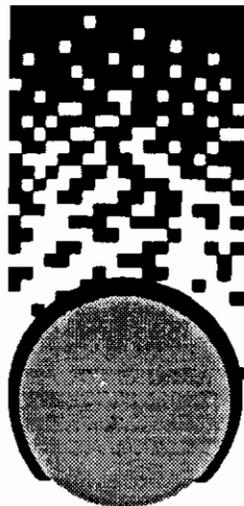


DRAFT

# ***S*trategic *R*egional *A*rterial**

**Illinois Route 64 (North Avenue)  
Kane and DuPage Counties (Vol. II)  
from DeKalb/Kane County Line  
to Interstate 294 (Tri-State Tollway)**



**Operation  
GreenLight**

**Illinois Department of Transportation  
October, 1992**

---

# FOREWORD

---

*Illinois Route 64 (North Avenue) is a Strategic Regional Arterial from the DeKalb/Kane County Line to Lake Shore Drive in the City of Chicago. This report includes the segments of Illinois Route 64 located in Kane County and DuPage County, from the DeKalb/Kane County Line to the DuPage/Cook County Line at Interstate 294 (Tri-State Tollway) in the Village of Elmhurst. This Strategic Regional Arterial (SRA) report for Illinois Route 64 (North Avenue) has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.*

*As an SRA route, Illinois Route 64 (North Avenue) is intended to function as part of a regional arterial system, carrying high-volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.*

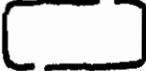
*Volume I of this report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions and recommendations for ultimate and low-cost improvements. Volume II consists of exhibits of existing facility, environmental and developmental characteristics, recommended improvements and details and documentation of the public involvement process including citizen comments.*

---

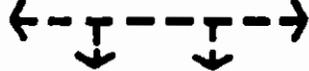
**FACILITY CHARACTERISTICS**

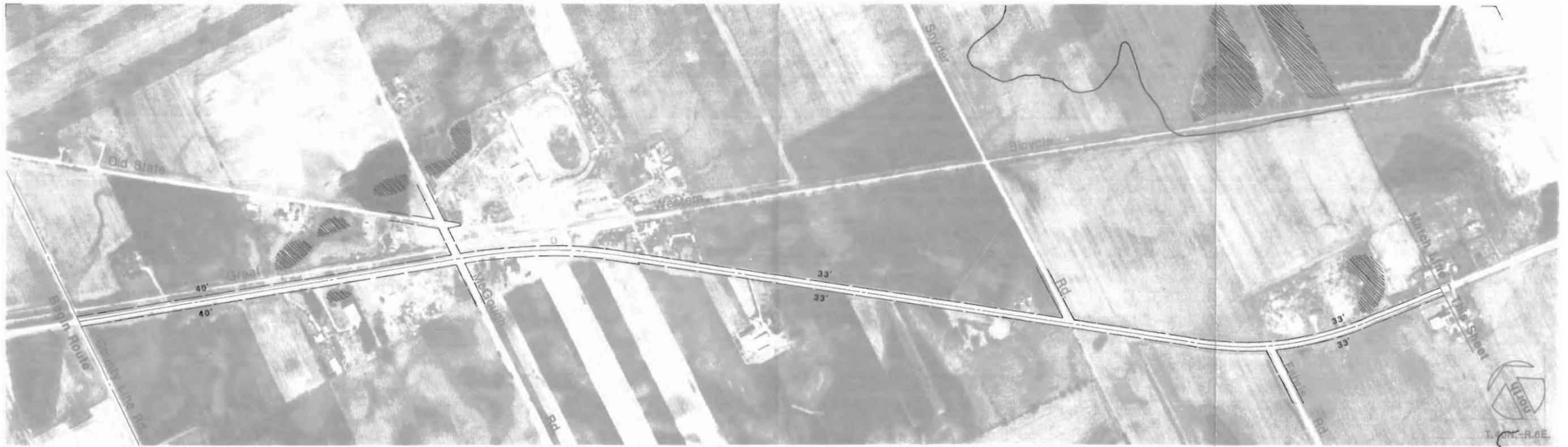
	<b>Existing R/W</b>
	<b>Existing Signal</b>
	<b>Existing Structure</b>
	<b>Bus Stop</b>
	<b>Bus Shelter</b>
	<b>Taxi Stand</b>

**ENVIRONMENTAL CHARACTERISTICS**

	<b>Wetlands</b>
	<b>Floodplain</b>
	<b>Historic Site</b>
	<b>Sensitive Land Use</b>

**RECOMMENDED IMPROVEMENTS**

	<b>Proposed R/W</b>
	<b>Proposed Signal</b>
	<b>Modify Structure</b>
	<b>Consolidate Access</b>
	<b>Maintain Access</b>
	<b>Maintain Access</b>
	<b>Mid-Mile Collector</b>



Illinois 64

Existing Facility Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
ILLINOIS DEPARTMENT OF TRANSPORTATION



Route Map A-1



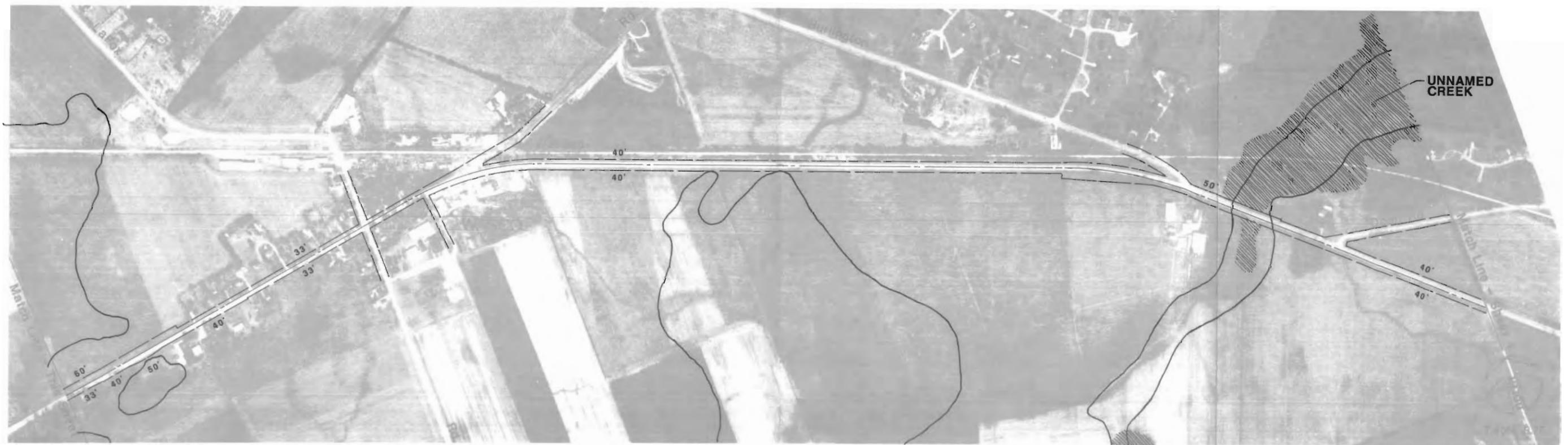
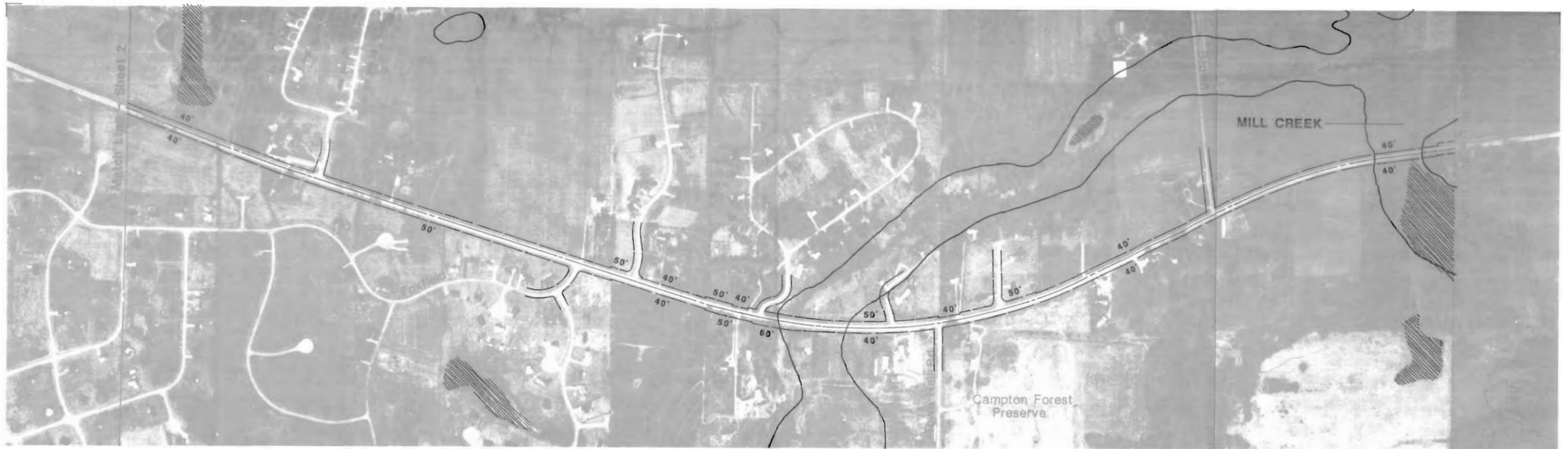
**Illinois 64**

prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



**Existing Facility Characteristics**





**Illinois 64**

Existing Facility Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**

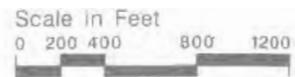


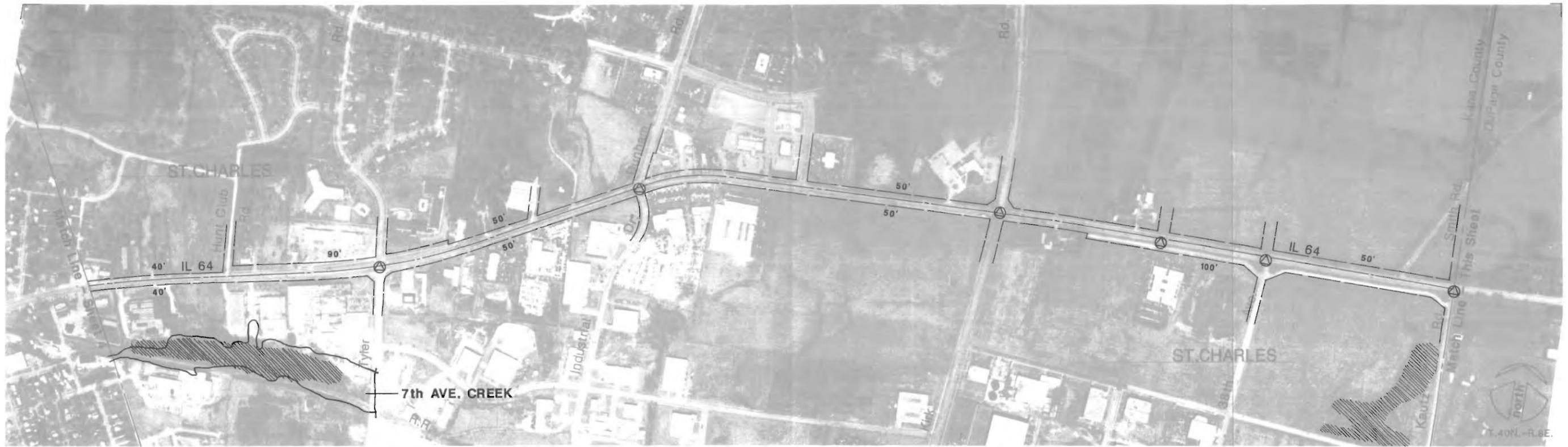
**Route Map A-3**



**Illinois 64**

**Existing Facility Characteristics**





**Illinois 64**

**Existing Facility Characteristics**





**Illinois 64**

prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



Existing Facility Characteristics





**Illinois 64**

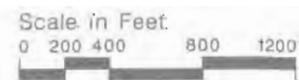
**Existing Facility Characteristics**

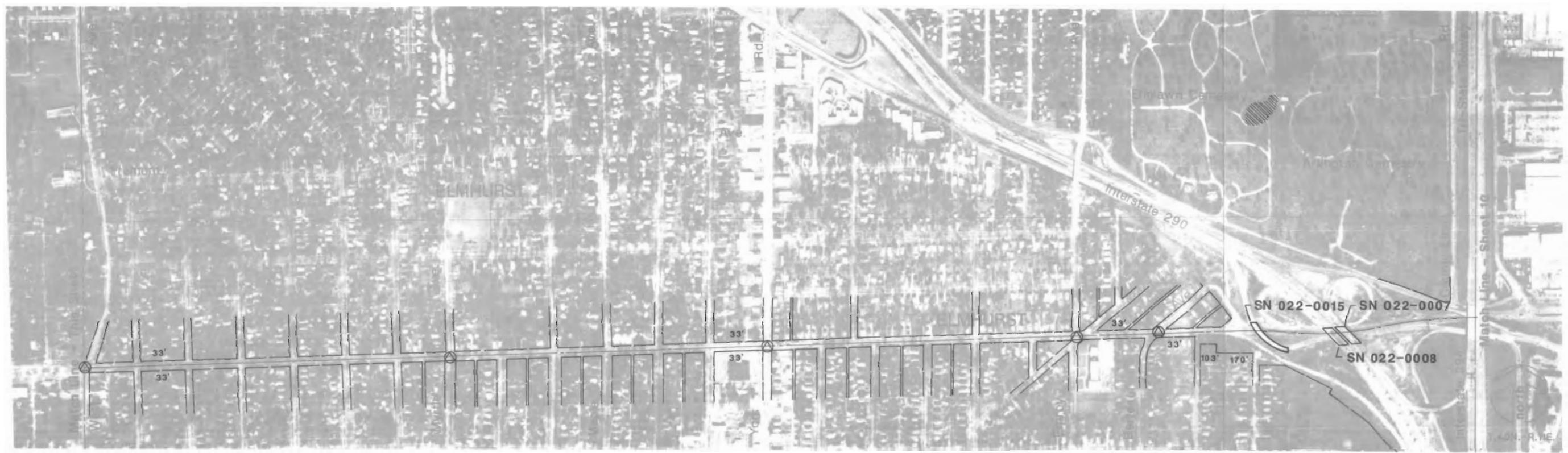




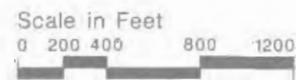
**Illinois 64**

**Existing Facility Characteristics**





**Illinois 64**



**Existing Facility Characteristics**





Illinois 64

Environmental Characteristics



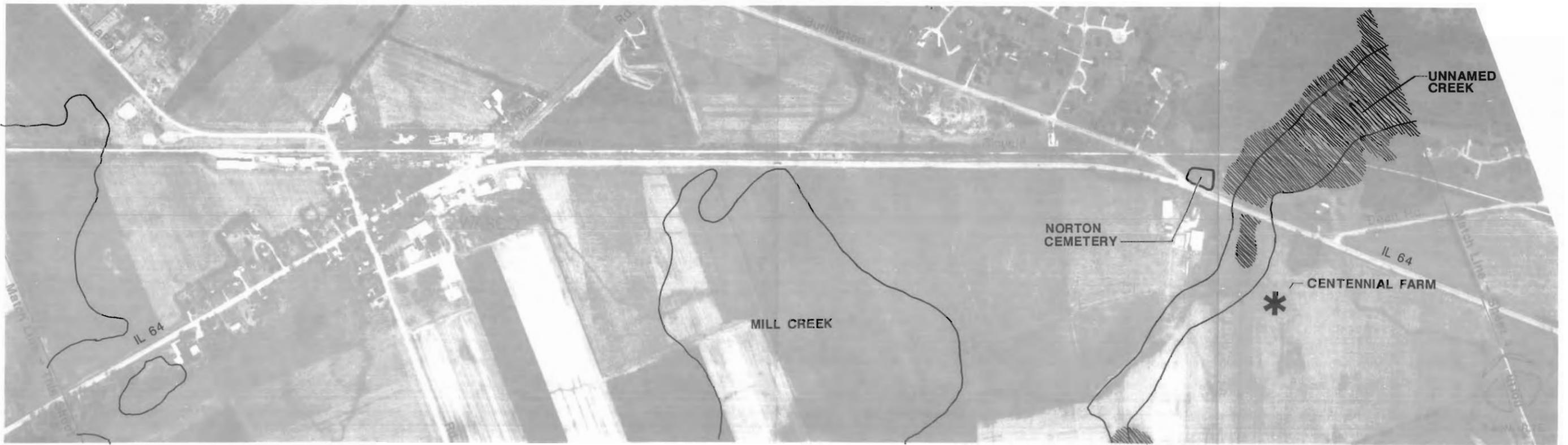
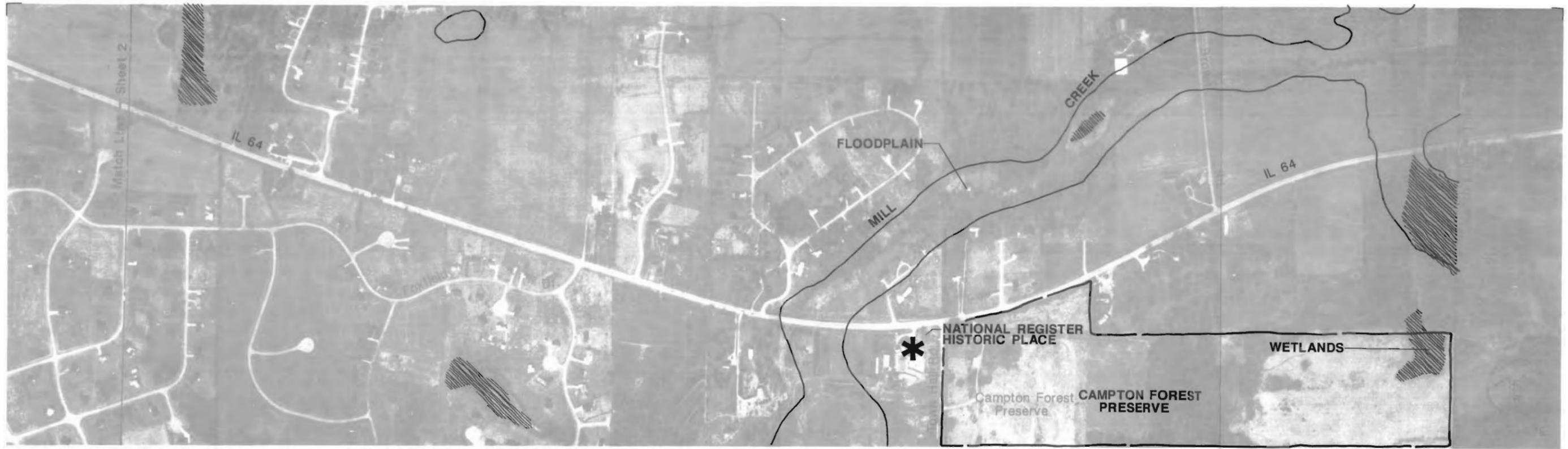
prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



**Route Map B-1**



**Illinois 64**

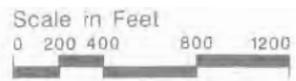


**Illinois 64**

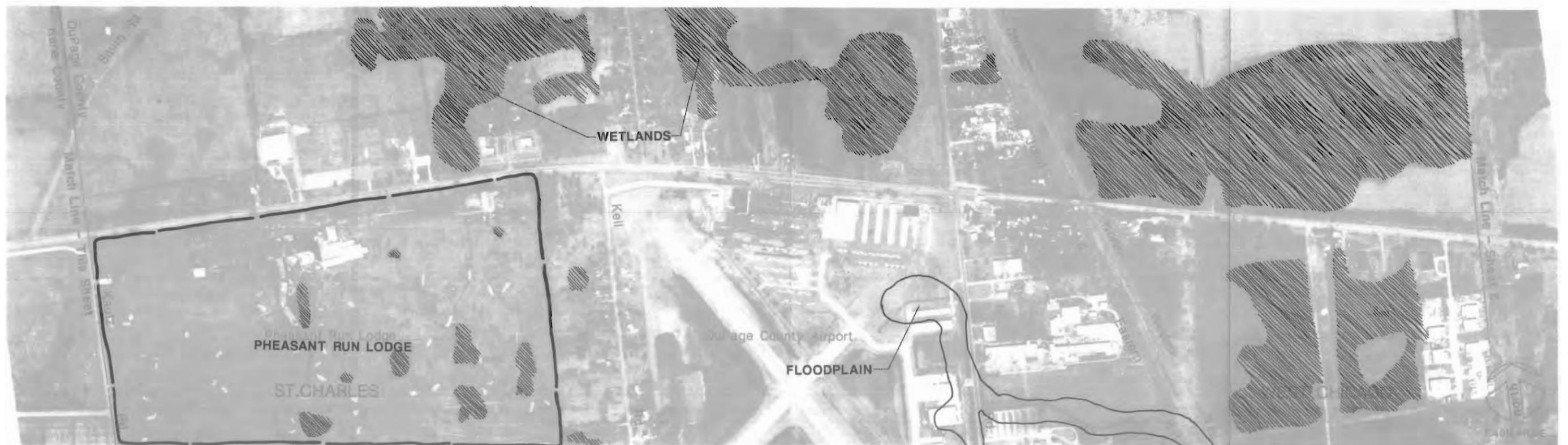
**Environmental Characteristics**

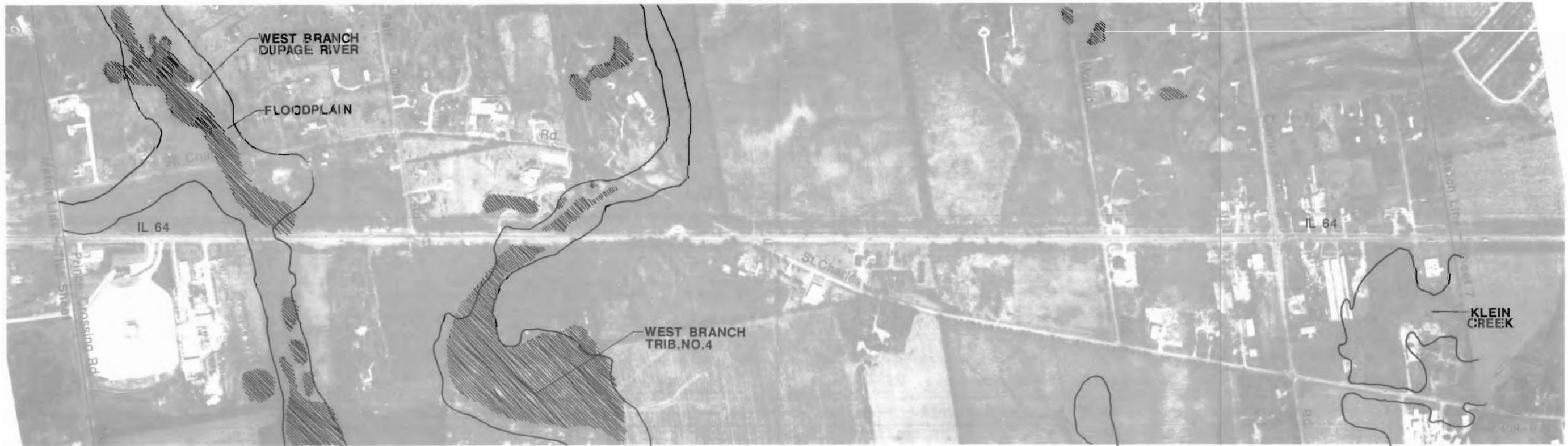


prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**







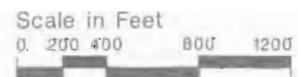


**Illinois 64**

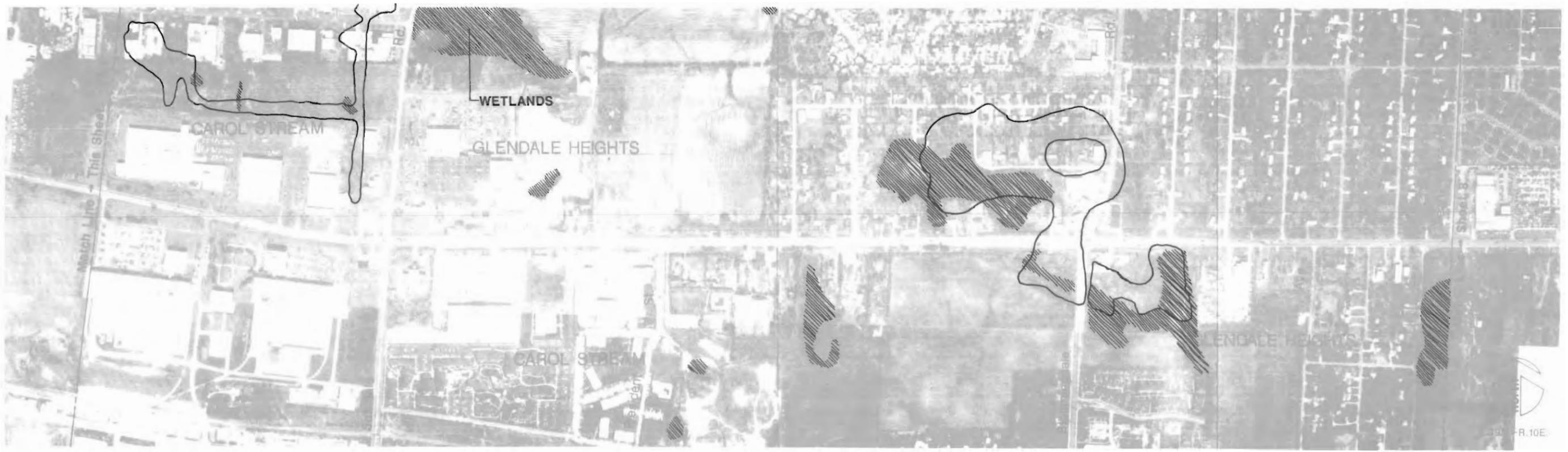
Environmental Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**

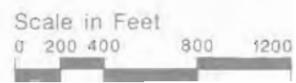


**Route Map B-6**



**Illinois 64**

**Environmental Characteristics**





Illinois 64

Environmental Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



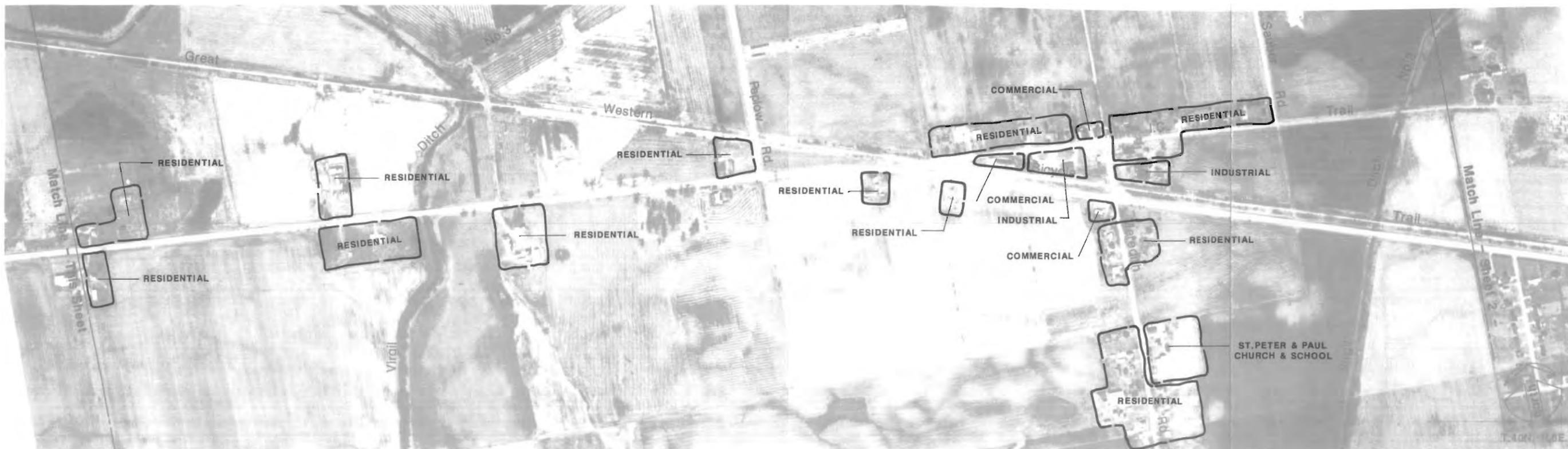
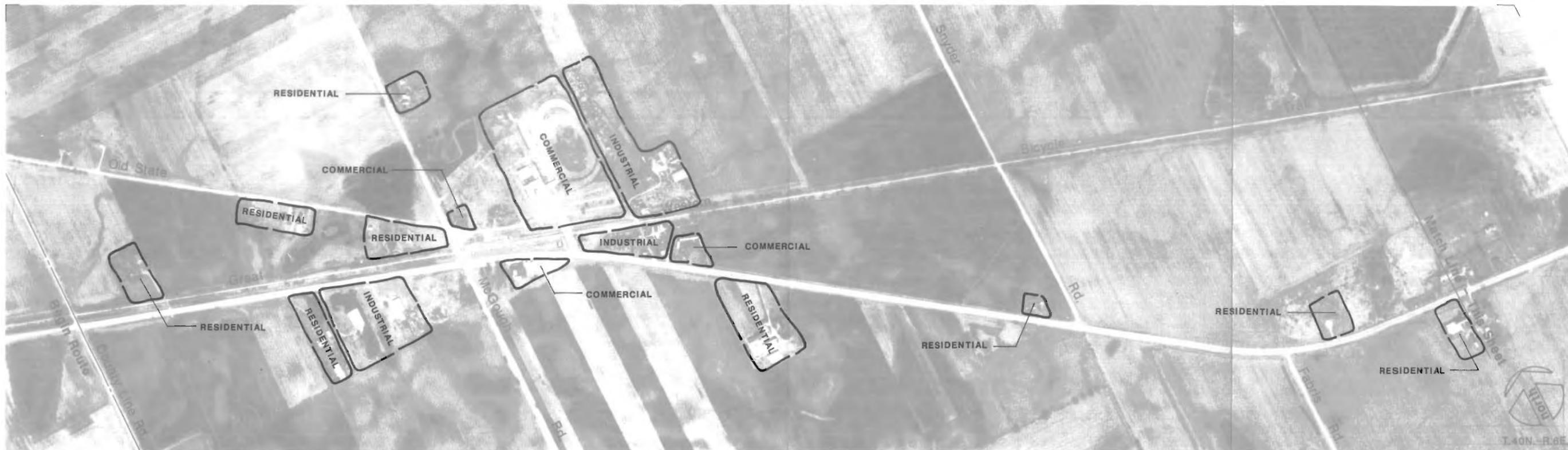
Route Map B-8



**Illinois 64**

**Environmental Characteristics**





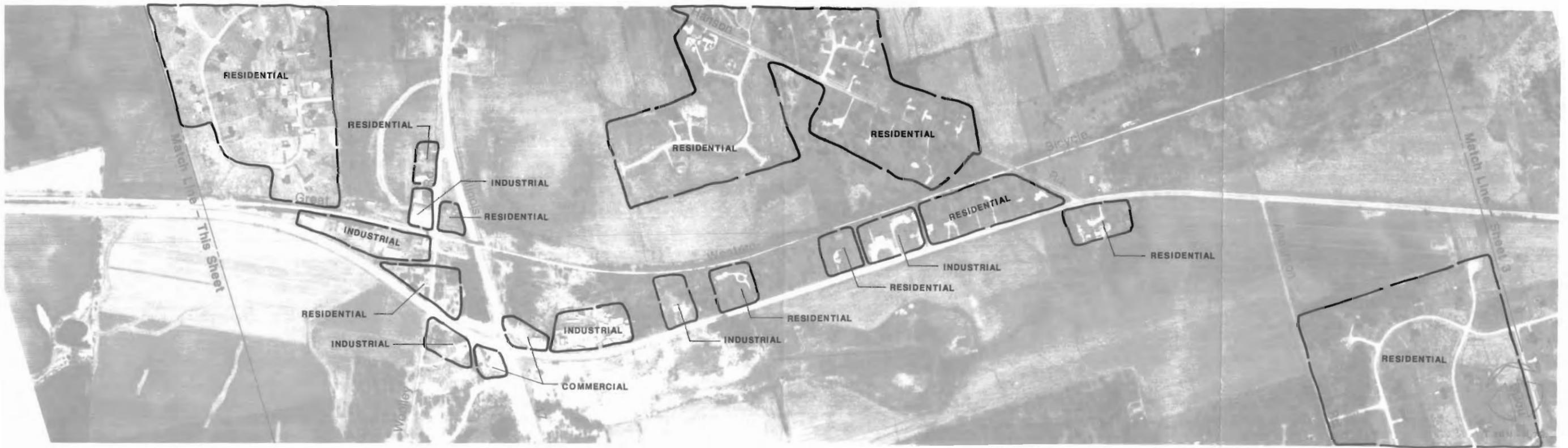
**Illinois 64**

**Development Characteristics**



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



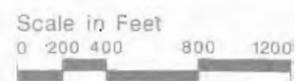


Illinois 64

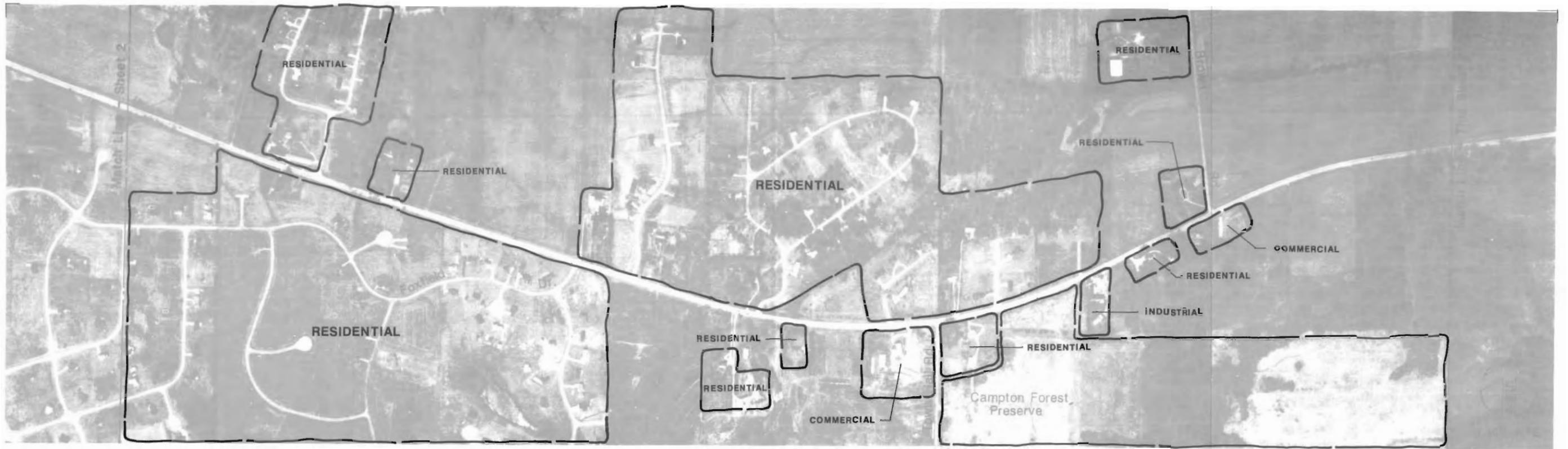
Development Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



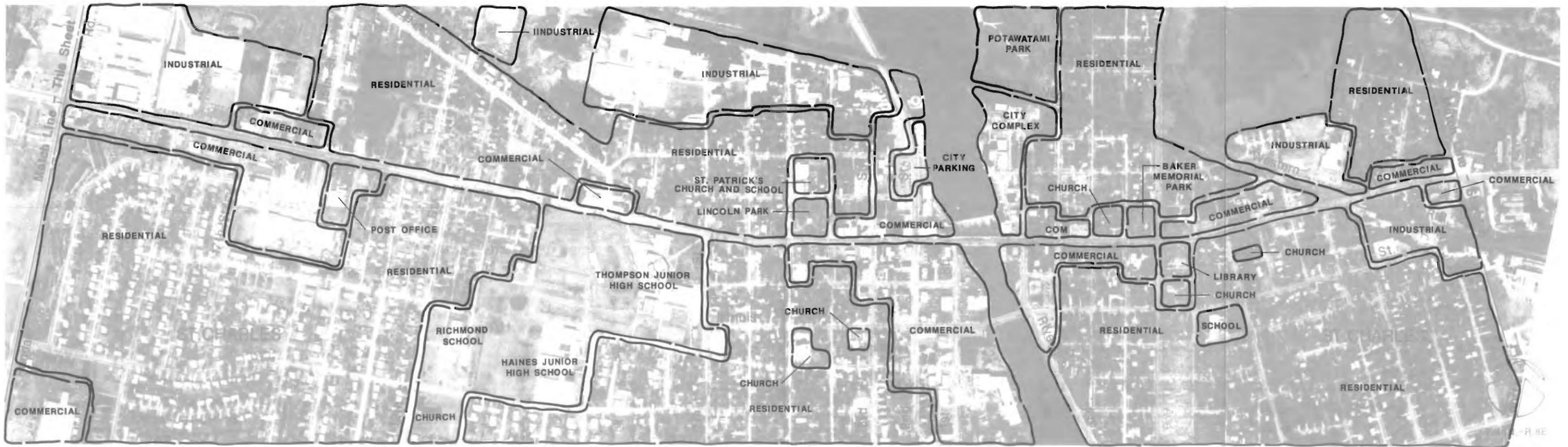
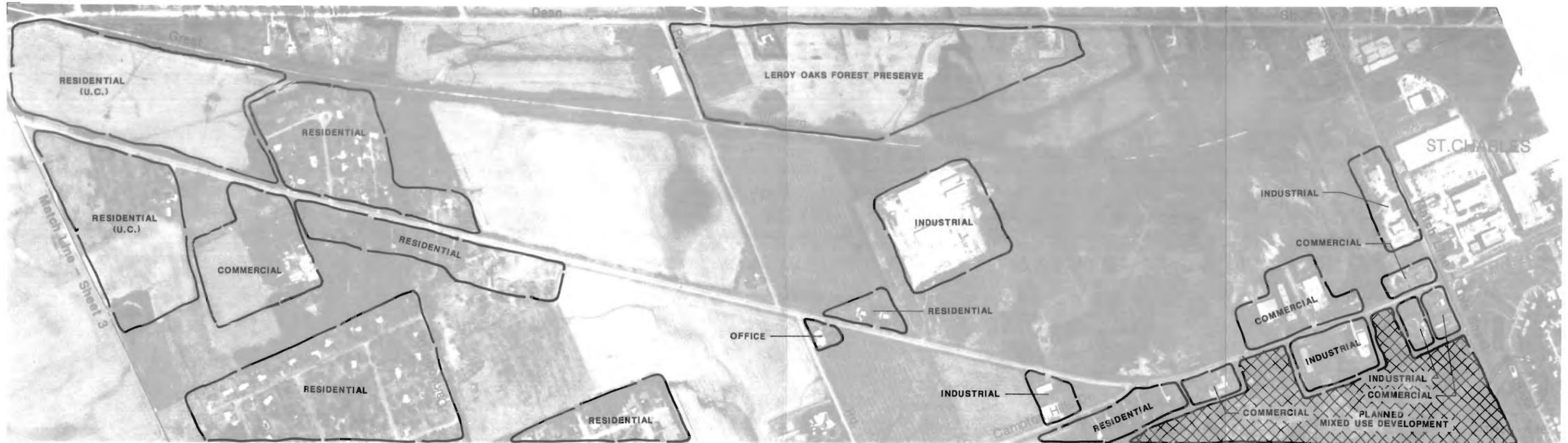
**Route Map C-2**



**Illinois 64**

**Development Characteristics**

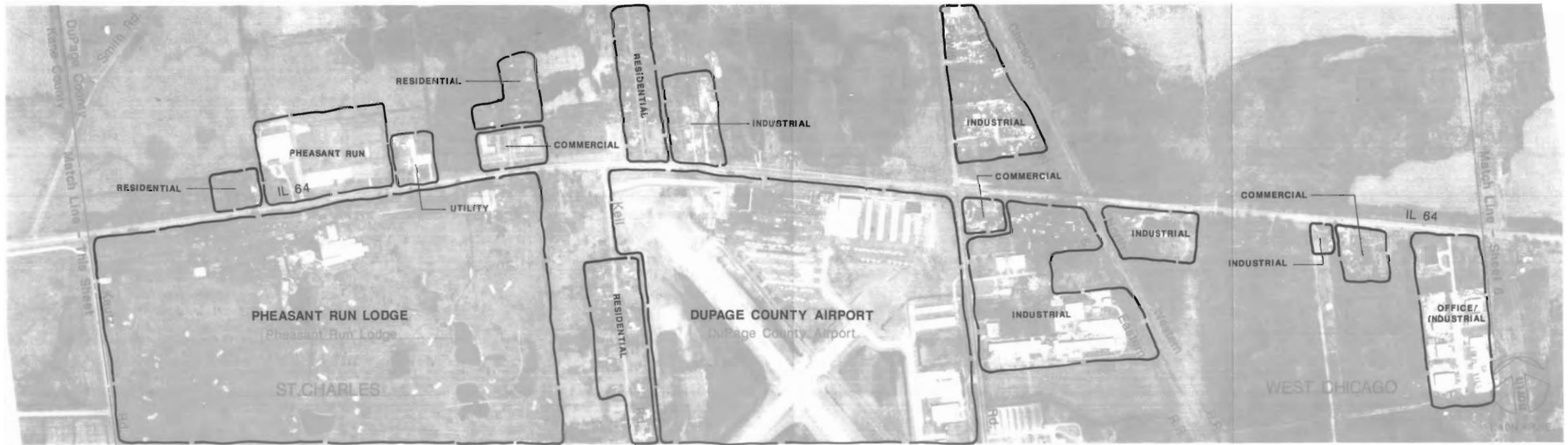
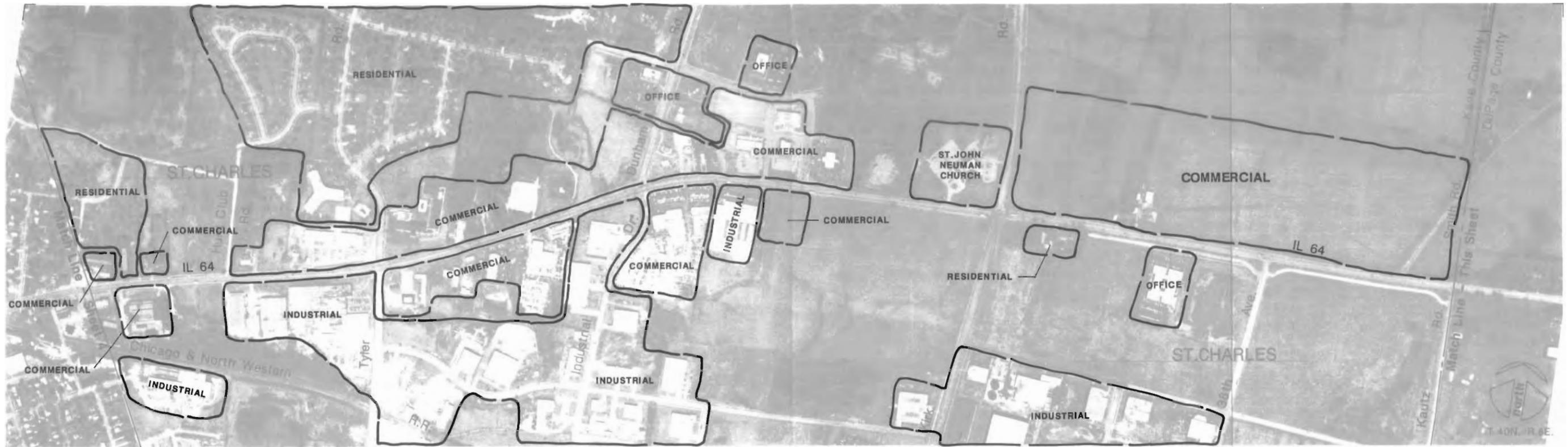




Illinois 64

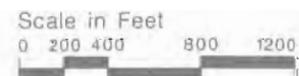
Development Characteristics

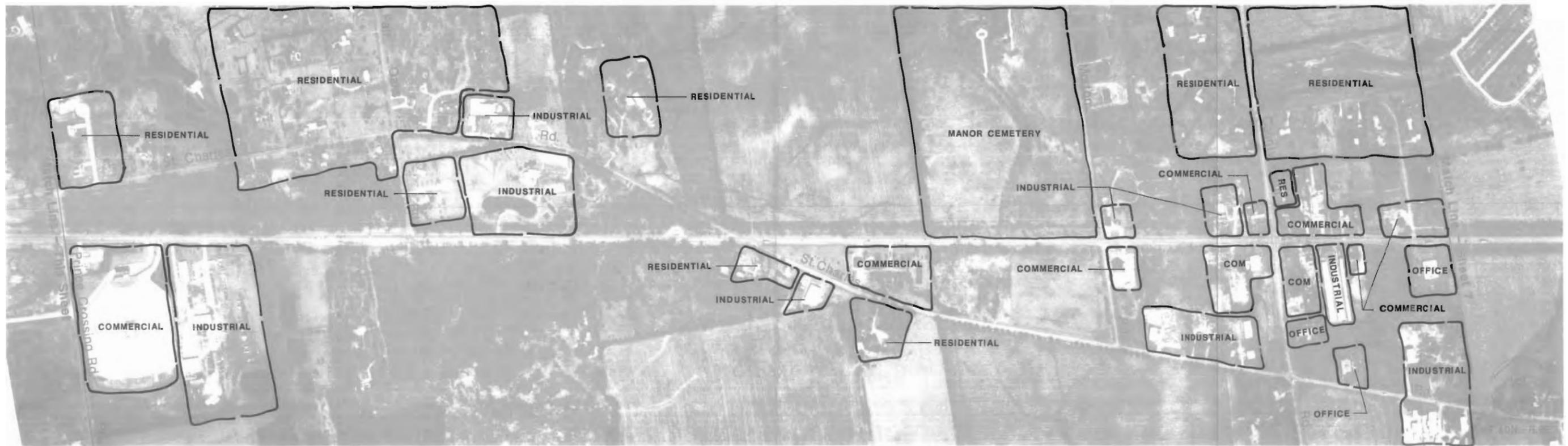
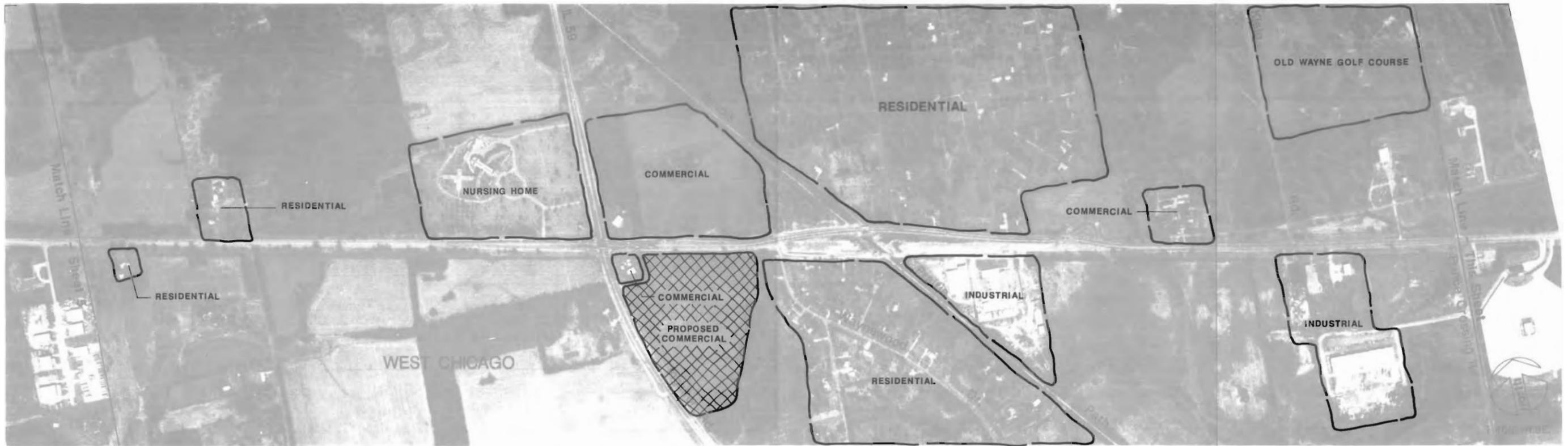




**Illinois 64**

**Development Characteristics**



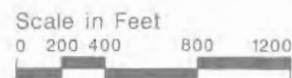


Illinois 64

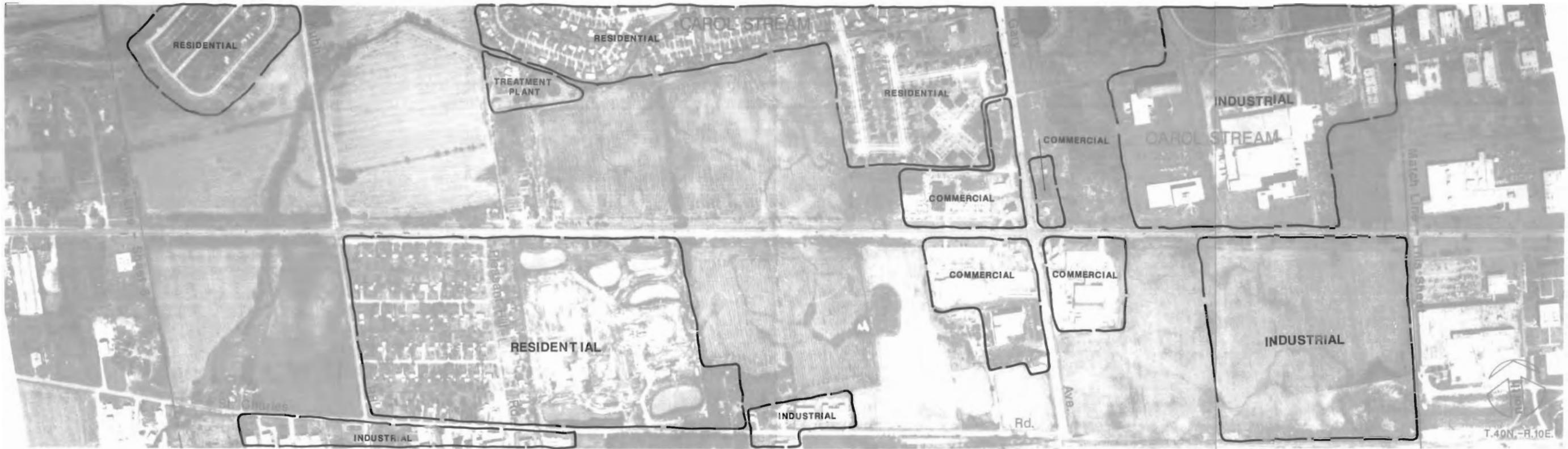
Development Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



Route Map C-6



Illinois 64

Development Characteristics



prepared by Harland Bartholomew & Associates, Inc. for the  
ILLINOIS DEPARTMENT OF TRANSPORTATION



Route Map C-7

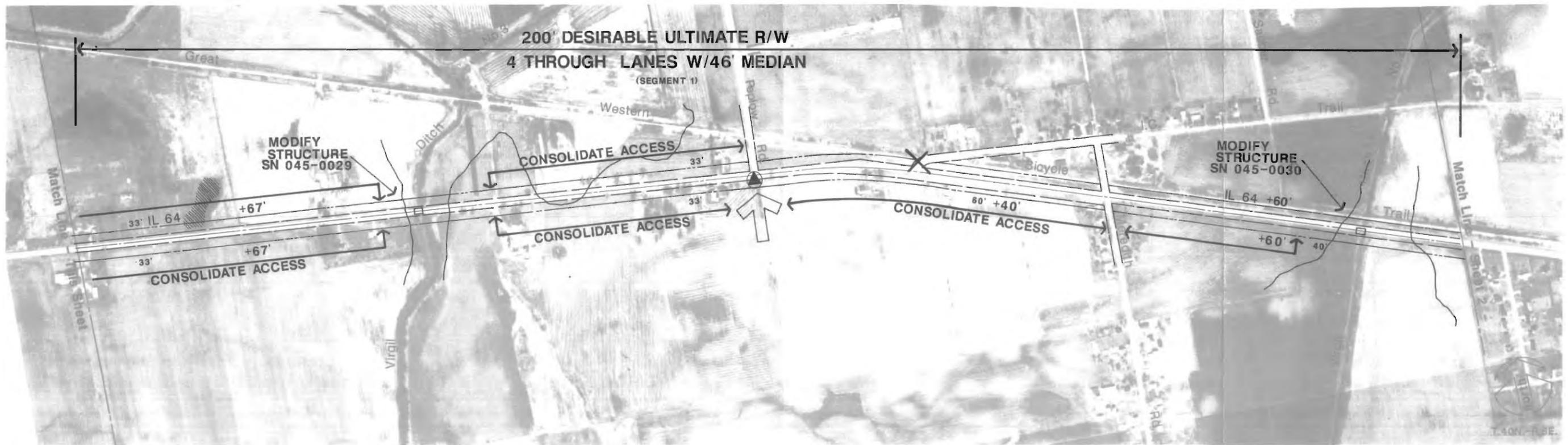
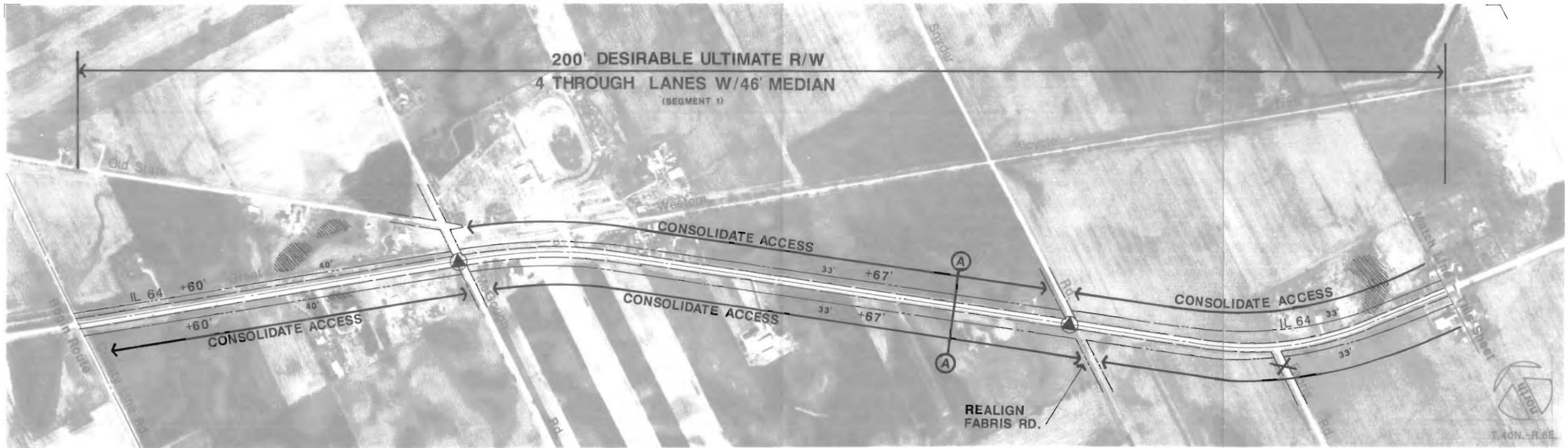


Illinois 64

Development Characteristics







Illinois 64

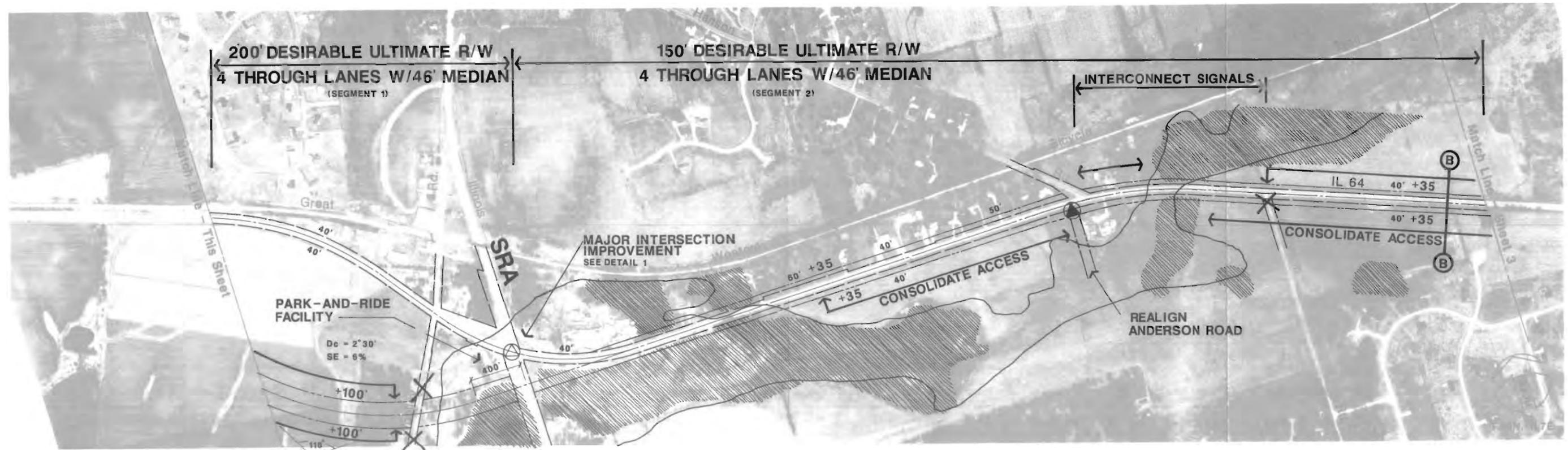
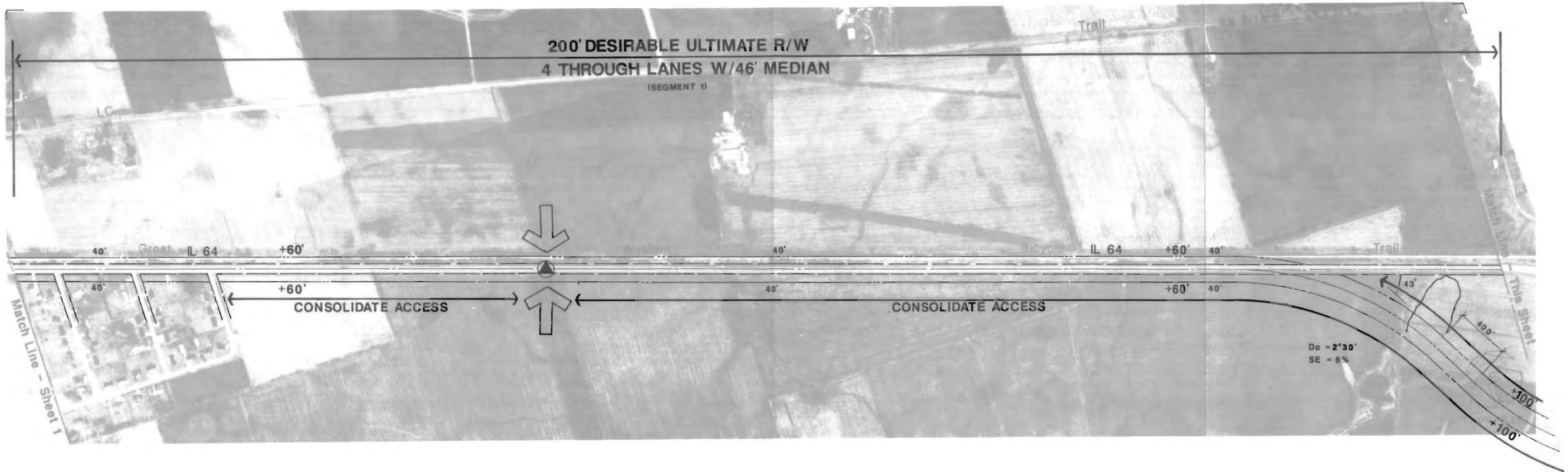
Recommended Improvements



prepared by Harland Bartholomew & Associates, Inc. for the  
**ILLINOIS DEPARTMENT OF TRANSPORTATION**



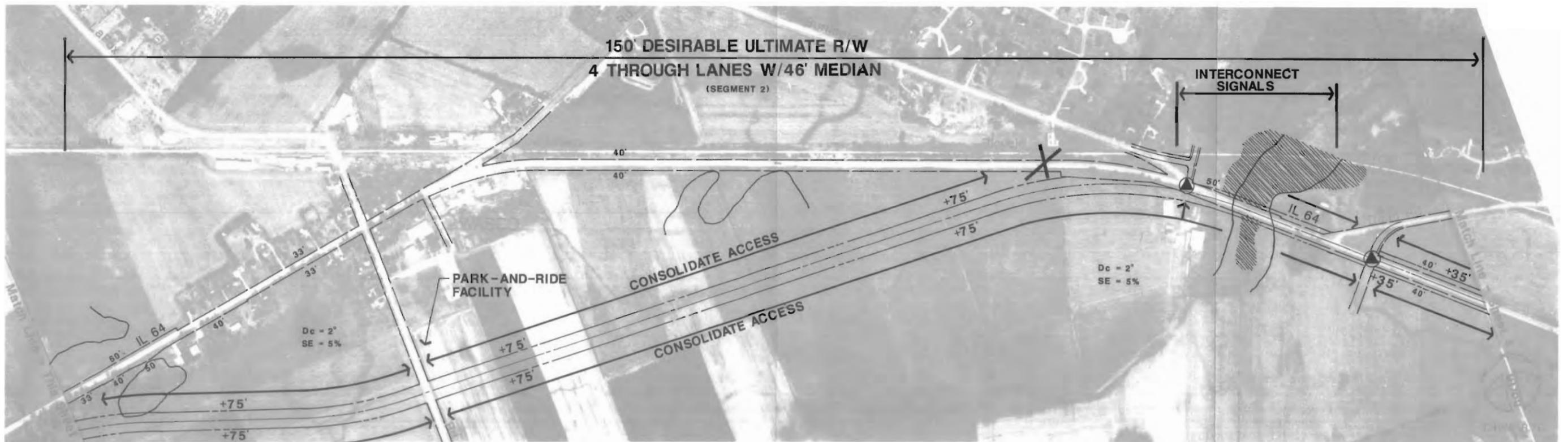
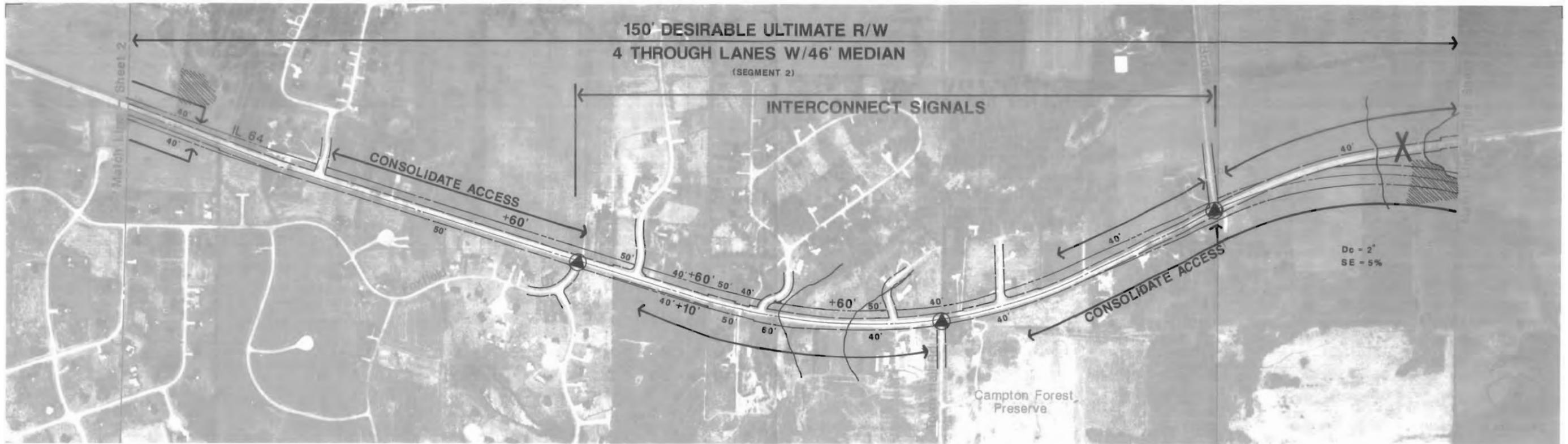
Route Map D-1



Illinois 64

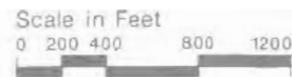
Recommended Improvements

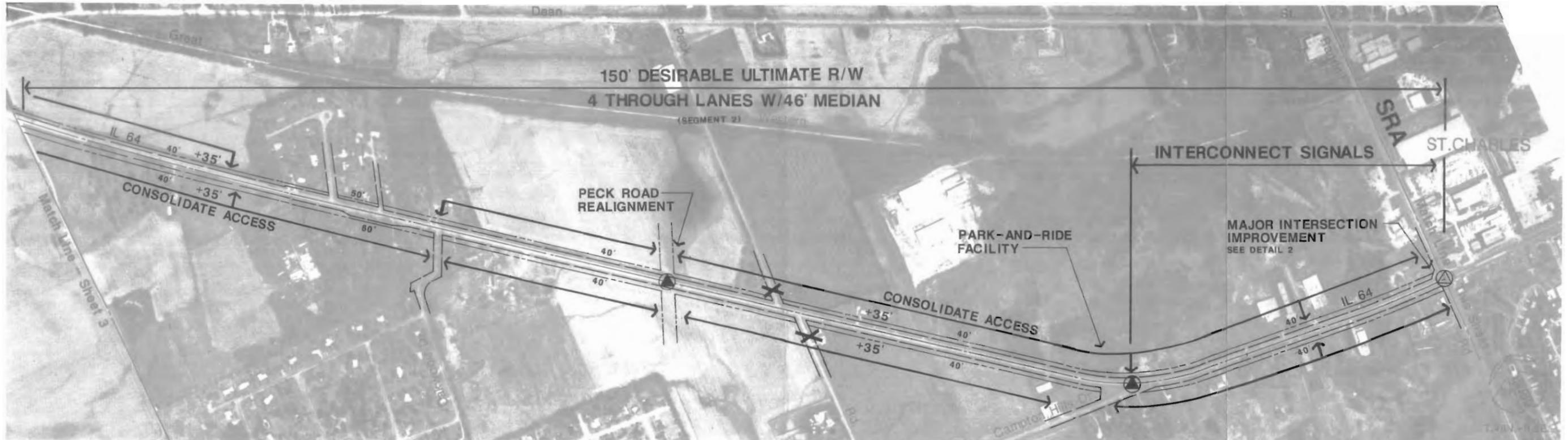




Illinois 64

Recommended Improvements





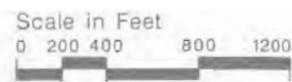
**Illinois 64**

**Recommended Improvements**

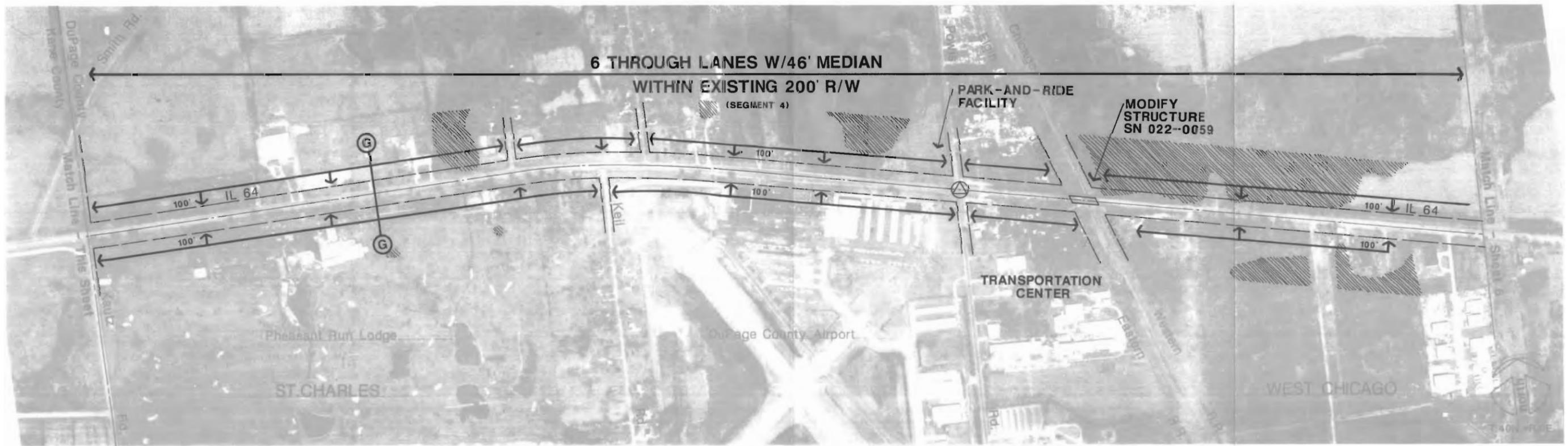
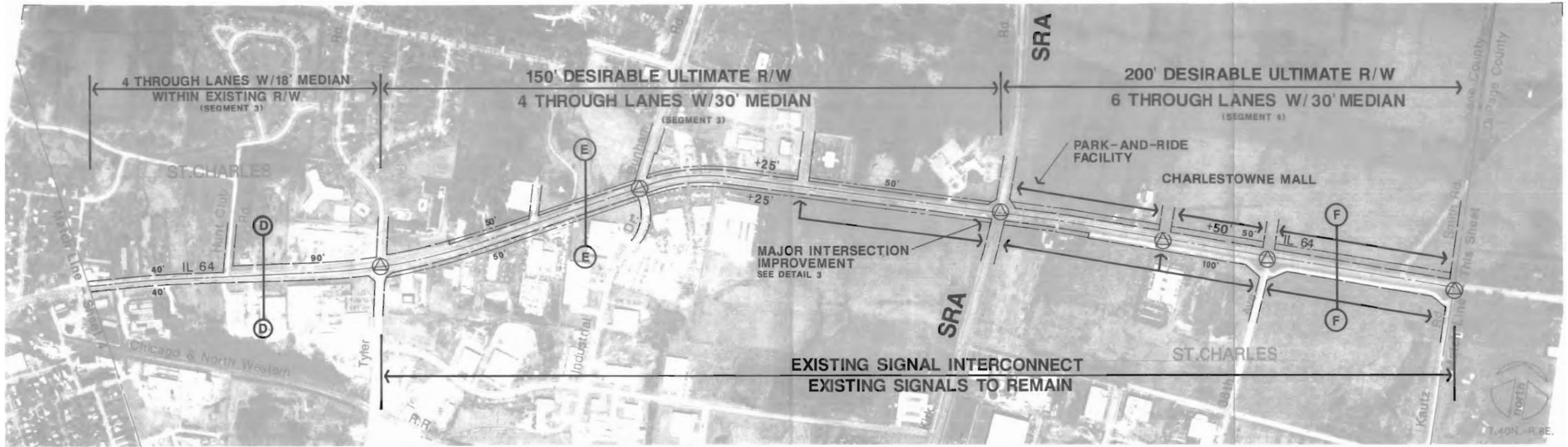


prepared by Harland Bartholomew & Associates, Inc. for the

**ILLINOIS DEPARTMENT OF TRANSPORTATION**



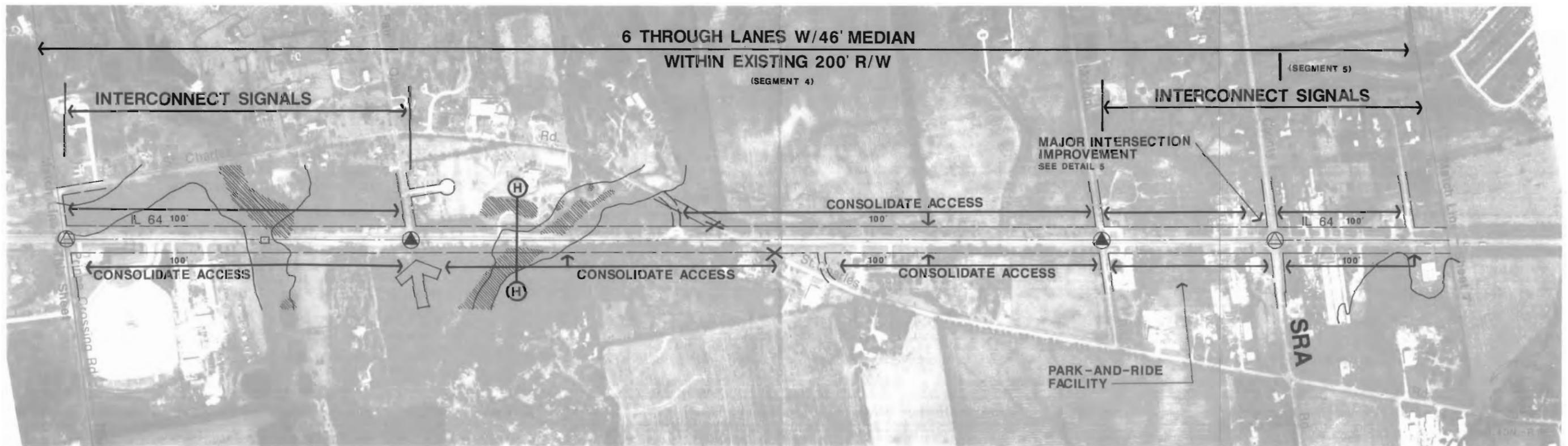
**Route Map D-4**



**Illinois 64**

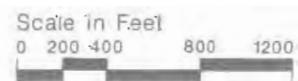
**Recommended Improvements**

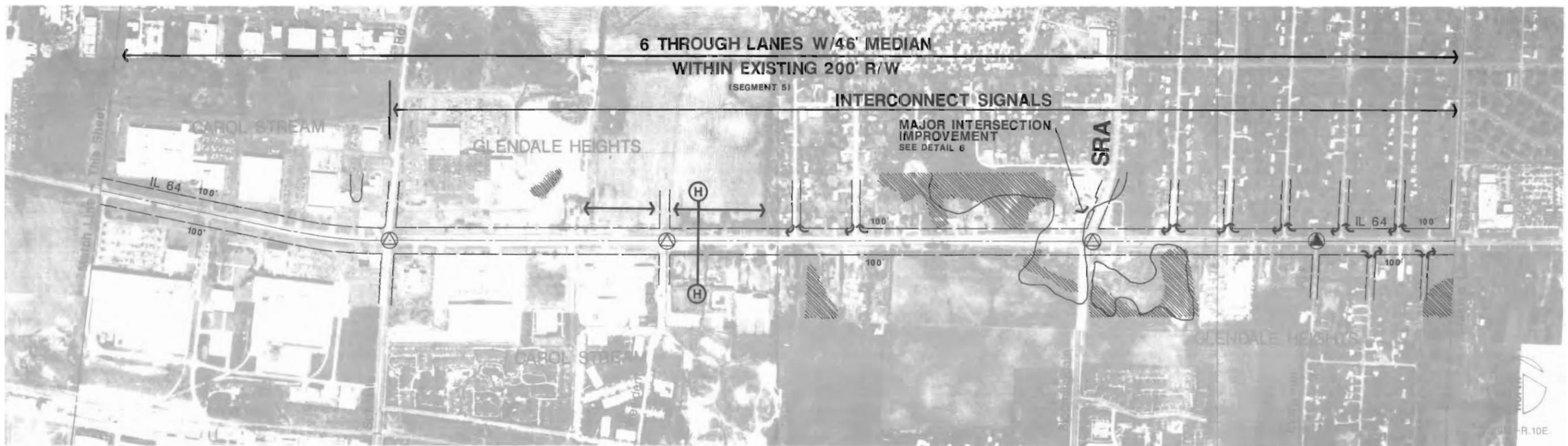
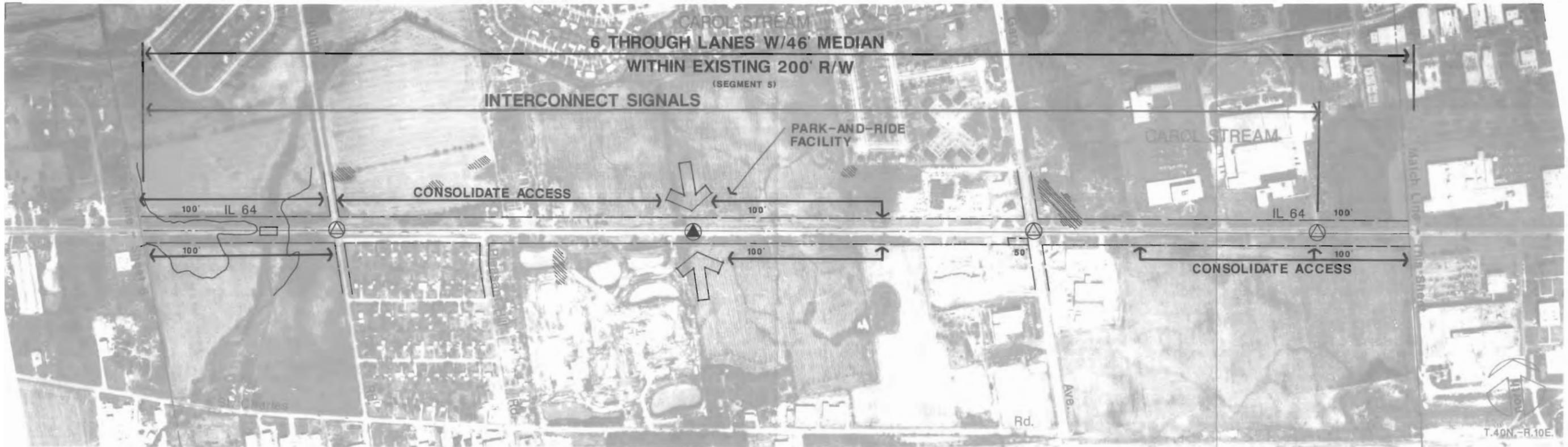




Illinois 64

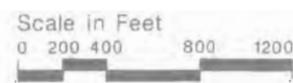
Recommended Improvements

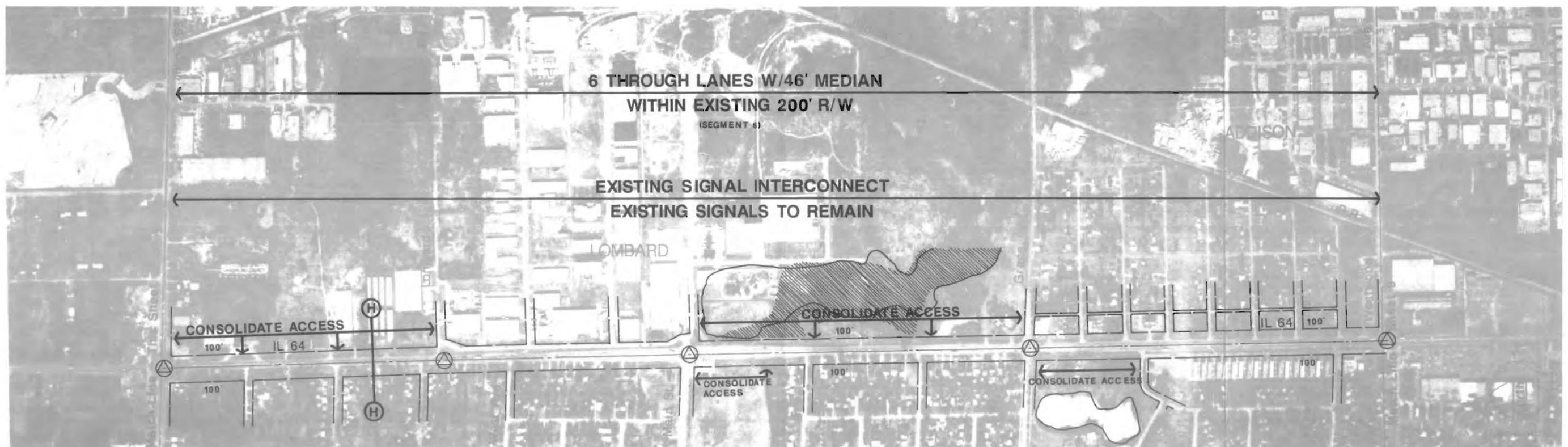
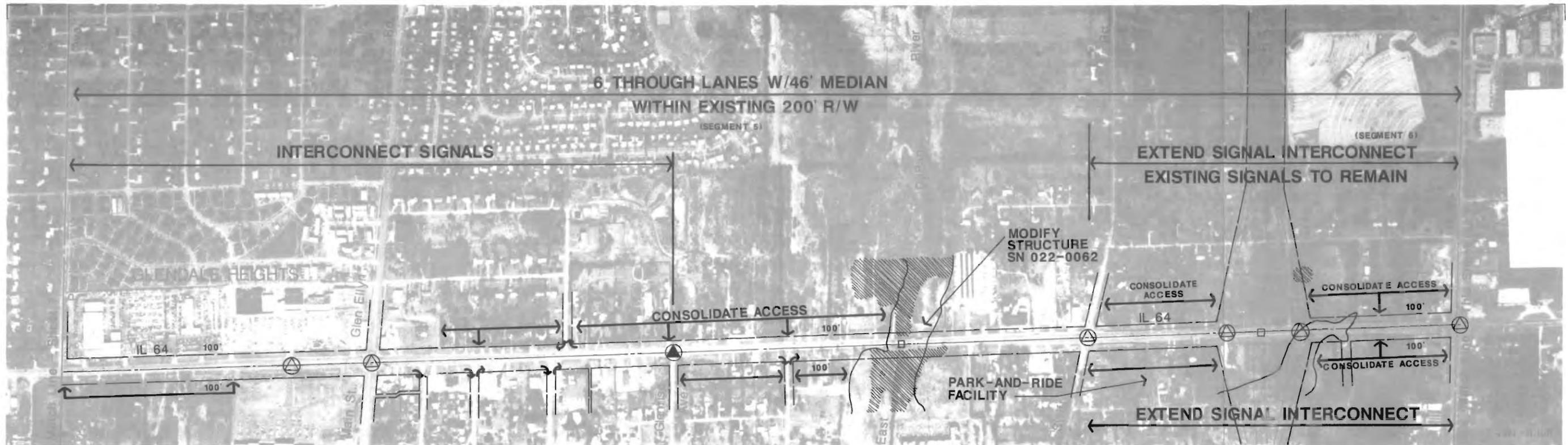




**Illinois 64**

**Recommended Improvements**





**Illinois 64**

**Recommended Improvements**





**Illinois 64**

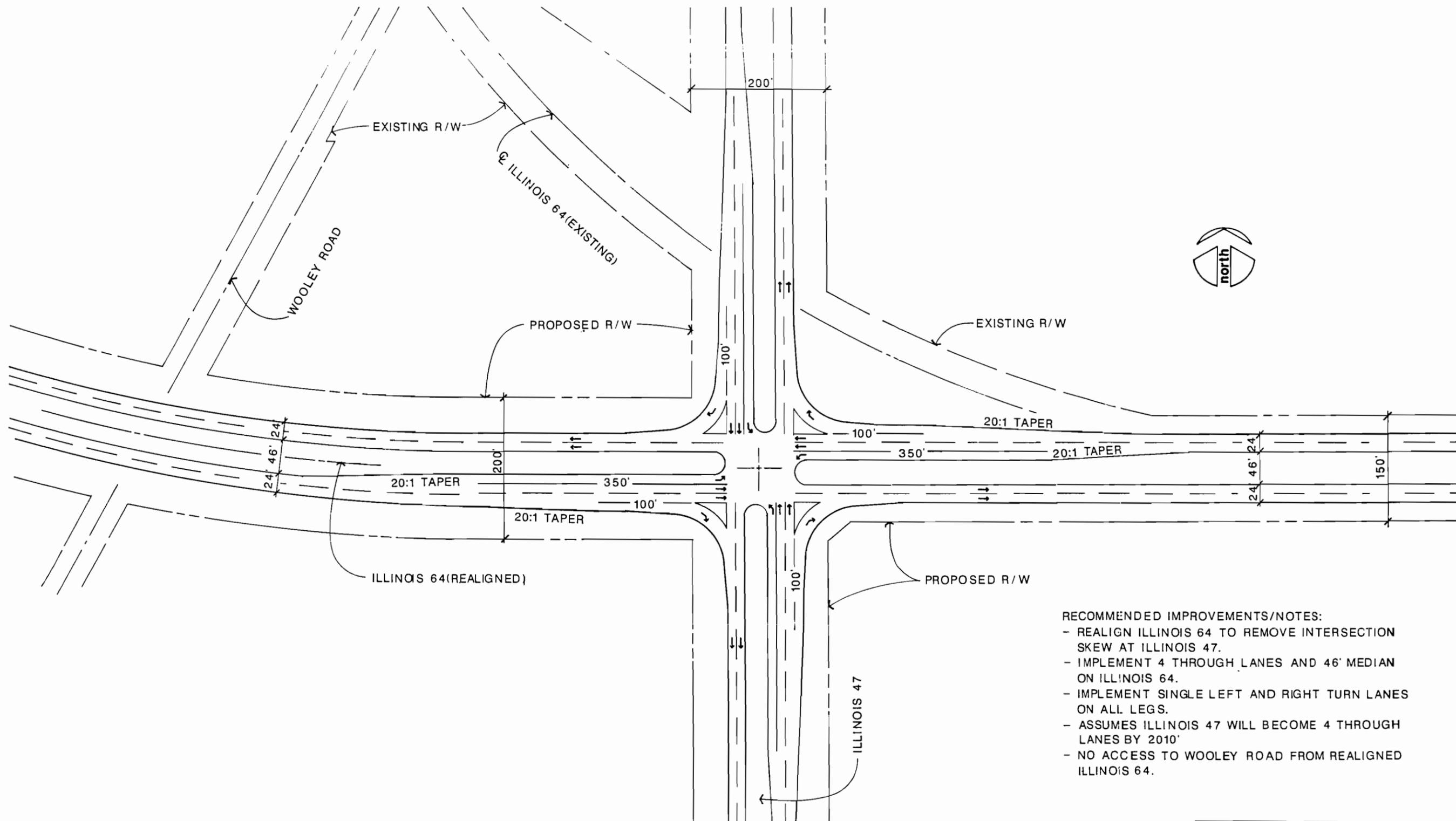
**Recommended Improvements**



prepared by Harland Bartholomew & Associates, Inc. for the

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

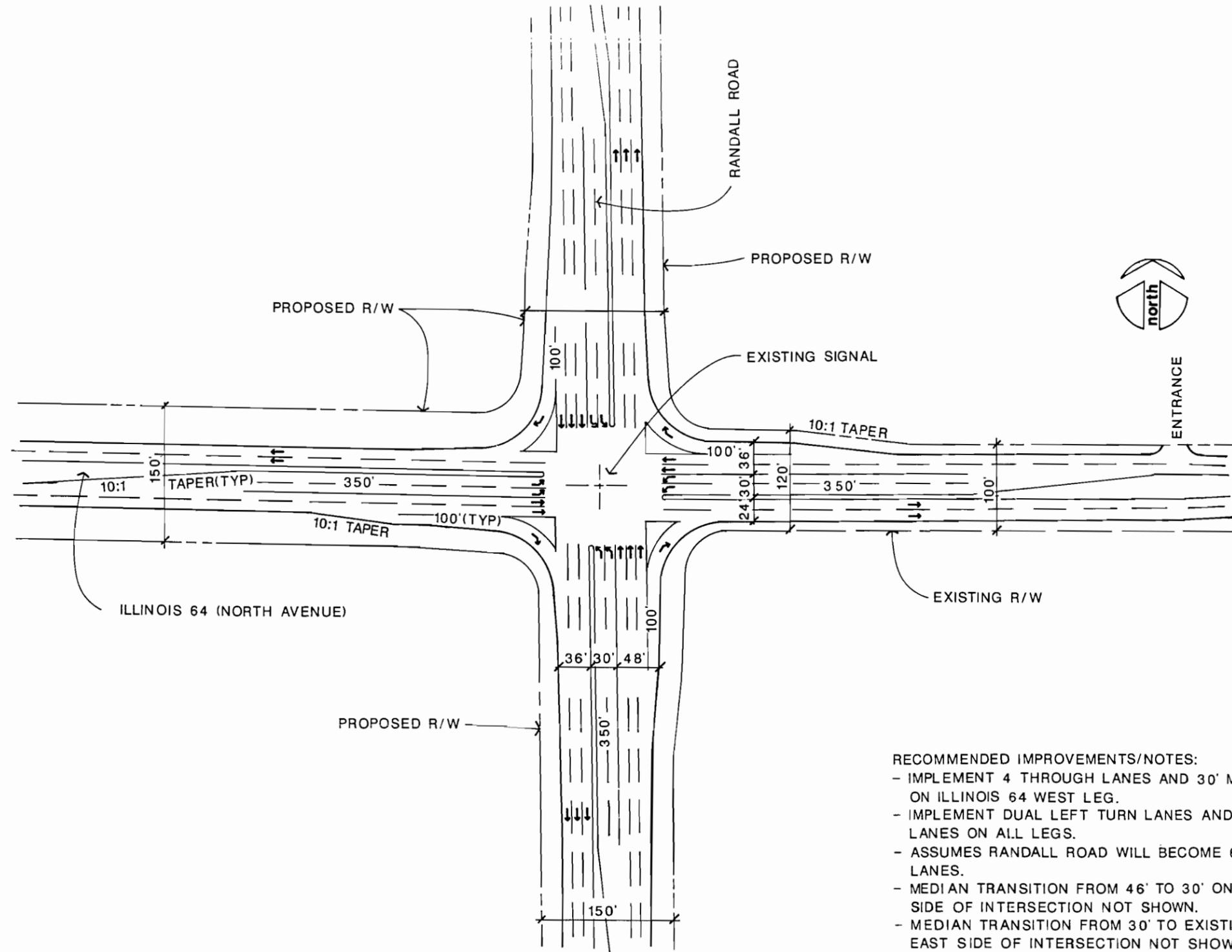




- RECOMMENDED IMPROVEMENTS/NOTES:
- REALIGN ILLINOIS 64 TO REMOVE INTERSECTION SKEW AT ILLINOIS 47.
  - IMPLEMENT 4 THROUGH LANES AND 46' MEDIAN ON ILLINOIS 64.
  - IMPLEMENT SINGLE LEFT AND RIGHT TURN LANES ON ALL LEGS.
  - ASSUMES ILLINOIS 47 WILL BECOME 4 THROUGH LANES BY 2010'
  - NO ACCESS TO WOOLEY ROAD FROM REALIGNED ILLINOIS 64.

**Illinois 64 (North Avenue) @ Illinois 47**





- RECOMMENDED IMPROVEMENTS/NOTES:
- IMPLEMENT 4 THROUGH LANES AND 30' MEDIAN ON ILLINOIS 64 WEST LEG.
  - IMPLEMENT DUAL LEFT TURN LANES AND RIGHT TURN LANES ON ALL LEGS.
  - ASSUMES RANDALL ROAD WILL BECOME 6 THROUGH LANES.
  - MEDIAN TRANSITION FROM 46' TO 30' ON WEST SIDE OF INTERSECTION NOT SHOWN.
  - MEDIAN TRANSITION FROM 30' TO EXISTING WIDTH ON EAST SIDE OF INTERSECTION NOT SHOWN.

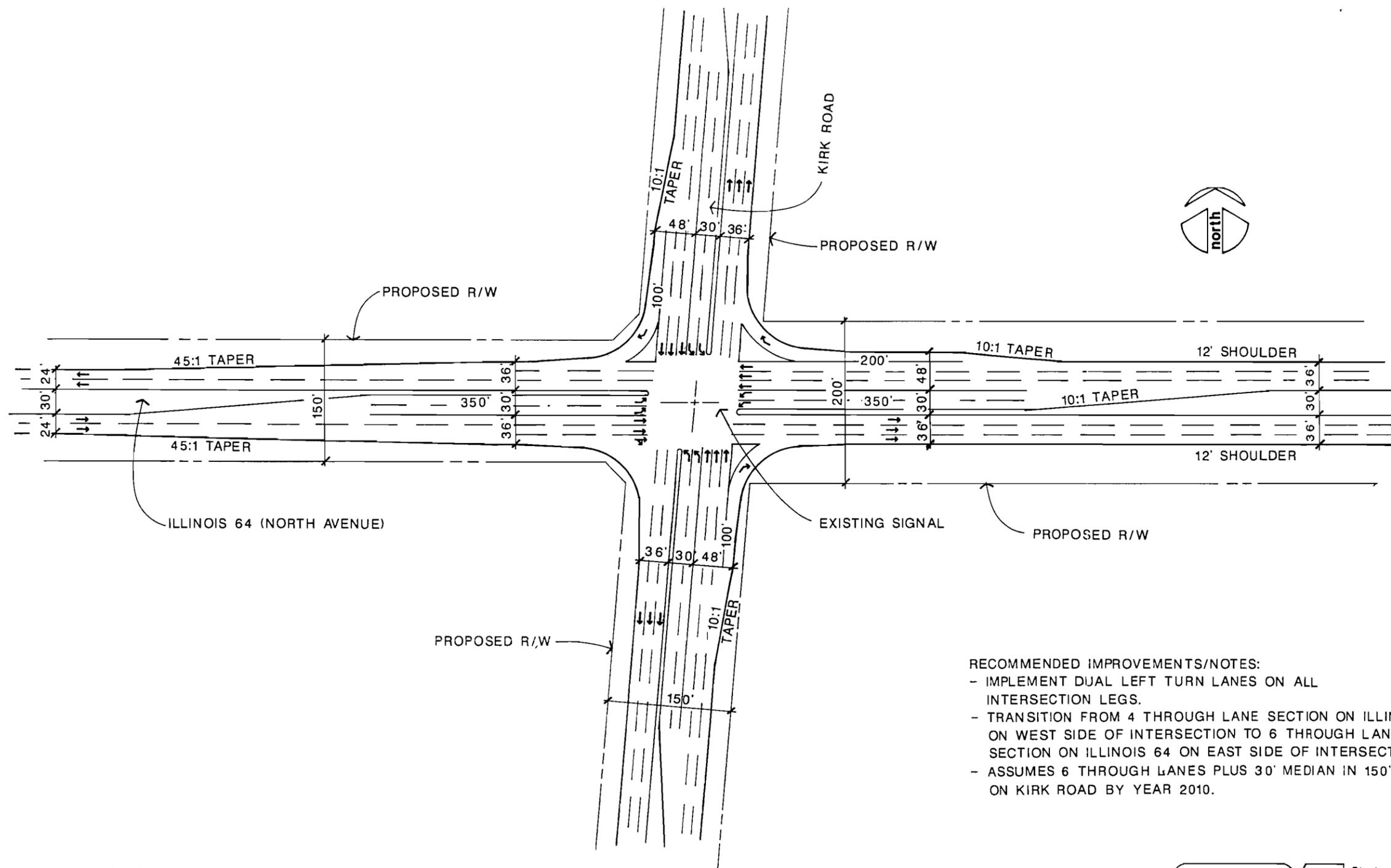
## Illinois 64 (North Avenue) @ Randall Road



prepared by Harland Bartholomew & Associates, Inc. for the

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

**Detail 2**



- RECOMMENDED IMPROVEMENTS/NOTES:
- IMPLEMENT DUAL LEFT TURN LANES ON ALL INTERSECTION LEGS.
  - TRANSITION FROM 4 THROUGH LANE SECTION ON ILLINOIS 64 ON WEST SIDE OF INTERSECTION TO 6 THROUGH LANE SECTION ON ILLINOIS 64 ON EAST SIDE OF INTERSECTION.
  - ASSUMES 6 THROUGH LANES PLUS 30' MEDIAN IN 150' R/W ON KIRK ROAD BY YEAR 2010.

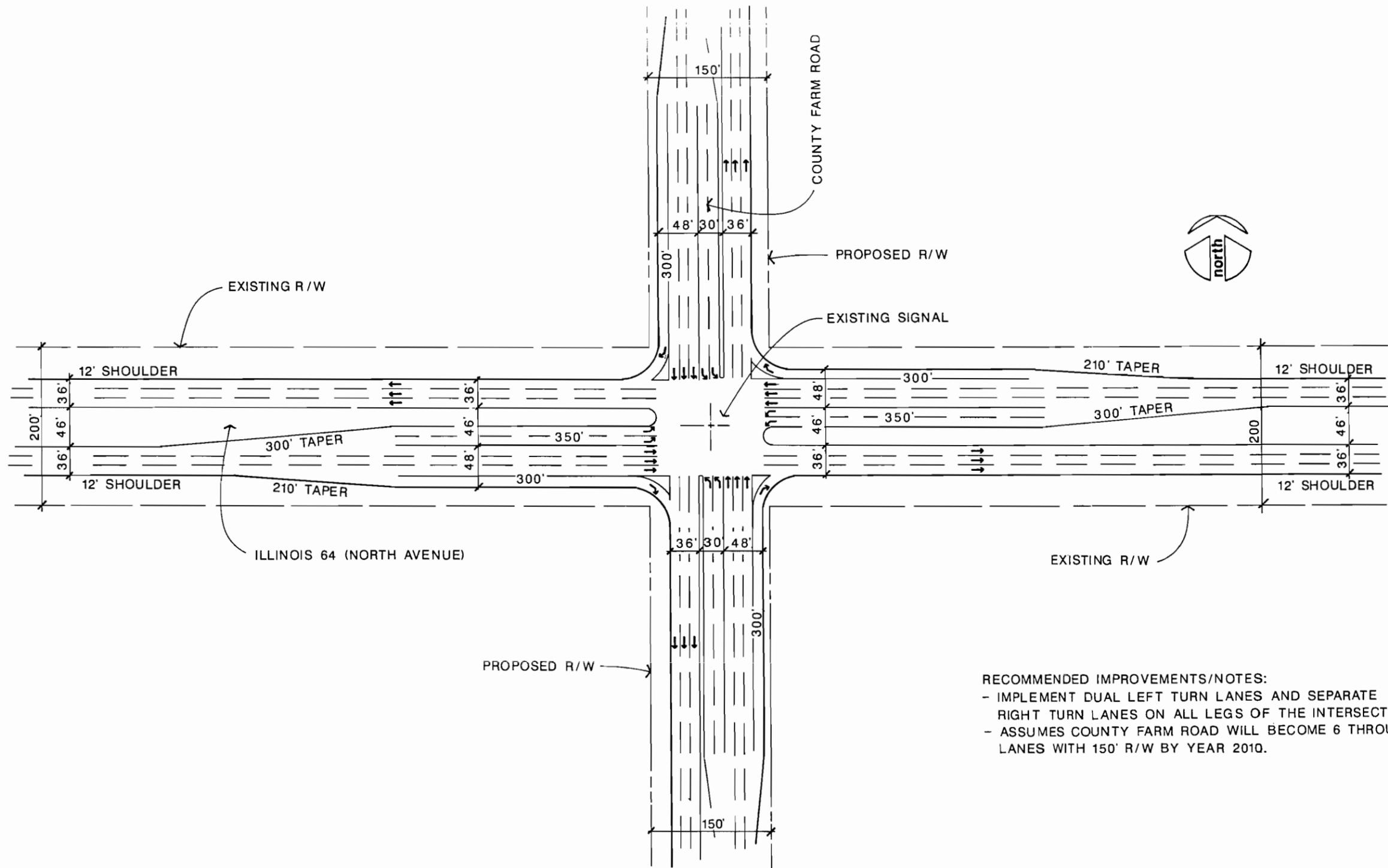
**Illinois 64 (North Avenue) @ Kirk Road**



prepared by Harland Bartholomew & Associates, Inc. for the

**ILLINOIS DEPARTMENT OF TRANSPORTATION**





**Illinois 64 (North Avenue) @ County Farm Road**

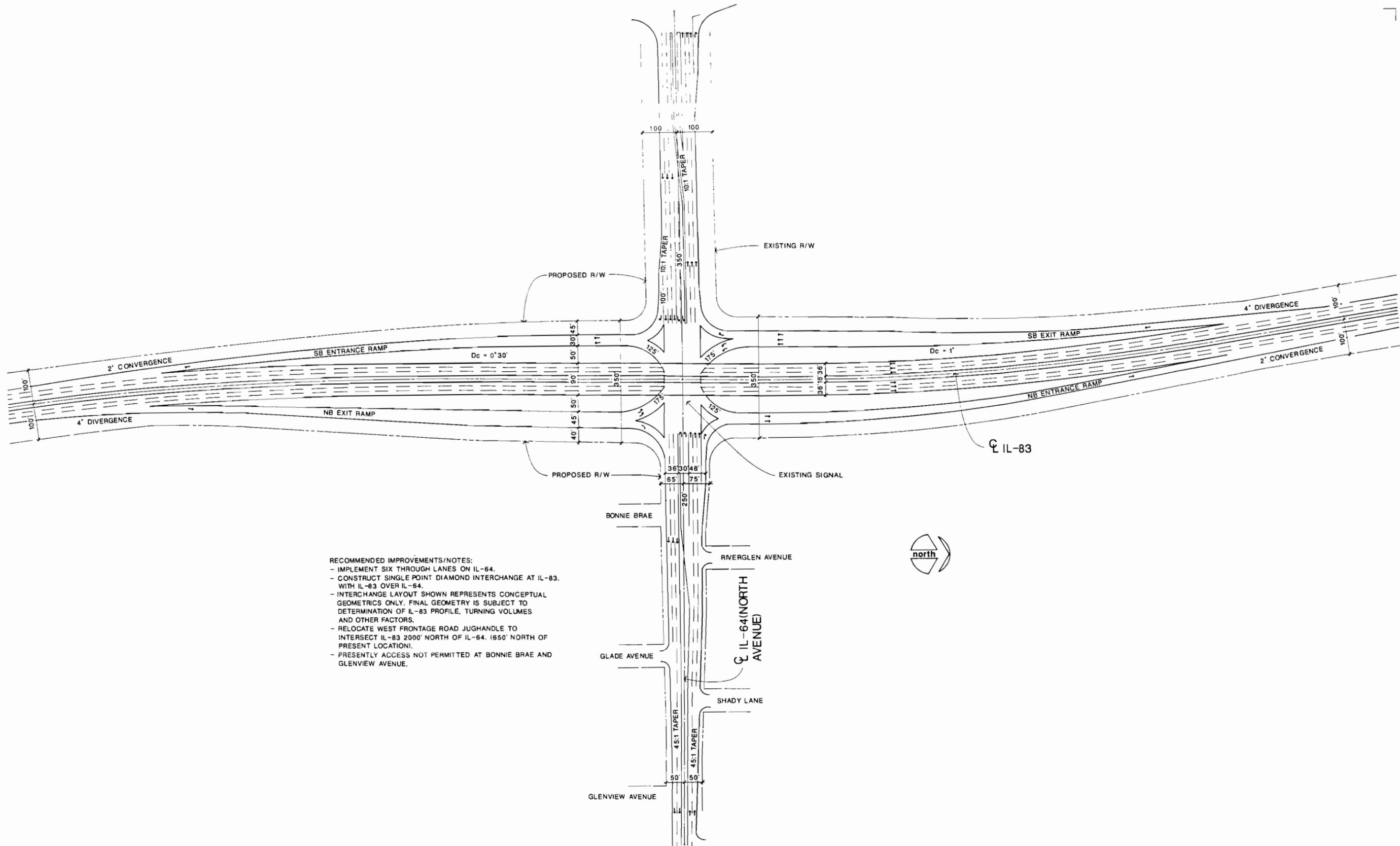


prepared by Hariand Bartholomew & Associates, Inc. for the

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

**Detail 5**





- RECOMMENDED IMPROVEMENTS/NOTES:
- IMPLEMENT SIX THROUGH LANES ON IL-64.
  - CONSTRUCT SINGLE POINT DIAMOND INTERCHANGE AT IL-83. WITH IL-83 OVER IL-64.
  - INTERCHANGE LAYOUT SHOWN REPRESENTS CONCEPTUAL GEOMETRICS ONLY. FINAL GEOMETRY IS SUBJECT TO DETERMINATION OF IL-83 PROFILE, TURNING VOLUMES AND OTHER FACTORS.
  - RELOCATE WEST FRONTAGE ROAD JUGHANDLE TO INTERSECT IL-83 2000' NORTH OF IL-64. 1650' NORTH OF PRESENT LOCATION).
  - PRESENTLY ACCESS NOT PERMITTED AT BONNIE BRAE AND GLENVIEW AVENUE.

IL-64(North Avenue) @ IL-83

## SECTION FOUR PUBLIC INVOLVEMENT

### 4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel meetings; a public hearing in each county; and the newsletters to the Panel members. Advisory Panel meetings were held on March 9, 1990 and November 9, 1990. A final Panel meeting will be held prior to the public hearing, both of which are scheduled for the Fall of 1991. SRA newsletters – called the **Spotlight** – were issued in July, October, and December, 1990; and March, May, July and October, 1991. An additional issue is planned for January, 1992.

Copies of the meeting minutes; public hearing minutes and comments; and newsletters are included as Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETING MINUTES

**Harland Bartholomew & Associates, Inc.**

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM  
ADVISORY PANEL MEETING  
ROUTE IL 64, KANE/DUPAGE COUNTIES**

10:00 AM - MARCH 9, 1990  
CAROL STREAM VILLAGE HALL  
500 N. GARY AVENUE  
CAROL STREAM, IL

=====  
The SRA Advisory Panel Meeting for IL 64 in Kane and DuPage Counties was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 9, 1990 at the Carol Stream Village Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Dean Englund (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. George Catalano (IDOT) provided the Introduction to the SRA Study.
3. Rob Hull (HBA) provided an Overview of the Study Process and Discussion of the SRA Concept Design Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. What are the traffic projections based on? Ans: Still in the modeling process, however, based mostly on 2010 plan. A generalized regional forecast.
2. Would the IL 64 Study from Rt 83 to Rt 59, done by Midwest Engineers, still be completed? Ans: Yes, ongoing projects will continue unaffected.
3. Kane County Highway Department will provide HBA with a copy of the Randall Road Corridor Study, from Crawford, Murphy & Tilley, when it is completed. (Applies to IL 31)
4. DuPage County Development Department is interested in meeting with HBA to discuss DuPage planning efforts along IL 64.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script that reads 'Mark Peterson'.

Mark Peterson

MP:cr

cc: Nancy Magnus  
Attendees

# SRA ADVISORY PANEL MEETING

Route: 1464, Kane DuPage

Meeting Location: Carol Stream Village Hall

Date: March 9, 1990

Name	Representing
Tom Willman	Chicago Area Trans. Study
George Catalano	IDOT - Bureau of Programming
William Heriff	DuPage County Development Dept.
Mil. SSA Bilz	DuPage Mayors & Managers Conference
Guent Coulter	Glendale Hqs.
ROSS FERRARO	CAROL STREAM.
TIM HAYDEN	ADDISON POLICE
RONNIE DRISCOLL	VILLAGE OF ADDISON ENGIN. DEPT.
Nabi R. Fakroddin	Kane County
RICHARD YOUNG	CAROL STREAM
Mike Donahue	NIPC
Terry Heffron	Kane Council of Mayors
VYDAS JUSKELIS	VILLAGE OF VILLA PARK
John ...	NIPC
Lynn ...	DMNIC
Marty ...	Vlge of Winfield



**Harland Bartholomew & Associates, Inc.**

Planning • Engineering • Landscape Architecture

**MEETING MINUTES**

**STRATEGIC REGIONAL ARTERIAL SYSTEM  
ADVISORY PANEL MEETING  
ILLINOIS 64/KANE AND DuPAGE COUNTIES**

9:00 A.M. - NOVEMBER 9, 1990  
CAROL STREAM VILLAGE HALL  
500 N. GARY AVENUE  
CAROL STREAM, IL

---

The SRA Advisory Panel Meeting for Illinois 64 in Kane and DuPage Counties was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 9, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Robert Duchek (HBA) provided a brief review of the SRA study process, discussed the physical relationship between IL-64 and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed strategies to be studied for bringing the existing roadway to the desirable level of improvement.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Concern was expressed by the City of Elmhurst about the viability of North Avenue through Elmhurst as an SRA. Exploration of alternative routes such as Lake St. around this community was encouraged.
2. The Village of Addison expressed concern about the use of Lake St. as a bypass and offered two-tier roadways as an alternative to bypass routes.



3. Concern was expressed by The Village of Addison that the "soft cost" of alternate strategies would not be adequately included in the analysis. Soft costs might include the additional gasoline, travel time, property values and air pollution.
4. Inclusion of the DuPage County Airport as a transportation mode relevant to the SRA was questioned.
5. Kane County Highway Department noted that improvements to Burlington and LaFox Roads were being planned and a bypass around Wasco should be considered for the SRA.
6. Concern was expressed by The Village of Lombard about pedestrian and bicycle linkages across the SRA.
7. In determining the cost of alternatives, it was suggested that land acquisition for compensatory flood water storage be included in the analysis.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

  
Paulette M. Carolin

PMC:cr

cc: Nancy Magnus, w/attachments  
Attendees

# SRA ADVISORY PANEL MEETING

Route: IL 64 (NORTH AVE) - KANE & DU PAGE  
COUNTIES

Meeting Location: CAROL STREAM VILLAGE HALL

Date: NOVEMBER 9, 1990

Name	Representing
Melissa Boltz	DuPage Mayors & Mgrs. Conference
Terry Halloran	Kane Urban Council of Mayors
Mike Williamsen	IDOT - Springfield
Stan Richard	Village of Lombard
John Paige	Northeastern Ill. Plan Commission
John Moore	City of West Chicago
Chuck Garrigues	City of Elmhurst
Bob Hupp	City of St. Charles
Raman Thaddeus	Village of Addison
Terry Smith	City of West Chicago
Joseph Voccia	IDOT
RICH STARR	IDOT - DIST 1

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

**4.4 NEWSLETTERS**

# SRA SPOTLIGHT

## ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

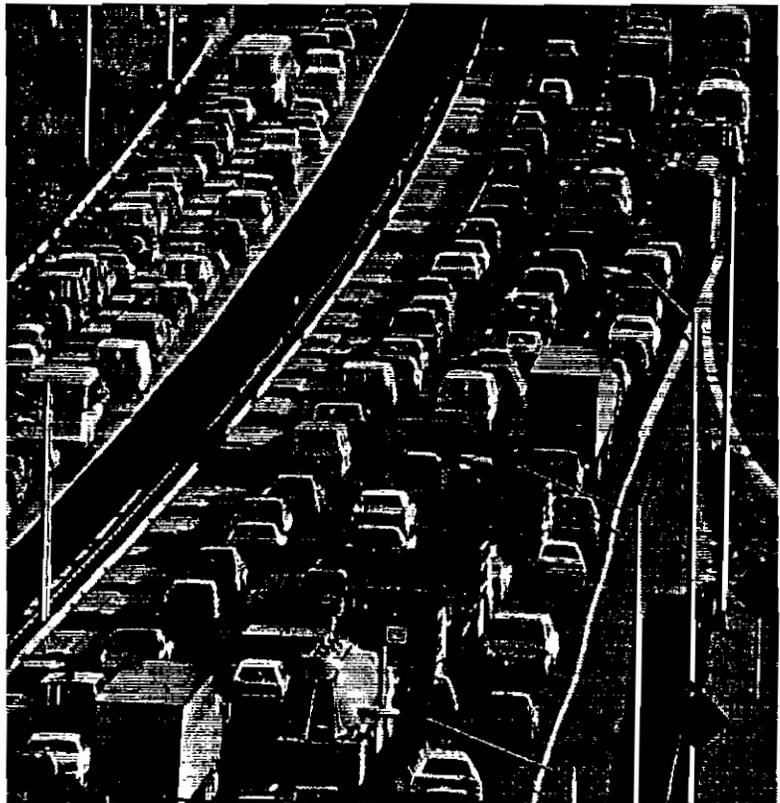
### THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

***What can be done to make this existing arterial street system function as efficiently as possible?***

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;

(Continued on page 4)

# SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

**Develop Major Transit/Highway Facilities:** This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

**Improve Other Key Arterial Roadways:** If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

**Identify Strategic Transit Improvements:** There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

**Improve Freeway Traffic Management:** Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

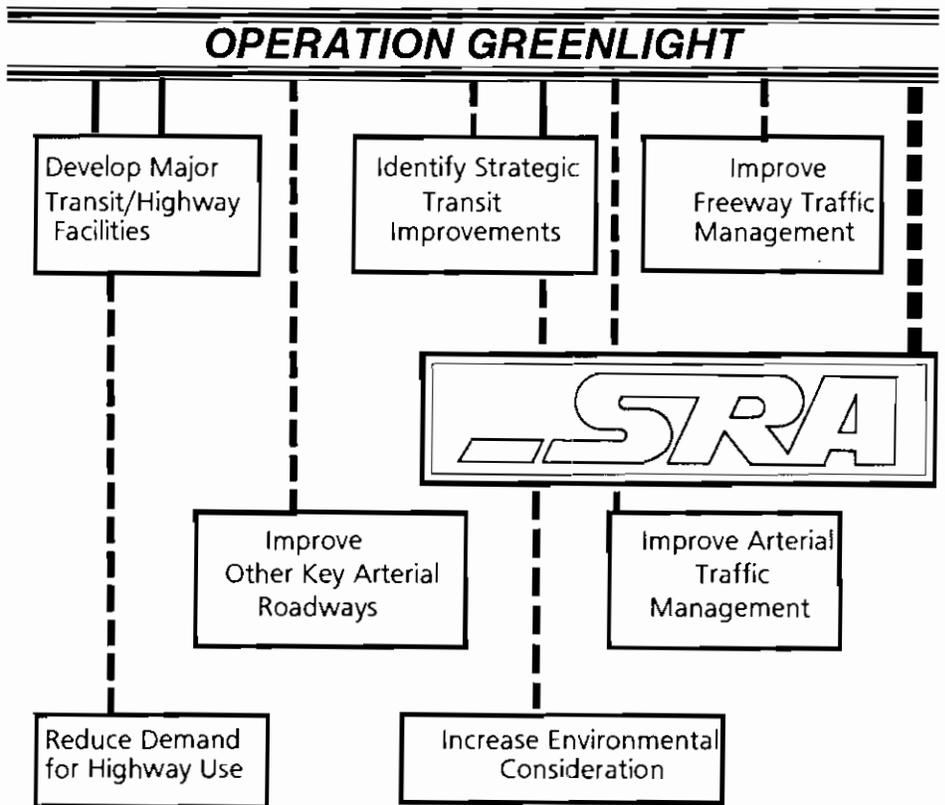
**Improve Arterial Traffic Management:** Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

**Reduce Demand for Highway Use:** This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

**Increase Environmental Consideration:** Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



---

# STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

---

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

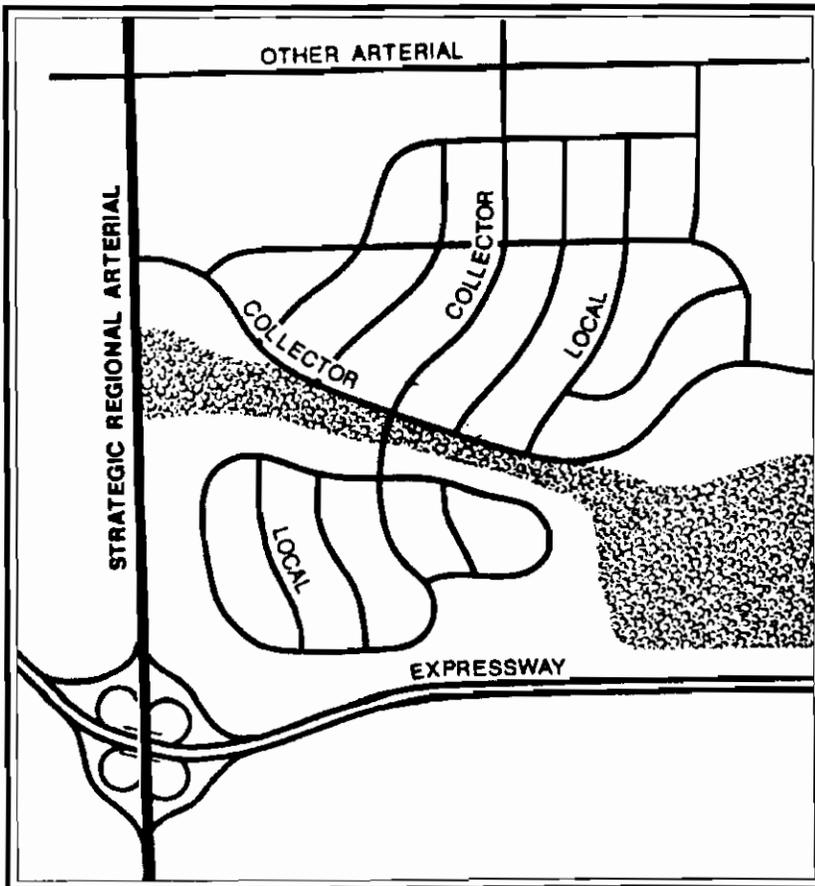
**Freeway:** The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, superhighway, parkway, and tollway are all terms used to describe freeway-like roads.

**Strategic Regional Arterial (SRA):** A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

**Arterial:** An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

**Collector:** The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

**Local:** A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



# THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Appropriate locations for roadway widening;
- Existing and needed right-of-way;
- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

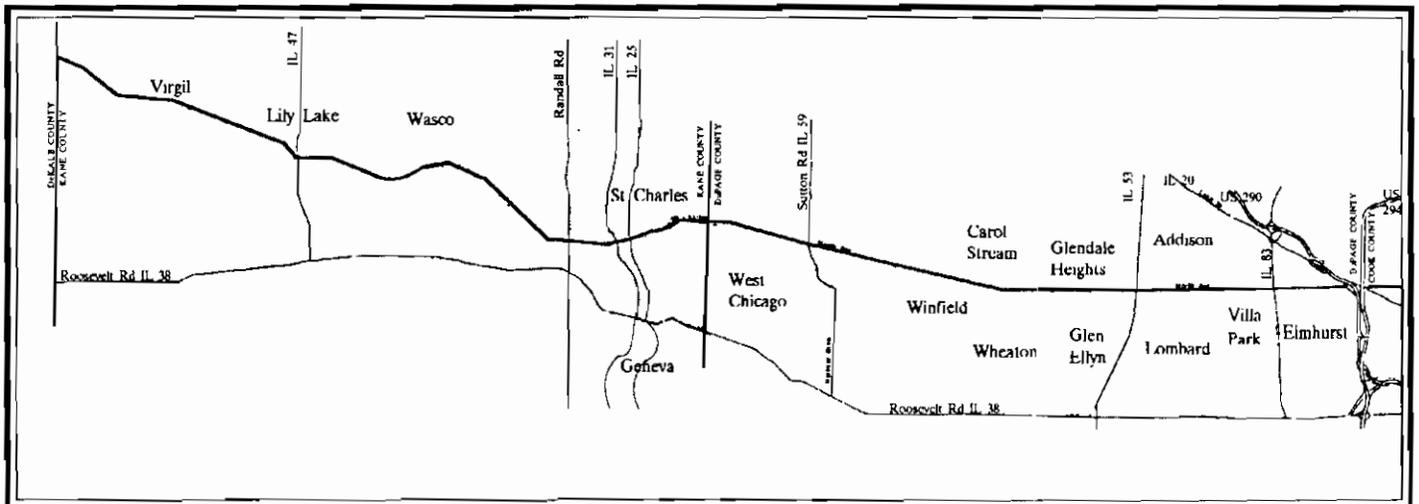
The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

other set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

## Illinois 64 Kane & DuPage Counties SRA Route



---

## ARTERIAL ANSWERS

---

*Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

*The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.*

# Q

### **What are the duties of the Advisory Panel and when during the study is it scheduled to meet?**

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

# A

### **Who should be on the Panel?**

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

### **Will the consultants be available to meet separately with representatives of all the communities along the route?**

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with community officials as needed to gather information and identify local concerns.

### **How many years will it take to study all the SRA routes?**

The SRA routes are planned to be studied in five groups over a five year period.

### **Will the study set the design standard for the roadway?**

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

### **What are the traffic projections based on?**

Assumptions include the 2010 Transportation Plan and Northeastern Illinois Planning Commission (NIPC) population and employment data.

(Continued on Page 6)

# ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

## Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include new projects as soon as each phase of the study is complete.

## How do other studies for this route, including the one from Route 83 to Route 59 and the DuPage County work, relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. The Route 83 to Route 59 study will continue unaffected. Recommendations of this study may include additional improvements.

## Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

## MILESTONES

- January 29, 1990  
SRA Project Began
- March 9, 1990  
First Advisory Panel Meeting
- April 16, 1990  
Draft Part One Design Concept Report Submitted for review
- October 1990  
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

---

---

---

---

---

---

---

---

\_\_\_\_\_ Name

Please send to:

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## SRA SPOTLIGHT

is published by:  
**The Illinois Department of  
Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Harold Crane, DuPage County Hwy. Dept.  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President,  
Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Richard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Waide, President, Winfield  
Martin Bourke, Winfield  
Brent Couiter, Glendale Heights  
John Swanson, NIPC  
Joseph Voccia, IDOT - Dept. of Public  
Transportation

### For more information, please contact:

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

# A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

\_\_\_\_\_ Please change my address on the mailing label to:  
\_\_\_\_\_ Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.



**SRA SPOTLIGHT**

***STRATEGIC REGIONAL ARTERIALS PLAN***

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Postage

# SRA SPOTLIGHT

## ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

### ROUTE TYPES DESIGNATED

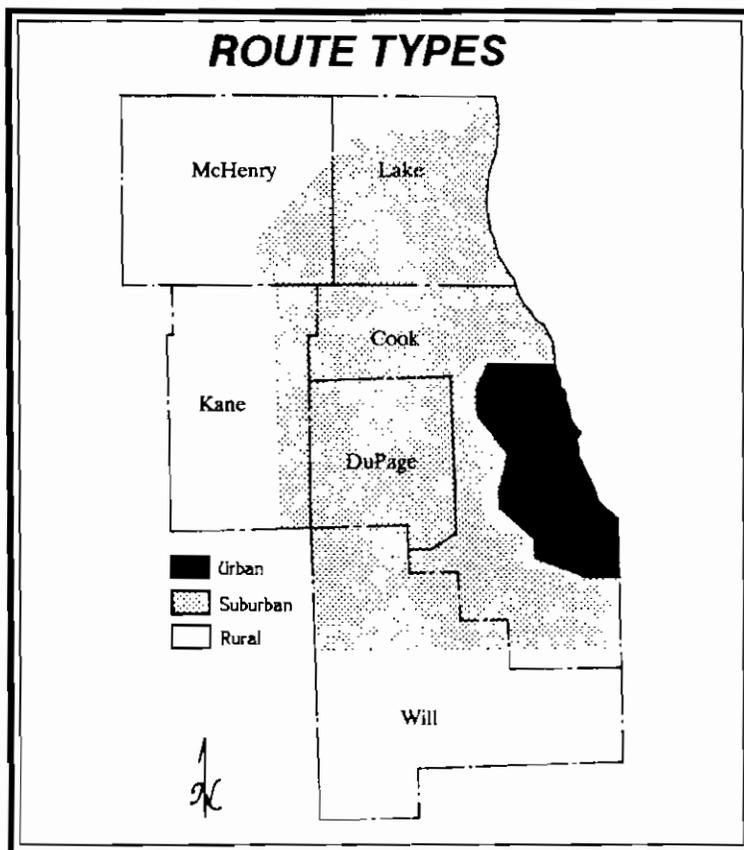
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five

households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



IL 64 east of Randall Road has been classified as Suburban. West of Randall Road the route is expected to remain Rural until after 2010. The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 to 150 foot right-of-way width,

---

---

## **ARTERIAL ANSWERS**

---

---

*Please use the form on page 4 to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

### **What is the right-of-way?**

Right-of-way (ROW) is the amount of land set aside for the roadway. It usually appears as a long narrow corridor and also includes land for such things as intersections, turn bays, and on-off-ramps.

### **Is the ROW always the same width as the actual road?**

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

### **How do you find out where the ROW ends and private property begins?**

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

### **About how wide are most ROW's on IL64 in Kane and DuPage Counties?**

Most ROW's are about 200 feet wide in DuPage County and 80 feet wide in Kane County. This is true even through major intersections.

### **Are there any segments where the ROW varies from the normals in Kane and DuPage Counties?**

Yes.

### **Are these segments wider or narrower than most?**

Narrower. There are two key areas of narrow ROW. One area is in Elmhurst, between IL-83 (Kingery Highway) and I-290 where the ROW is 66 feet. The second area is in St. Charles where the ROW is generally 80 feet.

---

---

## **SIGNAL TIMING AND COORDINATION**

---

---

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

*(Continued on page 3)*

# ROUTE DESIGNATIONS

(Continued from page 1)

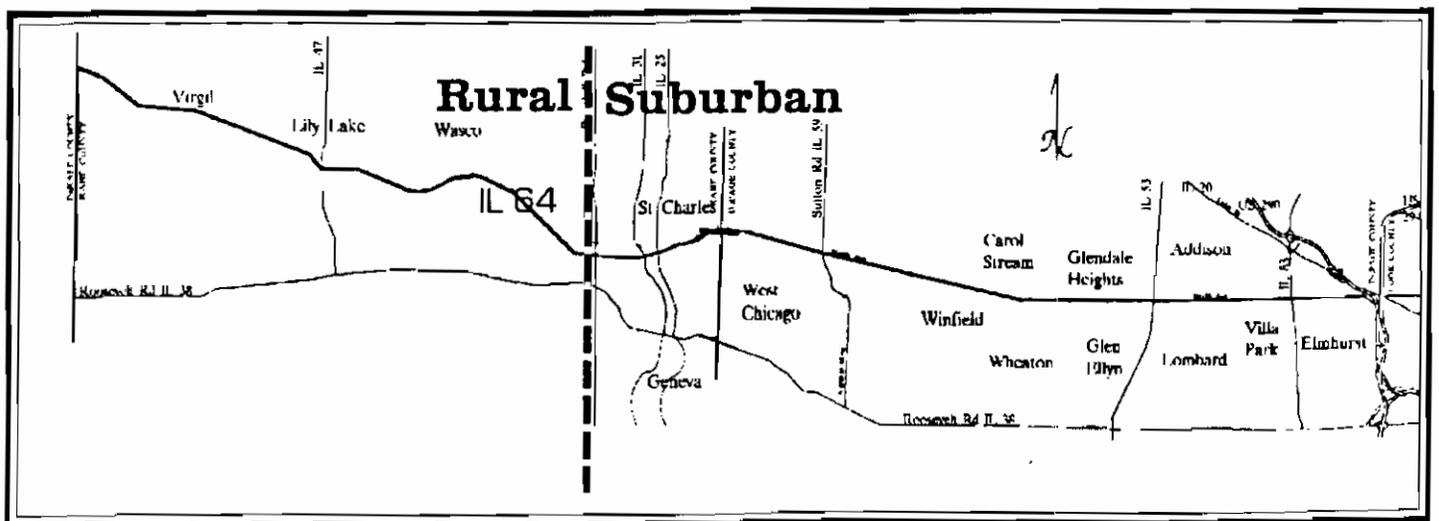
- Three lanes for through traffic in each direction,
- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

The ultimate 2010 desirable characteristics for a Rural route could include:

- A 168 to 210 foot right-of-way width,
- Two lanes for through traffic in each direction with provision for one more lane in each direction,
- A wide median,
- Potential for frontage roads,

(Continued on Page 5)

## ILLINOIS 64 - KANE & DUPAGE COUNTIES



## SRA SPOTLIGHT

is published by:  
**The Illinois Department of  
Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for:  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Harold Crane, DuPage County Hwy. Dept.  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President,  
Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Rickard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Walde, President, Winfield  
Martin Bourke, Winfield

**For more information,  
please contact:**

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## ROUTES

(Con't from page 3)

- Shoulders, and
- No parking on the street.

The two segments that are considered to offer special circumstances are that through Elmhurst and that through St. Charles. Both rights-of-way are 80 feet or less in width which is much less than needed for the desirable roadway. The land adjacent to the rights-of-way is highly developed in both communities. Elmhurst is largely residential and St. Charles is largely commercial.

Alternatives for these segments will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

**Happy  
Halloween**

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

- \_\_\_\_\_ Please change my address on the mailing label to:  
\_\_\_\_\_ Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

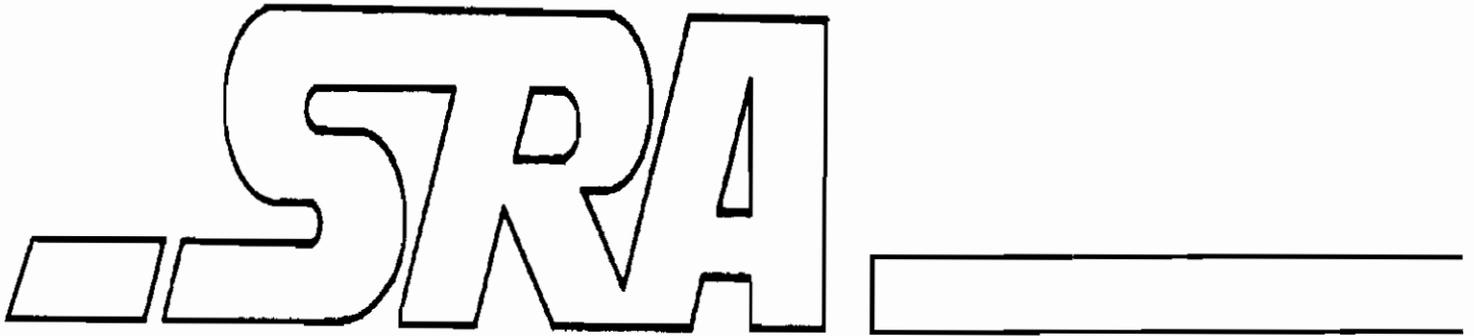
Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.

## SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush your. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.



**SRA SPOTLIGHT**

*STRATEGIC REGIONAL ARTERIALS PLAN*

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Postage

# SRA SPOTLIGHT

## ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

### ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Illinois 64 Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 9, 1990 at the Carol Stream Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Illinois 64 in Kane and DuPage Counties. Preliminary analysis included applying the desirable suburban SRA route characteristics to Illinois 64 (North Avenue), and identifying both the impacts and some alternatives to those impacts.

Illinois 64 (North Avenue) in Kane and DuPage Counties is designated as a rural route west of Randall Road and a suburban route east of Randall Road. The desirable configuration for a suburban SRA includes right-of-way at least 120 feet wide which accommodates three lanes for through traffic in each direction, and a median at least 18 feet wide to accommodate turn lanes. The desirable configuration for a rural SRA includes either a 186 or 210 foot right-of-way, with two through lanes of traffic in each direction where frontage roads are to be provided or a minimum 168 foot right-of-way where no frontage roads are provided. Additional right-of-way could be required to provide for additional turning lanes or to allow for non-traffic related improvements such as drainageways and utility lines. (Please see the October **Spot-**

**light** for a more complete explanation of the route types.)

To reach the desirable right-of-way width the following projects would be undertaken:

- Protection of right-of-way between the DeKalb County line and Illinois 47 as soon as possible to allow a 210 foot right-of-way providing for the development of four through lanes and frontage roads;
- Protection of right-of-way between Illinois 47 and Randall Road as soon as possible, 168 feet of right-of-way providing for development of four through lanes without frontage roads;
- Protection of right-of-way between Randall Road and Kirk Road as soon as possible, 120 feet of right-of-way providing for ultimate development of six through lanes;
- Protection of right-of-way between Kirk Road and Illinois 83 (Kingery) as soon as possible to maintain the existing 200 feet of right-of-way through DuPage County; and
- Protection of right-of-way between IL-83 (Kingery) and I-290 as property in the area is redeveloped or becomes available, 120 foot right-

of-way, to provide for ultimate development of six through lanes.

Other activities include:

- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development;
- Interconnection of signal systems and addition of signalized intersections to improve traffic flow; and
- Improvements of intersections including lengthened or additional turn lanes with emphasis on intersections with other SRA routes and arterials; and
- Development of a transportation center near the DuPage County Airport.

Through the communities of Wasco, St. Charles and Elmhurst, existing right-of-way is as narrow as 66 feet and cannot accommodate all elements of the full desirable SRA roadway. A potential realignment of Illinois 64 as a bypass south of Wasco has been identified and will be studied in more detail. Bypass routes around St. Charles have been suggested; however, no preferred route has been identified. A similar situation exists in Elmhurst. Improved traffic flow through access manage-

---

---

## ARTERIAL ANSWERS

---

---

*Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

# Q

**Have alternatives to North Avenue been considered for that part which extends through Elmhurst?**

Yes. However, at this point, there appears to be no viable bypass. St. Charles Road has been determined to be too similar to North Avenue to offer a suitable substitute.

Other strategies for relieving traffic are being analyzed. These include reconstruction of the intersection with IL 83 (the Kingery) to encourage earlier access to the expressway system by east bound traffic, and reconfiguration of interchanges with I-290 and I-294.

# A

**Have two-tier roadways been considered as an alternative to bypass routes?**

Not realistically, for cost and environmental reasons.

**Will the "soft costs" of alternate strategies be adequately included in the analysis of alternatives? Soft costs might include the additional gasoline, travel time, property values and air pollution. What about land acquisition for compensatory flood water storage?**

A detailed cost analysis is not included in this study; however rough construction costs will be used to compare various alternatives when they apply to a single route segment.

**Will bicycle and pedestrian facilities be linked across the SRA?**

Yes. Such facilities will be considered as more detailed recommendations are developed for the route.

**Would you like the Advisory Panel members to contribute their ideas?**

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

## SRA SPOTLIGHT

is published by:  
**The Illinois Department of  
Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for:  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Harold Crane, DuPage County Hwy. Dept.  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President,  
Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Rickard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Walde, President, Winfield  
Martin Bourke, Winfield

### For more information, please contact:

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## ROUTE CONCEPTS

(Con't from page 1)

ment, signal coordination, and intersection modification becomes even more important as part of the overall SRA route improvements.

Specific signal and intersection improvement activities may include:

- Realignment of Klein Road and Prince Crossing Road, Hansen Road and Anderson Road, and Kuhn Road and Pleasant Hills Road to eliminate the offset intersections;
- Consideration of reconfiguration of ramps at I-290 and I-294 to allow better access to and from North Avenue east of I-294;
- Consideration of interchanges with Illinois, Kirk, County Farm Road, Addison, and IL-83 (Kingery);
- Modification of intersections to allow right turn lanes and dual left turn lanes at Randall, Gary, Schmale and Bloomingdale;
- Modification, including new or improved signals, of the intersections

with County Line, McGough, Snyder, Peplow, Burlington, Dean, Campton Hills, Dunham, Smith/Kautz, Rowis, St. Charles, Kuhn, President, Pearl, IL-53, Main (in Glen Ellyn), and Westwood;

- Construction, as needed but not more than one per half mile, of collector routes including signalized intersections between Meridith and Illinois, Kautz and Kell, Rowis and Ingalton, Kuhn and Gary, Schmale and Bloomingdale, and Pearl and Main in Glen Ellyn with relocation of signals;
- Provision, as warranted, of signals at Town Hall, Brown, LaFox, 15th Street, Dean, 7th Street, 13th Avenue, Fair Oaks, Morton, and Ellsworth; and
- Consolidation of access at the Emroy/Melrose/Berteau intersections.

Please see the **Question and Answer** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

- \_\_\_\_\_ Please change my address on the mailing label to:  
\_\_\_\_\_ Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.

## **MILESTONES**

- *January 1990  
SRA Project Began*
- *March 9, 1990  
First Advisory  
Panel Meeting*
- *November 9, 1990  
Second Advisory  
Panel Meeting*
- *January 1991  
Final SRA Design  
Concept Report*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

---

---

---

---

---

---

---

Name

Please send to:  
Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## **SRA SPOTLIGHT**

### **STRATEGIC REGIONAL ARTERIALS PLAN**

#### **ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Postage

# SRA SPOTLIGHT

## ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

### WORKING WITH LOCAL GOVERNMENTS

A key element in the success of the SRA program goals is the active participation of local governments in implementation in their own communities and in cooperation with other jurisdictions. Some are land use and development goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local governments can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local governments can be especially helpful if they design regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for development

(Continued on page 2)

### ...TO IMPROVE IL-64 IN KANE AND DuPAGE COUNTIES

Each of the local jurisdictions along Illinois 64 in Kane and DuPage Counties can act to improve traffic conditions on the route. While some of the right-of-way width is more than adequate, e.g. through most of DuPage County, all the right-of-way through Kane County is less than the 120 foot minimum desirable. While the entire SRA right-of-way may not be brought to the desirable standard by the Year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

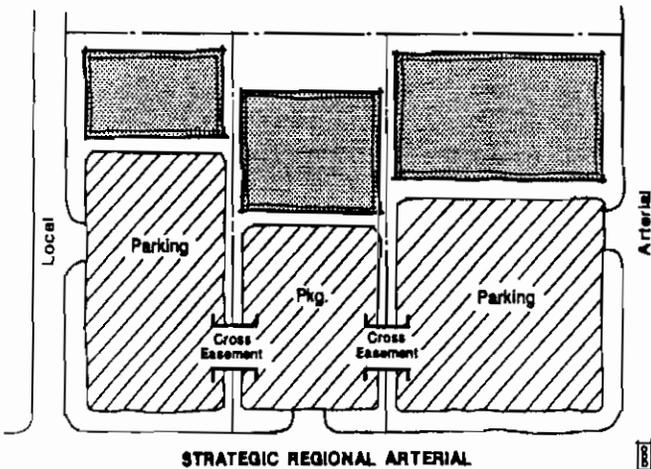
- Planning and zoning agencies have opportunities to require setbacks adequate for the desirable cross section each time a parcel is annexed, subdivided, or redeveloped.
- Community comprehensive and specific plans should include designation of the full desirable right-of-way for Illinois 64.

Much of the land between the DeKalb County line and Randall Road is undeveloped, but this area is being subdivided and developed very rapidly. Local and county governments

(Continued on page 2)

# WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



## Access Consolidation

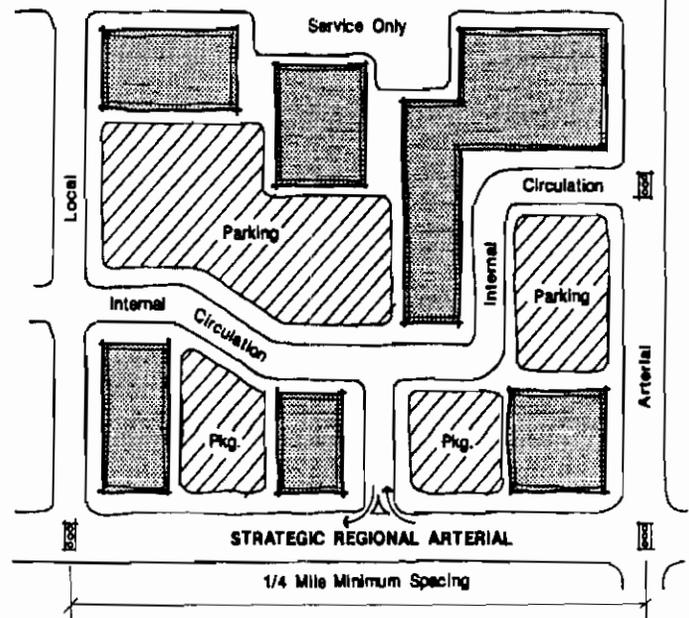
- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out in new developments and redevelopments. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for

access. Owners of properties served by alleyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. In rural and suburban areas, such programs are best carried out by groups of neighboring communities. Transportation Management Associations



## ...TO IMPROVE

(Continued from page 1)

are already taking steps to improve intersections, to identify bypasses, and to reserve right-of-way.

Auxiliary improvements and enforcement of operational changes will be especially important to at least two segments of IL-64: the segment that crosses the Fox River at St. Charles and the segment within the Village of Elmhurst. The Illinois Department of Transportation and local governments along the Fox River are now studying sites for new bridges. Similarly, the Village of Elmhurst is exploring alternative roadways to North Avenue for the SRA. However, additional congestion relief strategies need to be considered.

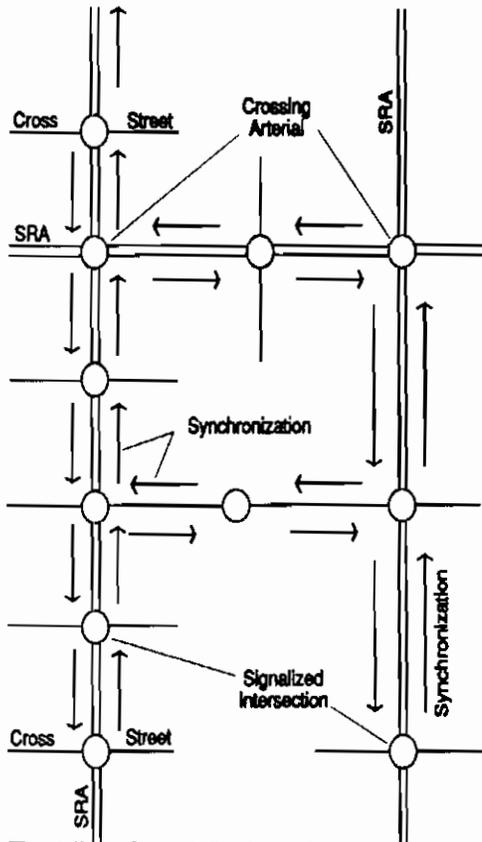
Relief strategies for the segments through downtown St. Charles and Elmhurst might include:

- Access management,

(Continued on page 3)

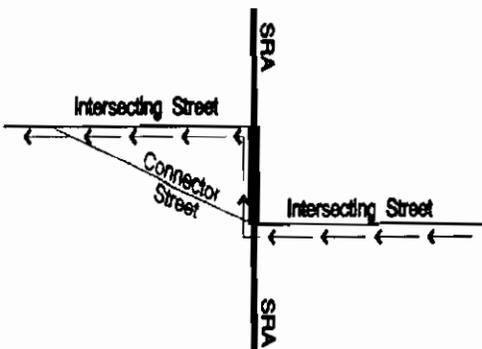
# WORKING WITH LOCAL GOVERNMENTS

Continued from page 2)



**Traffic Signal Network**

(TMA) include employers as well as transit and local government officials, so can be the most effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local governments and employers to form TMAs.



**Connector Route Improvement**

• **Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:

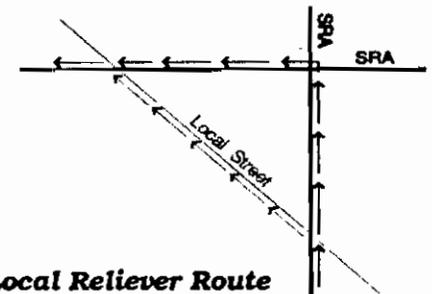
- **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

## ...TO IMPROVE

(Continued from page 2)

- Improvement of parallel local street and alley access to accommodate local traffic using these corridors;
- Signal networks;
- Intersection redesign to accommodate freight vehicle turns;
- Installation of right turn bays at all intersections;
- Prohibition of left turns during peak periods;
- Accommodation of regional traffic in a more direct manner whenever possible; and
- Enforcement of loading, parking, and turning restrictions.



**Local Reliever Route**

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no

(Continued on Page 5)

**What is included in the desirable roadway for an SRA in a rural area?**

The desirable cross section includes two through lanes in each direction, shoulders and drainage ditches or frontage roads on each side of the roadway, and a median 46 to 70 feet wide.

**Why is there such a wide median? Could the number of through lanes be increased if needed using the median instead of the frontage roads?**

The median could be used for additional through lanes when traffic warrants.

**What is included in the desirable roadway for an SRA in a suburban area?**

The desirable cross section includes three through lanes in each direction, a sidewalk and parkway in each side of the roadway, and a median 18 to 46 feet wide.

**How many cars per day would this desirable roadway accommodate at a level of service that is acceptable?**

Assuming there are no more than two traffic signals per mile, access is consolidated and turns are accommodated in turn bays adequate to take them out of the flow of through traffic, the rural roadway could accommodate as many as 33,000 vehicles per day and the suburban roadway as many as 40,000 vehicles per day. The roadway would still be congested during the

peak hours, but much improved over the typical rural SRA route.

**Is it necessary that all segments of Illinois 64 have the same number of lanes in order to provide a comparable level of service?**

The goal of the SRA program is to provide acceptable levels of service throughout the system. Roadway engineers use a Level of Service (LOS) as a guide to measure how well traffic is moving. LOS ranges from LOS A—free flowing—to LOS F—gridlock. In an urban area the acceptable peak hour LOS is D. LOS D is normally described as allowing tolerable average operating speeds, but with much stop and go and little maneuverability. In a suburban area, the acceptable peak hour LOS is C or D. LOS C allows two-thirds to three quarters of the normal operating speed, speeds vary somewhat, and changing lanes can be difficult. In a rural area, the acceptable peak hour LOS is C.

The Florida Department of Transportation (FDOT) published a series of

tables detailing the maximum daily volumes that could be handled by various types of roadways. This 1988 guide provides an objective comparison of the impact of narrowing rights of way.

FDOT estimates that routes designed with three through lanes in each direction can carry as many as 45,000 vehicles per day at an average daily LOS C. If the number of through lanes is reduced to two in each direction, the route can accommodate less than 30,000 vehicles per day at LOS C. The level of service deteriorates rapidly with increases in the numbers of vehicles: 32,000 vehicles per day reduce the LOS to D and 33,500 vehicles per day reduce the LOS to E.

*Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

**CELEBRATE APRIL 15TH???!  
GOOD ROADS DAY**

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

*(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)*

## SRA SPOTLIGHT

is published by:  
**The Illinois Department of  
Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for:  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Harold Crane, DuPage County Hwy. Dept.  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President,  
Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Rickard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Walde, President, Winfield  
Martin Bourke, Winfield

### For more information, please contact:

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more directly. Still another example is the improvement of collector routes to accommodate local traffic.

### - Accommodation of Selected Uses in Parallel Rights-of-Way -

Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Illinois 64 in Kane and DuPage Counties.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

\_\_\_\_\_ Please change my address on the mailing label to:

\_\_\_\_\_ Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.

## MILESTONES

- *January 29, 1990  
SRA Project Began*
- *March 9, 1990  
First Advisory  
Panel Meeting*
- *November 9, 1990  
Second Advisory  
Panel Meeting*
- *February 1991  
Design Concept  
Report Published*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

---

---

---

---

---

---

---

---

Name

Please send to:  
Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## **SRA SPOTLIGHT**

**STRATEGIC REGIONAL ARTERIALS PLAN**

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Postage

# SRA SPOTLIGHT

## ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

### YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

*This article was contributed by the Chicago Area Transportation Study.*

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and

---

**The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.**

---

about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

**1. Trip generation** - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

**2. Trip distribution** - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the trip purpose (there are

*(Continued on page 2)*

---

---

# PROJECTIONS

---

---

(Continued from page 1)

more jobs closer to Glenview than there are to Woodstock).

**3. Modal split** - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

**4. Trip assignment** - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

## SRA SPOTLIGHT

is published by:  
**The Illinois Department of Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for:  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Harold Crane, DuPage County Hwy. Dept.  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President,  
Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Rickard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Walde, President, Winfield  
Martin Bourke, Winfield

### For more information, please contact:

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

- Please change my address on the mailing label to:  
 Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your right.

**Are there factors other than the Year 2010 SRA travel demand projections that will go into the improvement plans?**

Travel projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

**Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would protecting the desirable amount of right-of-way be recommended, if projected traffic demand did not warrant it?**

Where right-of-way is available, it may be protected in amounts in excess of what is projected to be needed for the 2010 improvements, but not more than is consistent with the desirable improvements for the route type. The strategy will insure the feasibility of desirable improvements regardless of when they may be needed.

**What about areas through which it would be difficult to obtain enough right-of-way to build enough lanes to meet demand? Will improvements necessary to meet these criteria always be recommended?**

Not always. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. However there are segments in older communities as narrow as 60 feet with buildings bordering the sidewalk. Recommendations for these communities will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to

accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

**Is adding lanes to a road is the only way to reduce its congestion?**

Not always. Such things as signal coordination (see October 1990 **Spotlight**), providing bays for turning vehicles, managing driveway and cross street access, rerouting local traffic to parallel corridors, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

Strategies that do not involve construction of additional lanes require the active cooperation of the local governments involved, because they rely heavily on access management and alternate pathways for local traffic.

*Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

## MILESTONES

- *January 29, 1990*  
*SRA Project Began*
- *March 9, 1990*  
*First Advisory*  
*Panel Meeting*
- *November 9, 1990*  
*Second Advisory*  
*Panel Meeting*
- *February 1991*  
*Design Concept*  
*Report Published*
- *Fall 1991*  
*Third Advisory*  
*Panel Meeting*
- *Fall 1991*  
*Public Hearing*
- *Winter 1992*  
*Final Route*  
*Report Due*

### **SRA SPOTLIGHT**

#### **STRATEGIC REGIONAL ARTERIALS PLAN**

#### **ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Postage

# SRA SPOTLIGHT

ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

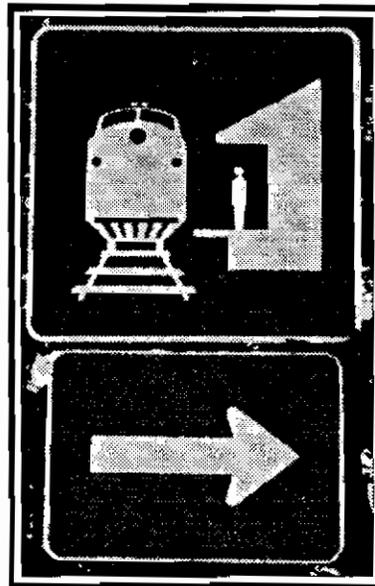
## TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Illinois 64 (North Avenue) in Kane and DuPage Counties as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



*The photo is an example of the sign system used in Lockport.*

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Illinois 64 east of Randall Road and rural west of Randall Road - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

---

## ARTERIAL ANSWERS

---

For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

**Busway/Bus Lane** - An HOV lane reserved exclusively for buses.

**Bus Shelter** - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

**CTA** - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

**Demand Management** - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

**Dial-a-Ride Bus Service** - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (*Pace, Development Guidelines*, December 1989, p. VIII-1)

**Diamond Lane** - An HOV lane marked with painted diamonds.

**Emergency Ride Program** - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

**Headway** - The amount of time scheduled between buses or trains leaving from a particular stop.

**HOV/High Occupancy Vehicle** - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

**HOV Lane** - A lane in or next to the roadway which can be used only by HOVs.

**Jitney** - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

**Kiss and Ride/Kiss-n-Ride** - Passenger drop-off/pick up point for transit riders.

**Light Rail** - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

**Metra** - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

**Pace** - Operating agency for suburban bus service.

**Paratransit** - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

**Parking Facility** - A parking lot or garage.

**Park and Ride/Park-n-Ride** - A parking facility for transit riders.

**Peak Hour/Peak Period** - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

**Rideshare (Carpool, Vanpool)** - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

---

---

# GLOSSARY

---

---

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

**RTA** - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

**Transit-dependent** - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

**TMA (Transportation Management Association)** - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

**Transportation Center** - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

**Vehicle Occupancy Ratio** - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

- Please change my address on the mailing label to:
- Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your right.

## SRA SPOTLIGHT

is published by:  
**The Illinois Department of Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for:  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President, Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Rickard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Walde, President, Winfield  
Martin Bourke, Winfield

**For more information, please contact:**

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

## MILESTONES

- *January 29, 1990*  
*SRA Project Began*
- *March 9, 1990*  
*First Advisory*  
*Panel Meeting*
- *November 9, 1990*  
*Second Advisory*  
*Panel Meeting*
- *February 1991*  
*Design Concept*  
*Report Published*
- *Fall 1991*  
*Third Advisory*  
*Panel Meeting*
- *Fall 1991*  
*Public Hearing*
- *Winter 1992*  
*Final Route*  
*Report Due*

### **SRA SPOTLIGHT**

#### **STRATEGIC REGIONAL ARTERIALS PLAN**

#### **ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Postage

# SRA SPOTLIGHT

ILLINOIS 64 - KANE & DuPAGE COUNTIES ADVISORY PANEL

## SUBURBAN TOWN CENTERS

A suburban town center is a long-established business district in a suburban community. Many were market centers begun in the 1800s. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. Town centers often are quite congested, particularly during the rush periods.

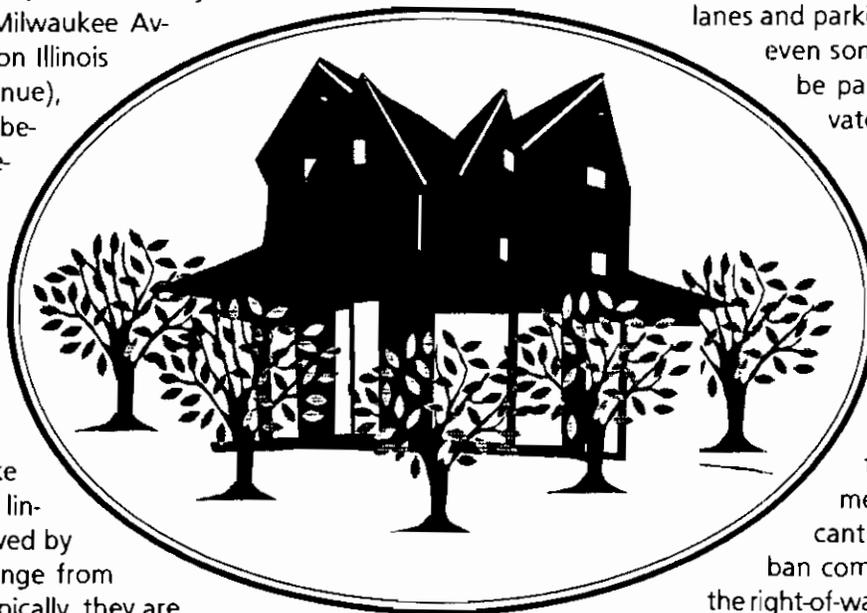
Some of these districts, such as Libertyville on Illinois Route 21 (Milwaukee Avenue) and St. Charles on Illinois Route 64 (North Avenue), were established long before standards for arterial right-of-way widths were generally accepted, so the rights-of-way can be as little as 60 feet wide.

Because these centers have usually been developed in a grid-like pattern, the properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. Typically, they are used for garbage collection and often they provide access to rear parking lots and loading areas.

The SRA study has recognized suburban town centers as urban-like areas and is applying urban design criteria to them. The major differences between urban and suburban route characteristics are right-of-way width, 72 to 86 feet

where bus/HOV lanes are not provided versus 120 to 150 feet; median width, 12 feet versus 18 to 30 feet; and a lower design speed for urban routes than for suburban.

Since it is desirable that through traffic lanes be 12 feet wide, 60 feet will accommodate five lanes but no sidewalks. In some centers, 60 to 66 feet of right-of-way has been developed into four 11-foot-wide through lanes and parking. The sidewalks, and even some of the parking, may be partially or wholly on private property.



Because there is less right-of-way to accommodate traffic and it is difficult to add right-of-way, improvements to the way the route operates are most important. Such improvements can be more significant than in newer suburban commercial areas, because the right-of-way is more intensely used.

Parking is important, because it can take up as much space as two through lanes of traffic. Optimally, parking can be relocated to scattered lots throughout the district or, where relocation of parking is not feasible, prohibited during rush hours. Where there are alleys, loading areas can be moved to the rear.

*(Continued on Page 3)*

# MILESTONES

- January 29, 1990  
SRA Project Began
- March 9, 1990  
First Advisory  
Panel Meeting
- November 15, 1990  
Second Advisory  
Panel Meeting
- February 1991  
Design Concept  
Report Published
- Fall 1991  
Third Advisory  
Panel Meeting
- Fall 1991  
Public Hearing
- Winter 1992  
Final Route  
Report Due

# ARTERIAL ANSWERS

## Are there suburban town centers on Illinois Route 64?

Yes. St. Charles has a commercial area in which the roadway is very narrow and buildings abut the sidewalk.

## In St. Charles, would three through lanes in each direction accommodate the traffic expected to use the roadway by the year 2010?

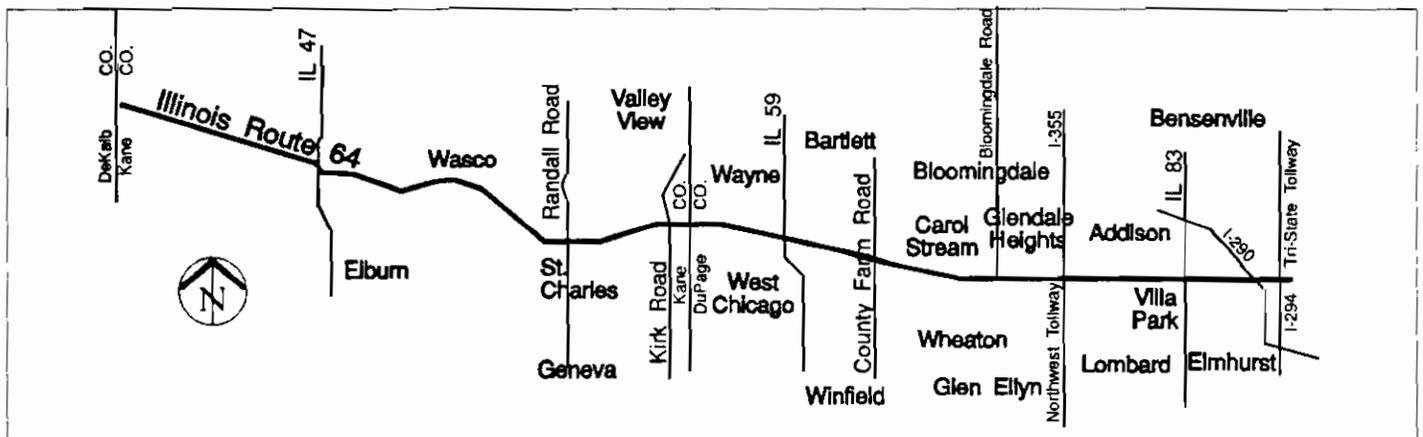
Yes, but three through lanes in each direction is not recommended.

# Q

## Why is the desirable suburban cross section not being recommended for downtown St. Charles?

Illinois Route 64 in St. Charles is one of several routes crossing the Fox River. All experience high levels of traffic congestion. Relief of congestion in this area will require coordination of several projects in the region, of which improvement of the movement of traffic through St. Charles would be only one. In St. Charles such techniques as left turn lanes, and extended signal interconnection and coordination are expected to help relieve congestion.

# A



---

---

# SUBURBAN TOWN CENTERS

---

---

(Continued from page 1)

Where there are no turning lanes, turning vehicles, especially left turning vehicles, can substantially reduce the amount of traffic that can be accommodated. There are at least two approaches to reducing delays caused by vehicles waiting to turn left: provide left-turn lanes and prohibit left turns during the peak periods.

Both alternatives work best when parking that is near the corners is relocated. The right-of-way used by parking is usually needed to provide left turn bays. When left turns are prohibited, vehicles which would otherwise turn left can circle the block past a signalized intersection and cross the arterial via the cross street at the signalized intersection. A right-turn bay at this first intersection past the signal allows some space for vehicles to slow before their turn.

Relocating transit stops to the far sides of intersections in areas currently used for parking can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right

and, where no stopping area is provided, prevents a current practice of stopping in the through lane.

Occasionally, a suburban town center is undergoing a redevelopment phase. This is a particularly opportune time for right-of-way protection.

When these improvements cannot provide the SRA with capacity adequate to meet the projected Year 2010 demand, a bypass or reliever route may be considered. A bypass completely eliminates the need for the SRA designation through the suburban town center. Whether a new or existing road, the SRA designation would be transferred from the existing route to the bypass.

A reliever route is designed to accommodate some, but not all, of the SRA traffic. Relievers are particularly useful where a significant portion of the traffic through a suburban town center has an off-the-route destination. Where this traffic can be provided with a more direct route, the SRA is likely to experience a lessening of congestion.

## SRA SPOTLIGHT

is published by:  
**The Illinois Department of Transportation**

edited by:  
**Harland Bartholomew & Assoc., Inc.**

for:  
*The Strategic Regional Arterials Plan*

### Advisory Panel Members

Nabi R. Fakroddin, Kane County Hwy. Dept.  
Dalip Bammi, DuPage County Planning  
Charles Garrigues, Mayor, Elmhurst  
Mark Koenen, St. Charles  
Sam Santell, St. Charles  
Paul Netzel, Mayor, West Chicago  
Anthony Russotto, President, Addison  
Tim Hayden, Addison  
Veronica Driscoll, Addison  
Ross Ferraro, President, Carol Stream  
Rich Young, Carol Stream  
Michael S. Camera, President,  
Glendale Heights  
Richard C. Arnold, President, Lombard  
Stan Rickard, Lombard  
Joyce Daly, President, Villa Park  
Vydas Juskelis, Villa Park  
John R. Walde, President, Winfield  
Martin Bourke, Winfield

### For more information, please contact:

Melissa Bolz  
Village Hall  
500 N. Gary Ave.  
Carol Stream, IL 60187  
(708) 665-7102

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

- Please change my address on the mailing label to:  
 Please add the following name and address to your mailing list:

Name \_\_\_\_\_

Title/Organization \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your right.

**SRA SPOTLIGHT**

***STRATEGIC REGIONAL ARTERIALS PLAN***

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

District One  
201 West Center Court  
Schaumburg, Illinois 60196-1096

