



# Vision for the Northeastern Illinois Expressway System

Update

January 9, 2019

# Today's update

Refresher on Vision's origin and purpose

Vision overview

Timeline for completion

# Purpose of Vision

Chart a bold, multi-modal, long-term course for the expressway system

Look past jurisdiction and focus on needs

Develop for future IDOT and Tollway capital programs to consider

# Vision overview

**Modern**

**Performs well for all users**

**Financially sustainable**



# Modern



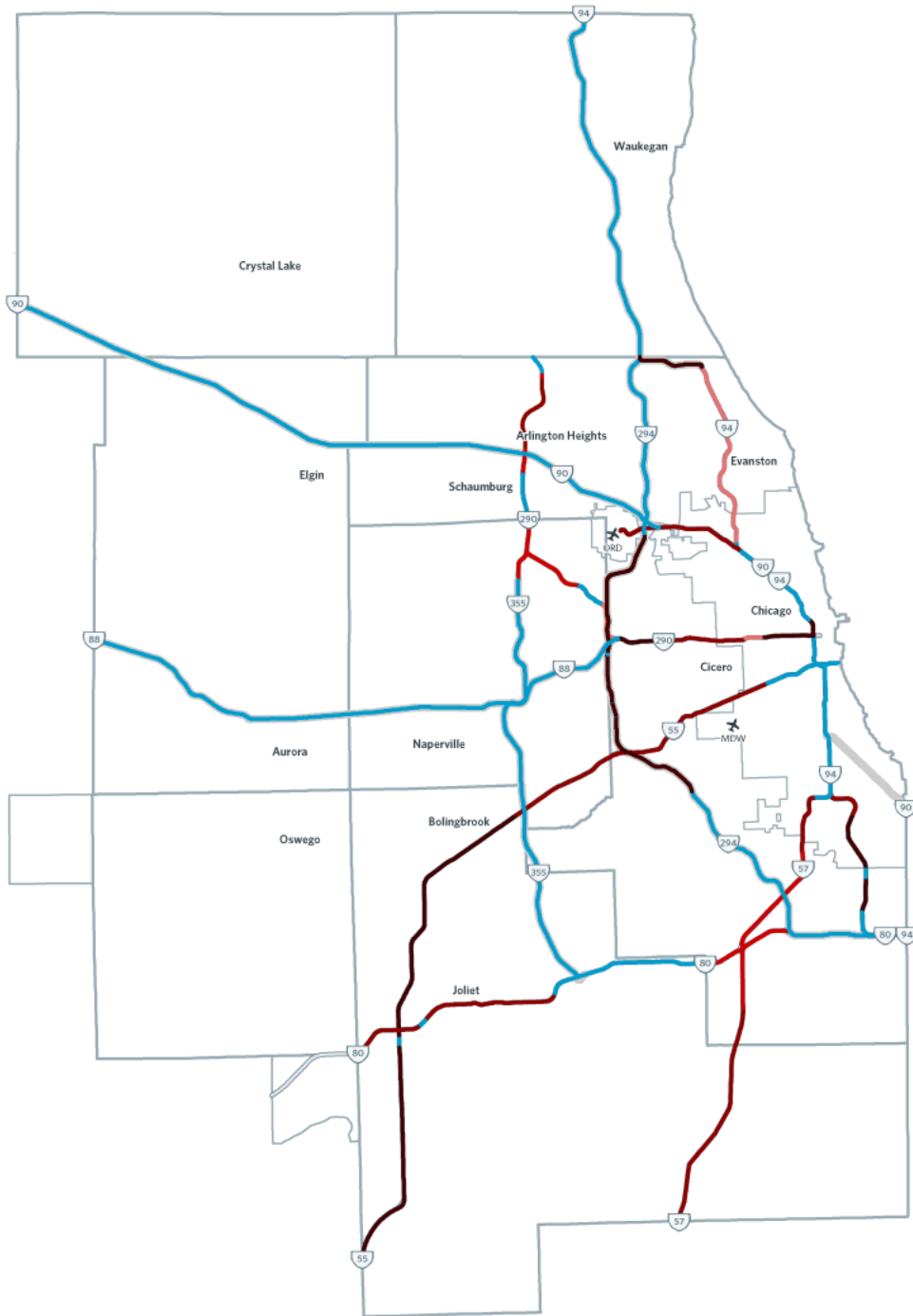


## Expressway system pavement age, by year built or reconstructed

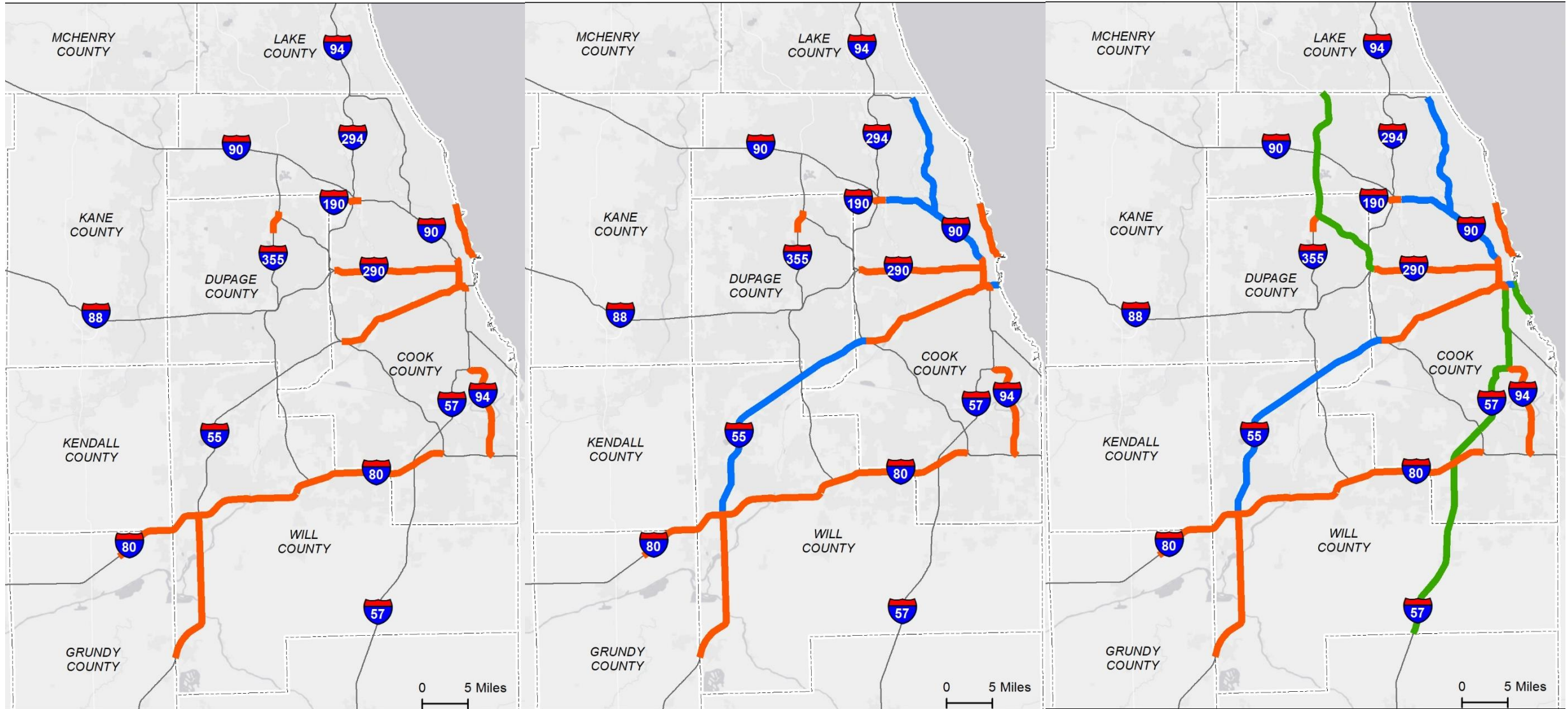
- 1950s and earlier
- 1960s
- 1970s
- 1980s
- 1990s and later
- Toll highways

Note: Data represents the most recent year of construction or reconstruction.

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation and Illinois Tollway construction records, 2018.



# Vision: Reconstruct IDOT expressways by 2050



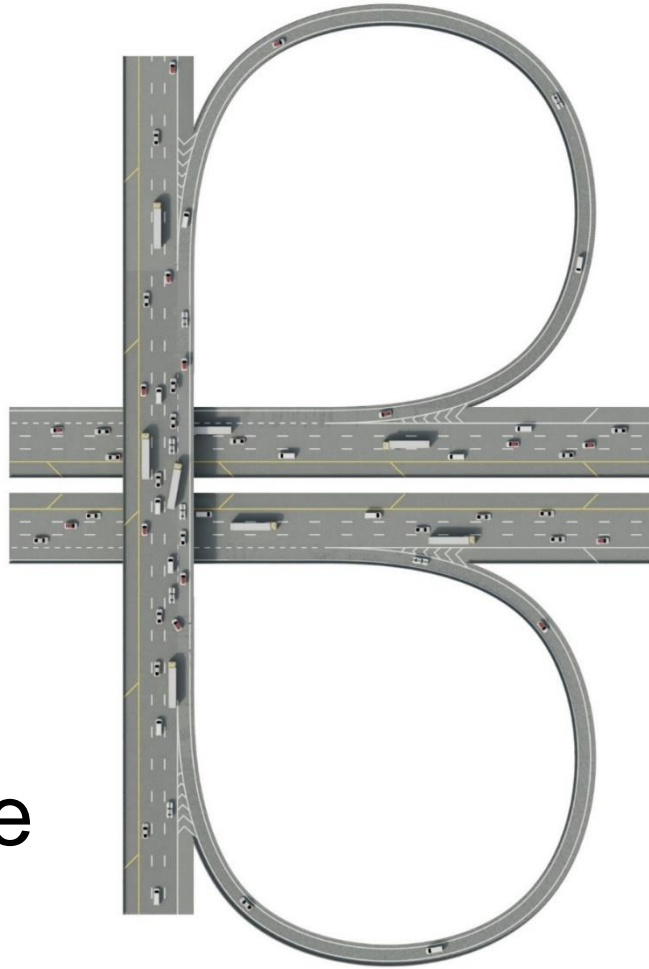
2020 - 2029

2030 - 2039

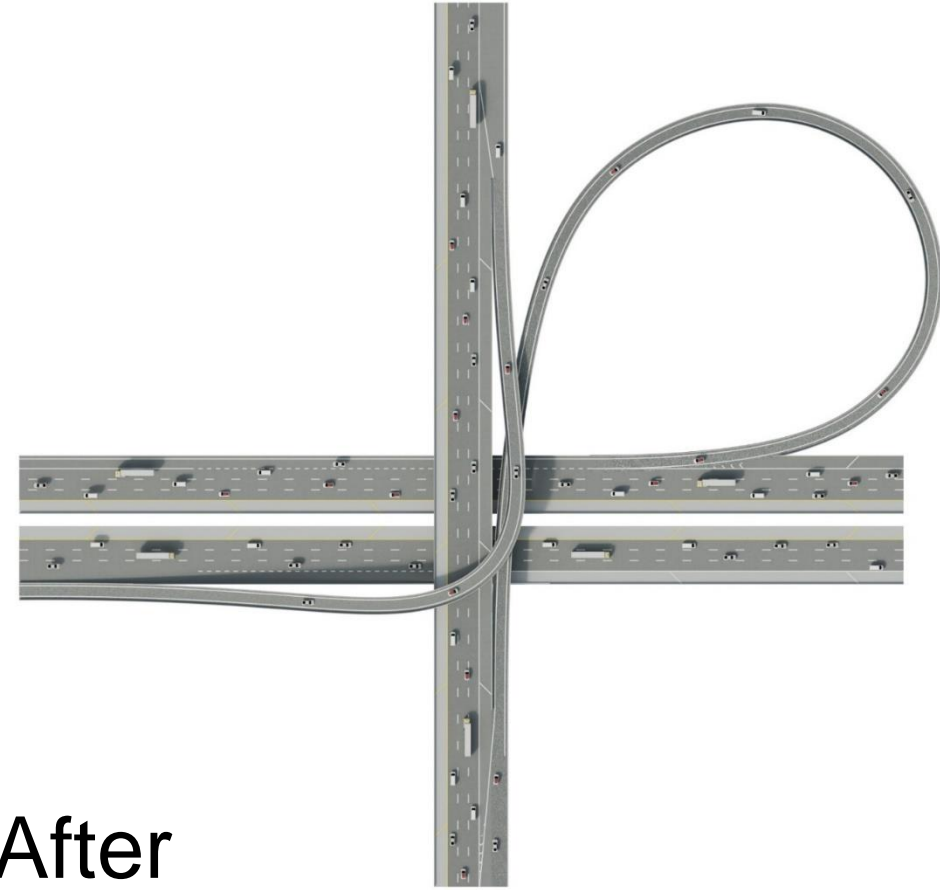
2040 - 2050

# Modernize expressway design: Reduce conflicts and congestion

Before

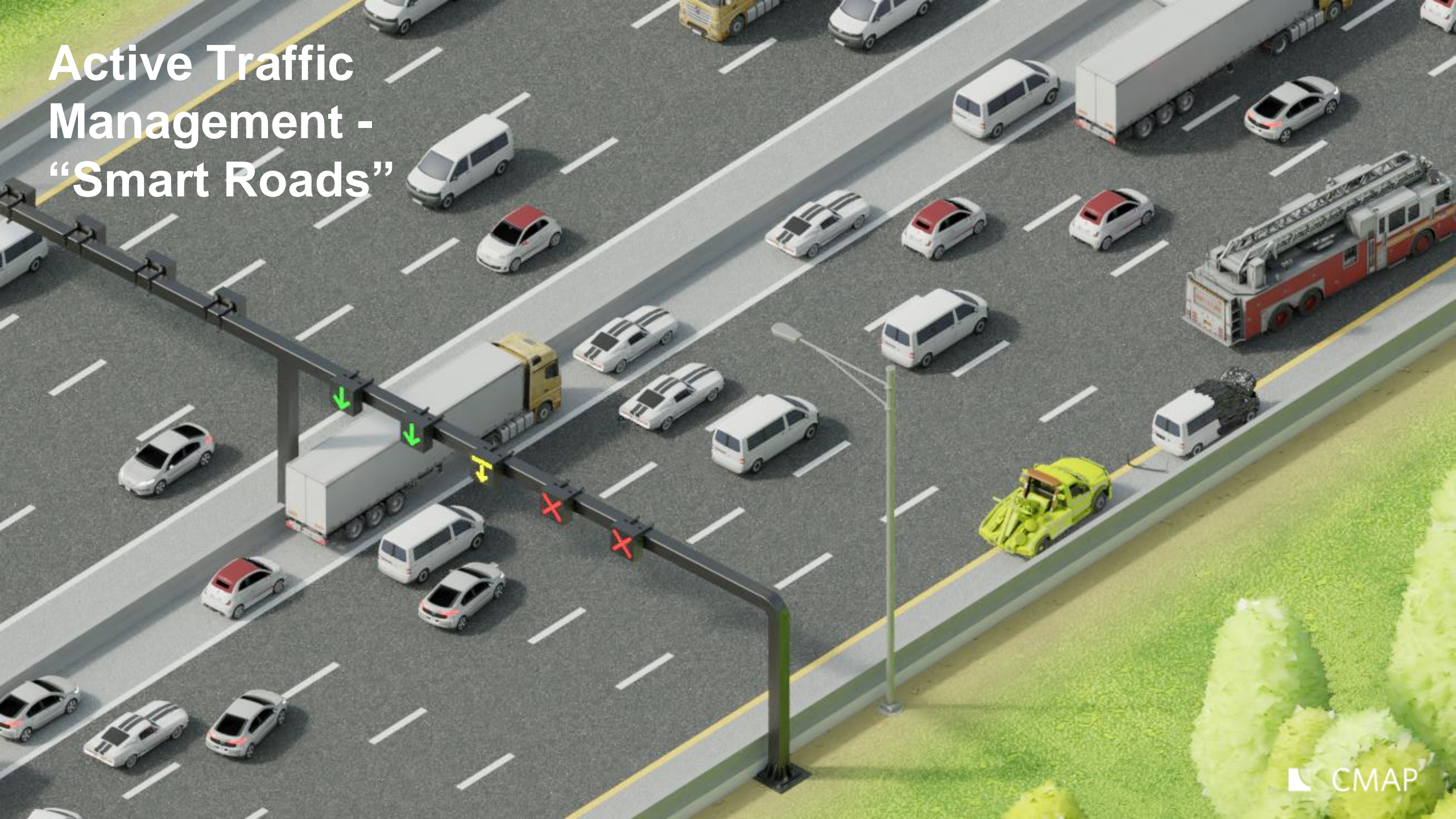


After



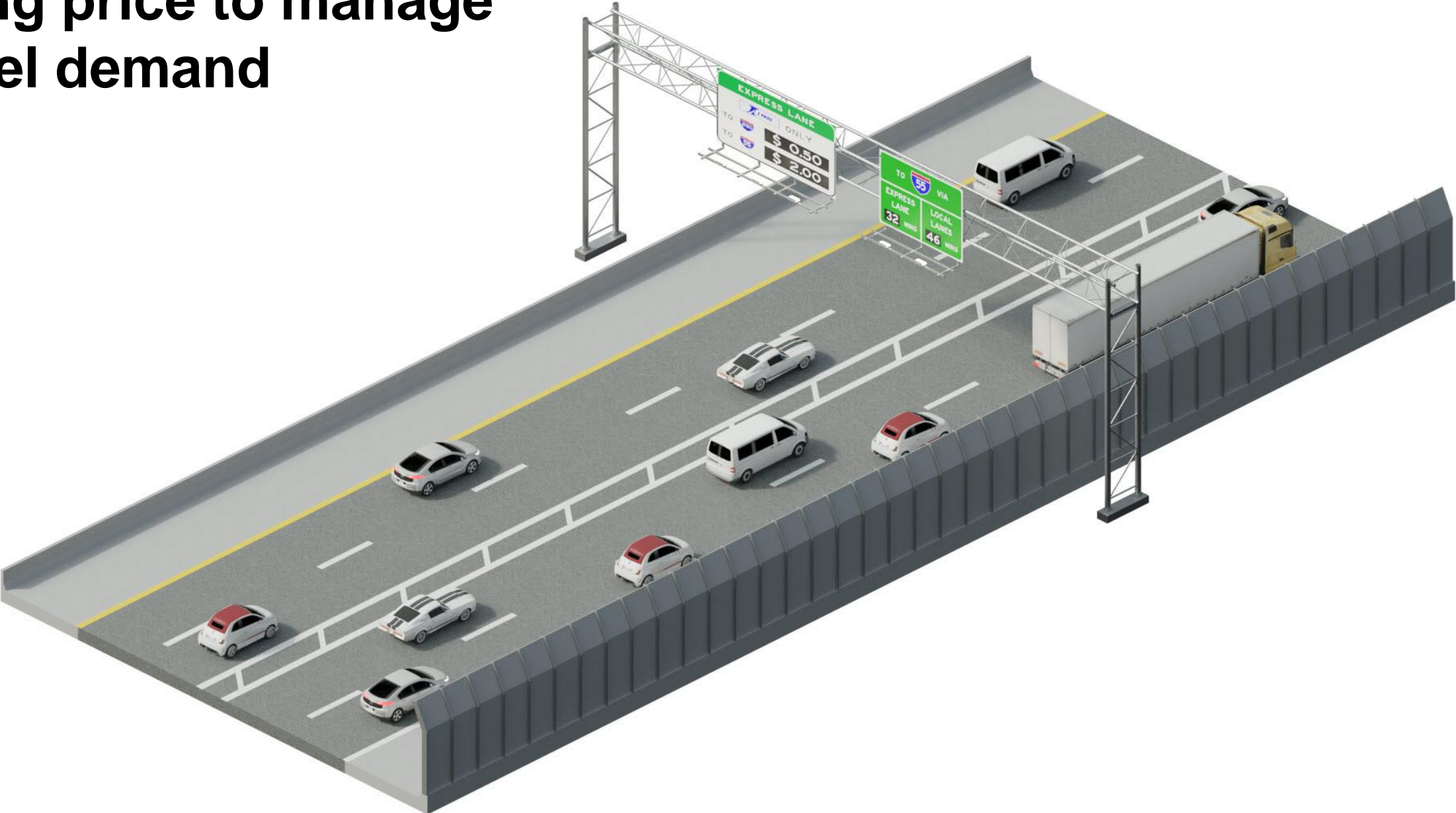


# Active Traffic Management - “Smart Roads”



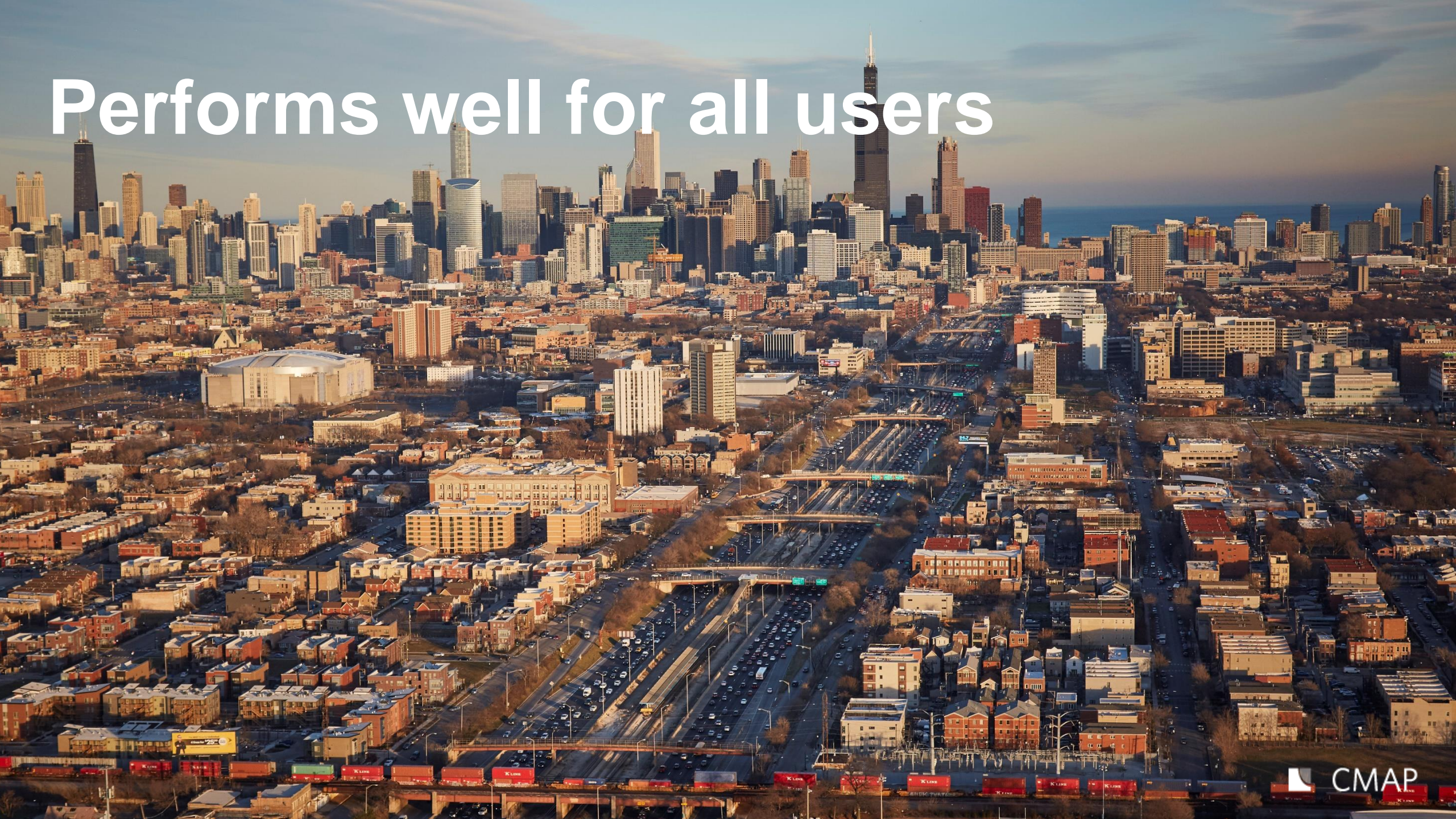


# Using price to manage travel demand





# Performs well for all users





# Benefits

	<b>2050 Baseline</b>	<b>2050 Vision</b>
Expressway vehicle miles traveled	53.2 m	55.9 m
Arterial vehicle miles traveled	141.6 m	138.9 m
Total vehicle miles traveled	199.7 m	200.1 m
Expressway congested vehicle hours traveled	0.81 m	0.51 m
Arterial congested vehicle hours traveled	2.29 m	2.13 m
Truck congested vehicle hours traveled	171,500	85,300

All values daily

# Benefits

	<b>2050 Baseline</b>	<b>2050 Vision</b>
Transit mode share (all trips)	8.2%	9.2%
Air Quality: PM <sub>2.5</sub> (daily)	2,147 Kg	1,997 Kg
GRP increase (through 2050)		\$28 B
Benefit-cost ratio	---	4.85

# Improve and integrate transit

Meet new and existing demand with improved transit

Fund some corridor transit with toll revenue, whether or not in expressway ROW

Most importantly, improve state of good repair

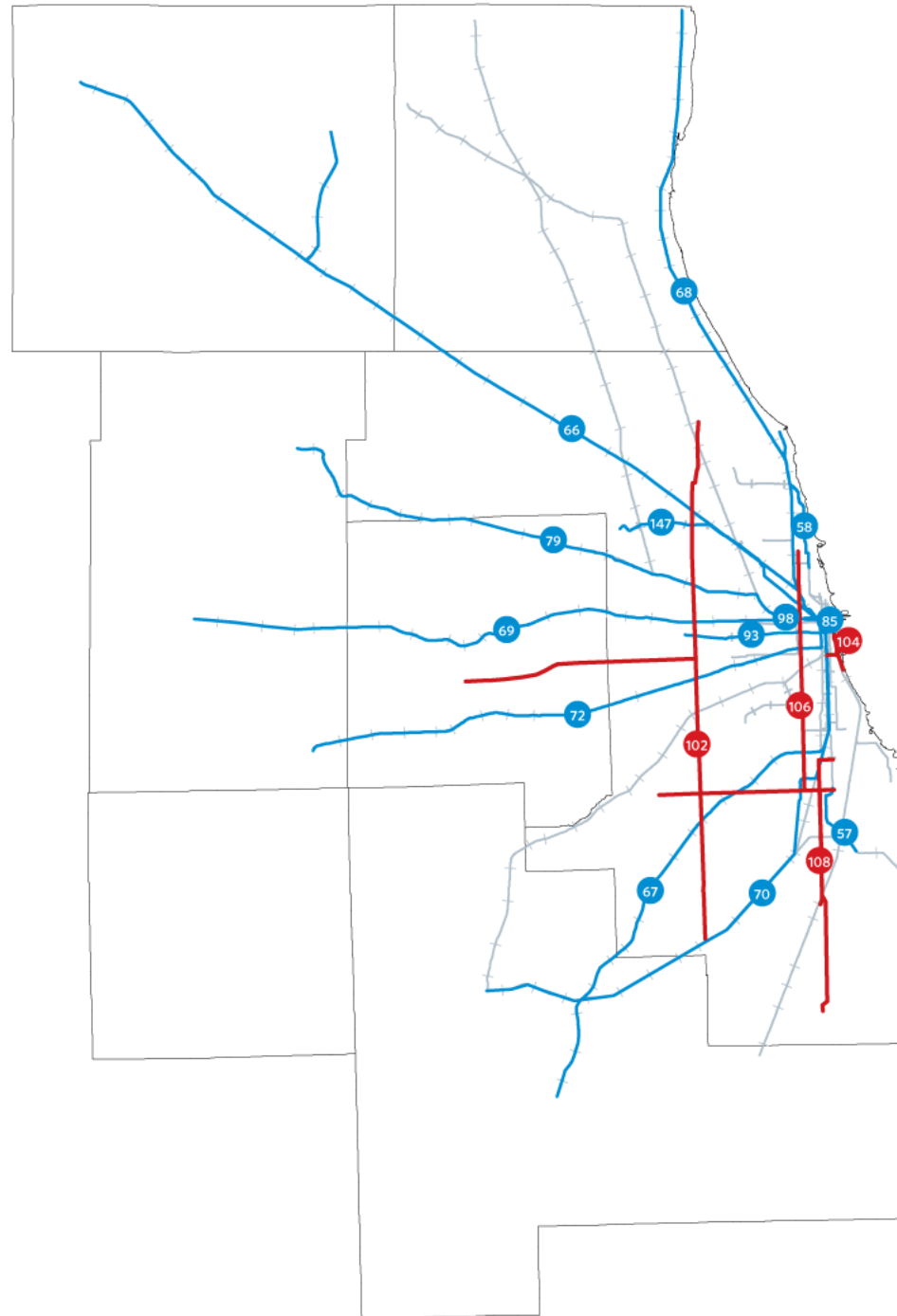


## Constrained Regionally Significant transit Projects (RSPs)

- Constrained rail projects
- Constrained bus projects
- CTA and Metra rail system

Note: Labels correspond to RSP IDs in project descriptions

Source: Chicago Metropolitan Agency for Planning.



# Removing barriers Improving access to transit



Before



After

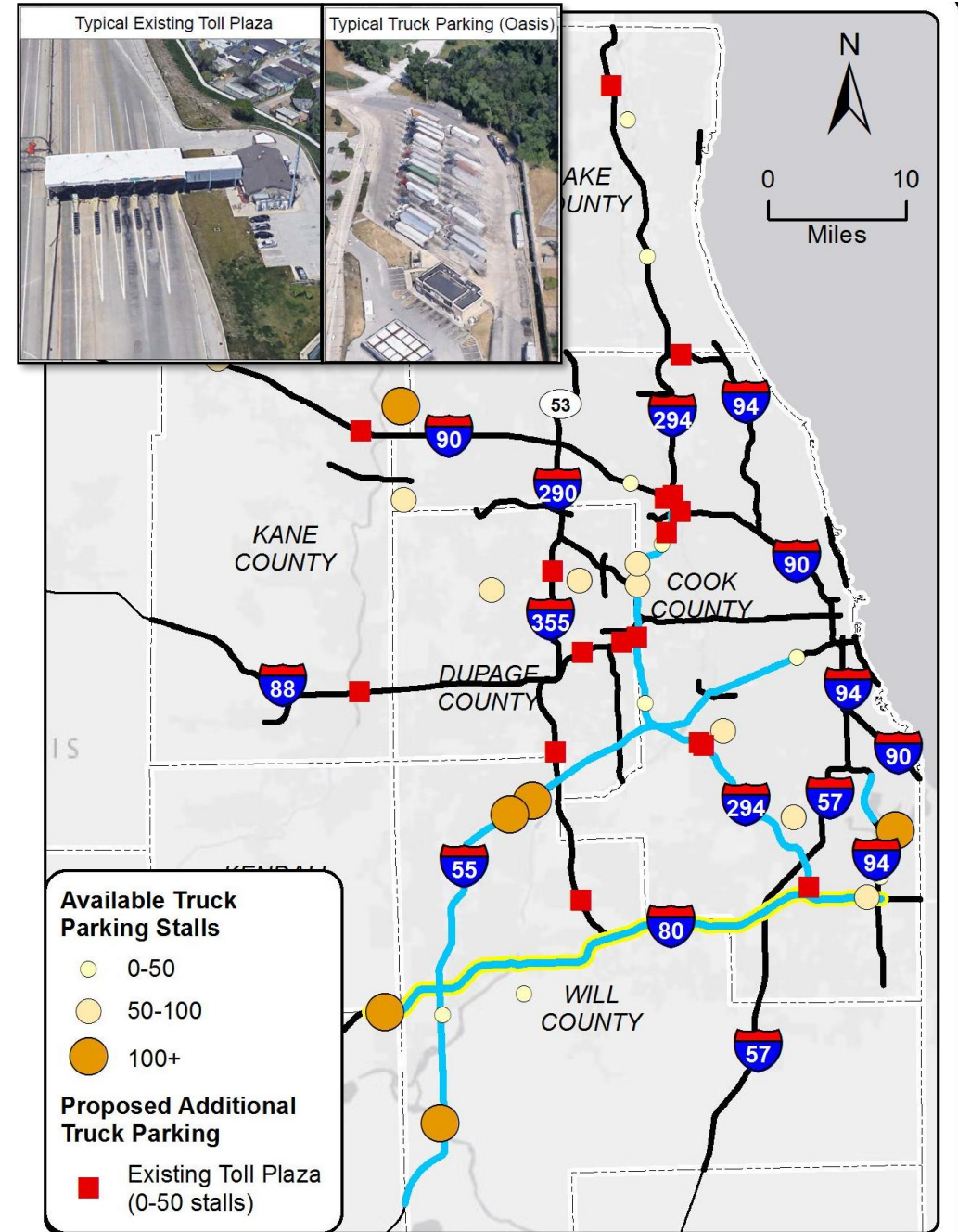
# Improving freight movement

Add truck parking

Better access to intermodals

Prices encourage truck use of expressways and overnight travel

Consider truck-only lanes





# Assistance for low-income users

Apply discounts for low-income users

Apply dollar cap for off-peak tolls

Update toll policies: limit pursuit, use cash-options for transponders

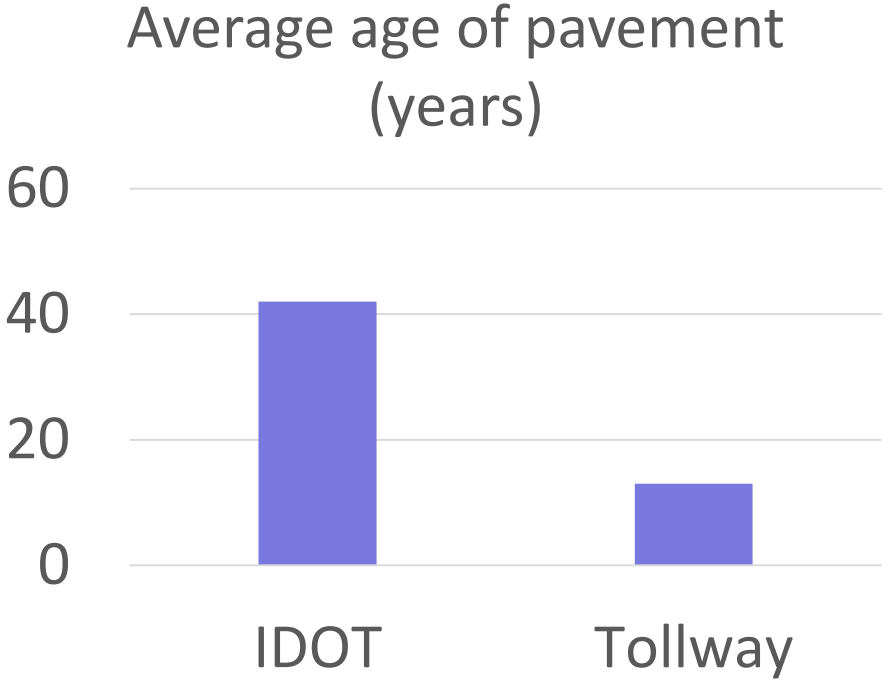
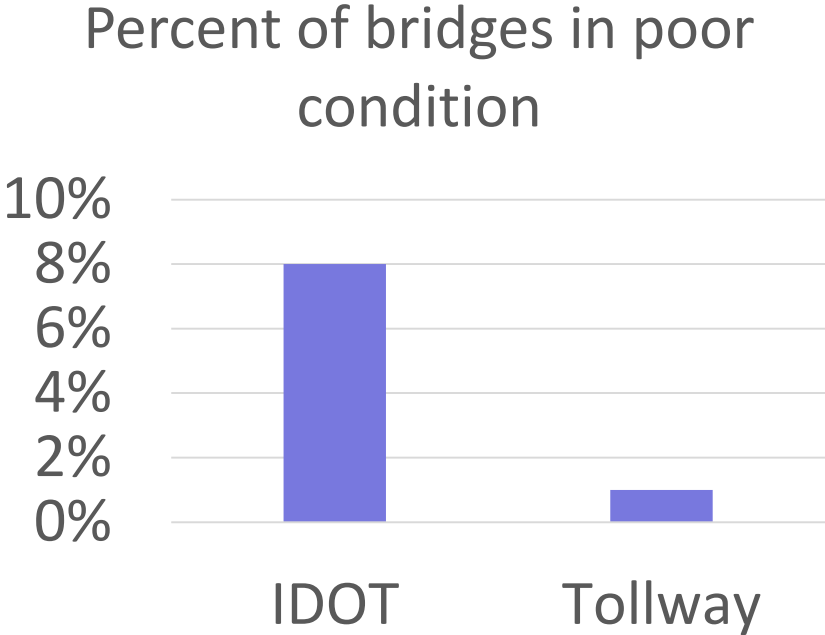


# Financially sustainable

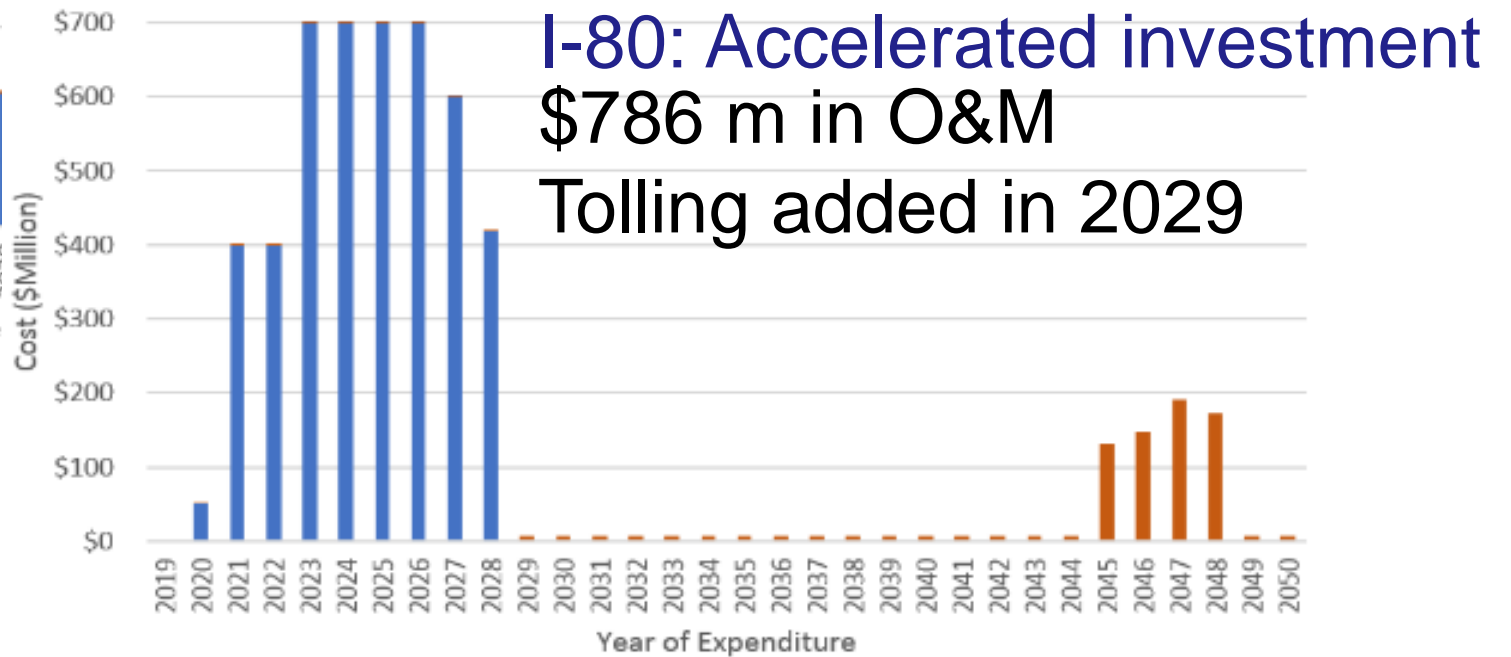
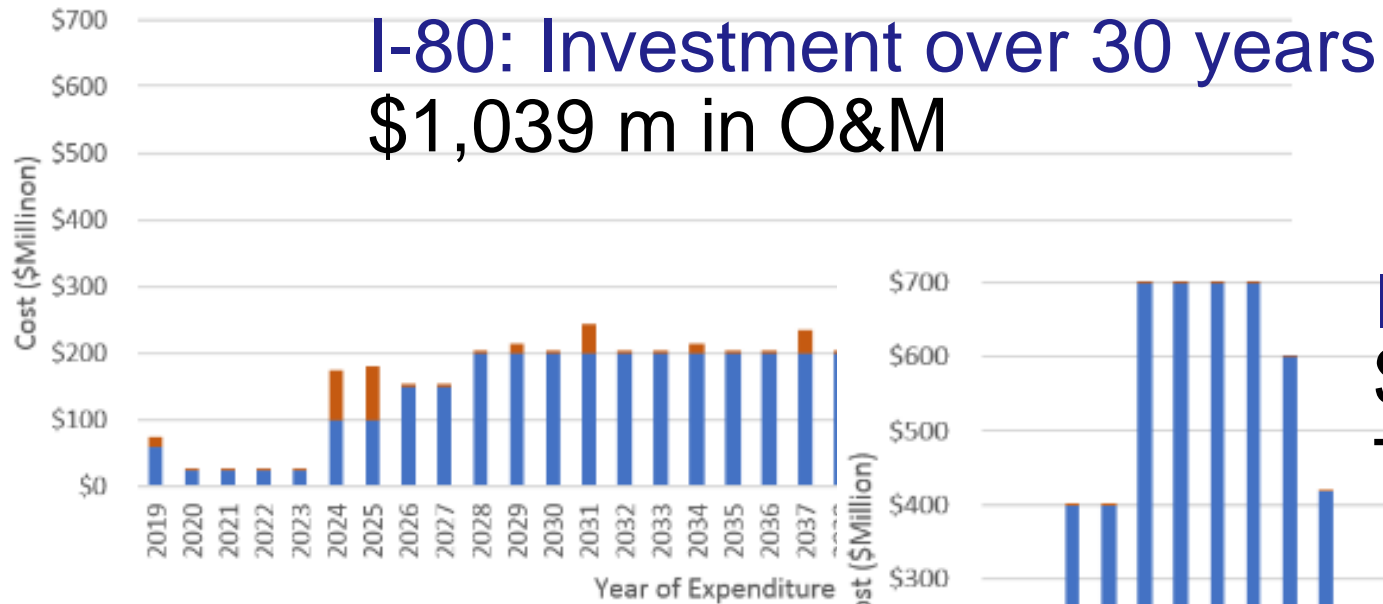




# IDOT and Tollway system condition



# Faster project delivery → savings on life-cycle costs



# Challenges

Tolling IDOT system can pay for ~75% of road costs by 2050 (begin tolling after reconstruction)

Whole expressway system can pay for itself with tolls over longer term

Additional revenue source needed at beginning of program

Unfunded transit elements



# Upcoming dates

Board and MPO updates – January 2019

Executive summary – March 2019

Final vision document – June 2019



[www.cmap.illinois.gov/onto2050](http://www.cmap.illinois.gov/onto2050)

Jesse Elam

312.386.8688

[jelam@cmap.illinois.gov](mailto:jelam@cmap.illinois.gov)