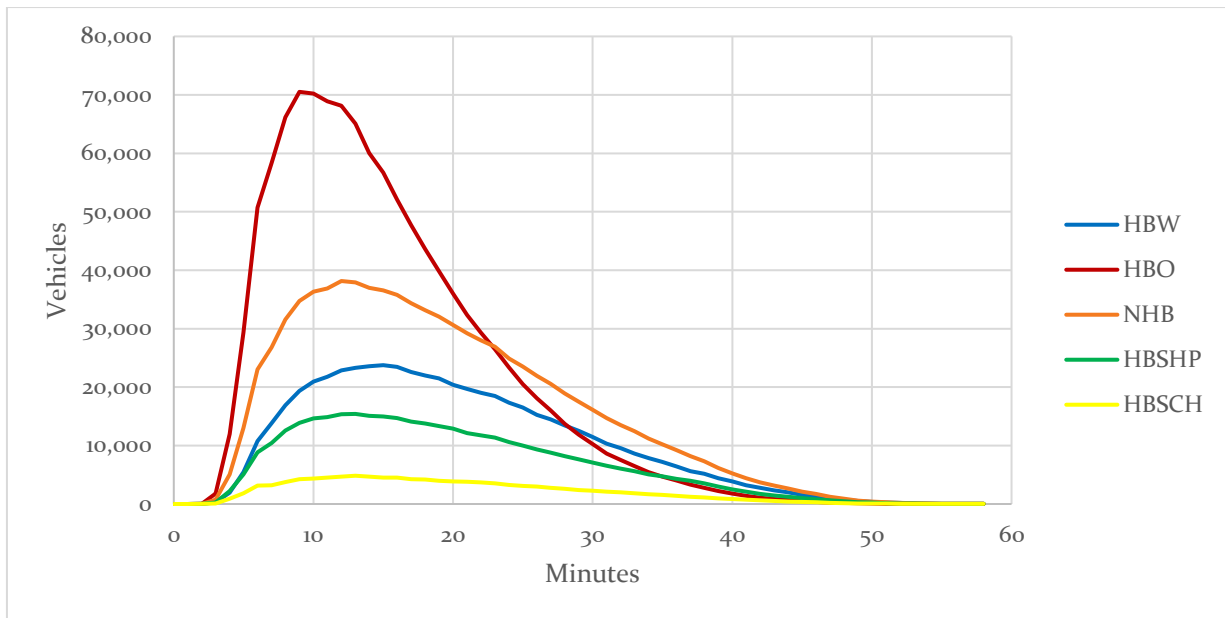


Figure 13 - Trip Length Distribution [miles]

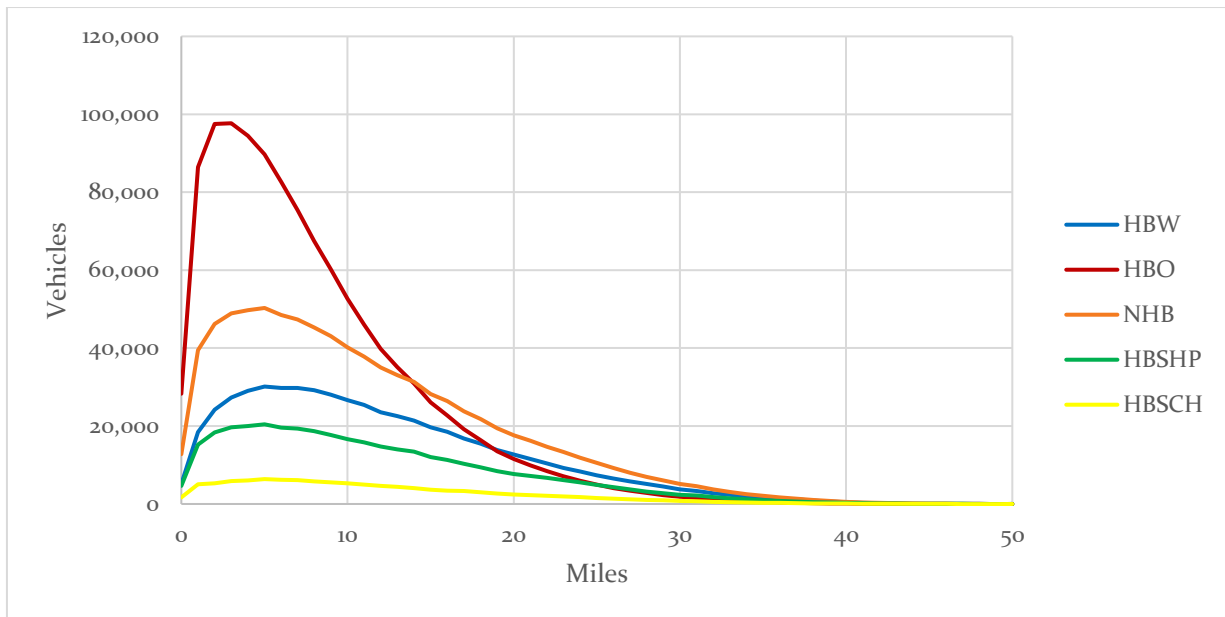


Table 16 shows the average trip length distance (in miles) by trip purpose, as estimated by the DuPage passenger car model. The average trip length distribution is summarized in table below.

Table 16 – Average Trip Length Distribution [miles]

Trip Purpose	Model	Typical Range*
Home-Based Work (HBW)	12.63	11.9 - 12.4
Home-Based Other (HBO)	8.5	6.5 - 7.3
Non-Home-Based (NHB)	11.8	11.4 - 11.8

* Summary of Travel Trends - 2017 National Household Travel Survey

1.6.6 Transformation of P-A Tables to O-D Trip Tables

After distribution, the resulting P-A tables require two transformations to obtain the vehicle trip tables used in the traffic assignment step. The first transformation is transforming the Production-Attraction matrices to Origin-Destination trip tables. The second transformation is converting the trip table from person-trips to vehicle-trips.

In TransCAD software, there is straightforward method to transform productions-attractions to origins-destinations, which is based on information about when trips depart and return. This procedure was used for the DuPage County daily (24-hour) travel demand model. Separate daily person-trip matrices were produced for each of the five trip purposes.

These five daily O-D trip tables were then converted from person-trips to vehicle (passenger car) trip matrices. Table 17 shows the vehicle occupancy rates assumed in the DuPage County Traffic Model, which are based on the CMAP Travel Tracker Survey. Each cell of the person-trip matrices was divided by the vehicle occupancy rate. This division was done separately for the matrix for each trip purpose..., corresponding to the trip purpose of the matrix.

Table 17 – Auto Occupancy Factors

TRIP PURPOSE	Vehicle Occupancy (persons per vehicle)
Home-Based Work (HBW)	1.07
Home-Based Shopping (HBSHP)	1.57
Home-Based School (HBSCH)	2.29
Home-Based Other (HBO)	1.82
Non-Home-Based (NHB)	1.55

1.7 Truck Traffic Model

The DuPage County travel demand model has separate sets of trip tables for passenger cars and trucks. Furthermore, the model has separate sets of trip tables for light versus heavy trucks. Light trucks are defined as single-unit trucks, whereas heavy trucks are defined as combination trucks consisting of a power-unit (tractor) and one or more trailers.⁴ Trucks and passenger cars are modeled separately to improve the accuracy and usefulness of the traffic forecasts. The benefits of separate passenger car and truck trip tables include:

1. Truck traffic can comprise 2 to 20 percent of overall traffic depending on the roadway functional classification. By having separate truck trip tables, routes with high truck volumes or percentages can be identified.
2. The forecasts of truck trips are estimated directly from the socioeconomic data, rather than using cruder “rule of thumb” estimation methods.
3. Allows for more precise scenario testing, as planned land use changes will be reflected in truck traffic forecasts. For example, to test a proposed industrial area, the increased employment in that zone would be reflected in the socioeconomic forecasts. In turn, this increased employment would be reflected in the truck traffic to/from that zone (through the trip generation, trip distribution and traffic assignment steps).
4. Provides DuPage County with truck model that has been validated against county-wide truck traffic counts.

1.7.1 Truck Model Development Steps and Assumptions

The truck component of the DuPage model was developed in a similar manner to the passenger car component. The following are some of the key activities and assumptions in the truck component of the DuPage Model:

- Internal Truck Trips: Internal trucks trips (those traveling within DuPage County and the buffer zones) were estimated from TAZ-level socioeconomic data, using traditional trip generation methods. The number of truck productions were set equal to the number of truck attractions. The truck trip generation step is described in greater detail in the next section (Section 1.7.2). Internal trucks trips were then distributed using a gravity model.
- External truck trips: Like the passenger car external trips, external truck trips were estimated from a CMAP subarea matrix. These external trips were then added to the overall truck trip tables. The development of the external model is described in Section 1.8.
- The truck trips are generated in “truck vehicles,” as opposed to person-trips. Essentially, it is assumed that all trucks will have a vehicle occupancy of one person per truck.

⁴ The light truck class does not include personal household vehicles such as Sports Utility Vehicles (SUVs), vans, Jeeps, or personal pick-up trucks (even if registered with “B” Plates); these vehicles are included in the passenger car trip generation process. The CMAP and DuPage County models use the same definitions of heavy trucks.

Therefore, trucks trips (from the trip generation step) do not need to be converted from person-trips to vehicle-trips.

- Roadway Network: Several roadways or roadway segments in the model area are truck prohibited. The list of prohibited roadway segments are contained in Table 42. This list was developed with input from DuPage County planners. During traffic assignment, truck trips may only use roadway links on which they are not prohibited.
- During the traffic assignment step, truck trips are pre-loaded onto the DuPage County travel model network.
- Observed 2015 truck traffic counts have been used to calibrate and validate the truck model.
- Future year truck models were prepared using the same truck trip generation rates, trip distribution curves, and assignment type, as were used to develop the 2015 truck model.

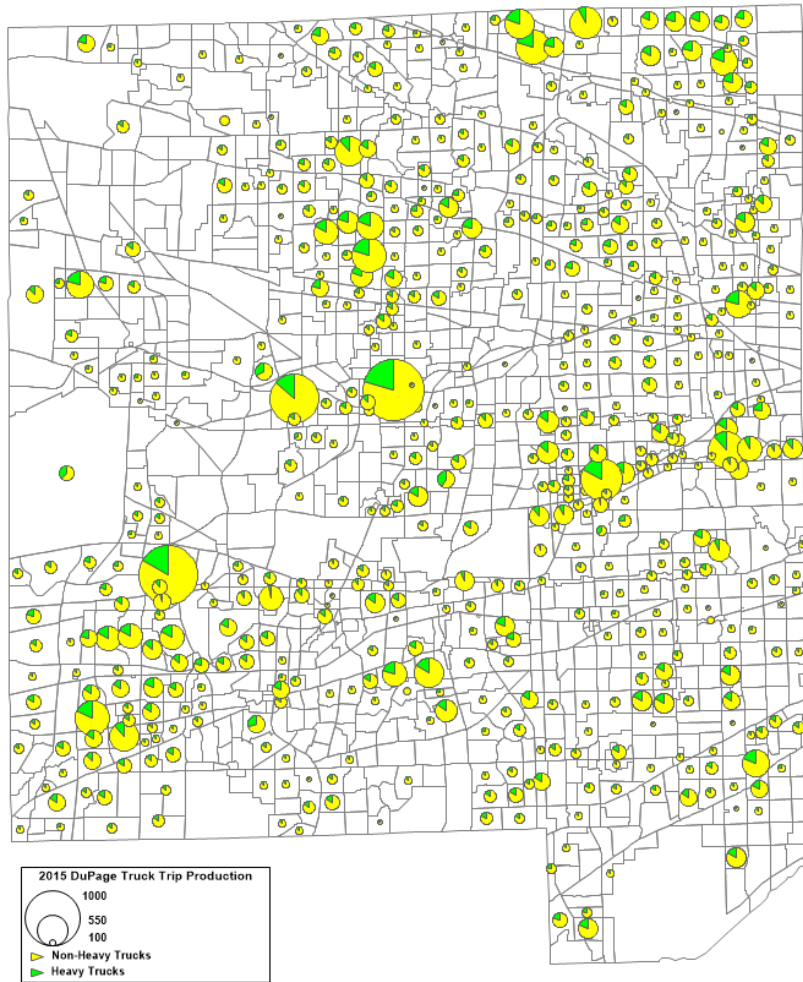
1.7.2 Truck Trip Generation

The same private real estate data that was used to estimate passenger car trip productions and attractions was also used for the truck model. Table 18 shows the truck trip production/attraction rates used in the truck trip generation step. Please note that the trip production rates and trip attraction rates are the same within each land-use and truck-size category. Figure 14 shows the geographic location and magnitude of zonal truck trip productions. The size of each pie indicates the magnitude of the productions. Within each pie, the yellow area indicates the proportion of light trucks and the great area indicates the proportion of heavy trucks.

Table 18 – Truck Trip Generation Rates (Productions and Attractions)

Attraction Type	Trip End Place Variable	Light Trucks	Heavy Trucks
Household-Based	Single-family units	0.20	0.04
	Multi-family units	0.20	0.04
	Group Quarters	0.38	0.08
Employment-Based	Retail	0.68	0.09
	Downtown Retail	0.68	0.09
	Office/R&D	0.32	0.01
	Industrial	0.70	0.18
	Warehouse	0.70	0.18
	Schools	0.05	0.00
	Transp./Comm./utilities	0.70	0.09
	Public/Municipal	0.22	0.00
	Colleges/Convention	0.21	0.14

Figure 14 – 2015 Truck Trip Productions by the Two Truck Types



1.7.3 Truck Assignment & Validation

Table 19 shows the number of truck trips within the base-year 2015 DuPage truck model. There are nearly 462 thousand truck trips in total. Light trucks account for 68 percent of truck trips, and heavy trucks account for the remaining 32 percent. Seventy percent of all truck trips in the model originate within DuPage County with the remaining 30 percent originating or terminating within the buffer zones.

Table 19 – Total Truck Origins – DuPage County vs. “Buffer” Zones

Truck Type	DuPage	Buffer	Total	Percent of DuPage	Percent of Buffer	Percent of Total
Light Trucks	279,739	34,303	314,042	84%	27%	23%
Heavy Trucks	53,169	94,334	147,503	16%	73%	77%
Total	322,907	128,638	461,545	100%	100%	100%

The truck model traffic assignment results were tested against observed 2015 truck traffic counts. Traffic volume screen-lines were established, and the performance of the model versus observed traffic counts were compared at each count location and across all screen-lines. The locations of the truck traffic volume counts used to calibrate the DuPage Model are shown in Figure 15. The results of truck model to observed truck traffic by township are shown in Table 20. Once the truck model was calibrated to the traffic counts, within accepted tolerances, the resulting truck trip tables were stored in the model.

Table 20 – Truck Model Results by Township

Township	Number of Count Links	Truck Count Volume	Model Traffic Volumes	Difference	Percent Difference
Addison	9	15,206	14,391	-815	-5%
Bloomingtondale	10	18,546	18,103	-444	-2%
Wayne	17	19,415	18,368	-1,048	-5%
York	30	58,760	47,828	-10,932	-19%
Milton	20	35,132	34,295	-837	-2%
Winfield	12	15,597	17,486	1,889	12%
Downers Grove	25	37,971	29,855	-8,117	-21%
Lisle	21	26,340	28,641	2,301	9%
Naperville	18	30,730	27,196	-3,533	-11%
Total	162	257,698	236,162	-21,536	-8%

Figure 15 – Location of Truck Counts



1.8 External Trip Model

An external trip has one (either the Origin or Destination) or both ends that is external to the model area; that is: outside of the geographic boundaries of the model. For the DuPage Model, these are trips where one or both ends of the trip are located outside of DuPage County itself and outside of the “buffer” zones that surround DuPage County. These trips may be: External-External trips (where both ends of the trip are external to the DuPage model area), or they may be External-Internal or Internal-External trips (where one end of the trip is external to the DuPage model area, either the origin or the destination).

Fortunately, DuPage County is part of the extensive eight-county CMAP travel model. Furthermore, DuPage County is bounded on all sides by other counties that are also part of the CMAP model. This allow travel patterns from the CMAP model to reflect the external trips in the DuPage model. In other words, the CMAP trip tables indicate traffic (by trip purpose) that flow into, out of or through DuPage County. The CMAP model also has several features in common with the DuPage model, allowing the CMAP model data to be readily imported into the DuPage model, including:

- An eight-period time of day model to allow the estimation of external trips on a PM peak-hour level as well as on daily level.
- Separate truck and auto components.
- An eight-period time of day model, including a regional, PM peak hour trip table.
- Three model years that are consistent with the DuPage Model years: 2015, 2025, and 2040.

In TransCAD, the subarea processing tool was used to “collapse” the CMAP model’s passenger car and truck trips at the outer boundaries of the buffer area of the DuPage County Traffic Model. Through this process, trips that cross the outer boundary of the DuPage model have one or both end of the trip that terminate at an external zone in the DuPage model.

Table 21 **Error! Reference source not found.** presents a summary of the number of internal and external vehicle trips in the DuPage County Traffic Model. Trips in the first row are internal trips that were estimated through the trip generation process. Trips in the second row are external trips, and were obtained through the process described above using the CMAP model. The table shows that approximately one-quarter of passenger car trips are external to DuPage County, and nearly two-thirds of heavy truck trips are external (by contrast, only about one-tenth of light truck trips are external).

Table 21 – Estimated DuPage Model Trips after Integration

	Passenger Cars	Light Trucks	Heavy Trucks
Internal Trips: DuPage County + Buffer Area	3,058,921	279,739	53,169
External Trips: From CMAP Sub Area	1,080,031	34,303	94,334
Total DuPage Model Trips	4,138,952	314,042	147,503

1.9 O’Hare Airport Model

O’Hare International Airport is an important destination for air passengers and airport employees who live in DuPage County. For that reason, special attention was devoted to developing an O’Hare airport sub model. The O’Hare Airport property straddles both DuPage and Cook counties, but the airport’s influence area reaches into several other counties.

1.9.1 Airport Trips

Airport trips were estimated using traffic counts, air operation data, and passenger traffic data, as outlined in the DuPage County’s “Technical Memo on O’Hare Airport and Ground Transport Modeling”. Based on the memo, the airport trips were identified as either O’Hare Airport Passengers or O’Hare Airport Employees. Furthermore, 2025 and 2040 model applications test the proposed Western Access to O’Hare Airport. Therefore, it was important to prepare both a TAZ system and trip tables that accommodate the proposed improvements to O’Hare airport. Figure 6 shows the TAZ system for O’Hare airport. Passengers and workers use different entrances to access O’Hare Airport. Most passengers, visitors, and greeters use I-190 that enters O’Hare from the east. Mannheim Road and Bessie Coleman Drive provide support for car rentals and airport parking. For employees, the main entrance to the airport is located, along airport’s northern boundary, along Touhy Avenue (IL 72) and Mt. Prospect Road. The southern entrance, located off Irving Park Road, provide access to airfield Postal and cargo operation services. The TAZ structure has sufficient detail to capture these movements, as well as provide a basis for testing O’Hare Western Access, in the 2015 model.

1.9.2 Air Passenger Trips

DuPage County is an important origin and destination for both air passengers and airport employees. Survey data collected during previous model development was based at the home locations of air passengers. The data included air passengers who originated from home, work or hotel. This data was updated with the new information provided by DuPage County in the O’Hare

Airport Technical Memo. Based on the Memo, in 2015 there were around 77 million passengers arriving to or departing from O'Hare airport, and they were served by 186 terminal gates.

In June 2017 DuPage County conducted traffic counts at the airport. The daily vehicle count was 168,100 vehicles. At the same time there were on average of 246,100 daily passengers, 2,480 daily passenger and cargo flights per day, and 186 terminal gates. Using this observed data, the following vehicle rates were estimated: 0.683 vehicles generated per passenger daily, 67.8 vehicles generated per operation daily, and 904 vehicles generated per gate daily. Table 22 shows the number of vehicle trips to/from the Airport, estimated by applying 2015 vehicle rates to the 2015 observed data.

Table 22 – Generated Traffic Based on 2015/2017 Observed Data

	Daily Flight Operations	Daily Passengers	Terminal Gates
Airport Data	2,378	210,822	186
Vehicle Rates	67.8	0.683	904
Generated Traffic	161,166	144,003	168,100
Model Estimate	184,600		
2017 Observed Traffic	168,100		

The same methodology was used to estimate the future-year vehicle trips to/from O'Hare Airport. DuPage County obtained FAA future airport operation assumptions for future years. In 2025 and 2040, the average daily operations were estimated to be 2,615 and 3,410 respectively. Similarly, the number of operational terminal gates, as forecasted in the Chicago Department of Aviation Terminal Area Plan, are 200 in 2025 and 235 in 2040. Table 23 contains the 2025 and 2040 daily O'Hare Airport traffic estimates, based on the forecasted daily flight operations and terminal gates.

Table 23 – O'Hare Airport: Future year traffic estimates

	2025		2040	
	Daily Flight Operations	Terminal Gates	Daily Flight Operations	Terminal Gates
Estimated Data	2,430	200	3,222	235
Vehicle Rates	67.8	904	67.8	904
Generated Traffic	164,720	180,753	218,389	212,384
Model Estimate	197,700		217,200	

1.9.3 Airport Employees Trips

DuPage County is also an important destination for airport employees. To estimate the number of employee trips, traffic counts were used in combination with trips developed for the previous Model. Based on the location of the traffic counters, it is estimated that 29 percent of total airport trips are generated by employees. In 2025 and 2040, it is estimated that the percentage of employee trips will decrease to 20 percent of all vehicle trips to/from O'Hare Airport.

1.10 PM Peak Hour Model Development

In addition to the daily DuPage Model, CDM Smith also developed a one-hour PM peak-hour model. This latter model was developed for a number of reasons, including:

- The ability to account for the effects of congestion is essential for air quality modeling purposes,
- Supporting project-level analysis of both transit and highway improvement projects.
- Route choices that result from traffic congestion, accidents or construction. Short duration incidents/activities cannot readily be evaluated using an all-day travel model.
- DuPage County staff have expressed a desire to establish a validated PM peak hour for use in traffic and signal-timing planning.

The PM peak-hour trip tables were derived from the daily production attraction matrices. The daily matrices were multiplied by a set of directional percentages to obtain the one-hour matrices, which were then converted into origin-destination trip tables. Table 24 lists the conversion factors for each hour and trip purpose. The directional percentages were obtained from the 2007 CMAP Travel Tracker Survey. The 5:00 PM row contains the factors used to develop the DuPage PM Peak-Hour model.

Table 24 – Daily to Hourly Trip Table Conversion Factors

	HBW		HBSCH		HBSHO		HBO		NHB	
HOURL	Departure	Return	Departure	Return	Departure	Return	Departure	Return	Departure	Return
12:00 AM	0.0393	0.4188	0	0	0	0.0568	0.0166	0.255	0.0438	0.0438
1:00 AM	0.0262	0.3403	0	0	0	0	0.0055	0.0942	0.025	0.025
2:00 AM	0.0262	0.1701	0	0	0	0.0189	0	0.0665	0.0063	0.0063
3:00 AM	0.4188	0.0785	0	0	0	0	0.0554	0.0166	0.0188	0.0188
4:00 AM	1.047	0.0523	0	0	0.1135	0.0189	0.1829	0.0111	0.0313	0.0313
5:00 AM	4.345	0.1047	0.0527	0	0.2081	0.0378	0.7927	0.0942	0.2004	0.2004
6:00 AM	10.352	0.1963	4.428	0	0.7189	0.0378	2.2339	0.3492	0.6356	0.6356
7:00 AM	14.4745	0.4581	25.883	0.0527	1.4567	0.3594	5.1608	1.1475	1.9286	1.9286
8:00 AM	8.6507	0.301	16.9215	0.0527	1.8729	0.8324	5.5654	1.8071	2.7145	2.7145
9:00 AM	3.1802	0.301	2.6357	0.1054	3.3106	1.835	3.9468	1.5909	2.9399	2.9399
10:00 AM	1.6621	0.3926	0.7907	0.5799	4.6727	4.0863	3.0377	1.6962	3.6913	3.6913
11:00 AM	1.0732	1.1386	1.2652	3.0047	3.4431	5.4862	3.0765	2.4113	4.7151	4.7151
12:00 PM	1.492	1.4003	1.107	1.7923	2.8944	4.2754	2.6663	2.5	5.2536	5.2536
1:00 PM	1.6097	1.3611	0.2109	1.2652	2.8377	4.597	2.4002	2.1729	4.2298	4.2298
2:00 PM	1.3218	2.6698	0.2636	8.6452	2.7998	5.8078	2.7051	3.3038	4.5335	4.5335
3:00 PM	1.0993	6.6353	0.2109	13.8113	3.0458	5.6754	2.8271	4.041	4.6681	4.6681
4:00 PM	0.8899	8.9517	0.5271	4.5335	2.5918	6.9429	3.4257	4.357	4.0294	4.0294
5:00 PM	0.6805	9.5799	0.8434	4.1118	2.6863	5.6754	4.2905	4.5953	3.7163	3.7163
6:00 PM	0.6675	4.0178	0.738	2.2667	2.8755	5.1267	4.9667	4.5011	2.6049	2.6049
7:00 PM	0.2356	1.8715	0.0527	0.9489	1.7783	4.7673	2.1729	3.9579	1.8378	1.8378
8:00 PM	0.1701	1.5836	0.0527	0.7907	0.7756	3.5376	0.7816	4.5898	1.2868	1.2868
9:00 PM	0.3664	1.5443	0	1.4233	0.2838	1.7026	0.4989	3.6696	0.598	0.598
10:00 PM	0.301	1.204	0	0.5271	0.0757	0.4351	0.1164	1.1863	0.1847	0.1847
11:00 PM	0.0785	1.0208	0	0.1054	0.0378	0.2081	0.0554	0.6042	0.1064	0.1064

1.11 Traffic Assignment Methodology

The fourth step of traditional travel demand model development is traffic assignment.⁵ The DuPage County Traffic Model approach used the following methods to assign the daily and PM peak hourly trips:

1. Assign Truck Trips and Save for Preload to Auto Daily Assignment – Trucks to be assigned using an All-or-Nothing (AON) assignment with time as the input for path building. The daily truck trips come directly from the distribution step. The PM truck trips are estimated using the CMAP directional percentages for heavy truck.
2. Use the BPR Method Equilibrium Assignment –The traffic assignment utilized the BPR (Bureau of Public Roads) function. It is an equilibrium assignment that relates link travel times as a function of the volume/capacity ratio according to the equation:

$$T = t_0 \left(1 + \alpha \left(\frac{V}{C} \right)^\beta \right)$$

Where:

T	-	congested link travel time
T ₀	-	link free-flow travel time
V	-	link volume
C	-	link capacity
α, β	-	coefficient based on area type and functional class

⁵ Please note that “mode choice” is the third step in travel demand model development. However, the DuPage Model has only a vehicle mode (and does not include transit, bike or pedestrian modes). Therefore, there is no mode choice step in the DuPage Model.

1.12 Base-Year Model Calibration and Validation

Model calibration is the process of adjusting model constants and parameters in order to improve how well the model replicates observed traffic counts, trip lengths and travel patterns. CDM Smith utilized Federal model calibration guidelines, and comprehensive calibration efforts were performed using available observed data. The Model Validation and Reasonableness Checking Manual – 2nd Edition (Validation Manual) developed by the Federal Highway Administration (FHWA) is used as a standard reference for validation of the DuPage model. The overall 2015 base-year DuPage County model included several sub-models, which were calibrated and validated collectively:

- Passenger Car traffic model with trip components from:
 - DuPage three-step model for internal trips
 - Chicago Metropolitan Agency for Planning (CMAP) regional trip table extracted from “GoTo 2040” model for external trips, and
 - Special generator trip tables developed for O’Hare Airport and the Metra stations
- Truck traffic model

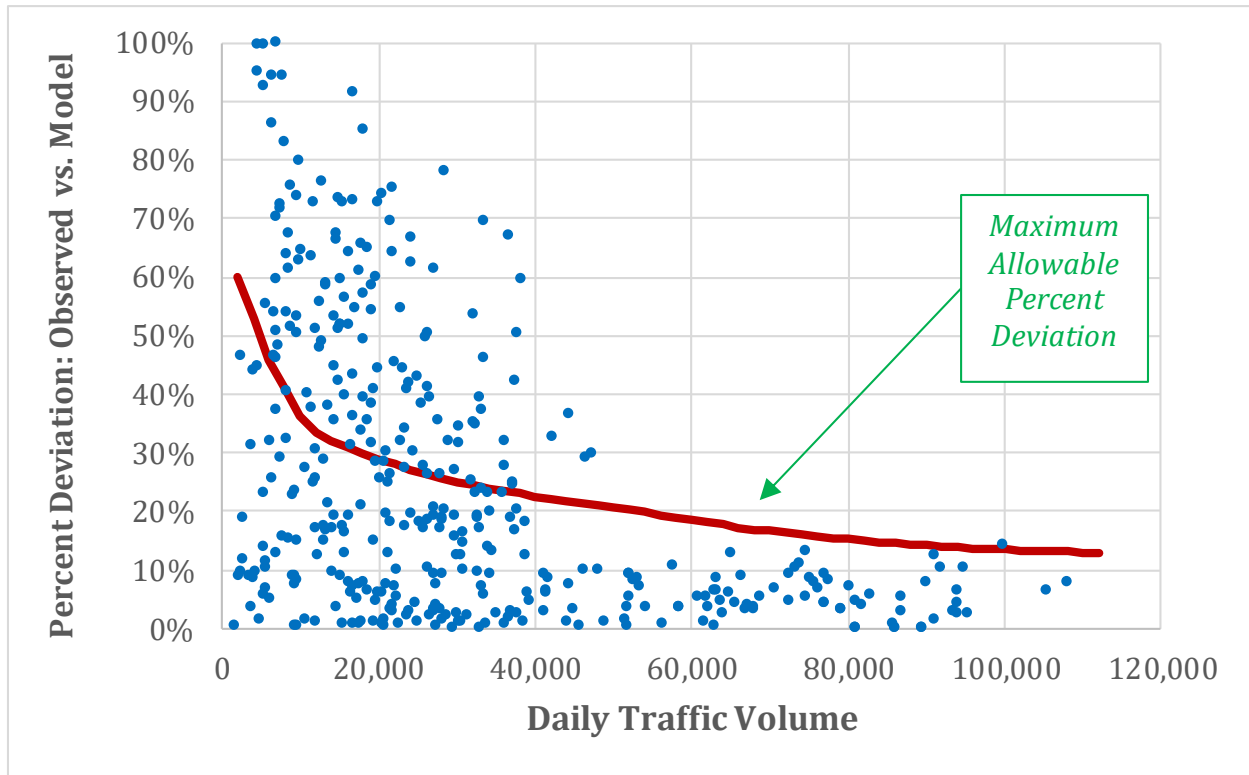
The traffic assignment results of the 2015 base model were compared to the 2015 observed traffic counts in order to validate the model output. The following sections summarize the comparisons made between observed data and model estimates.

To prepare the future year models, the same trip generation/distribution steps were followed, but instead using the future year SE data. Then the base year trip table adjustments are applied to the future year trip tables to reflect the “calibration effect.” In other words, the numerical changes between the uncalibrated and calibrated base-year are added to the uncalibrated future-year trip tables.

1.12.1 Percent Error Graph

Figure 16 contains a graph with two elements: (1) Each dot represents a comparison between an observed traffic count and the model estimated traffic volume. The location of the dot is based on the percent difference between the observed and modeled volumes on the y-axis, and the traffic count volume level on the x-axis. (2) The graph contains a solid line that represents maximum desirable deviation between the counts and model estimated volume. The maximum deviation curve is based on the concept that higher volume links should contain a lower level of error than lower volume links. For example, links with daily traffic of 100 or 200 vehicles may appear in a travel model with error of greater than 50 percent. However, on the links with daily traffic volumes of 80,000 vehicles, the error should be less than 15 percent. Based upon this approach, the majority of model calibration links fall below the maximum desirable deviation line.

Figure 16 – Percent Deviation for Total Vehicle Calibration Links



1.12.2 Traffic Count Comparison by Functional Class

Table 25 contains a comparison between the observed and modeled traffic volumes, depending on the roadway classification on which the traffic count was obtained. Among all functional classifications, the average count vs. model-estimated volume deviation was 9 percent. The variability between observed and modeled volumes is highest in the lower volume links (under 2,000 vehicles per day) decreasing as the links volume range increases. For example, Minor Arterials had the largest deviation (at 21 percent), while Freeways had the smallest deviation (at negative 1 percent). This table also includes the Root Mean Square Error (RMSE) calculation. The RMSE measures the difference between model volumes and observed traffic counts and shows where the variability of the traffic counts is most. If the model fit were perfect, the RMSE would be zero. The overall RMSE for all functional classification categories is 26 percent.

Table 25 – Traffic Count by Functional Class with Percent Root Mean Square Error

FCLASS ID	Functional Class	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference	RMSE
10	Tollway	35	2,498,920	2,551,245	52,325	2%	7%
11	Freeway	23	1,410,670	1,390,224	-20,446	-1%	7%
20	Expressway	12	508,600	526,040	17,440	3%	17%
30	Principal Arterial	42	1,484,490	1,661,327	176,837	12%	24%
40	Major Arterial	42	1,101,580	1,297,959	196,379	18%	32%
50	Minor Arterial	93	1,659,589	2,004,902	345,313	21%	42%
60	Collector	17	136,625	143,729	7,104	5%	52%
Total	Total	264	8,800,474	9,575,426	774,952	9%	26%

1.12.3 Traffic Count Comparison by Township

Table 26 contains a comparison of observed and modeled traffic volumes disaggregated into the nine DuPage County Townships. Most townships had an error in the 9 to 15 percent range. The overall error for DuPage County was 11 percent.

Table 26 – Traffic Count Comparison by Township

Township ID	Township	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference
56	Addison	18	626,615	722,396	95,781	15%
57	Bloomingtondale	22	714,880	784,723	69,843	10%
58	Wayne	15	284,095	325,799	41,704	15%
70	York	40	1,358,550	1,489,737	131,187	10%
71	Milton	25	694,990	788,709	93,719	13%
72	Winfield	11	193,380	274,206	80,826	42%
82	Downers Grove	24	690,885	666,103	-24,782	-4%
83	Lisle	30	1,128,580	1,259,075	130,495	12%
84	Naperville	19	533,910	582,626	48,716	9%
Total		204	6,225,885	6,893,372	667,487	11%

1.12.4 Traffic Count Comparison by Volume Group

Table 27 contains a comparison of observed and modeled traffic volumes summarized into volume groups. This table shows that the model generally under-assigned traffic on low volume roadways (volumes of 0 to 8,000 vehicles per day). However, the calibration was tight on higher volume roadways, on which traffic assignment errors ranged from just 2 to 5 percent. The difference, between observed and modeled traffic volumes, was 3 percent for the entire model.

Table 27 – Traffic Count Comparison by Volume Class with Percent Root Mean Square Error

Link Volume Group	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference	RMSE
0 - 8,000	41	246,490	179,920	-66,570	-27%	60
8,001 - 22,000	136	2,119,140	2,224,672	105,532	5%	47
22,001 - 40,000	115	3,504,643	3,658,626	153,983	4%	33
40,001 - 64,000	39	1,952,555	1,995,961	43,406	2%	14
64,000 +	55	4,028,210	4,104,843	76,633	2%	10
Total	386	11,851,038	12,164,022	312,984	3%	26

1.12.5 Traffic Count Comparison by Screenline

Table 28 contains a comparison of observed and modeled traffic volumes summarized into 28 screenlines. Figure 17 shows the locations of the screenlines. Each screenline is each composed of three to eleven count locations.⁶ The screenline results demonstrate that the 2015 DuPage travel demand model is performing well in replicating both north-south movements and east-west movements throughout the county.

⁶ Numerically, the screenline numbers go up to 30, as screenlines 27 and 29 are omitted from this exhibit.

Figure 17 – Screenline Locations for Traffic Volume Calibration

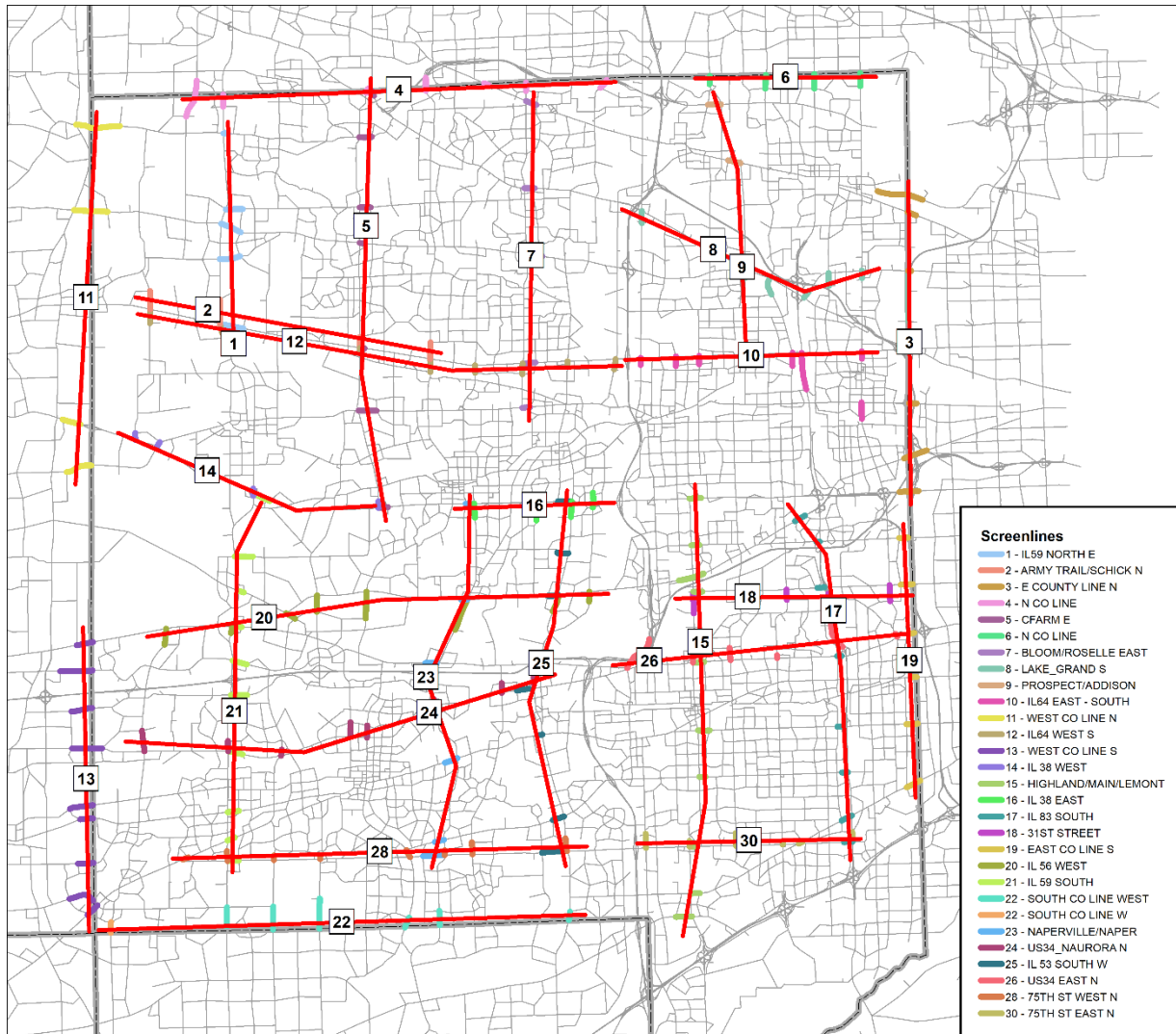


Table 28 – Traffic Counts and Model Volumes by Screenline

Screenline	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference
1 - IL59 NORTH E	5	88,000	94,513	6,513	7%
2 - ARMY TRAIL/SCHICK N	8	149,830	183,727	33,897	23%
3 - E COUNTY LINE N	11	248,660	281,882	33,222	13%
4 - N CO LINE	8	146,005	144,620	-1,385	-1%
5 - CFARM E	7	214,210	251,648	37,438	17%
6 - N CO LINE	3	52,995	56,289	3,294	6%
7 - BLOOM/ROSELLE EAST	5	188,830	208,254	19,424	10%
8 - LAKE GRAND S	8	126,020	162,495	36,475	29%
9 - PROSPECT/ADDISON	4	160,800	200,519	39,719	25%
10 - IL64 EAST - SOUTH	7	147,430	185,390	37,960	26%
11 - WEST CO LINE N	5	104,880	134,199	29,319	28%
12 - IL64 WEST S	8	152,870	199,193	46,323	30%
13 - WEST CO LINE S	9	142,450	176,940	34,490	24%
14 - IL 38 WEST	4	78,625	98,487	19,862	25%
15 - HIGHLAND/MAIN/LEMONT	11	279,345	281,359	2,014	1%
16 - IL 38 EAST	10	196,655	253,450	56,795	29%
17 - IL 83 SOUTH	9	275,300	276,910	1,610	1%
18 - 31ST STREET	5	111,350	143,054	31,704	28%
19 - EAST CO LINE S	6	143,850	136,705	-7,145	-5%
20 - IL 56 WEST	8	165,120	214,376	49,256	30%
21 - IL 59 SOUTH	10	181,270	231,034	49,764	27%
22 - SOUTH CO LINE W	7	172,300	202,927	30,627	18%
23 - NAPERVILLE/NAPER	8	221,515	249,678	28,163	13%
24 - US34_NAURORA N	7	191,070	194,263	3,193	2%
25 - IL 53 SOUTH W	8	231,350	264,554	33,204	14%
26 - US34 EAST N	7	172,150	220,995	48,845	28%
27 - 75TH ST WEST N	8	240,750	282,161	41,411	17%
28 - 75TH ST EAST N	6	159,800	127,206	-32,594	-20%
Total	202	4,743,430	5,456,830	713,400	15%

1.13 Model Traffic Assignment Statistics

1.13.1 Number of Vehicle Trips by Vehicle Type

Table 29 – Number of Network-wide Trips by Year and Vehicle Type

	2015	2040
Total Autos	4,741,601	5,290,768
Total Trucks	461,545	529,539
Total All	5,203,146	5,820,308

1.13.2 Number of Trips by Truck Type

Table 30 – Number of Trips by Truck Type

Truck Type	2015	2040
Non-Heavy Trucks	279,739	320,833
Heavy Trucks	53,169	58,200
M-Truck External	34,303	40,135
H-Truck External	94,334	110,371
Total Trucks	461,545	529,539

1.13.3 Number of Trips by Internal versus External

Table 31 – Number of Trips by Internal versus External

	2015			2040		
	Autos	Trucks	Total	Autos	Trucks	Total
Internal- Internal	3,176,472	332,907	3,509,379	3,459,567	379,033	3,838,600
External- Internal	516,252	27,687	543,939	604,014	32,394	636,408
Internal - External	511,820	26,854	538,673	598,829	31,419	630,248
External - External	537,058	74,097	611,155	628,358	86,693	715,051
Total	4,741,601	461,545	5,203,146	5,290,768	529,539	5,820,308

1.13.4 Number of Trips by Trip Purpose

Table 32 – Number of Trips by Trip Purpose—2015 vs. 2040

	2015	2040
HBW	557,793	593,114
HBSCH	114,122	119,394
HBSHP	364,891	389,889
HBO	1,151,257	1,220,893
NHB	870,857	1,003,600
O'Hare	198,761	232,550
Metra Trips	33,725	34,601
PC External	1,450,195	1,696,728
Total Autos	4,741,601	5,290,768

1.14 Model Statistics by DuPage County Quadrant

Should we show model statistics for the “buffer” areas by County?

1.14.1 Vehicle Miles Traveled

Table 33 – Daily Vehicle Miles Traveled by Model Quadrant and Year

Quadrant	2015	2040
1 - NE	7,177,396	8,054,410
2 - SE	11,012,530	12,078,494
3 - SW	5,186,422	5,735,893
4 - NW	3,748,189	4,240,372
Total	27,124,537	30,109,169

Table 34 – Daily Vehicle Miles Traveled by Model Quadrant and Year

Quadrant	2015	2040
1 - NE	599,059	660,617
2 - SE	937,348	1,003,543
3 - SW	430,856	471,207
4 - NW	308,717	347,932
Total	2,277,994	2,485,339

1.14.2 Vehicle Hours Traveled

Table 35 – Daily Vehicle Hours Traveled by Model Quadrant and Year

Quadrant	All VHT		Congested VHT		Percent Congested VHT	
	2015	2040	2015	2040	2015	2040
1 - NE	190,858	210,836	36,859	41,644	19%	20%
2 - SE	271,926	311,417	46,852	64,778	17%	21%
3 - SW	135,420	158,165	20,049	29,890	15%	19%
4 - NW	100,241	117,452	9,043	14,205	9%	12%
Total	698,446	797,870	112,803	150,517	16%	19%

Table 36 – PM Peak Hour Vehicle Hours Traveled

Quadrant	All VHT		Congested VHT		Percent Congested VHT	
	2015	2040	2015	2040	2015	2040
1 - NE	19,074	20,007	4,543	4,436	24%	22%
2 - SE	28,271	31,349	6,571	8,106	23%	26%
3 - SW	13,743	16,027	2,913	4,075	21%	25%
4 - NW	9,741	11,409	1,185	1,733	12%	15%
Total	70,829	78,793	15,212	18,350	21%	23%

1.14.3 Average Operating Speeds

Table 37 – Average Operating Speeds—Daily

Quadrant	2015	2040 Base
1 - NE	31.4	33.0
2 - SE	33.2	32.0
3 - SW	31.4	29.4
4 - NW	31.7	30.5
DuPage County Average	32.1	31.5

Table 38 – Average Operating Speeds—PM Peak Hour

Quadrant	2015	2040 Base
1 - NE	31.4	33.0
2 - SE	33.2	32.0
3 - SW	31.4	29.4
4 - NW	31.7	30.5
DuPage County Average	32.1	31.5

1.14.4 Percentage of Travel by Jurisdiction

Table 39 – Percent of Daily VMT by Route Jurisdiction

Jurisdiction	VMT		Percent VMT	
	2015	2040 Base	2015	2040 Base
IDOT	10,321,264	11,428,681	38%	38%
ISTHA	6,104,028	7,015,906	23%	23%
DCDOT	5,733,562	6,120,278	21%	20%
MUNI	12,361	13,077	0%	0%
LOCAL	4,951,626	5,528,079	18%	18%
Total	27,122,841	30,106,021	100%	100%

1.14.5 Percentage of Travel by Roadway Functional Classification

Table 40 – Percent of Travel by Roadway Functional Classification

Functional Classification	2015	2040 Base	2015	2040 Base
10 - TOLLWAY	5,537,273	6,138,860	21%	21%
11 - FREEWAY	3,375,309	3,447,109	13%	12%
20 - EXPRESSWAY	1,677,251	2,109,510	6%	7%
30 - PRINCIPAL ART	4,704,567	5,296,717	18%	18%
40 - MAJOR ART	3,461,914	3,416,620	13%	12%
50 - MINOR ART	5,352,334	5,917,061	20%	20%
60 - COLLECTOR	2,154,316	2,476,037	8%	9%
70 - COMM COLLECTOR	229,729	265,795	1%	1%
Total	26,492,694	29,067,710	100%	100%

1.14.6 Average Daily Volume by Roadway Jurisdiction

Divide VMT by the link length. See “Average Volume Per Mile” table.

Table 41 – Average Daily Volume by Roadway Jurisdiction

Jurisdiction	2015	2040
IDOT	41,300	43,200
ISTHA	56,100	53,800
DCDOT	25,900	27,500
MUNI	2,000	2,100
LOCAL	8,300	9,200

1.15 Conclusion

The DuPage County Travel Demand Model will aid in the analysis of future highway needs in DuPage County. Activities for which traffic models are traditionally applied include, but are not limited to, roadway improvement analysis and new route alternative analysis. The model update efforts have yielded a predictive model with study years 2025 and 2040 that will be used for planning within the county.

APPENDIX A

Truck Prohibited Routes

Truck Prohibited Road Segments – During this development period, a set of roadways were deemed to be off-limits to truck. These roads are presented in Table 42.

Table 42 – Truck Prohibited Road Segments

Roadway	From	To
Rose Ln	Lake St/US-20	Spaulding Rd
35th St	Meyers Rd	Cass Ave
63rd St	IL 83	Madison St
Abbeywood Dr	College Rd	Naper Blvd
Adams St	US 34/Ogden Ave	Spring Rd
Army Trail Rd	Munger Rd	IL 59
Batavia Rd	Continental Dr	Warrenville Rd
Benedictine Pkwy	Maple Ave	Abbeywood Dr
Bridge St	Wesley St	Manchester Rd
Burlington Ave	Yackley Ave	IL-53
Hinsdale Ave	Stought St	Indian Dr
Cass Ave	55th St	W Chicago Ave
Church Rd	W 3rd Ave	IL 19/Irving Park Rd
Fairoaks Rd	Army Trail Rd	Birchbark Tr
Foster Ave	Edgewood Av	IL-83
Green Trails Dr	College Rd	New Albany Rd
Greenbrook Blvd	County Farm Rd	Lake St/US-20
Grove Ave	IL-83	Church Rd
Hill Ave	Finley Rd	Acorn Ave
Hobson Rd	Belmont Rd	Wolfe Dr
Jewell Rd	County Farm Rd	Gary Ave
Lee Ave	Prairie Ave	US 34/Ogden Ave
Mack Rd	IL 59	Williams Rd
Madison St	US 34/Ogden Ave	Spring Rd
Madison St	55th St	I-55 Frontage
Main St	Short St	IL-53
MacArthur Dr	IL 56/Butterfield Rd	22nd St
Medinah Rd	IL 19/Irving Park Rd	Army Trail Rd
Prospect Ave	Hinsdale Ave	W Chicago Ave
River Rd	Ferry Rd	Warrenville Rd
S River Rd	Oswego Rd	US 34/Ogden Ave
Short St	Main St	Ohio St
Smith Rd	IL 59	Army Trail Rd

Spring Rd	Oakbrook Rd	York Rd
Swift Rd	IL 64/North Ave	Dickens Rd
Walker Ave	Hinsdale Ave	55th St
Warrenville Rd	IL 56/Butterfield Rd	Batavia Rd
Williams St	75th St	Plainfield Rd
Winfield Rd	IL 38/Roosevelt Rd	Highlake Rd
Wood Dale Rd	IL 19/Irving Park Rd	Lake St/US-20
York Rd	Grand Ave	E Green St

APPENDIX B

Link Attributes

Table 43 contains all of the link attributes coded onto links in the DuPage County model. There are 69 unique link attributions. For attributes that have a limited number of choices, they have been listed in the third column of the table. For example, there are five possible Counties in which the links may be located.

Table 43 – Link Attributes List

Field_Name	Field Description	Link Attribute Choices
ID	Unique identifier	-
Dir	Direction	-
Length	Link length in miles	-
NAME/ROUTE	Roadway name	-
COUNTY	County Name	COOK
		DUPAGE
		KANE
		KENDALL
		WILL
CNTY_ID	County Identification Number	County ID
TOWNSHIP	Township Name	Addison
		Aurora
		Barrington
		Batavia
		Bloomington
		Chicago-Cook
		Chicago-DuPage
		Downers Grove
		Dundee
		DuPage
		Elgin
		Elk Grove
		Geneva
		Hanover
		Homer
		Lemont
		Leyden
		Lisle
		Lockport
		Lyons
		Maine
		Milton

		Naperville
		Norwood Park
		Oswego
		Palatine
		Palos
		Plainfield
		Proviso
		Schaumburg
		St Charles
		Sugar Grove
		Wayne
		Wheatland
		Winfield
		York
TWP	Township ID Number	Township ID
JURIS	Roadway Agency Jurisdiction	COOK COUNTY
		DCDOT
		IDOT
		ISTHA
		KCDOT
		LOCAL
		MUNI
		ZONE
WSA_FCLASS	Functional Classification ID	-
CLASS_NAME	Functional Classification Name	10- Tollway
		11- Freeway
		11- Collector/Distributor
		Freeway to Freeway
		12- Collector/Distributor
		Freeway to Arterial
		13- Ramp - Freeway to Freeway
		15- Ramp - Freeway to Network
		15- Ramp - Expressway to Network
		16- Ramp - Tollway to Network
		17- Ramp Arterial
		18- Ramp Other
		19- Frontage Road
		20- Expressway
		30- Principal Arterial
		40- Major Arterial
		50- Minor Arterial
		60- Collector
		70- Community Collector
		90- Centroid Connector

		90- External Centroid Connector
		91- Train Station Connector
Lanes_AB/BA	Directional Number of lanes	-
LANE CAP	Lane capacity per hour per lane	-
DIR CAP	Total directional capacity	-
DAY CAP	Daily capacity	-
DailyCap_AB/BA	Directional Daily capacity	-
PMCap_AB/BA	Directional PM capacity	-
DYSpeed_AB/BA	Directional Daily free flow speed	-
PMSpeed_AB/BA	Directional PM free flow speed	-
GC_AB/BA	Directional Green to Cycle ratio	-
CYCLE_AB/BA	Directional Length of the Signal Cycle	-
RED_AB/BA	Directional Length of the Red Signal	-
TOLL_RATE	Toll Rates	-
TOLLWAY_VOT	Additional travel time for the tollway routes	-
SCREEN	Screenline	-
ADT15_AB/BA	Directional 2015 Daily Counts	-
PM Pk Count_AB/BA	Directional PM Peak Counts	-
ADT2W_TRK_PERC_15	Directional Daily Truck Percentage	-
PM2W_TRK_PERC_15	Directional PM Peak Truck Percentage	-
AREA_TYPE	Area Type	Corridor
		Downtown
		External
		Rural
		Sub Center
		Suburban
		Town Center
		Transitional
NO_TRK	Trucks Prohibited	-
ALPHA	Alpha Value for VDF	-
BETA	Beta Value for VDF	-
TURN_PEN	Turn Penalty 1=active and 0=inactive	-
RR_PEN	Rail Road Penalty 1=active and 0=inactive	-
TRUCKS_COUNT	Total Truck Counts	-
AADT_COUNT	Total Counts	-
DY_Model_NHT_AB/BA	Directional DY Non-Heavy Truck Model Volume	-
DY_Model_HT_AB/BA	Directional DY Heavy Truck Model Volume	-

DY_Model_Truck_AB/BA	Directional DY Total Truck Model Volume	-
DY_Model_Truck_PCE_AB/BA	Directional DY Total Truck Model Volume in PCE	-
DY_Model_NHT	DY Non-Heavy Truck Model Volume	-
DY_Model_HT	DY Heavy Truck Model Volume	-
DY_Model_Total_Trucks	DY Total Truck Model Volume	-
DY_Model_Autos_AB/BA	Directional DY Passenger Car Model Volume	-
DY_Model_Total_Autos	DY Passenger Car Model Volume	-
DY_MODEL	Daily Model	-
DY_COUNTS	Daily Counts	-
PM_MODEL	PM Peak Model	-
PM_COUNTS	PM Peak Counts	-
DYTime_Min_AB/BA	Directional Daily Congested Time	-
PMTime_Min_AB/BA	Directional PM Peak Congested Time	-
PM_Model_NHT_AB/BA	Directional PM Peak Non-Heavy Truck Model Volume	-
PM_Model_HT_AB/BA	Directional PM Peak Heavy Truck Model Volume	-
PM_Model_Truck_AB/BA	Directional PM Peak Total Truck Model Volume	-
PM_Model_Total_Trucks	PM Peak Total Truck Model Volume	-
PM_Model_Truck_PCE_AB/BA	Directional PM Peak Total Truck Model Volume in PCE	-
PM_Model_Autos_AB/BA	Directional PM Peak Passenger Car Model Volume	-
PM_Model_Total_Autos	PM Peak Passenger Car Model Volume	-
Map_DY_Model_Total_Vehicles_AB/BA	Directional Daily Total Vehicles	-
Map_DY_Model_Total_Vehicles	DY Total Vehicles	-
Map_PM_Model_Total_Vehicles_AB/BA	Directional PM Peak Total Vehicles	-
Map_PM_Model_Total_Vehicles	PM Peak Total Vehicles	-
MODEL_PM_VC_AB/BA	Directional PM Peak V/C Ratio	-
MODEL_PM_VC	Max PM Peak V/C Ratio	-
MODEL_PM_Speed_AB/BA	Directional PM Peak Congested Speed	-
MODEL_PM_Speed	Min PM Peak Congested Speed	-
MODEL_PM_CTime_AB/BA	Directional PM Peak Congested Time	-
MODEL_PM_CTime	Max PM Peak Congested Time	-

Appendix 5-A

Historic Revenues and Expenditures, 2010-2019

TABLE A-1
DuPage County DOT Historic Revenues, 2010-2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Cumul
Revenues (in \$ millions)											
Local Gas Tax	\$18.9	\$19.3	\$18.9	\$18.4	\$18.7	\$19.1	\$19.4	\$19.4	\$19.9	\$19.7	\$191.6
Motor Fuel Tax	\$15.2	\$15.2	\$15.6	\$14.4	\$15.2	\$16.3	\$15.3	\$15.4	\$15.1	\$15.6	\$153.2
Impact Fees	\$0.4	\$1.0	\$0.7	\$0.9	\$0.5	\$1.2	\$1.3	\$1.1	\$0.8	\$1.6	\$9.4
State Capital Bill	\$2.2	\$2.2	\$2.2	\$2.3	\$4.3	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$16.4
Licenses and Permits	\$0.4	\$0.4	\$0.5	\$0.6	\$0.6	\$1.0	\$0.7	\$0.5	\$0.6	\$0.6	\$6.0
Charges for Services	\$1.7	\$1.1	\$1.6	\$1.3	\$1.2	\$1.3	\$1.0	\$0.9	\$1.1	\$1.0	\$12.3
Investment Income	\$0.1	\$0.0	\$0.1	\$0.0	\$0.2	\$0.1	\$0.1	\$0.1	\$0.2	\$0.3	\$1.1
Miscellaneous	\$0.6	\$0.8	\$0.4	\$0.5	\$0.4	\$0.6	\$0.7	\$0.2	\$0.2	\$0.6	\$5.0
Intergovernmental Revenue	\$7.4	\$9.2	\$7.8	\$6.9	\$5.5	\$1.7	\$1.8	\$2.0	\$0.8	\$1.1	\$44.2
Infrastructure Fund Transfer	\$0.0	\$0.0	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4
State and Federal Grants	\$13.3	\$3.0	\$2.5	\$4.6	\$1.4	\$1.7	\$1.8	\$2.1	NA	NA	\$30.4
<u>RZ Bond</u>	<u>\$0.0</u>	<u>\$0.1</u>	<u>\$1.3</u>	-	-	-	-	-	-	<u>\$0.0</u>	\$1.4
Transfers In										\$0.0	\$0.0
Total Revenues	\$60.2	\$52.4	\$52.0	\$49.9	\$48.0	\$42.9	\$42.1	\$41.7	\$38.7	\$43.5	\$471.5

TABLE A-2
DuPage County DOT Historic Expenditures, 2010-2019

Expenses (in \$ millions)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Cumul
Personnel Services	\$9.1	\$9.7	\$8.8	\$8.9	\$10.1	\$9.2	\$9.5	\$9.5	\$10.0	\$10.1	\$94.9
Commodities	\$3.9	\$4.2	\$3.9	\$2.7	\$4.0	\$3.1	\$3.0	\$3.1	\$4.0	\$3.2	\$35.0
Contractual	\$8.3	\$7.7	\$6.7	\$7.8	\$8.6	\$7.4	\$10.0	\$9.0	\$9.5	\$9.5	\$84.4
Professional Services						\$0.5	\$0.5	\$1.4	\$0.8	\$1.2	\$4.3
Capital Outlay	\$17.5	\$13.2	\$10.0	\$6.5	\$7.1	\$17.8	\$12.2	\$10.7	\$8.0	\$9.6	\$112.7
Debt Service 1	\$10.6	\$10.6	\$10.8	\$10.6	\$10.6	\$10.6	\$9.6	\$9.6	\$9.6	\$9.6	\$102.2
Transfers Out					\$0.0	\$0.7	\$0.0	\$0.3	\$0.4		\$ 1.4
Total Expenses	\$49.4	\$45.4	\$40.3	\$36.5	\$40.3	\$49.4	\$44.7	\$43.6	\$42.1	\$43.2	\$433.5

1) 2015A Transportation (MFT) Revenue Refunding Bonds Debt Service

Appendix 5-B

Projected Revenues and Expenditures, 2021-2040

TABLE B-1
DuPage County DOT Projected Revenues and Expenses, 2021-2040

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	TOTAL
Revenues (in \$ millions)																					
Local Gas Tax	\$21.20	\$36.61	\$40.37	\$40.56	\$40.17	\$40.77	\$41.38	\$41.55	\$42.17	\$42.79	\$42.96	\$43.60	\$44.24	\$44.42	\$45.07	\$45.74	\$45.91	\$46.58	\$47.27	\$47.44	\$840.8
Motor Fuel Tax	\$22.01	\$24.21	\$26.70	\$26.82	\$26.57	\$26.96	\$27.37	\$27.48	\$27.89	\$28.30	\$28.41	\$28.83	\$29.26	\$29.37	\$29.81	\$30.25	\$30.36	\$30.81	\$31.26	\$31.37	\$564.0
State Capital Bill Bond	\$11.8	\$11.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.6
Impact Fees	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.2	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$22.7
State and Federal Grants	\$7.9	\$5.5	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$103.4
Licenses and Permits	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$14.0
Charges for Services	\$1.3	\$1.3	\$1.3	\$1.3	\$1.3	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$1.6	\$28.4
Investment Income	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$2.0
Miscellaneous	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$4.0
Transfers In	\$1.4	\$0.0	\$0.0																		\$1.4
Agency Participation	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$10.0
RTA Sales Tax																					\$0.0
TOTAL REVENUES-BASE	\$ 68.7	\$ 82.4	\$ 76.4	\$ 76.7	\$ 76.1	\$ 76.7	\$ 77.6	\$ 77.9	\$ 78.9	\$ 80.0	\$ 80.3	\$ 81.4	\$ 82.5	\$ 82.8	\$ 83.9	\$ 85.0	\$ 85.3	\$ 86.4	\$ 87.6	\$ 87.9	\$ 1,614.3
Expenses (in \$ millions)																					
Personnel Services	\$10.9	\$11.1	\$11.4	\$11.7	\$12.0	\$12.3	\$12.6	\$12.9	\$13.2	\$13.5	\$13.9	\$14.3	\$14.7	\$15.1	\$15.5	\$15.9	\$16.3	\$16.7	\$17.1	\$17.5	\$278.6
Commodities	\$3.1	\$3.1	\$3.1	\$3.1	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.5	\$65.4
Contractual	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$22.0
Capital - Operational	\$2.1	\$2.1	\$2.1	\$2.1	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.5	\$45.4
Debt Service	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
Transportation (MFT) Revenue Bonds	\$9.1	\$0.0																			\$9.1
Transfers Out																					
OPERATING EXPENSES	\$27.3	\$18.4	\$18.7	\$19.1	\$19.4	\$19.8	\$20.1	\$20.4	\$20.8	\$21.1	\$21.6	\$22.0	\$22.4	\$22.9	\$23.3	\$22.8	\$23.2	\$23.6	\$24.1	\$24.5	\$435.55
CAP MTC AND CONTRACTUAL	18.1	17.1	18.3	17.7	18.6	\$17.6	\$19.3	\$17.6	\$19.9	\$17.8	\$19.8	\$18.2	\$20.2	\$18.8	\$20.3	\$19.9	\$21.8	\$19.8	\$22.5	\$20.0	\$383.20
FUNDS AVAILABLE FOR CAPITAL IMPROVEMENTS	\$23.2	\$46.9	\$39.4	\$40.0	\$38.1	\$39.4	\$38.2	\$39.9	\$38.3	\$41.0	\$38.9	\$41.2	\$39.8	\$41.0	\$40.3	\$42.3	\$40.3	\$43.0	\$41.0	\$43.4	\$795.5

Operations Expenditures

DuPage County Operations costs include personnel, utility, fleet, commodities and materials, and facility. Additionally, debt service on bonds is included as an operating cost. Costs were derived from DOT-Finance reports on LGT and MFT expenditures over prior 5-7 years. Contractual costs are those related to equipment repair, tools, parts, and other annual services needed for facilities, fleet services.

		PROGRAM YEAR																				
OPERATION	CB DISTRICT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	TOTAL
Personnel Services	ALL	\$10.9	\$11.1	\$11.4	\$11.7	\$12.0	\$12.3	\$12.6	\$12.9	\$13.2	\$13.5	\$13.9	\$14.3	\$14.7	\$15.1	\$15.5	\$15.9	\$16.3	\$16.7	\$17.1	\$17.5	\$278.6
Commodities	ALL	\$3.1	\$3.1	\$3.1	\$3.1	\$3.2	\$3.2	\$3.2	\$3.2	\$3.2	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.4	\$3.4	\$3.4	\$3.4	\$3.4	\$3.5	\$65.4
Contractual	ALL	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$22.0
Capital - Operational	ALL	\$2.1	\$2.1	\$2.1	\$2.1	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.4	\$2.4	\$2.4	\$2.4	\$2.4	\$2.5	\$45.4
Debt Service	ALL	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
Transportation (MFT) Revenue Bonds	ALL	\$9.1	\$0.0																			\$9.1
Transfers Out	ALL																					
OPERATING EXPENSES	ALL	\$27.3	\$18.4	\$18.7	\$19.1	\$19.4	\$19.8	\$20.1	\$20.4	\$20.8	\$21.1	\$21.6	\$22.0	\$22.4	\$22.9	\$23.3	\$22.8	\$23.2	\$23.6	\$24.1	\$24.5	\$435.55
5 YEAR TOTALS		\$103.0					\$102.2					\$112.2					\$118.2					

Capital Maintenance Expenditure Projections by Category	
Item	FY21-40 TOTAL
Bridge Repair	\$ 6,600,000
Drainage Maint/Repair	\$ 7,850,000
Landscape Maintenance	\$ 3,852,000
Major Culvert Replacement	\$ 7,000,000
Pavement Maintenance	\$ 205,000,000
Pavement Marking	\$ 10,991,000
Pavement Preservation	\$ 916,000
Retaining Wall Repair/Replace	\$ 3,586,000
Sidewalk Install, Repair & ADA	\$ 11,650,000
Stormsewer Lining	\$ 2,970,000
Traffic Sig/Lighting Maint	\$ 35,000,000
Traffic Sig/Lighting Maint - Century Hills	\$ 460,000
Traffic Signal Repair & Replace	\$ 34,750,000
Wetland Maintenance	\$ 390,000
TOTALS	\$ 331,015,000

Contractual Service Expenditure Projections by Category

Item	FY21-40 TOTAL
Appraisal Services	\$ 1,000,000
Bridge Inspection	\$ 1,000,000
Construction Inspection	\$ 10,250,000
Design Engineering	\$ 4,800,000
Environmental Screening	\$ 2,235,000
Geotechnical Services	\$ 291,000
ITS Network Support	\$ 1,140,000
LRTP/CRIP	\$ 2,020,000
Traffic Count and Data Management Services	\$ 3,000,000
Material Testing	\$ 1,085,000
Mowing Agreements	\$ 6,760,000
Pavement Management	\$ 1,088,000
Planning and Feasibility Studies	\$ 750,000
Regional Operations Support	\$ 570,000
Signal Coordination/Timing	\$ 975,000
Structural Engineering	\$ 4,264,000
Surveying Services	\$ 830,000
Title Services	\$ 286,000
Traffic Signal Design	\$ 5,380,000
Underground Util Locating Srv	\$ 4,380,000
Wetland Monitoring/Inspect	\$ 79,000
TOTALS	\$ 52,183,000

Appendix 6-A

Project Evaluation Criteria

Criteria Included in Project Evaluation Process

Criteria	Details
Goal: Improve Safety	
High Crash Segments	Project is located within 0.5 mile of a Top 50 by Crash Rate
IDOT 5%	State route specific; Project is identified by IDOT as in the top 5% for safety improvement potential
Pedestrian Crashes	Project is located within 0.5 mile of pedestrian accident point
Bike Crashes	Project is located within 0.5 mile of bike accident point
Truck Safety	Project is located within 0.5 mile of truck accident point
Bridge Condition	Project contains a bridge with a Sufficiency rating of ≤ 65 and/or pavement rating of 5 or lower
Roadway Condition	Project is located on a road with deficient pavement condition; pavement rating of 5 or lower
Goal: Provide Mobility Choice	
Bus Access (PACE)	Project is located within 0.5 mile of a bus stop
Metro Access	Project is located within 0.5 mile of a Metra station
Supports ADA transition plan	Project includes an area identified as a priority in the ADA transition plan
Access to trail	Project provides access to DuPage County trail network
Goal: Efficient Operations and Maintenance	
Scale of Economic Benefit	Economic Impact at level of local/muni = 1; corridor (multi-muni) = 2; regional = 3
Access to Opportunity	Directly serves a high employment area
Access to Opportunity	Directly serves an area with a high population density (intent to represent service to areas of affordable housing)
Intermodal Connectors	Project connects to or falls on the IRIS (Illinois Roadway Inventory System) connector; national highway system.
Freight/Industrial Growth	Is the route a designated truck route?

Criteria Included in Project Evaluation Process

Criteria	Details
Goal: Provide Access to Opportunity and Increase Economic Vitality	
Existing Traffic Volume	Project is located on a roadway with average PM Peak Hour volume in top 50%; Scores range from 1 to 3 with thresholds of 1,500, 1,900, and 2,300
Existing Congestion - 2015 Travel Time Index (TTI)	Project is located on a roadway (link) with a low travel speed relative to expected free flow; scores range from 1 to 3, with thresholds of 1.2, 1.5, and 2.0
2040 Congestion	Project is located on a roadway with at least a 0.25 increase in TTI between 2015 and 2040; 1 or 2 for thresholds of 0.25 or 0.75
Availability of right-of-way	Sufficient right-of-way exists to implement complete project with no or minimal ROW acq.
Goal: Foster Sustainability and Resilience	
Environmental Red Flag	Project does NOT cross or reside adjacent to a wetland
Environmental Red Flag	Project does NOT cross or reside adjacent to a flood zone
Efficiency of Emergency Services	Project is located within 0.5 mile of an emergency service (Fire Station, Hospital, or police station)
Other	
Support in other plans	Is project supported in other plans such as CMAP LRTP, DATP, Regional Bikeway Plan?

Appendix 6-B

Full List of Programmed and Planned Projects

DuPage County Programmed Projects

10/1/2021

Map_ID	Agency	Project/Roadway	From	To	Type	SubType 1	Activity 1	IFD	IF ELIGIBLE?	Completion Year	Estimated Cost (in scheduled year)
1	DuPage County	140 Building	DuPage County Campus		Facility	Capital Facility	Reconstruct/Replace	5	No	2021-2025	\$ 28,750,000
2	DuPage County	31st Street	Meyers Rd	York Rd	System Enhancement	Intersection	Channelize	6	Partial	2021-2025	\$ 7,158,100
3	DuPage County	55th Street	Dunham Road	Clarendon Hills Road	System Enhancement	Intersection	Channelize	9	No	2021-2025	\$ 1,055,000
4	DuPage County	63rd Street	at Main Street, DG		State of Good Repair/Safety	Traffic Signal	Modernize	9	No	2021-2025	\$ 662,000
5	DuPage County	63rd Street	at Springside Ave		System Enhancement	Traffic Signal	Install	9	No	2021-2025	\$ 7,000
6	DuPage County	63rd Street	Suffield Ct	Americana Dr	System Enhancement	Traffic Sig System	Modernize	9	No	2021-2025	\$ 2,100,000
7	DuPage County	75th Street	at Naper Blvd		State of Good Repair/Safety	Intersection	Channelize	8	No	2021-2025	\$ 234,200
8	DuPage County	75th Street	Lyman Avenue	Exner Road/Williams Street	System Enhancement	Highway/Corridor	Channelize	9	No	2021-2025	\$ 656,200
9	DuPage County	75th Street	Millbrook	Greene Road	System Enhancement	Intersection	Channelize	7, 8	Yes	2021-2025	\$ 4,823,000
10	DuPage County	87th Street (Boughton Road)	at Woodward Ave		System Enhancement	Intersection	Channelize	9	Yes	2021-2025	\$ 5,256,000
11	DuPage County	Army Trail Road	at West Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	1	No	2021-2025	\$ 7,490,000
12	DuPage County	at Kearney Road Dam			State of Good Repair/Safety	Drainage & Detention	Reconstruct/Replace	9	No	2021-2025	\$ 550,000
13	DuPage County	Bloomingtondale Road	at Geneva Road		System Enhancement	Intersection	Channelize	5	Yes	2021-2025	\$ 790,000
14	DuPage County	Bloomingtondale Road	over CC&P Railroad		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	2	No	2021-2025	\$ 6,240,000
15	DuPage County	Campus Ring Road North	DuPage County Campus		State of Good Repair/Safety	Pavement	Reconstruct/Replace	5	No	2021-2025	\$ 1,500,000
**	DuPage County	Central Signal System Phases I-IV	Various Locations		System Enhancement	Traffic Sig System	Coordinate	1-9	Yes	2021-2025	\$ 17,780,000
17	DuPage County	County Farm Road	at St. Charles Road		System Enhancement	Intersection	Channelize	4	Yes	2021-2025	\$ 1,000,000
18	DuPage County	Fabyan Parkway	Roosevelt Rd (IL 38)	Kane Co Line	State of Good Repair/Safety	Highway/Corridor	Add Lanes	4	Yes	2021-2025	\$ 19,000,000
19	DuPage County	Fabyan Parkway	Roosevelt Rd (IL 38)	Kane Co Line	State of Good Repair/Safety	Lighting	Install	4	No	2021-2025	\$ 137,000
20	DuPage County	Ferry Road Bike Trail	Eola Road	Raymond Drive	State of Good Repair/Safety	Bike Path/Trail	Reconstruct/Replace	7	No	2021-2025	\$ 600,000
21	DuPage County	Gary Avenue	Army Trail Road	Great Western Trail	Mobility	Bike Path/Trail	Construct	2	No	2021-2025	\$ 684,700
22	DuPage County	Gas Station/Fuel Tanks and Pumps	DuPage County Campus		Facility	Capital Facility	Reconstruct/Replace	5	No	2021-2025	\$ 1,000,000
23	DuPage County	Geneva Road	at West Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	4	No	2021-2025	\$ 4,490,000
24	DuPage County	Grand Avenue	at York Road		State of Good Repair/Safety	Highway/Corridor	Improve	3	No	2021-2025	\$ 4,574,000
25	DuPage County	Great Western Trail Extension	IPP Elgin Branch	Sassafras	Mobility	Bike Path/Trail	Construct	4	No	2021-2025	\$ 70,000
26	DuPage County	Highlake Road	at Sunset Blvd		System Enhancement	Rail Crossing	Improve	4	Yes	2021-2025	\$ 1,906,000
27	DuPage County	Hobson Road	Woodridge Drive	Janes Avenue	Mobility	Sidewalk	Construct	8	No	2021-2025	\$ 1,471,000
28	DuPage County	I-88 "Reagan Memorial" Tollway	over Illinois Prairie Path		Mobility	Bike Path/Trail	Align/Re-align	7	No	2021-2025	\$ 130,000
29	IDOT/DuPage County	IL 38 (Roosevelt Road)	at Naperville Rd		System Enhancement	Intersection	Channelize	5	Partial	2021-2025	\$ 7,750,000
30	DuPage County	IL 38/Roosevelt Road	over IL 53		System Enhancement	Bridge & Culvert	Modernize	5	No	2021-2025	\$ 200,000
31	DuPage County	Kress Road	IL 38/Roosevelt Road	Hawthorne Lane	State of Good Repair/Safety	Highway/Corridor	Resurface	5	No	2021-2025	\$ 2,442,000
32	DuPage County	Lemont Road	83rd Street	87th Street	System Enhancement	Intersection	Channelize	9	Yes	2021-2025	\$ 6,717,000
33	DuPage County	Main Street, DG	at 59th St		System Enhancement	Intersection	Channelize	9	Yes	2021-2025	\$ 1,265,000

Map_ID	Agency	Project/Roadway	From	To	Type	SubType 1	Activity 1	IFD	IF ELIGIBLE?	Completion Year	Estimated Cost (in scheduled year)
34	DuPage County	Naperville Rd	N of Diehl Rd	Ogden Ave/US 34	System Enhancement	Highway/Corridor	Channelize	8	Yes	2021-2025	\$ 5,253,000
35	DuPage County	Parking Lots	DuPage County Campus		State of Good Repair/Safety	Pavement	Resurface	5	No	2021-2025	\$ 500,000
**	DuPage County	Traffic Signal ITS/UPS Modernization	Various Locations		System Enhancement	Traffic Signal	Modernize	1-9	No	2021-2025	\$ 1,580,000
37	DuPage County	Walter Road/Byron Ave	Medinah Road	Army Trail Road	State of Good Repair/Safety	Drainage & Detention	Modernize	2	No	2021-2025	\$ 600,000
38	DuPage County	St. Charles Road	at East Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Repair/Rehab	5	No	2021-2025	\$ 268,000
39	DuPage County	Warrenville Road	at East Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	8	No	2021-2025	\$ 5,200,000
40	DuPage County	Yellow Freight	Off Campus Facility		Facility	Capital Facility	Reconstruct/Replace	4	No	2021-2025	\$ 6,325,000
41	DuPage County	York Road	Devon Avenue	Gateway Drive	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace	3	Partial	2021-2025	\$ 16,000,000
										TOTAL	\$ 174,214,200

**

Indicates Projects with multiple known locations too numerous to map

DuPage County Planned Projects												
Map_ID	Agency	Road Type	Roadway	From	To	Type	Subtype 1	Activity 1	SubType 2	Activity 2	Year Grouping	Constrained \$\$
101	DuPage County	Bike Path/Trail	31st Street	Highland Ave	Meyers Road	Mobility	Bike Path/Trail	Construct	Bridge & Culvert	Construct	2026-2030	\$ 2,933,000
102	DuPage County	Arterial	55 th Street	County Line Road	E of IL 83	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	\$ 15,290,000
103	DuPage County	Arterial	63rd St./Hobson Rd.	I-355 Ramp	Prentice Drive	State of Good Repair/Safety	Intersection	Channelize			2036-2040	\$ 2,400,000
104	DuPage County	Arterial	63rd Street	Dunham	Main St, Downers Grove	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	\$ 1,800,000
105	DuPage County	Arterial	63rd Street	E of Cass Avenue	Clarendon Hills Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2026-2030	\$ 8,960,000
108	DuPage County	Arterial	63rd Street	at Cass Ave		System Enhancement	Intersection	Add Lanes	Traffic Signal	Modernize	2026-2030	\$ 3,700,000
109	DuPage County	Arterial	75th St.	Commons Dr.	IL 59	System Enhancement	Intersection	Channelize			2026-2030	\$ 2,400,000
110	DuPage County	Arterial	75th Street	E of Plainfield Road	IL 83	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	\$ 9,520,000
111	DuPage County	Arterial	75th Street	IL 59	W of Washington St	System Expansion	Highway/Corridor	Add Lanes	Traffic Signal	Modernize	2031-2035	\$ 42,900,000
112	DuPage County	Arterial	75th Street	W of Naper Blvd	Janes Ave	System Expansion	Highway/Corridor	Add Lanes	Traffic Signal	Modernize	2036-2040	\$ 48,900,000
113	DuPage County	Arterial	Addison Road	at Byron Ave		State of Good Repair/Safety	Intersection	Channelize	Sidewalk	Construct	2026-2030	\$ 600,000
114	DuPage County	Arterial	Army Trail Road	at County Farm Rd		System Enhancement	Intersection	Improve	Traffic Signal	Modernize	2031-2035	\$ 6,800,000
115	DuPage County	Arterial	Army Trail Road	W of Gary Ave	Gladstone Ct	System Expansion	Highway/Corridor	Widen/Resurface	Traffic Signal	Modernize	2036-2040	\$ 23,200,000
116	DuPage County	Arterial	Army Trail Road	at Munger Road		System Enhancement	Intersection	Reconstruct/Replace	Intersection	Align/Re-align	2026-2030	\$ 1,500,000
118	DuPage County	Arterial	Bloomingtondale Road	at Schick Road		System Enhancement	Intersection	Channelize			2036-2040	\$ 5,700,000
119	DuPage County	Arterial	Cass Avenue	I-55 Frontage	91st Street	State of Good Repair/Safety	Highway/Corridor	Improve	Bike Path/Trail	Construct	2026-2030	\$ 2,300,000
120	DuPage County	Arterial	College Road	Maple Avenue	Hobson Road	System Enhancement	Highway/Corridor	Channelize	Bike Path/Trail	Construct	2031-2035	\$ 5,700,000
121	DuPage County	Arterial	County Farm Road	at Geneva Rd		System Enhancement	Intersection	Add Lanes	Bike Path/Trail	Modernize	2026-2030	\$ 1,600,000
122	DuPage County	Arterial	County Farm Road	At Stearns Road		System Enhancement	Intersection	Add Lanes	Traffic Signal	Modernize	2026-2030	\$ 6,200,000
123	DuPage County	Arterial	County Farm Road	Stearns Road	Ontarioville Rd	State of Good Repair/Safety	Highway/Corridor	Channelize	Intersection	New	2026-2030	\$ 5,700,000
124	DuPage County	Arterial	County Farm Road	at Klein Creek		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2036-2040	\$ 8,400,000
125	DuPage County	Arterial	County Farm Road	at West Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2026-2030	\$ 6,890,000
126	DuPage County	Bike Path/Trail	East Branch DuPage River Trail	Great Western Trail	IL 38/Roosevelt Road	Mobility	Bike Path/Trail	Construct			2026-2030	\$ 17,400,000
127	DuPage County	Bike Path/Trail	East Branch DuPage River Trail	IL 38/Roosevelt Road	IL 56/Butterfield Road	Mobility	Bike Path/Trail	Construct			2031-2035	\$ 12,810,000
128	DuPage County	Arterial	Eola Road	New York St	North Aurora Rd	System Expansion	Highway/Corridor	Add Lanes	Bridge & Culvert	Add Lanes	2031-2035	\$ 45,900,000
129	DuPage County	Arterial	Eola Road	North Aurora Rd	Ferry Road	System Expansion	Highway/Corridor	Add Lanes	Bridge & Culvert	Add Lanes	2026-2030	\$ 56,300,000
130	DuPage County	Arterial	Gary Ave	at Schick Rd		System Enhancement	Intersection	Widen/Resurface	Traffic Signal	Modernize	2026-2030	\$ 9,500,000
131	DuPage County	Arterial	Geneva Road	E of County Farm Road	Delano St	State of Good Repair/Safety	Highway/Corridor	Channelize			2026-2030	\$ 1,800,000
133	DuPage County	Arterial	Hobson Road	E of IL 53	W of I-355	State of Good Repair/Safety	Highway/Corridor	Channelize			2026-2030	\$ 2,500,000
134	DuPage County	Arterial	Hobson Road	Greene Road	Double Eagle Dr	System Enhancement	Highway/Corridor	Channelize	Bridge & Culvert	Widen/Resurface	2026-2030	\$ 9,300,000
135	DuPage County	Arterial	Main Street DG	55th Street	63rd Street	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	\$ 10,920,000
136	DuPage County	Arterial	Main Street, DG/Lemont Road	Norfolk	Valley View	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	\$ 800,000
137	DuPage County	Arterial	Maple Avenue	at Belmont Road		System Enhancement	Intersection	Channelize	Traffic Signal	Modernize	2026-2030	\$ 1,600,000
138	DuPage County	Arterial	Maple Avenue	at Naper Blvd		System Enhancement	Intersection	Channelize	Traffic Signal	Modernize	2026-2030	\$ 1,700,000
141	DuPage County	Arterial	Maple Avenue	Walnut Ave	Dunham Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	\$ 16,320,000
142	DuPage County	Arterial	Medinah Road	at MDW/NIRC RR		State of Good Repair/Safety	Rail Crossing	Reconstruct/Replace	Sidewalk	Construct	2036-2040	\$ 1,400,000
143	DuPage County	Arterial	Medinah Road	US 20/Lake Street	IL 19/Irving Park Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	\$ 18,020,000
144	DuPage County	Bike Path/Trail	Meyers Road/Central DuPage Trail	31st Street	IL 56/Butterfield Road	Mobility	Bridge & Culvert	Widen/Resurface	Bike Path/Trail	Construct	2036-2040	\$ 3,710,000
145	DuPage County	Bike Path/Trail	Mill Street	N of I-88	Shuman Blvd	Mobility	Bridge & Culvert	Widen/Resurface	Bike Path/Trail	Construct	2036-2040	\$ 1,560,000
**	DuPage County	Bike Path/Trail	MultiUse Path Conversion	Various		Mobility	Bike Path/Trail	Construct			2026-2030	\$ 2,200,000
**	DuPage County	Bike Path/Trail	MultiUse Path Conversion	Various		Mobility	Bike Path/Trail	Construct			2031-2035	\$ 2,430,000

Map_ID	Agency	Road Type	Roadway	From	To	Type	Subtype 1	Activity 1	SubType 2	Activity 2	Year Grouping	Constrained \$\$
**	DuPage County	Bike Path/Trail	MultiUse Path Conversion	Various		Mobility	Bike Path/Trail	Construct			2036-2040	\$ 2,680,000
149	DuPage County	Arterial	Naperville Rd.	Danada Dr.	Loop Rd.	System Enhancement	Highway/Corridor	Widen/Resurface			2031-2035	\$ 10,500,000
150	DuPage County	Arterial	Powis Road	S of IL 64/North Avenue	Kress Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	\$ 14,050,000
**	DuPage County	Bike Path/Trail	Prairie Path Enhancements	Various		System Enhancement	Bike Path/Trail	Construct			2026-2030	\$ 696,000
**	DuPage County	Bike Path/Trail	Prairie Path Enhancements	Various		System Enhancement	Bike Path/Trail	Construct			2031-2035	\$ 769,000
**	DuPage County	Bike Path/Trail	Prairie Path Enhancements	Various		System Enhancement	Bike Path/Trail	Construct			2036-2040	\$ 849,000
154	DuPage County	Arterial	Raymond Drive	S of McDowell	N of Brookdale	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	\$ 2,800,000
155	DuPage County	Facility	Salt Dome Replacement	at 140 N County Farm Road		Facility	Capital Facility	Reconstruct/Replace			2036-2040	\$ 1,789,000
**	DuPage County	Bike Path/Trail	Sidewalk and Bikepath Gap Completion	Various		Mobility	Sidewalk	Construct	Bike Path/Trail	Construct	2026-2030	\$ 5,710,000
**	DuPage County	Bike Path/Trail	Sidewalk and Bikepath Gap Completion	Various		Mobility	Sidewalk	Construct	Bike Path/Trail	Construct	2031-2035	\$ 6,310,000
**	DuPage County	Bike Path/Trail	Sidewalk and Bikepath Gap Completion	Various		Mobility	Sidewalk	Construct	Bike Path/Trail	Construct	2036-2040	\$ 6,960,000
159	DuPage County	Arterial	St. Charles Road	County Farm Road	Bloomingtondale Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	\$ 34,620,000
160	DuPage County	Arterial	St. Charles Road	at East Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2036-2040	\$ 8,400,000
161	DuPage County	Arterial	Stearns Road	DuPage/Kane County Border	Bartlett Road	System Enhancement	Highway/Corridor	Add Lanes	Traffic Signal	Modernize	2036-2040	\$ 24,400,000
162	DuPage County	Bike Path/Trail	Stearns Road Trail	Phillip State Park	IL 59	Mobility	Bike Path/Trail	Construct			2026-2030	\$ 3,754,000
163	DuPage County	Bike Path/Trail	Swift Road	at CN Railroad		Mobility	Sidewalk	Construct	Rail Crossing	Modernize	2031-2035	\$ 1,000,000
**	DuPage County	Arterial	Traffic Monitoring Systems - Various	Various		System Enhancement	Traffic Sig System	Modernize			2026-2030	\$ 3,400,000
164	DuPage County	Arterial	US 34 (Ogden Ave)	at Finley Rd/Belmont Rd/Cross St		System Enhancement	Intersection	Channelize	Traffic Signal	Modernize	2026-2030	\$ 8,700,000
166	DuPage County	Bike Path/Trail	Volunteer Bridge	over UPW RR		State of Good Repair/Safety	Bridge & Culvert	Repair/Rehab			2026-2030	\$ 900,000
167	DuPage County	Bike Path/Trail	Warrenville Road	Ivanhoe	Authority Drive	Mobility	Sidewalk	Construct	Bridge & Culvert	Modernize	2036-2040	\$ 827,000
168	DuPage County	Arterial	Wooddale Road	Driscoll	S of Mark St	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	\$ 1,400,000
169	DuPage County	Arterial	WoodDale Road	Montrose Avenue	N of US 20/Lake Street	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2026-2030	\$ 21,060,000
171	DuPage County	Arterial	Yackley Ave.	at Ogden Avenue		System Enhancement	Intersection	Widen/Resurface	Traffic Signal	Modernize	2026-2030	\$ 3,600,000
172	DuPage County	Arterial	Yackley Ave.	over BNSF RR		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2036-2040	\$ 7,000,000
174	DuPage County	Arterial	York Road	31st Street	N of US 34/Ogden Avenue	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	\$ 11,380,000
												\$ 613,117,000

Other Agency Committed or Programmed Projects

The following projects are previously committed, are already included in adopted plans, and have received at least some funding commitment.

All of these projects are included in the Base Model Scenario.

Expressway and Arterial Projects in DuPage County											
Agency	Location	Road Type	Roadway	From	To	Type	SubType	Activity 1	Activity 2	Completion Year	Impact Fee Eligibility
Aurora	DuPage County	Arterial	75th Street	at Commons Drive		System Enhancement	Intersection	Construct	Traffic Signal Installation	2021-2025	YES
Aurora	DuPage County	Arterial	Commons Drive	US 34	Thatcher	System Expansion	Highway	Construct	Alignment	2021-2025	
IDOT	DuPage County	Arterial	IL 38 (Roosevelt Road)	Winfield Rd	Westhaven	System Enhancement	Intersection	Widen	Traffic Signal Modernization	2021-2025	YES
IDOT	DuPage County	Arterial	IL 53	Butterfield Rd (IL 56)	Park Blvd	System Expansion	Highway	Widen/Resurface		2021-2025	
IDOT	DuPage County	Arterial	IL 56 (Butterfield Road)	W of IL 53	W of I-355	System Expansion	Highway	Widen/Resurface		2021-2025	
IDOT	DuPage County	Arterial	IL 56/Butterfield Road & 22nd Street	IL 59	Cicero Ave	System Enhancement	Intersection	Signal Coordination	Traffic Signal Modernization	2021-2025	
IDOT	DuPage County	Arterial	IL 59	at Stearns Road		System Enhancement	Intersection	Widen	Traffic Signal Modernization	2021-2025	
IDOT	DuPage County	Arterial	IL 59	at Army Trail Road		System Enhancement	Intersection	Channelize		2021-2025	YES
IDOT	DuPage County	Arterial	IL 59	at James Ave & Joliet Street		System Enhancement	Intersection	Improve	Traffic Signal Modernization		
IDOT	DuPage County	Arterial	IL 59	at Garys Mill Road		System Enhancement	Intersection	Improve	Traffic Signal		
IDOT	DuPage County	Arterial	IL 64 (North Avenue)	Smith/Kautz Road	Cicero Ave	System Enhancement	Intersection	Signal Coordination	Traffic Signal Modernization		
IDOT	DuPage County	Arterial	IL 83	at Plainfield Rd		System Enhancement	Intersection	Widen	Traffic Signal Modernization	2021-2025	
IDOT	DuPage County	Arterial	Irving Park Road (IL 19)	Eicklemann Drive (Itasca)	Rush St	Operational Efficiency and Safety	Corridor			2021-2025	
Municipal	DuPage County/Kane County	Arterial	Kautz Road	Swenson Ave	N of IL 38/Roosevelt Road	State of Good Repair	Corridor	Reconstruct	Truck Route	2021-2025	
Naperville	DuPage County	Arterial	North Aurora Road	at CN RR		System Expansion	Corridor	Bridge	Widen	2021-2025	
Naperville	DuPage County	Arterial	North Aurora Road	Frontenac Road	Fairway Drive	System Expansion	Corridor	Widen		2021-2025	
IDOT/DuPage County	DuPage County	Arterial	US 20 (Lake Street)	at Gary Ave		System Enhancement	Intersection	Widen	Traffic Signal Modernization	2026-2030	
IDOT	DuPage County	Arterial	US 34/Ogden Ave.	Rickert Drive	Feldott Lane	System Enhancement	Intersection	Channelize	Traffic Signal Modernization		
Oak Brook	DuPage County	Arterial	York Road	at Harger Road		System Enhancement	Intersection	Channelize	Traffic Signal Installation	2021-2025	
IDOT	Cook County/DuPage County	Expressway	I-55 Stevenson Express Toll Lanes	W of Lemont Road	I-90/I-94 Dan Ryan	System Expansion	Highway	Construct		2026-2030	
Tollway	Cook County/DuPage County	Expressway	I-294 Central Tri-State	at E County Line Road		System Expansion	Interchange	Construct		2021-2025	
Tollway	Cook County/DuPage County	Arterial	E County Line Road	I-294 Ramps	IL 64/North Avenue	System Enhancement	Highway	Widen/Resurface	Alignment	2021-2025	
Tollway/Cook County	Cook County	Expressway	IL 64 (North Avenue)	Lake St (US 20)/County Line Rd		System Expansion	Interchange	Construct		2021-2025	
Tollway	DuPage County	Expressway	Elgin-O'Hare Expressway (IL 390) Elgin-O'Hare Expressway (IL 490)	IL 83	IL 490/York Road I-90	System Expansion	Highway	Construct		2021-2025	YES
Tollway	DuPage County Cook County	Expressway	I-490	I-90	I-294	System Expansion	Highway	Construct			
Tollway	Cook County	Expressway	I-294, Central Tri-State	95th St	Balmoral Ave	System Expansion	Highway	Construct		2021-2025	
Tollway	DuPage County	Expressway	I-88 On Ramp	York Road	I-88/I-294	System Expansion	Interchange	Add Lanes	Bridge	2021-2025	

Other Identified Long Range System Needs

The following projects are future needs as identified through the DuPage County DOT long range modeling process. Some locations may have planned improvements but at the time of analysis, these projects were not programmed. The projects are limited geographically to DuPage County only.

Agency	Roadway	From	To	Type	SubType	Activity 1	Activity 2	Completion Year	Potential DuPage Participation	Potential Impact Fee Eligible
Aurora	Bilter Road	DuPage Blvd	E of Farnsworth	System Expansion	Highway	Add Lanes	Alignment	2026-2040		
Itasca	Bloomingtondale Road	IL 19	IL 53	State of Good Repair, Safety & Mobility	Corridor	Reconstruct/Widen	Pedestrian	2026-2040		
Naperville	Book Road	Rickert Dr	87th Street	System Expansion	Highway	Add Lanes		2026-2040	YES	YES
Aurora	Commons Dr.	Mc Coy Dr.	US 34/Ogden Ave.	System Enhancement	Intersection			2026-2030		
Aurora/Naperville	Commons Drive	at BNSF RR		System Expansion	Highway/Bridge	New Bridge		2026-2040		
Aurora/Naperville	Commons Drive	North Aurora Road	Campus Drive	System Expansion	Highway	Add Lanes	Intersection	2026-2040		
Bensenville	County Line Rd.	E Green St.	E 3rd Ave.	System Enhancement	Intersection	Channelize	Signal Modernization	2026-2040	YES	
Tollway	I-294	Complete interchange at 31st Street and 22nd Street		System Expansion	Interchange	New Interchange		2026-2040	YES	
IDOT	I-55	at Lemont Road		Operational Efficiency & Safety	Interchange	Align Ramps		2026-2040	YES	YES
Tollway	I-88 EB Off Ramp	to SB I-355		System Expansion	Interchange	Add Lanes		2026-2040		
Tollway	I-88 WB Off Ramp	at Technology Dr or Fairfield		System Expansion	Interchange	Add Lanes	Alignment	2026-2040		YES
IDOT	IL 38 (Roosevelt Road)	Park Blvd	W of I-355	System Enhancement	Highway	Widen	Channelize	2026-2040		
IDOT	IL 38 (Roosevelt Road)	West of Finley Rd	W of Summit Ave	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	
Tollway	IL 390 Extension	US20/Lake Street	County Farm Road	System Enhancement	Corridor	New Alignment	Interchange	2026-2040	YES	YES
IDOT	IL 53	IL 38 (Roosevelt Road)	IL 56 (Butterfield Rd)	System Expansion	Highway	Add Lanes	Drainage	2026-2040		
IDOT	IL 53	Park Blvd	I-88	System Expansion	Highway	Add Lanes	Intersection	2026-2040		YES
IDOT	IL 53	at Maple Ave		System Enhancement	Intersection	Intersection Improvement	Signal Modernization	2026-2040	YES	
IDOT	IL 53	IL 64/North Avenue	N of IL 38/Roosevelt Road	System Expansion	Highway	Add Lanes		2026-2040		
IDOT	IL 56/Butterfield Road	W of IL 59	E of Farnsworth	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	
IDOT	IL 56/Butterfield Road	Loop Rd.	IL 53	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	
Elmhurst	IL 56/Butterfield Road	at York Road		System Expansion	Intersection	Intersection Improvement	Signal Modernization	2026-2040		
IDOT	IL 59	IL 38/Roosevelt Road	Ferry Road	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	YES
IDOT	IL 83	63rd Street	I-55 Frontage Rd.	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	YES
IDOT	IL 83	N of 31st St	N of 55th St	System Expansion	Highway	Add Lanes	Interchange	2026-2040		
IDOT	IL-53	IL 38/Roosevelt Road	IL 64/North Ave.	System Expansion	Highway	Add Lanes	Intersection	2026-2040		
Aurora	Liberty Street	Eola Road	Commerce St	System Expansion	Highway	Add Lanes	Rail Crossing	2026-2040	YES	YES
Downers Grove	Maple Avenue/Fairview Avenue	at BNSF RR		Operational Efficiency & Safety	Highway	Grade Separate		2026-2040		
Aurora	Montgomery Rd	at Meadowbrook Drive/White Eagle Drive	at S Commons Dr	System Enhancement	Intersection	Intersection Improvement	Add Signals	2026-2040		

Agency	Roadway	From	To	Type	SubType	Activity 1	Activity 2	Completion Year	Potential DuPage Participation	Potential Impact Fee Eligible
West Chicago/DuPage County	Powis Road	North Avenue (IL 64)	Smith Road and at Railroad	Operational Efficiency and Safety	Corridor	Channelization	Alignment	2026-2040		
Naperville	Rickert Dr.	Book Rd.	75th St.	Operational Efficiency & Safety	Highway	Channelize	Signal Modernization	2026-2040	YES	YES
Roselle	Rodenburg Road	Village Limits	Travis Parkway	System Enhancement	Corridor	Bikeway		2026-2040		
Villa Park	St. Charles	Addison Rd.	Meyers/Westmore Rd	System Enhancement	Intersection	Channelize	Signal Modernization	2026-2040		
DuPage County/Hanover Park	Stearns Road	Bartlett Road	Newport Blvd	System Enhancement	Highway	Reconstruct and Widen	Alignment	2026-2040	YES	YES
IDOT	US 20 (Lake Street)	County Farm Road	Shales Parkway	System Expansion	Corridor	New Alignment	Add Lanes	2026-2040		
IDOT	US 20 (Lake Street)	IL 390	Rosedale	System Expansion	Highway	Add Lanes	Intersection	2026-2040		
IDOT	US 34 (Ogden Ave)	Iroquois Ave	Fender Rd	System Enhancement	Intersection	Channelization	Alignment	2026-2040	YES	
IDOT	US 34 (Ogden Ave)	N Aurora Road	Aurora Avenue	System Enhancement	Intersection	Channelization	Bridge	2026-2040		
IDOT	US 34/Ogden Ave.	US 30	75th St.	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	YES
Elmhurst	York Rd.	Church St.	IL 56 (Butterfield Rd)	System Enhancement	Highway	Channelize	Intersection	2026-2040		