South Suburban Mayors and Managers /
South Council of Mayors

COMPLETE STREETS AND TRAILS PLAN

EXISTING CONDITIONS REPORT

Supplemental Background Information

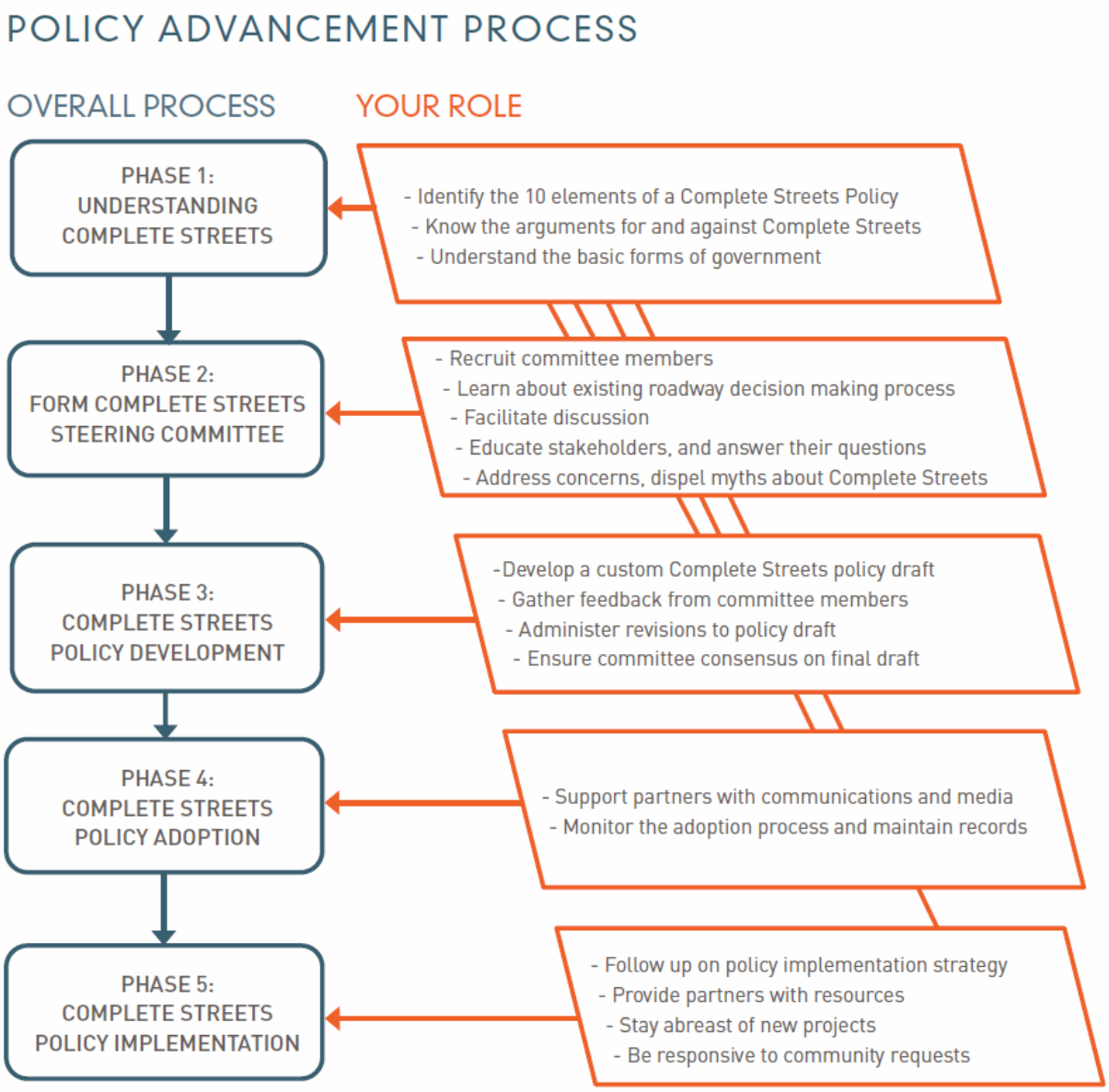
DRAFT JUNE 2015

Section 1: Previous Plans, Studies, and Reports

One of three major components of the South Council of Mayors Complete Streets and Trails project is to provide an update of the 2008 South Suburban Bicycle Plan. The 2008 Plan document was reviewed, summarized, and commented upon in detail in the main ECR text in the chapter on transportation infrastructure (in the bicycling section) A second major component of this project is to provide a review of and recommendations for including a Complete Streets approach and objectives in the South Council's STP programming methodology. The primary document for this component is the SSMMA guide or application booklet, "Surface Transportation Program: Project Selection and Programming Process." This document was also reviewed in the main body of the ECR as part of Chapter 3. The third main component of the South Council of Mayors Complete Streets and Trails project is to identify and work with several South Council communities to better understand and, if possible, to develop and adopt Complete Streets policies and approaches to transportation planning, design, and decision-making. This component or task will be led by the Active Transportation Alliance, with significant assistance from CMAP and SSMMA staff. To assist them in this work, Active Transportation Alliance will utilize the policy development and adoption workbook that they created, entitled "Complete Streets: Starting Point." This workbook – though it was not created specifically for this project – is briefly summarized below since it will structure and guide the team's engagement with South Council communities around Complete Streets policy development and adoption. In addition, two other relevant studies, which were commissioned by SSMMA to provide a framework and help guide development in the South Council and its communities, are summarized.

1.1 Complete Streets: Starting Point – A Policy Development and Adoption Workbook

The Active Transportation Alliance created this document as a guide for public health professionals and their partners to advocate for and proactively collaborate with transportation agencies in developing and implementing Complete Streets policies. The project was part of the Illinois Department of Public Health's We Choose Health Initiative, with funding from the Centers for Disease Control and Prevention. Active Transportation Alliance engaged the health community, municipal governments, and other stakeholders around Complete Streets as part of their work to promote better health through walking, bicycling, and transit as part of Cook County Department of Health's Communities Putting Prevention to Work (CPPW) Initiative in 2012-13. The workbook provides a step-by-step project management resource designed to assist public health professionals to build a steering committee and to guide them through the process of the development and advancement of a Complete Streets policy. The workbook stresses the importance of Complete Streets policies in improving public health by encouraging walking and cycling and making it easier, more convenient, and more popular to travel by these modes. The process of adopting and implementing a Complete Streets policy is divided into five phases, and lays out the specific work that needs to be accomplished, as well as the role of participants in furthering the goal or goals of each phase. The document includes the following flowchart to summarize this process.



1.2 Initiative for Chicago Southland Transit Region (2011) and Green TIME Zone (2010)

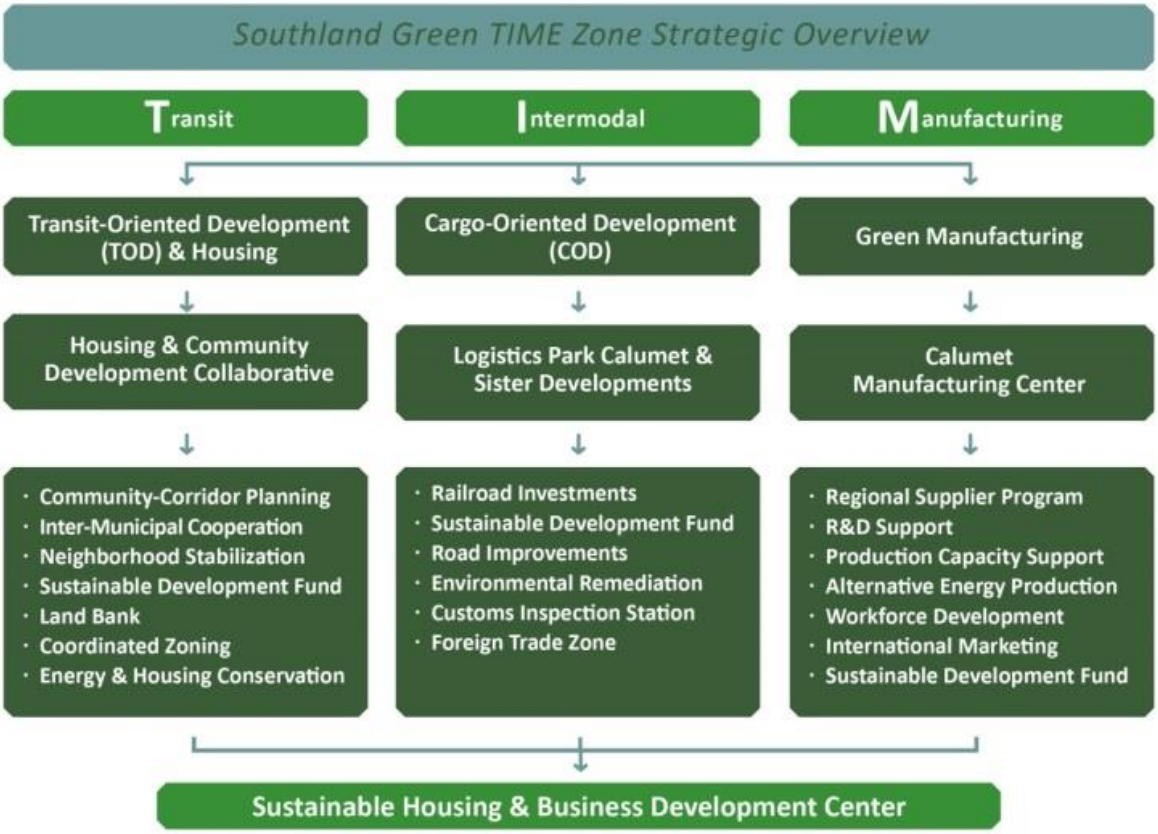
Commissioned by SSMMA, the Initiative for Chicago Southland Transit Region is a transit study encompassing 36 existing and nine proposed station areas within its jurisdiction. The primary goal of the initiative is to help suburban communities realize the value of the South Suburban commuter rail lines and station areas in terms of:

- Economic opportunities they create for each community
- Health-related benefits for commuters and conservation of the natural environment
- Ease of access and connectivity for residential, employment, and recreational purposes

In this first phase of the multi-phased study, stakeholder input and data on existing conditions along the relevant rail corridors were used to conduct a qualitative analysis and each community station area was assigned a development typology and developer typology. The plan also sets the stage for future implementation of strategies focused exclusively on developer recruitment activities for each station typology.

The initiative is consistent with and actively supports the Chicago Southland's Green TIME Zone—a development strategy planned by SSMMA, the Chicago Southland Housing and Community Development Collaborative, the Chicago Southland Economic Development Corporation, and three nonprofit organizations: the Center for Neighborhood Technology, the Delta Institute, and the Metropolitan Planning Council. The Southland Green TIME Zone was launched in 2010 as a way framework to redevelop the south suburbs by capitalizing on their principal economic, infrastructure, and environmental assets. The strategy focuses on building economically integrated, livable neighborhoods around public transit, greening the nation's supply chain and industrial renaissance, and creating high paying jobs where they are needed most.

South Green TIME Zone Strategic Overview



Section 2: Public Outreach and Data Collection

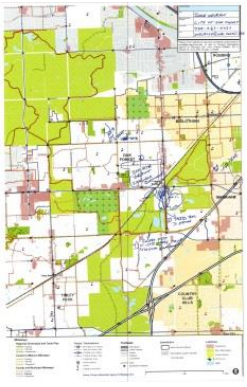
As part of the process to update the existing (2008) South Suburban Bicycle Plan, outreach to SSMMA staff, South Council member communities, transit agencies, and Forest Preserve Districts was undertaken. In addition to the survey described below, a focus group meeting with bicycle riding groups (Folks on Spokes, Friends of the Cal-Sag Trail, Major Taylor Cycling) is planned as part of the process to identify significant regional corridors and important connections for bicycling, walking, and access to transit in the South Council area.

In February 2015, CMAP distributed individual community maps and an accompanying questionnaire to the 35 municipalities in the South Council, and as well as a modified version to representatives of the Forest Preserve Districts of Cook and Will County Counties (FPDCC and FPDWC), Metra, and Pace. As a first step to updating the 2008 SSMMA Bicycle Plan, the survey aimed to verify and to collect information from all communities within the study area about:

- The location of planned and existing bikeways
- Missing links in the planned and existing bikeway network
- Important gaps in the sidewalk network (especially near transit and areas with high numbers of pedestrians)
- Important bicycle and pedestrian destinations
- Major barriers to bicycling and walking
- Other information related to bicycling, and walking, and transit

Nine communities, FPDCC, FPDWC, Metra, and Pace responded to the survey and map request. Among the most common types of issues that were brought up by the communities and other stakeholders in response to the questionnaire and maps were the absence of the need to add new planned (and in some cases, existing) bikeways from to the maps, the presence of what were perceived of as critical gaps in the sidewalk network, and locations where the lack of missing pedestrian signals were considered a barrier to safe and convenient walking and bicycling. The annotated maps and completed questionnaires also identified the locations of many important destinations for bicyclists and pedestrians, as well as future plans for redevelopment, which is expected to generate significant new commercial activity areas and additional walking and bicycling trips and which will influence the prominence of certain areas create new centers of activity in the community. Many representatives South Council communities also provided additional feedback to connect their notes on bicycling, walking, and transitways to other relevant planning concerns. For example, impediments to bicyclists and pedestrians along major corridors (arterial roads) were cited as important issues for the success of transit-oriented development and the regional trail system..

Example Community Map and Questionnaire (Oak Forest)



BIKEWAYS INFORMATION TABLE

ID	TYPE OF ISSUE	LOCATION INFORMATION			STATUS	FACILITY TYPE			GENERAL
Table /Map ID No.	a. Existing/ planned bikeway is missing b. Existing/ planned bikeway shown on map is wrong c. Bikeway status is incorrect d. Major barrier to biking e. Critical gap in cycling network	Street Name (or other location information) for missing or incorrectly specified bike facility, gap in bike network, or barrier to cycling	From (street name or other location information)	To (street name or other location information)	Facility status – a. Existing b. Planned c. Programmed	Is the planned, existing or programmed bikeway facility an on-street or off-street facility?	What type of facility is it (marked shared lane, bike lane, signed bike route, sidepath, trail/path, etc.)?	Is the bikeway facility simply a standard (4'-6' wide) sidewalk?(Y / N)	Please use this space to make any notes or comments that are relevant or important.
1)	A.	151st Street	Laramie	Ridgeland	Planned	BOTH	Trail Path & bike Lane	N	On-Street and off-steet facilities expected – off-street Laramie to ridgeland – on street Oak Park to Cicero
2)	E.	T.O.D. Area	T.O.D. Area	T.O.D. Area	Planned	Off & On	Sidewalks - Signed	Y	See RTA/CMAQ Access to Transit grant City has applied for and received RTA preliminary approval – sidewalk improvements and on-street bike routing
3)	A.	Parallel to Tracks	Laramie	159th Street	Planned	Off-street	Path	N	Staff inclusion to the 2010 Oak Forest Non-Motorized Trail Plan to encourage commuters in the nearby rental spaces and utilizing path instead of neighborhood area
4)	D.	Cicero Ave.	159th Street	163rd Street	Planned	Off-Street	Path/Sidewalks	Y	The pedestrian infrastructure south of 159th on Cicero Ave. is poor and improvement is needed to promote commuting as well as the CCFP trail system. Disconnect to this trail along Cicero.
5)	D. & E.	I-57 Pedestrian Bridge	N/A	N.A	Existing	Off-street	Bridge	N	There is a need to move people east across I-57 in a safe manner. By improving this bridge it will promote regional movements.

Section 3: Demographic profile and analysis

To gain insight into the market and demographic dynamics that impact the South Council and its member communities, data from the U.S. Census Bureau was gathered for analysis. Data discussed in this section is drawn from the 2000 U.S. Census, 2010 U.S. Census, and the 2009-2013 American Community Survey. Although some of the communities that make up the SSMMA are located in Will County, most are in Cook County. Therefore comparisons at the county level examine Cook County.

Table 3.1: General Population Characteristics

	COM	Cook County	Region
Population	522,279	5,212,372	8,459,768
Households	186,838	1,933,335	3,050,372
Average Household Size	2.77	2.65	2.73
Source: 2009-13 American Community Survey, U.S. Census Bureau			

Table 3.2: Change in Pop, 2000-2010

	COM	Cook County	Region
Population, 2000	520,309	5,376,741	8,146,264
Population, 2010	519,918	5,194,675	8,431,386
Change, 2000-10	391	-182,066	285,122
Change as %, 2000-10	0.1%	-3.4%	3.5%
Source: 2000 and 2010 Census			

The South COM area represents approximately 522,000 residents over 35 municipalities. Analysis of U.S. Census and American Community Survey data yields the following findings:

- The South Council population has remained very stable in the last decade. Between 2000 and 2010, grew by 0.1 percent, compared with Cook County's decline of 3.4 percent and regional growth of 3.5 percent.
- The area has a similar age profile compared to Cook County and the Chicago region as a whole[1]. The area has a slightly larger percentage of residents under the age of 19 years (28.6 percent) than Cook County (26.1%) and the region (27.4%), but a smaller percentage in the 20-34 years cohort (18.5%) compared to Cook County (23.2%) and the region (21.2%). The South COM area has a slightly higher percentage of residents over the age of 65 (12.9%) compared to the County (12.2%) and the region (11.7%). To provide perspective on these numbers, it can be noted that among all U.S. counties with total populations of one million or more, Cook County has the second largest percent of persons age 65 or older and 85 or older (after, in both cases, Los Angeles County).
- The South Council area experienced significant change in its racial and ethnic makeup in the last decade. The number of white residents decreased by 22.8 percent, and all other racial and ethnic groups experienced growth in population. The Hispanic or Latino population grew by 57.3 percent, and the African American population grew by 21.8 percent.

[1] In this section, where demographic data and statistics are presented, "region" means the seven counties comprising the CMAP planning area (Cook, DuPage, Lake, McHenry, Kane, Kendall, and Will).

- Compared to the region, the South COM is less affluent. Percentage of households making less than $25,000 in the COM area is similar to Cook County (23.6% and 23.9%, respectively) but higher than the region (19.9%). The COM also has a smaller percentage of households making over $100,000 (20%) than both Cook County (24.4%) and the region (28.7%).

Table 3.3: Age Cohorts

	COM		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Under 19 years	149,613	28.6%	1,358,061	26.1%	2,318,426	27.4%
20 to 34 years	96,433	18.5%	1,210,405	23.2%	1,797,403	21.2%
35 to 49 years	104,277	20.0%	1,061,471	20.4%	1,786,910	21.1%
50 to 64 years	104,430	20.0%	946,155	18.2%	1,571,064	18.6%
65 to 79 years	49,257	9.4%	450,925	8.7%	709,759	8.4%
80 years and over	18,269	3.5%	185,355	3.6%	276,206	3.3%
Total Population	**522,279**	**100.0%**	**5,212,372**	**100.0%**	**8,459,768**	**100.0%**

Source: 2009-13 American Community Survey, U.S. Census Bureau

Table 3.4: Race and ethnicity by count and percent

	COM		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
White	177,793	34.0%	2,275,759	43.7%	4,475,512	52.9%
Hispanic or Latino*	61,880	11.8%	1,262,156	24.2%	1,850,343	21.9%
Black or African American	266,849	51.1%	1,256,346	24.1%	1,453,894	17.2%
Asian	6,106	1.2%	333,415	6.4%	533,554	6.3%
Other**	9,651	1.8%	84,696	1.6%	146,465	1.7%
Total Population	**522,279**	**100.0%**	**5,212,372**	**100.0%**	**8,459,768**	**100.0%**

Source: 2009-13 American Community Survey
* Includes Hispanic or Latino residents of any race
** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

Table 3.5: Change in race and ethnicity by count and percent, 2000-2010

	COM		Cook County		Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change
White	-61,153	-22.8%	-280,351	-11.0%	-200,702	-4.3%
Hispanic or Latino*	21,011	57.3%	173,022	16.1%	414,407	29.4%
Black or African American	47,972	21.8%	-124,670	-9.0%	-72,117	-4.7%
Asian	990	17.9%	61,026	23.7%	137,701	36.6%
Other**	11,800	44.3%	-11,093	-11.3%	5,833	4.3%
Total	**-391**	**-0.1%**	**-182,066**	**-3.4%**	**285,122**	**3.5%**

Source: 2000 and 2010 Census
* Includes Hispanic or Latino residents of any race
** Includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race, and two or more races

Table 3.6: Household Income

	COM		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Less than $25,000	44,071	23.6%	461,313	23.9%	606,898	19.9%
$25,000 to $49,999	43,433	23.2%	434,906	22.5%	641,798	21.0%
$50,000 to $74,999	36,282	19.4%	332,109	17.2%	528,326	17.3%
$75,000 to $99,999	25,608	13.7%	232,994	12.1%	397,228	13.0%
$100,000 to $149,000	24,810	13.3%	253,214	13.1%	465,926	15.3%
$150,000 and over	12,634	6.8%	218,799	11.3%	410,196	13.4%
Total Households	**186,838**	**100.0%**	**1,933,335**	**100.0%**	**3,050,372**	**100.0%**
Source: 2009-13 American Community Survey, U.S. Census Bureau						

Table 3.7: Educational Attainment

	COM		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
Population, 25 years and over	339,745	100.0%	3,484,571	100.0%	5,582,476	100.0%
High school diploma or higher	299,364	88.1%	2,943,216	84.5%	4,824,125	86.4%
Bachelor's degree or higher	80,089	23.6%	1,208,856	34.7%	2,015,618	36.1%
Source: 2009-13 American Community Survey, U.S. Census Bureau						

Section 4: Land Use and Destinations

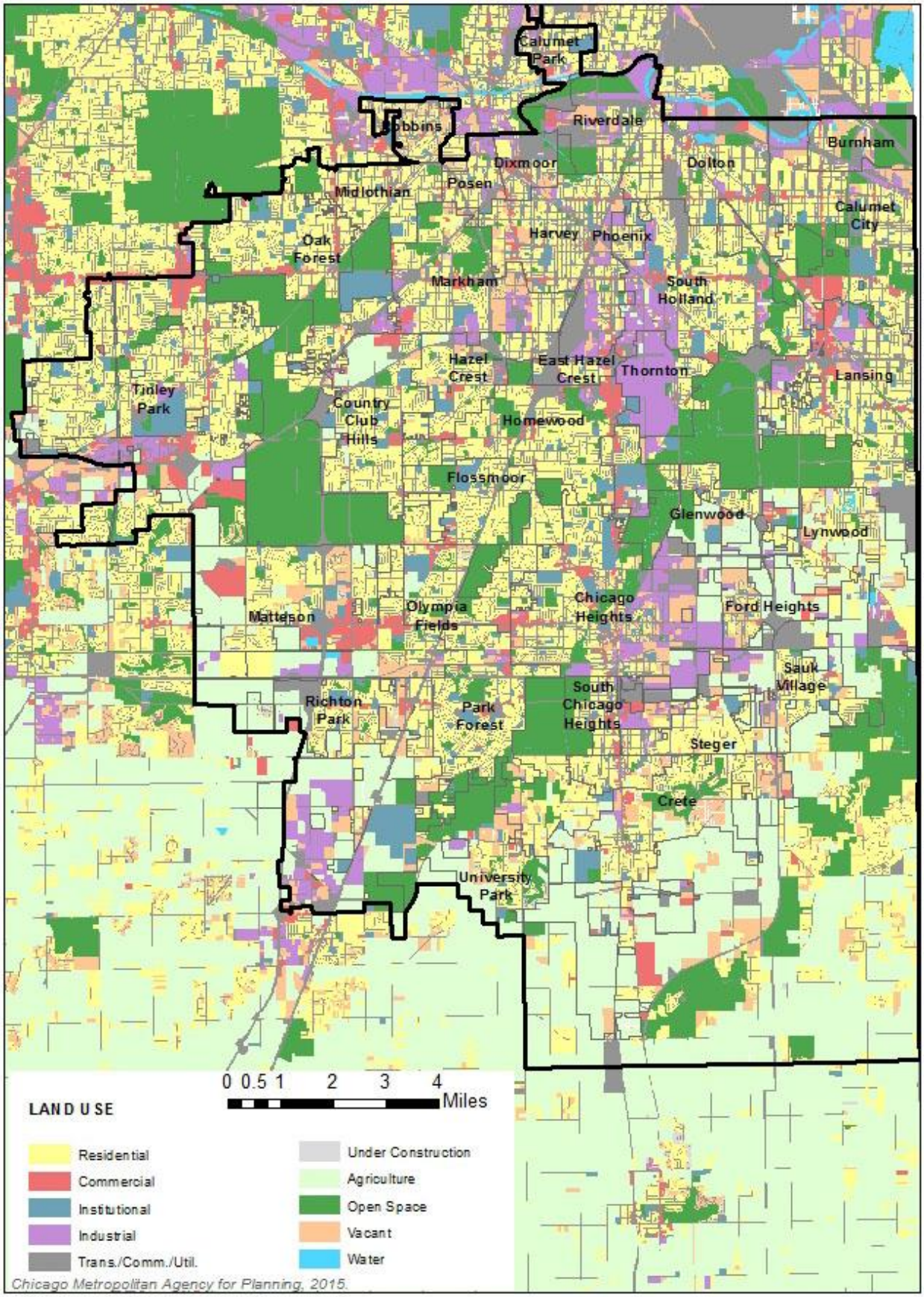
Land use refers to the designation of land for residential, commercial, industrial, open space, etc. **Table 4.1** illustrates the type of land uses and their distribution in the jurisdiction. The reported acreage was calculated using parcel data, meaning that all roads and right-of-ways were excluded in the calculation.

The largest land use is single-family residential (26.4%), while a very small portion of the land is multi-family residential (1.5%). The second-largest land use is transportation at 19.7%.

Table 4.1: General Land Use Breakdown

	Acreage	Percent
Single-Family Residential	39,154	26.4%
Multi-Family Residential	2,258	1.5%
Commercial	5,498	3.7%
Industrial	7,147	4.8%
Institutional	6,908	4.7%
Mixed Use	252	0.2%
Transportation and Other	29,204	19.7%
Agricultural	24,982	16.8%
Open Space	23,852	16.1%
Vacant	9,287	6.3%
Total	**148,542**	**100.0%**
Source: 2010 Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory		

Figure 4.1 South Council of Mayors Land Use



Section 5: Transportation, Employment, and Affordability

5.1 Mode Share

Compared to Cook County and the region, a higher percentage of South COM residents drive alone to work, while fewer take transit or walk or bike. Nearly 79% of the residents in the member communities drive alone, compared with approximately 65% in the county and 73% in the region. However, according to ACS estimates, nearly 9% of households in the South Council do not own a car. Households without cars rely more heavily on public transit and non-motorized transportation to get around. Certain South Council communities stand out with even higher proportions of households with no cars. These include Ford Heights (26.9%), Harvey (21.7%), Phoenix (15.1%), Riverdale (18.2%), and Robbins (25.5%). The data, moreover, do not take into account households that may have one car but multiple family members who have conflicting commutes, or households with unreliable cars.

Table 5.1: Mode Share, as Percentage of Work Trips

	COM		Cook County		Region	
	Count	Percent	Count	Percent	Count	Percent
*Work at Home**	5,048	N/A	95,252	N/A	172,818	N/A
Drive Alone	167,853	78.74%	1,479,336	65.20%	2,731,295	72.68%
Carpool	19,945	9.36%	216,362	9.54%	339,800	9.04%
Public Transit	20,009	9.39%	419,919	18.51%	488,106	12.99%
Walk or Bike	3,233	1.52%	126,235	5.56%	156,261	4.16%
Other	2,124	1.00%	26,970	1.19%	42,664	1.14%
Total Commuters	**213,162**	**100.0%**	**2,268,822**	**100.0%**	**3,758,126**	**100.0%**

Source: 2009-13 American Community Survey, U.S. Census Bureau
*Not included in "total commuters."

5.2 Employment and Residential Locations

The residents of South Council member communities work throughout the region., with 27.6% working within the South Council boundaries. Although this level of data does not indicate the specifics of commute distance and patterns of commuting, a more thorough study could demonstrate where resources could best be implemented to help commuters walk, bike, or take transit to work within the South Council areas. A further 28.5% of South Council residents work in the City of Chicago. This can have implications for transit demand on the Metra lines.

Table 5.2: Employment Location of Residents Living in COM Area

Location	Count	Percent
Chicago	54,398	28.5%
Tinley Park	5,923	3.1%
Chicago Heights	5,878	3.1%
Harvey	4,198	2.2%
Orland Park	3,952	2.1%
South Holland	3,843	2.0%
Homewood	3,234	1.7%
Lansing	2,831	1.5%
Matteson	2,744	1.4%
Oak Lawn	2,434	1.3%
Other Municipality	101,471	53.2%
Total Employed Population	**190,906**	**100.0%**

Source: 2011 Longitudinal Employer-Household Dynamics, U.S. Census Bureau

Table 5.3: Residence Location of Employees Working in COM Area

Location	Count	Percent
Chicago	16,617	11.70%
Tinley Park	5,777	4.10%
Chicago Heights	4,156	2.90%
Lansing	3,552	2.50%
Homewood	3,019	2.10%
Park Forest	2,993	2.10%
Orland Park	2,867	2.00%
Oak Forest	2,794	2.00%
Calumet City	2,665	1.90%
Hammond city, IN	2,477	1.70%
Other Municipality	95,688	67.10%
Total Employed Population	**142,605**	**100.0%**

Source: 2011 Longitudinal Employer-Household Dynamics, U.S. Census Bureau

Figure 5.1: Population Density, Multifamily Housing and Mixed-Use (Commercial/Residential) Land Use

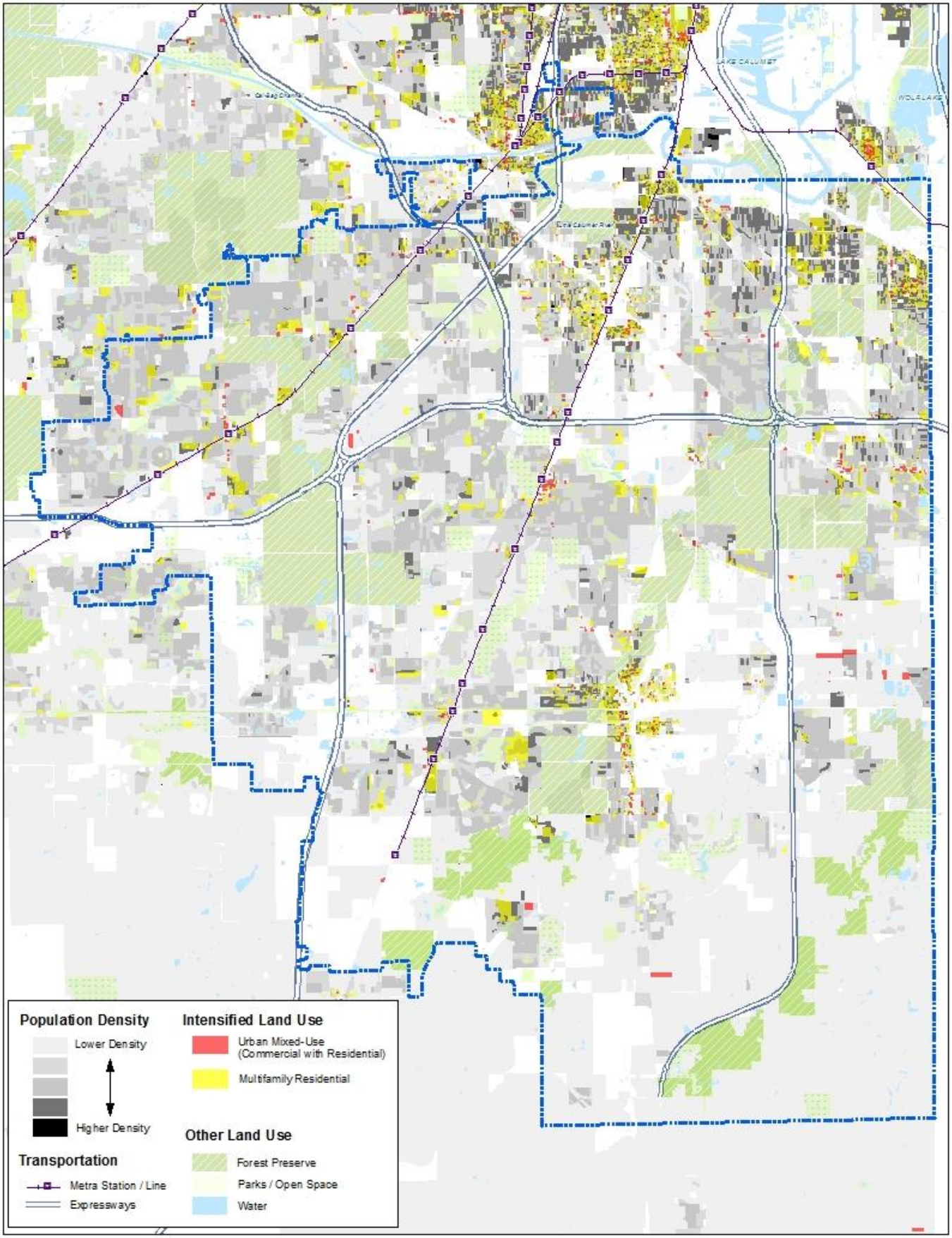
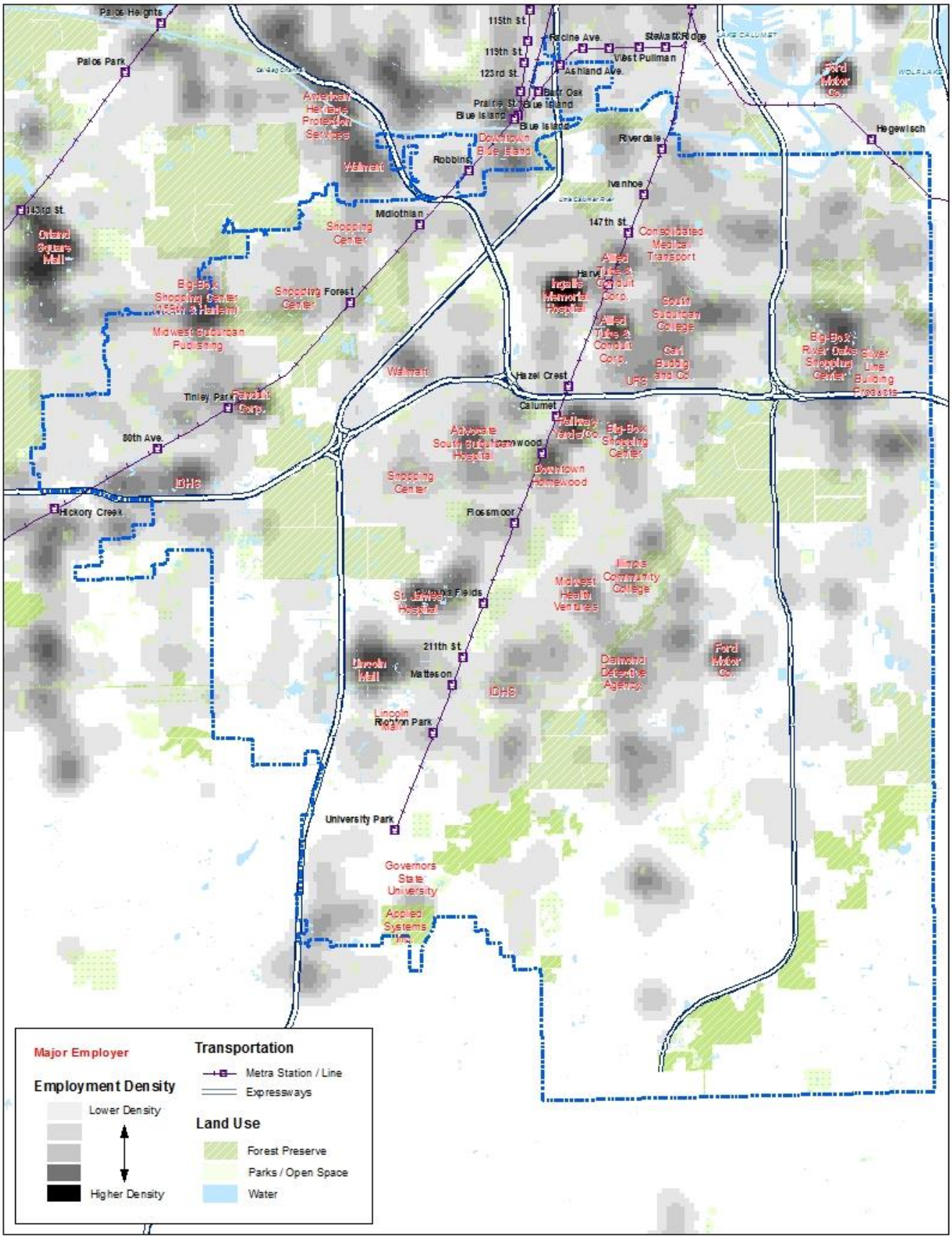


Figure 5.2: Select Major Employers and Employment Density



5.3 Housing + Transportation Affordability Index

Table 5.4 shows the combined costs of housing and transportation for typical types of households South Council member communities and in Cook County. Residents with long commutes, particularly by automobile, often face high transportation costs that offset the gains of moving to communities with less expensive housing. "Affordability" in housing and transportation is targeted at 45% of household income. For all categories of demographic characteristics, an average household in Cook County is cost-burdened, and in the Council they are somewhat more cost-burdened. The average for the Council area masks variations among the member communities. A typical household making the region Average Median Income (AMI), living in Dixmoor, Ford Heights, and Robbins spend less than 40% of household income on housing and transportation.

Table 5.4: Housing & Transportation (H+T)* Costs, Average Percent of Income Per Household**

	Council				Cook County			
	Median-Income Family	Low-Income Single-Parent Family	Moderate-Income Retired Couple	Moderate-Income Family	Median-Income Family	Low-Income Single-Parent Family	Moderate-Income Retired Couple	Moderate-Income Family
Housing Costs	28.8	46.9	36.5	35.2	30.0	51.1	38.1	36.6
Transportation Costs	21.6	30.5	12.5	20.6	18.3	24.7	9.2	16.8
H + T Costs	50.3	77.4	49.0	55.8	48.2	75.8	47.3	53.4

Source: Location Affordability Index, U.S. Dept. of Transportation and U.S. Dept. of Housing and Urban Development

*The purpose of the H+T Index is to isolate the effect of location on housing and transportation costs, grouped by common demographic characteristics that form four distinct household types. The values above represent the percent of household income that an average household within each of these types in the region would spend on housing and transportation if they lived in this county. The standard threshold of affordability is equal to 30 percent for housing costs and 45 percent for housing and transportation costs combined. For more information, visit www.locationaffordability.info/About_Data.aspx.

**Council averages represent an average of all member municipalities and excludes unincorporated areas.

Section 6: Additional Maps

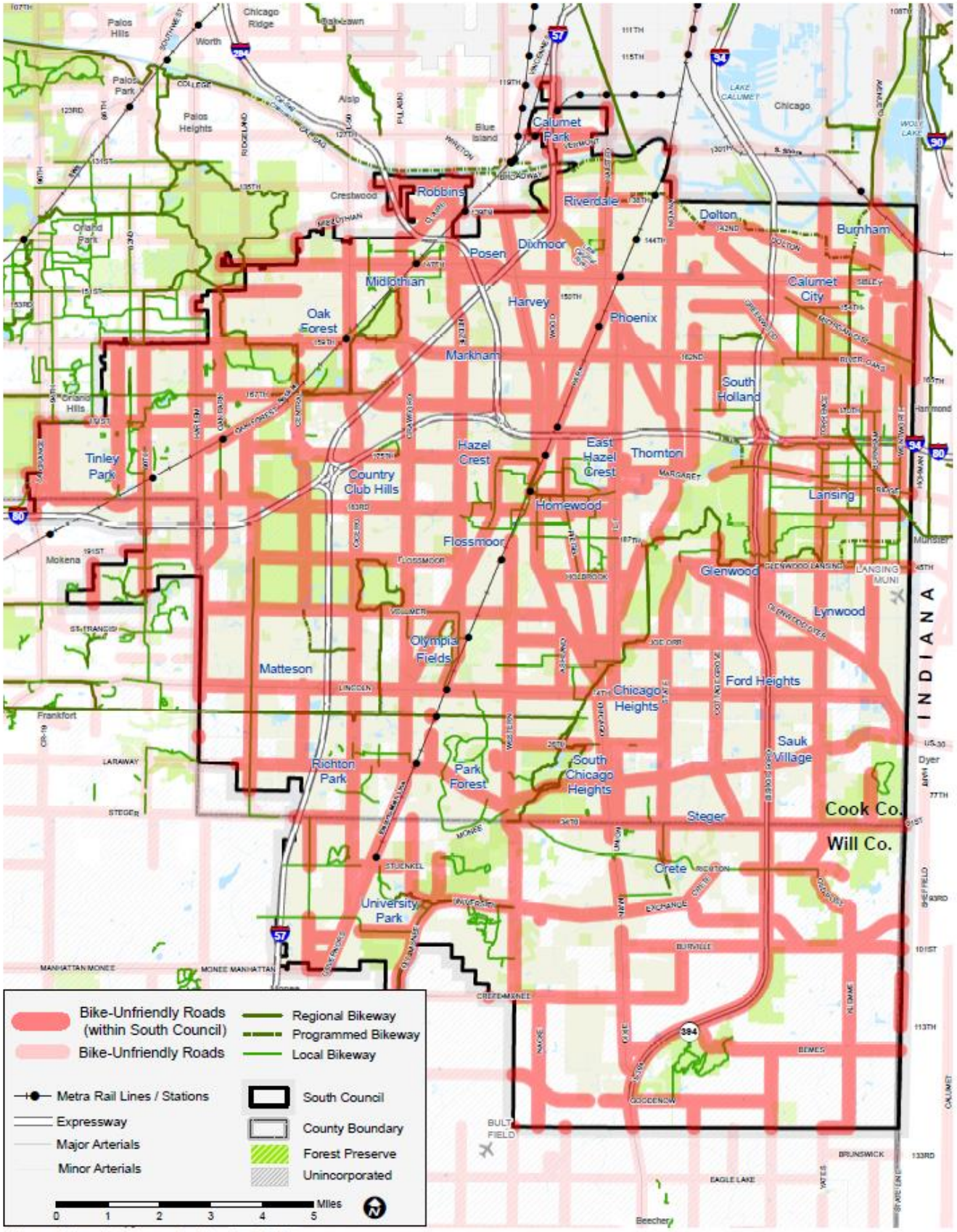
This section presents a small number of additional maps, which – though important – were judged as being best presented as part of the supplementary background information, in order to keep the main body of the ECR as streamlined and focused as possible.

6.1 Bicycle-Unfriendly Roads

This map identifies roads within the South Council of Mayors area which, given their geometric and speed characteristics, would likely be judged by all but the most experienced and confident cyclists as being uncomfortable or unsafe for cycling. The roads identified are mostly arterials (both principal and minor arterials), along with some major collector roads. The data from which these roads were exported was NAVTEQ Street data from March 2015. The criteria used to identify bicycle-unfriendly roads combined data fields related to roadway speed (Speed Category), the number of lanes (Lane Category), and the functional classification assigned to the road.[2] While some of the roads identified here as bicycle-unfriendly may have additional treatments (such as sidepaths) that render the corridor safer for less experienced or less confident cyclists, such information is not available at the scale of the South Council area. The map is therefore intended as a guide or starting point for more detailed investigation into individual corridor conditions and into possible alternative routes to avoid potentially dangerous or uncomfortable roads.

[2] NAVTEQ functional class categorization is not the same as the official IDOT functional classification. NAVTEQ's classification is, per NAVTEQ, "based on reality." NAVTEQ's functional categorization is designed to reflect large variations, between countries and regions, in physical road network density. "Density and pattern of each Functional Class level is influenced by the physical road network that exists in reality."

Figure 6.1 Bicycle Unfriendly Roads

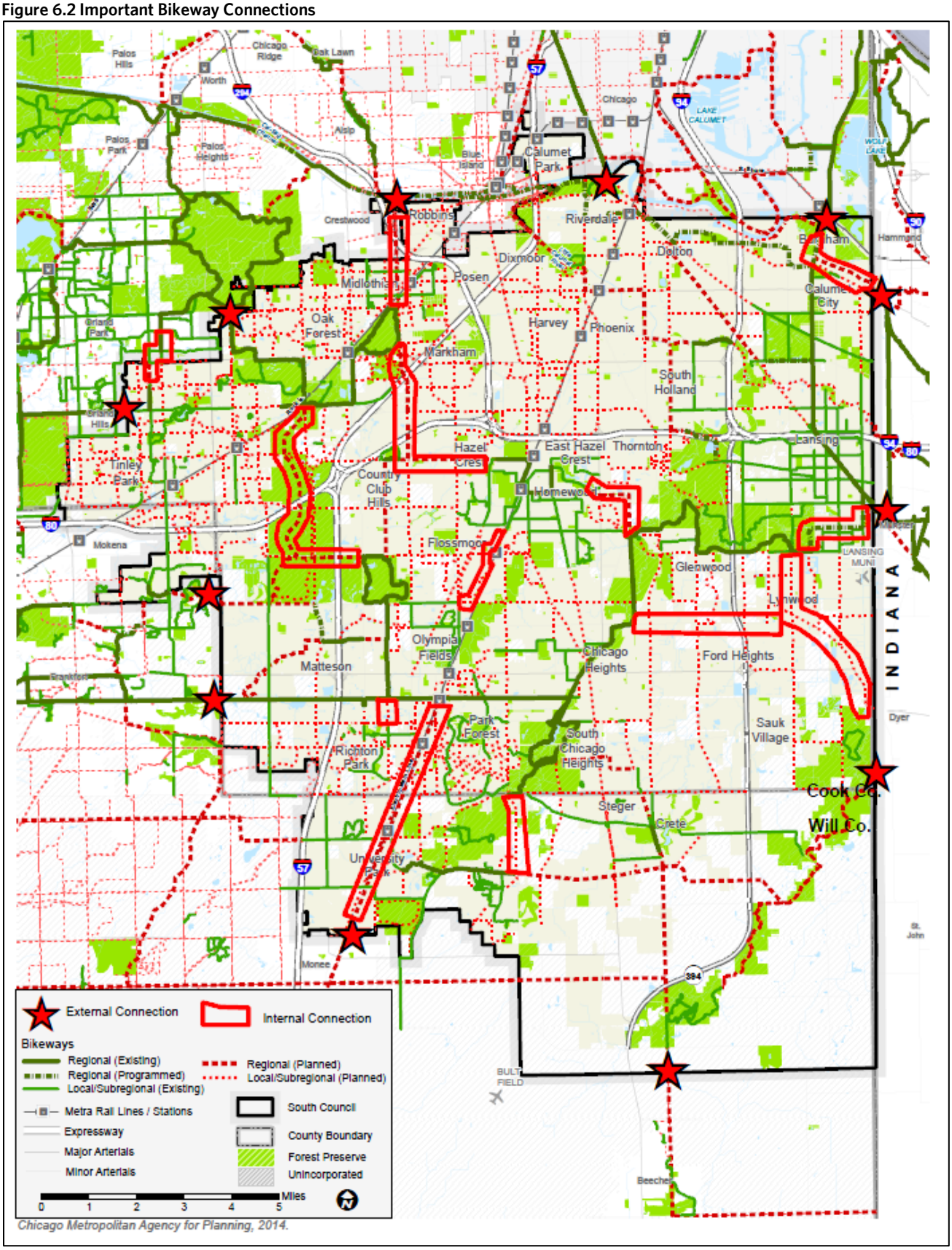


Chicago Metropolitan Agency for Planning, 2014.

6.2 Important Bikeway Connections

This map shows locations along the border of the South Council of Mayors area where potentially important bikeway connections (to both existing and planned facilities) are located – i.e. places at or near which South Council bikeway facilities could connect to neighboring communities existing and planned bikeways (especially major regional facilities, but also local bikeways). In addition, the map shows important connections between existing facilities within the South Council area, which will help create greater con nectivity within the framework of regional trails and between South Council communities.

Figure 6.2 Important Bikeway Connections



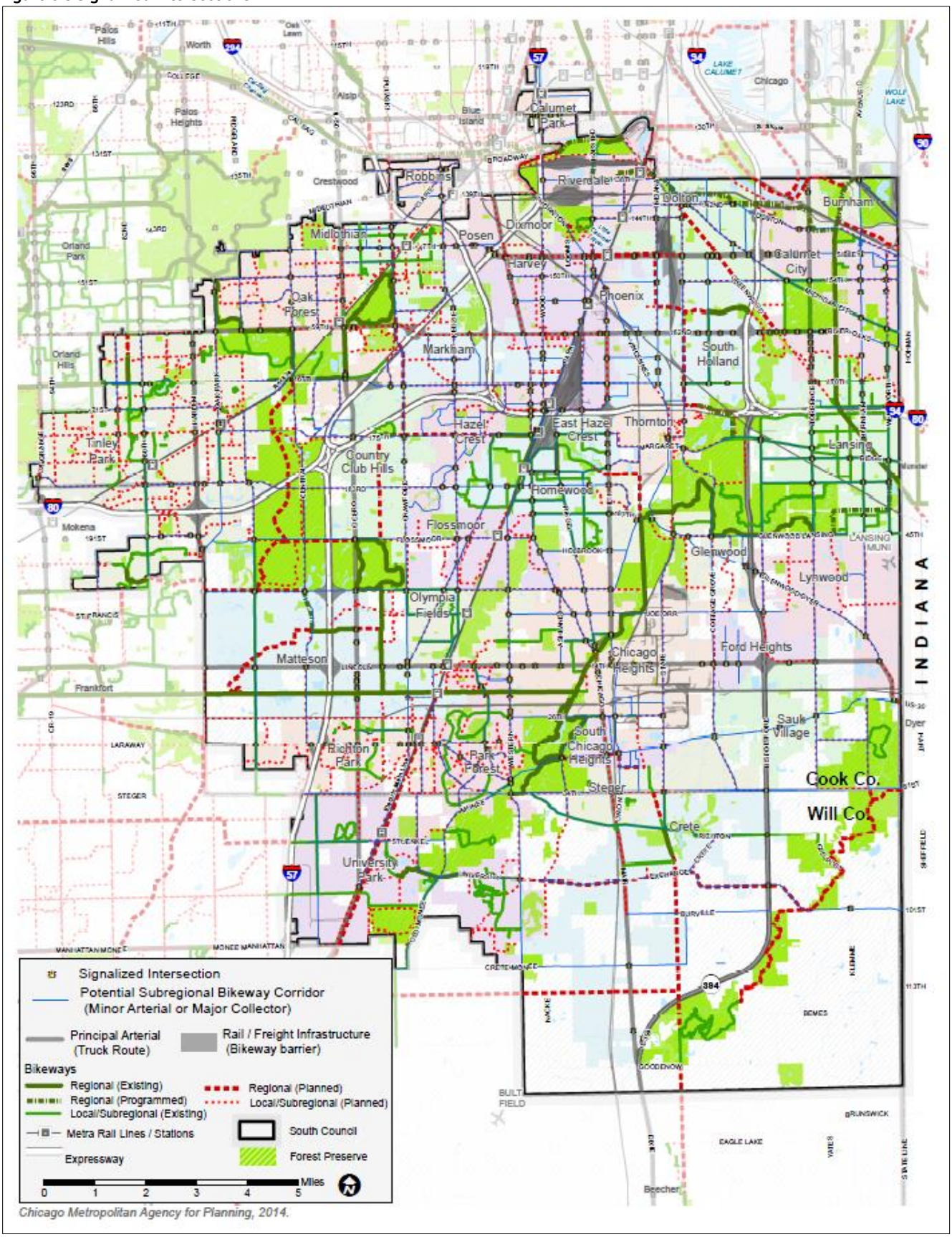
Chicago Metropolitan Agency for Planning, 2014.

6.3 Signalized Intersections

This map shows the locations of all signalized intersections in the South Council area (as well signals outside but nearby the Council). Although traffic signals (like crosswalk markings) do not, in and of themselves, create a bicycle- or pedestrian-friendly crossing, they do offer the opportunity to create safer, more comfortable crossings for bicyclists and pedestrians through additional engineering treatments focused on the accommodating non-motorized roadway users. All such treatments are dependent upon and developed through detailed study of the specific context, user needs, and the purpose and goals of project.

In addition, this map highlights minor arterials and major collector roads. These roads, which are often signalized at crossings with other arterials/collectors and which by their functional class provide longer-distance connectivity, typically provide opportunities for sub-regional bikeway corridors. Although many appear on the "Bicycle-Unfriendly Roads" map above, others do not. More detailed analysis is needed to determine suitability.

Figure 6.3 Signalized Intersections



Chicago Metropolitan Agency for Planning, 2014.

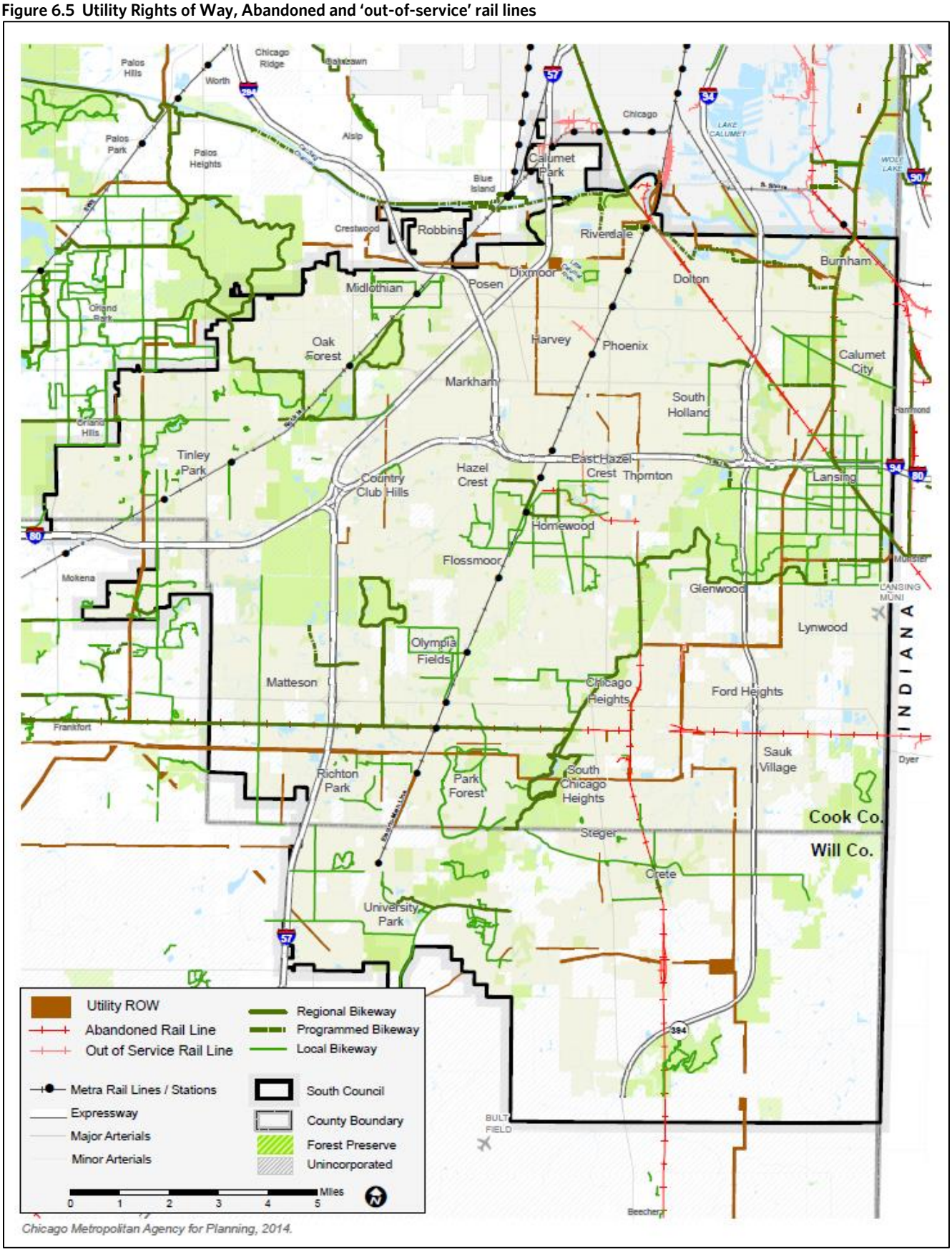
6.4 Utility ROWs and Abandoned/Out-of-Service Rail Lines

This map shows utility rights-of-way and abandoned or out-of-service[3] rail lines within and near the South Council area. Both utility ROWs and formally abandoned or out-of-service rail lines present potential opportunities for new trails, though there can be significant challenges and constraints – including high costs – involved in repurposing or adding a new multi-use trail to such corridors. However, many of our region's most popular trails are in fact located along former rail lines or within utility ROWs.

Figure 6.4 Example of an 'out-of-service' rail line

[3] For more information on the difference between an 'abandoned' and an 'out-of-service' rail line, see http://www.railstotrails.org/build-trails/trail-building-toolbox/railbanking/ and http://publichealthlawcenter.org/sites/default/files/resources/Using%20Railroad%20Property%20for%20Community%20Trails.pdf. Abandonment is one possible outcome of the abandonment process. 'Railbanking' (of an out-of-service rail line) – which allows a corridor to sold, leased or donated to a trail managing entity – is another possible outcome. For the purposes of use as a trail, 'out-of-service' designation relies largely on observations, often confirmed with personal communications with the railroad. For example, a rail line may be observed to be 'out-of-service' when the tracks are (mostly) removed and/or highway/rail grade crossings are paved over.

Figure 6.5 Utility Rights of Way, Abandoned and 'out-of-service' rail lines



Chicago Metropolitan Agency for Planning, 2014.