Acknowledgments

DuPage County gratefully acknowledges the contributions of our steering and advisory committees, the commentary from our public participants, and the advice of peer agency personnel across the region. The County also acknowledges and thanks the Chicago Metropolitan Agency for Planning (CMAP) for providing funding for this project.

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Active Transportation Alliance
Argonne Center for Transportation Research
BNSF Railway
Center for Neighborhood Technology
Chicago Department of Aviation
Chicago Metropolitan Agency for Planning
Illinois Tollway
Conservation Foundation
Cook County Department of Transportation and Highways
DuPage Center for Independent Living
DuPage County Community Development
DuPage County Community Services
DuPage County Convention & Visitors Bureau
DuPage County DOT
DuPage County Forest Preserve
Regional Transportation Authority of Northeastern Illinois

DuPage County Office of Homeland Security & Emergency
DuPage County Workforce Development
DuPage Mayors & Managers Conference
DuPage Sheriff’s Office
DuPage Airport Authority
Environmental Protection Agency
Illinois Department of Transportation
Illinois Trucking Association
Illinois Prairie Path Not-for-Profit
Illinois Road and Transportation Builders Association
Kane County Division of Transportation
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National Safety Council
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Dear Residents,

When I took office as Chairman of the DuPage County Board in 2010, I pledged fiscal accountability and transparency. From the very beginning I wanted to ensure that the people of DuPage County were provided the best services and infrastructure possible while keeping property taxes in check.

As we embarked on creating the County Long-Range Transportation Plan, we balanced our dedication to fostering economic growth with our desire to continuously improve the quality of life for our residents.

The long-range transportation planning process incorporated an extensive public outreach program, a deep dive into the conditions of the County transportation system, an assessment of our financial ability to meet current and future needs, and a comprehensive appraisal of the future demands that will drive our transportation program and require resources over the next 20 years.

The Long-Range Transportation Plan, called “DuPage Connects,” recognizes the important voices of the public, along with those of local and regional stakeholders. The Division of Transportation held numerous public meetings and consulted with stakeholders who told the County about their priorities. It is clear that the public is concerned about safety, maintenance of roads and bridges, and reduction of congestion through improvements to intersections and traffic signal systems. Furthermore, the public is adamant that the County incorporate mobility elements into its long-term strategy.

Taking these ideas to heart, the Division of Transportation conducted a thorough investigation into the state of its system and identified key infrastructure and programs that must be addressed to guarantee safe and efficient travel throughout the County. In addition, the County performed forward-looking analyses that identified future roadway needs. The result of this work is a $1.6 billion Capital Plan that strongly emphasizes a state of good repair, system enhancements, and mobility for all. This plan demonstrates our commitment to responsible stewardship of resources and public safety. It also explains how the DuPage County Division of Transportation will use its resources to meet long term goals.

The County is an employment hub in the region, thanks in large part to our commitment to build and maintain a quality transportation system. A well invested transportation system provides economic resilience and supports job creation. Our future within the regional and national economies will depend upon our ability to provide reliable, efficient, and reasonably priced transportation options. Our plan demonstrates our commitment to support economic growth while delivering the high quality of life our residents deserve.

The ongoing pandemic has challenged every part of our economy and social fabric, causing us to re-evaluate how we address mobility, communications, productivity, community health, and social needs. DuPage Connects is a plan that brings these elements together through the lens of transportation. It will be a template for future investments and policies that will help us navigate this changing world.

Sincerely,

Daniel J. Cronin
Chairman, DuPage County Board
LRTP Introduction

What is a Long-Range Transportation Plan?

The DuPage County Division of Transportation’s (DuDOT) Long Range Transportation Plan sets the stage for transportation infrastructure investment decisions over the next 20 years. This plan provides the public with a transparent view into expected revenues and how DuPage County plans to use those funds to accomplish the goals and objectives set forth in the plan.

DuDOT is responsible for planning, design, construction, and maintenance of County highways, bridges, and trails. DuDOT has significant asset management responsibilities including pavement, traffic signs and signals, retaining walls, paths, drainage systems, and bridges. In addition, the operations section performs maintenance on roads, sidewalk, path and trails, and the County highway rights of way. This group also handles snow and ice control.

The LRTP facilitates a countywide, cooperative planning process that serves as the basis for investments into the county’s roads, bridges, and bicycle and pedestrian network that support a more connected system, enhance mobility and improve access to transit.

Why do we need the LRTP?

- Required by State Law (605 ILCS 5/7-301)
- Creates a comprehensive, public plan for how DuDOT funds will be invested
- Coordinates with and complements the County’s Strategic Plan
- Demonstrates the commitment to maintain and enhance the transportation system

What does the LRTP include?

- Sets goals and objectives for DuDOT
- Establishes existing conditions of the County transportation system
- Communicates future system performance
- Provides a financial plan for DuDOT
- Produces a long-term program of projects
- Includes information on how the County will incorporate freight, transit, new technology, and non-motorized transportation in its decision-making

What is the mission of the LRTP?

- To provide the public and governing executives a robust document that guides current and future investment decisions
- To offer a transparent view of current revenues and how DuDOT plans to use them to accomplish goals and objectives
Land Use

According to the 2019 Census, DuPage County has over 920,000 residents living in more than 360,000 housing units. Population growth has stabilized over the last decade, but demographics are changing more rapidly. DuPage has become more diverse, older, more people are reporting disabilities, and more residents are living at or near poverty.

The built environment is also changing. Regional trends away from large office and retail complexes, and toward an internet economy are changing how we develop and use land in DuPage. Much of the commercial development is expected to be warehousing and distribution-oriented, increasing the number of commercial vehicles using our expressways and arterials.

According to DuDOT’s 2015-2040 Land Use Assumption estimates, as of 2015 only about 3% of the total land area remains to be developed. The focus in the future is likely going to be adapting and re-developing at higher densities. Between 2015 and 2040, over 21,000 new housing units and 40 million square feet of commercial development is expected to be built in DuPage. In adjacent townships in Cook, Will, and Kane counties, another 23,000 residences and 58 million square feet of commercial space are projected to be added by 2040. The location and magnitude of projected development is shown in this map.
Travel Patterns + Trends

DuPage County is in the center of the Chicago region. Travel within and through DuPage County accounts for over 8.5 Billion vehicle miles of travel annually or almost 24 Million vehicle-miles of travel daily. Freight movements comprise 5 to 6% of all travel daily, representing a significant part of the economy.

DuPage County is a major employment center for the region with more than 500,000 jobs. Many employees commute via automobile into the County from other collar counties. In fact, DuPage imports more than 370,000 trips daily.

In addition, more than 72,000 passengers board Metra commuter trains and 18,000 passengers ride Pace bus services each day.

DuPage County residents are still heavily reliant on the personal auto to get where they work, shop, and educate. More than 83% of travelers use an auto, while less than 10% use transit, bike or walk. More people are working from home and the latest data suggests at least 7% of all DuPage workers telework regularly.

Inbound Trips: 370,000  
Outbound Trips: 250,600  

Source: DuPage County, Census Longitudinal Employer-Household Dynamics Data
Roadway Network

There are approximately 3,900 lane-miles of roadway within DuPage County. DuDOT owns and maintains about 25% of all lane-miles. DuDOT roads play an integral role in connecting the communities and counties in the region. DuDOT facilities support the State and Toll highways and contribute to the overall economic strength and accessibility of the county.

DuDOT owns and maintains 324 of the nearly 900 signals across the County. Eighty-five (85) percent of the signals operate as part of an interconnected system. A growing number of the systems are connected with each other. Connections with State and Municipal systems are also increasing, making it easy to monitor traffic conditions through a virtual traffic management center.

DuDOT owns and maintains 50 highway and pedestrian bridges, and has a partial maintenance and inspection role in 33 others.

Total system in DuPage County

<table>
<thead>
<tr>
<th>Total System</th>
<th>Maintained by DuDOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,870 lane-miles</td>
<td>25%</td>
</tr>
<tr>
<td>24 million vehicle miles traveled each day</td>
<td>21%</td>
</tr>
<tr>
<td>885 traffic signals</td>
<td>36%</td>
</tr>
<tr>
<td>424 bridges</td>
<td>12%</td>
</tr>
</tbody>
</table>

DuPage County Pavement Condition, 2019

<table>
<thead>
<tr>
<th>Condition</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>23%</td>
</tr>
<tr>
<td>Good</td>
<td>33%</td>
</tr>
<tr>
<td>Fair</td>
<td>30%</td>
</tr>
<tr>
<td>Poor</td>
<td>5%</td>
</tr>
</tbody>
</table>

DuPage County Bridge Condition, 2020

<table>
<thead>
<tr>
<th>Condition</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>36%</td>
</tr>
<tr>
<td>Good</td>
<td>48%</td>
</tr>
<tr>
<td>Fair</td>
<td>10%</td>
</tr>
<tr>
<td>Poor</td>
<td>6%</td>
</tr>
</tbody>
</table>

DuDOT maintains its facilities well and values safety for all users. Condition surveys are conducted regularly on all assets under DuDOT’s jurisdiction. Pavement ratings indicate that 95% of DuDOT pavement is in fair to excellent condition and 94% of all bridges are in fair to excellent condition.
Non-Motorized Transportation + Transit

DuDOT is committed to providing an inclusive transportation system that promotes and protects use of modes beyond the personal vehicle. Current initiatives include the ADA Transition Plan (adopted in 2020) and the Healthy Roads Initiative (adopted in 2004).

While DuPage County is served by multiple transit services including Metra commuter rail, Pace buses, and local demand-responsive services, DuDOT recognizes that not all areas of the county are well served by transit options.

As expressed in the 2011 DuPage Area Transit Plan, DuDOT supports the expansion of mobility and non-motorized transportation options.

DuDOT will further this vision through its Mobility and Trails Plans currently underway.

Transit Services in DuPage County

- 3 Metra Rail Lines (BNSF, Union Pacific West, Milwaukee District West)
- 26 Metra Stations—more than 72,000 riders on 211 trains per weekday
- 60 Pace Bus Routes—approximately 18,000 riders per weekday

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

Non-Motorized Transportation Facilities

DuPage County DOT maintains:

- 54 miles of rail-trails
- 250 miles of sidewalks and bike paths
- 70 percent of roads are accompanied by a sidewalk or side path

Other Agencies:

- 500 miles of bikeways, trails, and paths

Diagram of transit routes and facilities in DuPage County.
Stakeholder and Public Involvement

DuPage County formed Steering and Stakeholder Committees to advise the County on the plan, recommend strategies and policies, and review progress.

The Steering Committee was comprised of County Board members and executive staff, while the Stakeholder Committee included 32 representatives of peer agencies, local governments, businesses and mobility advocates.

Four public meetings were held in different locations throughout the County. These meetings were timed with the release of a survey that sought the public’s input on their transportation, infrastructure, funding and future investment priorities. People who did not attend the public meetings were able to contribute to the LRTP online. Over 150 people attended the meetings in person and over 500 participated online. Surveys indicated a strong preference for investment in State of Good Repair and Mobility options.

The Draft LRTP was presented in the fall of 2021 through a Virtual Public Meeting. The virtual meeting offered the public a chance to comment on the financial and capital improvement programs recommended in the LRTP.

Common Transportation Issues
Top responses, ranked by level of concern

What are your funding priorities for DuDOT?
Top responses, ranked by respondents’ priority level

State of Good Repair

Excessive Congestion

Serious Concerns

Somewhat Serious Concerns

Lowest Priority

Highest Priority
Goals + Objectives

Stakeholder and public responses to surveys were instrumental in formulating the LRTP vision, goals and objectives. The LRTP Vision states: “DuPage County’s multimodal transportation system will support a vibrant economy and high quality of life by providing a safe, accessible, and efficient transportation system for all users.”

Five major goal areas and nineteen objectives were developed in conjunction with that vision and were based on stakeholder input, the County’s Strategic Plan, and regional, state and federal plans. The five goal areas are:

- Improve Safety
- Provide Mobility Choice
- Efficient Operations and Maintenance
- Promote Access to Opportunity and Increase Economic Vitality
- Foster Sustainability and Resilience

Goals and objectives will continue to evolve with the needs of the public, technology, and economic necessity. DuDOT believes that it is important to evaluate the goals periodically and adapt the LRTP to changes.

Improve Safety
- Reduce roadway incidents involving passenger vehicles, freight vehicles, and non-motorized users
- Incorporate safety considerations in all modes of transportation plans and design elements
- Evaluate and prioritize projects that maximize safety benefit

Provide Mobility Choice
- Enhance connectivity to and from bus, rail, and bike paths
- Ensure that the County system of sidewalks and trails complies with federal ADA standards
- Leverage technology to increase transit use

Efficient Operations and Maintenance
- Coordinate across departments and jurisdictions to increase efficiency in project delivery
- Reduce congestion
- Enhance technology for the improvement of communications, operations, and asset management in the County

Promote Access to Opportunity and Increase Economic Vitality
- Promote local and countywide first/last mile network improvements
- Encourage equitable growth in opportunities across the County
- Increase efficiency of freight movement
- Incorporate land use considerations into transportation planning
- Cooperate/facilitate multi-jurisdictional truck permitting for efficient movement of goods

Foster Sustainability and Resilience
- Incorporate efforts in transportation projects to avoid environmental impacts and enhance the natural environment
- Incorporate context sensitive design into transportation projects
- Plan for disruptions to the transportation system from extreme weather or accidents to enhance the resiliency of the network
Financial Plan

DuDOT is projecting over $1.6 billion in revenue over the 20-year plan horizon. Approximately $440 million is expected to be needed for core operating expenses. The remaining $1.2 billion will be dedicated to capital projects including capital maintenance, state of good repair, safety, system enhancement, mobility and system expansion work.

DuDOT projects that about 87 percent of its funding will stem from fuel receipts, including the state motor fuel tax and the county option motor fuel tax. Impact fees and permit fees and service charges represent about 5 percent of the revenue and state and federal grants, leveraged through fuel taxes, will contribute about 6 percent of the revenues over twenty years.

Motor fuel tax resources are at risk due to a variety of economic factors including the conversion of personal and commercial vehicles to alternative fuels and electric propulsion. In their ON TO 2050 Plan, CMAP, the Metropolitan Agency for Planning, advocates for the development of alternative sources of funding.
Identification of Future Needs

To better understand the potential future conditions and needs of the system over the next 20 years, DuDOT created a simulation of 2040 traffic conditions. The simulation was built based on several inputs including:

- Existing roadway conditions
- Anticipated growth in travel demand based on the assumptions in DuDOT’s 2015-2025-2040 Land Use Assumptions report
- Already programmed improvements to the network, based on local, regional and state transportation improvement plans.

Future congestion growth is largely expected to be concentrated in the southern half of the County, especially the south-west areas. This growth is largely driven by a higher proportion of available land in this area and expected growth in Kane and Will Counties located to the south and west of DuPage.

The largest increases in traffic congestion are expected on local roadways. Coordination with other agencies, and participation in mutually beneficial projects will become a more important part of the future program.

Vehicle miles of travel are projected to increase by 11% over the life of the Plan. Along with this, overall network performance is expected to decline by 5-10%, with up to a 5% increase in congested travel. This means that, on average, a 30-minute commute today will take about 33-35 minutes in 2040.

Major traffic increases are expected on County roads such as Eola Road, west 75th Street, York Road, and Ferry Road.
Recommended Capital Program

DuDOT is recommending a robust program of capital improvements that features the following:

**State of Good Repair**
- 10 Reconstruction Projects
- 14 Bridge Projects
- $200M Roadway Resurfacing

**System Expansion**
- 75th Street (Janes Ave to IL 59)
- Eola Road (Ferry Rd to New York St)
- Army Trail Road (Gary Ave to Bloomingdale Rd)

**System Enhancement**
- 18 Intersection Projects
- 7 Corridor Projects
- $25M Traffic Signal Coordination

**Mobility**
- East Branch DuPage River Trail
- Stearns Road Path
- 31st Street Trail Extension

The majority of projects include aspects of safety and non-vehicular mobility such as sidewalk improvements, ADA accommodations, traffic signal modernization and geometric improvements to reduce traffic conflicts with non-motorized individuals.

DuDOT is committed to coordination and support of other agency capital programs where they intersect and improve County systems. DuDOT also supports development of mobility solutions and infrastructure throughout the County that improves multi-modal connectivity.

DuPage County Long Range Transportation Plan: 2021-2040 Program

Programmed projects are projects with committed funds that already in the detailed planning, engineering, or construction phase.

Planned projects have been identified and prioritized for funding and will be refined as detailed planning and engineering studies are initiated.

2021-2040 LRTP Constrained Capital Program Allocation

- **55%** State of Good Repair
- **19%** System Expansion
- **15%** System Enhancement
- **6.5%** Mobility
- **3.5%** Facilities
- **0.5%** Project Participation - DuPage Share
Programs + Policies

In addition to investing in major capital improvements, DuDOT will continue to support and build upon the programs and policies included in complementary plans. These plans include policies and processes that DuDOT will follow to ensure that its network is designed for all users. The recommended programs and policies seek to be responsive to citizens’ needs and to their funding priorities.

DuDOT programs and policies play an important role in:

- Supplying the system information needed to make project prioritization and financial planning decisions
- Guiding everyday management decisions
- Directing key project implementation strategies

Examples of active programs and policies:

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

New plans/programs:

- Mobility Plan, Trails Plan, and Safety Plan
  - Complete a Local Roads Safety Plan, identifying opportunities to reduce crashes through education, engineering, enforcement, and collaboration
  - Develop a County Trails Plan establishing policies and practices for use of that public space in the future
  - Build and promote a Mobility Plan for DuPage County that will act as a roadmap for future multi-modal programs and pilots across the county

Policies:

- Promote the construction of sidewalks, prioritizing safe routes to schools and first and last mile connections to transit
- Encourage investment in technologies that optimize signal operation, especially for the benefit of transit
- Use Local Technical Assistance grants from CMAP to promote transit-oriented land uses
- Promote environmental stewardship in all transportation projects and operations

Enhancing existing programs:

- Continue to improve pedestrian and biking accommodations through the ADA Transition Plan.
- Expand system monitoring and management through the Central Signal system
- Develop a regional cooperative to make traffic monitoring a 24/7 program
- Shared Services and Consolidated Procurement Initiative, which would identify opportunities to strategically partner for acquisition of materials and maintenance contracts
Moving Forward

DuDOT will continue to evaluate budget and system performance as projects are implemented and transportation needs transform with new trends. The adaptability of the Plan is especially important as our transportation networks, modes and economy evolve in response to and recovery from the COVID-19 global pandemic.

County staff will periodically perform system performance checks based on available data. The table to the right presents several of the performance metrics that will be included in future reports. The table also indicates how these metrics align with the goals expressed earlier in this Plan.

<table>
<thead>
<tr>
<th>Metrics</th>
<th>1 SAFETY</th>
<th>2 MOBILITY CHOICE</th>
<th>3 ACCESS TO OPPORTUNITIES</th>
<th>4 EFFICIENT OPERATIONS</th>
<th>5 SUSTAINABILITY + RESILIENCE</th>
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<td>Flood Mitigation or Drainage Improvement</td>
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