To the Elected Public Officials and Citizens
of the Northeastern Illinois and the Northwestern Indiana Region:

We take pleasure in presenting a summary description of the 1995 Transportation System Plan for the Chicago – Northwestern Indiana Region. The report presents in general terms a multimodal plan description, cost estimates of the plan and a summary of the plan making process.

The 1995 Transportation System Plan has been officially recognized by the region's two transportation agencies. The Chicago Area Transportation Study has formally adopted it. The Northwestern Indiana Regional Planning Commission has adopted the Transit and Highway System portions.

The 1995 Transportation System Plan has also been adopted by the Northeastern Illinois Planning Commission and is being considered for adoption by other public bodies. Following these adoptions an implementation program of the 1995 Transportation System Plan will be presented. Any comments you may have, which will assist us in preparing the implementation program or future revisions of the plan, would be greatly appreciated.

We respectfully recommend that the 1995 Transportation System Plan be reviewed and considered for adoption by appropriate governmental authorities as the region's transportation plan. If you have any questions, please contact our offices.

Respectfully submitted,

Steve W. Manich,
Chairman
NIRPC

Longhorne M. Bond
Chairman
Policy Committee - CATS
BE IT RESOLVED THAT: The Policy Committee of the Chicago Area Transportation Study, on this day of June 21, 1974, adopts and accepts the recommended 1995 transportation system plan as illustrated in the attached maps as part of the current Regional Transportation Plan.

WHEREAS the staffs of the four Regional Planning Agencies have jointly coordinated a Regional Transportation Needs Study, and agree on the elements of the Regional Transportation System necessary to meet 1995 transportation needs, and

WHEREAS the State of Illinois, through a continuous, cooperative effort, is finan
cially responsible for Federal participation in transportation programs and

WHEREAS the U.S. Code requires a comprehensive transportation plan for the Metropolitan Area, developed

WHEREAS the City of Chicago, the Northwestern Illinois-Northwestern Indiana Metropolitan Area, the State of Illinois and its Regional Planning Agencies, and the Army Corps of Engineers have agreed on the importance of coordinating a long-range Regional Transportation Plan, in order to provide a safe and effective transportation system and to ensure that the maximum benefit is derived from

WHEREAS it is necessary to the economic and social well-being of Northwestern Illinois and Northwestern Indiana

WHEREAS the 1974 Chicago Area Transportation Study took place.
Adoption of Resolution, the 1995 Transportation System Plan for Highway and Public Transportation Subprograms

The Commission of the Northwest Indiana Regional Planning Commission, on the 27th day of November, 1994,

Hereby resolve that the Northwest Indiana Regional Plan, 1995 Transportation System Plan, Plan for Highway and Public Transportation Subprograms, adopted, is hereby resolved by the Northwest Indiana Regional Planning Commission, the City of Gary, the City of Hammond, and the cities of East Chicago, and the Towns of Gary and Hammond, as the official regional plan for highway and public transportation subprograms for the region.

For the reasons set forth in this resolution, and for the reasons stated herein, the Commission, or any part thereof, hereby adopts by resolution the 1995 Transportation System Plan for Highway and Public Transportation Subprograms.

November 27, 1994

Adoption Resolution

Northwestern Indiana Regional Planning Commission

It is known that...
TABLE OF CONTENTS

I Introduction
II Goals and Objectives
III Transit System Plan
IV Highway System Plan
V Airport System Plan
VI Freight System Plan
VII Cost of the 1995 Plan
VIII The 1995 Plan Making Process
| Figure 1 | Transit and Corridor of High Accessibility | 4 |
| Figure 2 | Accessibility to 1995 Jobs via 1995 Transit System | 7 |
| Figure 3 | Accessibility to 1995 Jobs via Existing Transit System | 7 |
| Figure 4 | Freeway and Corridor of High Accessibility | 10 |
| Figure 5 | Arterial System | 12 |
| Figure 6 | Accessibility to 1995 Jobs via Existing Highway System | 14 |
| Figure 7 | Accessibility to 1995 Jobs via Existing Highway System | 14 |
| Figure 8 | Airport System | 16 |
| Figure 9 | Rail Freight and Waterway System | 20 |

List of Figures
Table 1: List of Tables

Table 2

Table 3

Table 4

Preliminary Population Forecasts

System Plan

Public Costs of the 1995 Transportation Plan

The Highway Component of the 1995 Trans-

Improvements in Hourly Capacity as Implied in

Seat-Miles of Transit Service

Existing and Recommended Addition of Daily

Figure 10

Truck Freight and Intermodal Yard (Piggyback)

Figure 11

Energy Corridor System

Figure 12

Transportation Plan Making Process Flow

Figure 13

1995 Distribution of Person Trip Demand

Chart

Page
INTRODUCTION
GOALS AND OBJECTIVES

The 1995 Transportation System Plan is a coordinated multimodal plan for the improvement of transportation facilities.

Transit

Aviation

Highway

Freight

The model components of this plan are:

Freight System - rail, truck, water, pipeline, port

Airport System - general aviation, commercial, cargo

Highway System - expressways, arterials

Transit System - commuter rail, rapid transit, bus

Airports, System.

Conserve the natural environment and maintain the physical landscape.

Support local and state government and improve public services.

Increase the accessibility of low and moderate income families to jobs and services.

Maintain the high accessibility of the Chicago central business district.

Minimize social and economic disruption of existing land uses and activities.

Provide citizens with accessibility in response to their needs.

Support the land use and transportation planning and policies developed by the Regional Comprehensive Planning Agencies.

Plan strategies to achieve the following objectives.


Objectives of the Plan.

The objectives of the plan include:

Objectives of the Plan.

Conserve the natural environment and maintain the physical landscape.

Support local and state government and improve public services.

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Provide citizens with accessibility in response to their needs.

Support the land use and transportation planning and policies developed by the Regional Comprehensive Planning Agencies.

Plan strategies to achieve the following objectives.


TRANSPORTATION SYSTEM PLAN
The most striking improvements in transit accessibility to jobs is that offered to the residents of the City of Chicago, excluding conditions of high accessibility and extensions of local subway bus service.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>1995 Plan</th>
<th>Existing 1995 Plan</th>
<th>1,730</th>
<th>1,457</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>1,114</td>
<td>748</td>
<td>525</td>
<td>135</td>
<td>2,243</td>
</tr>
<tr>
<td>1987</td>
<td>547</td>
<td>295</td>
<td>212</td>
<td>95</td>
<td>972</td>
</tr>
<tr>
<td>1992</td>
<td>476</td>
<td>338</td>
<td>280</td>
<td>100</td>
<td>916</td>
</tr>
<tr>
<td>1993</td>
<td>453</td>
<td>569</td>
<td>335</td>
<td>150</td>
<td>983</td>
</tr>
<tr>
<td>1994</td>
<td>555</td>
<td>627</td>
<td>380</td>
<td>170</td>
<td>1,227</td>
</tr>
<tr>
<td>1995</td>
<td>1,614</td>
<td>1,170</td>
<td>630</td>
<td>226</td>
<td>2,630</td>
</tr>
</tbody>
</table>

Excluding conditions of high accessibility and extensions of local subway bus service.

**TABLE 1**

[Diagram showing growth in seat miles]
Figure 3: Accessibility to 1995 Jobs via Existing Transit System

Figure 4: Accessibility to 1995 Jobs via 1995 Transit System
HIGHWAY SYSTEM PLAN
3. Conditions of High Accessibility

These conditions have been discussed in the Highways component of the 1995 Transportation Plan (see page 3). Extensive heavy-duty corridors were generated in these areas. The 1995 transportation system provides the best accessibility to jobs for the rest of the region. In contrast to the rail system, the existing highway system provides the best accessibility to jobs for the rest of the region. The 1995 highway system expands the existing core with very high travel growth rates. The figure shows the existing system and the highway system. The highway system will further enhance the existing network and provide new corridors. The highway system is also a key factor in providing improved accessibility to the region. The table below shows the improvements in hourly capacity as implied in the highway component of the 1995 Transportation Plan.

<table>
<thead>
<tr>
<th></th>
<th>1999 Plan</th>
<th>Existing</th>
<th>1999 Plan</th>
<th>Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routes outside of the corridor</td>
<td>4.9%</td>
<td>4.1%</td>
<td>4.9%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Routes of the highway accessibility corridor</td>
<td>5.8%</td>
<td>5.2%</td>
<td>5.8%</td>
<td>5.2%</td>
</tr>
<tr>
<td>Improvements in hourly capacity as implied in the highway component of the 1995 Transportation Plan</td>
<td>1.8%</td>
<td>1.5%</td>
<td>1.8%</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

Table 2

All Figures are in Thousand of Vehicle Miles
NOTE:

- Between Fox River and 1/4 Avenue
- North Avenue Connector
- South Avenue Connector

CONSIDERATIONS FOR HIGH ACCESSIBILITY

U.S. 41
- Between 100 and 175 (Highland and Pro-
- Between 1-40 and 1-57 (Highland and Pro-
- Between 1-50 and 1-55 (Indiana)

South Suburban
- Franklin Street Connector
- 23rd Street Connector
- 40th Street Connector
- 50th Street Connector
- 63rd Street Connector
- 79th Street Connector
- 87th Street Connector
- 95th Street Connector
- 103rd Street Connector
- 111th Street Connector
- 119th Street Connector
- 127th Street Connector
- 135th Street Connector
- 143rd Street Connector
- 151st Street Connector
- 159th Street Connector
- 167th Street Connector
- 175th Street Connector
- 183rd Street Connector
- 191st Street Connector
- 199th Street Connector
- 207th Street Connector
- 215th Street Connector
- 223rd Street Connector
- 231st Street Connector
- 239th Street Connector
- 247th Street Connector
- 255th Street Connector
- 263rd Street Connector
- 271st Street Connector
- 279th Street Connector
- 287th Street Connector
- 295th Street Connector
- 303rd Street Connector
- 311th Street Connector
- 319th Street Connector
- 327th Street Connector
- 335th Street Connector
- 343rd Street Connector
- 351st Street Connector
- 359th Street Connector
- 367th Street Connector
- 375th Street Connector
- 383rd Street Connector
- 391st Street Connector
- 399th Street Connector
- 407th Street Connector
- 415th Street Connector
- 423rd Street Connector
- 431st Street Connector
- 439th Street Connector
- 447th Street Connector
- 455th Street Connector
- 463rd Street Connector
- 471st Street Connector
- 479th Street Connector
- 487th Street Connector
- 495th Street Connector
- 503rd Street Connector
- 511th Street Connector
- 519th Street Connector
- 527th Street Connector
- 535th Street Connector
- 543rd Street Connector
- 551st Street Connector
- 559th Street Connector
- 567th Street Connector
- 575th Street Connector
- 583rd Street Connector
- 591st Street Connector
- 599th Street Connector
- 607th Street Connector
- 615th Street Connector
- 623rd Street Connector
- 631st Street Connector
- 639th Street Connector
- 647th Street Connector
- 655th Street Connector
- 663rd Street Connector
- 671st Street Connector
- 679th Street Connector
- 687th Street Connector
- 695th Street Connector
- 703rd Street Connector
- 711th Street Connector
- 719th Street Connector
- 727th Street Connector
- 735th Street Connector
- 743rd Street Connector
- 751st Street Connector
- 759th Street Connector
- 767th Street Connector
- 775th Street Connector
- 783rd Street Connector
- 791st Street Connector
- 799th Street Connector
- 807th Street Connector
- 815th Street Connector
- 823rd Street Connector
- 831st Street Connector
- 839th Street Connector
- 847th Street Connector
- 855th Street Connector
- 863rd Street Connector
- 871st Street Connector
- 879th Street Connector
- 887th Street Connector
- 895th Street Connector
- 903rd Street Connector
- 911th Street Connector
- 919th Street Connector
- 927th Street Connector
- 935th Street Connector
- 943rd Street Connector
- 951st Street Connector
- 959th Street Connector
- 967th Street Connector
- 975th Street Connector
- 983rd Street Connector
- 991st Street Connector
- 999th Street Connector

INFRASTRUCTURE

- Elevation - 5972
- NOTE

FREEWAY SYSTEM
of general aviation airports operation by 1985.

3. Publicly Owned, General Aviation Airports: The retention of general aviation airports, whose economic viability requires service to or from the military.

2. Internally Ground Passenger Transportation: Considerable effort to offer curb-side service is required.

1. All-Carrier Airports: The plan recommends improvements to increase the efficiency and improve ground access to the two major airports.

The primary emphasis of the 1999 transportation plan is to meet the demand of all carriers and general aviation aircraft.
The hearings, and/or other studies which are subject to future pub-

NOTE

C. New

Chicago – O’Hare International

S. Shedd – Haleso Airfield

Existing

B. Elimination

A. Elimination:

MILITARY

None

C. New

Whitemarsh

T. Shlphill

Future

Hawthorn – New Lenox

Cliffside – Beverly

Hoffman – West Town

Cedar – New Lenox

Elgin

E. Existing

A. Elimination:

PRIVATELY OWNED AIRPORTS

West

Crown Point

New Public VFR Airports:

AIR CARRIERSAIRPORTS

Chicago – O’Hare International

Chicago – Midway

PRIVATELY OWNED GENERAL AVIATION AIRPORTS

1. Elimination:

2. Expansion of Instrument Approach Runway

3. Acquisition of Presently Privately Owned

4. New Public ILS Airports

5. New Public L-0 Airports

6. Other

7. Elimination:

F. Visual Flight Rules Airports

8. Existing

9. New

10. None

11. Chicago – Midway

12. Chicago – O’Hare International

13. CHICAGO

14. LANDING

15. AIRPORTS

16. CARRIERS
enforce compatible zoning

no new RLA's

publicly owned airports

preserve and expand existing airports

4. Privately Owned Public Use Airports: The plan identifies 6 privately owned, publicly use airports in this plan. They are not shown on the map. These properties are owned, private, and the owners of these properties are not identified in the plan. Airports in this category must be considered carefully to be preserved or the airport may be needed for future growth.

5. Federally Assisted Airports (ALA's): Where they are not shown on the map, these properties are owned, private, and the owners of these properties are not identified in the plan. Airports in this category must be considered carefully to be preserved or the airport may be needed for future growth.

6. Land Use and Height Restriction Zoning: A means of protecting increased public investment in the area.

5. Federally Assisted Airports (ALA's): Where they are not shown on the map, these properties are owned, private, and the owners of these properties are not identified in the plan. Airports in this category must be considered carefully to be preserved or the airport may be needed for future growth.

6. Land Use and Height Restriction Zoning: A means of protecting increased public investment in the area.
The freight system of the 1995 Transportation System Plan accommodates existing freight use, encourages new freight development, and improves regional economy and security. The plan calls for immediate action to address the demand for freight movement in the region.

The freight system has certain inherent advantages that should be exploited to the benefit of the public. Some of these advantages include:

1. **Economic Benefits:** The system supports economic development and creates jobs in the region.
2. **Environmental Benefits:** Reducing congestion and emissions from freight transport can improve air quality.
3. **Public Safety:** Improved freight management can reduce accidents and losses.

The freight system also has several challenges to address, including:

1. **Demand Management:** Managing the demand for freight transport to avoid congestion.
2. **Sustainability:** Ensuring that freight operations are sustainable and environmentally friendly.
3. **Regulatory Compliance:** Adhering to national and state regulations.

The freight system is designed to operate smoothly with a focus on efficiency and reliability. This plan aims to provide a balanced approach to freight management, ensuring that the region's economic growth is supported by a robust and well-functioning freight system.
Joint use of right of way

Commercial zone

Expand Chicago

Petrochemical truck routes

Use of waterways

Encourage recreational use

_right_of_way

energy corridors

The plan recognizes the continuing need for a network of energy corridors. The plan recommends that energy corridors be utilized to:

- Accommodate the expansion of petrochemical truck routes.
- Encourage recreational use of waterways.
- Enable use of right-of-way energy corridors for energy-related infrastructure.
- Expand Chicago's commercial zone.

The plan also recommends the development of a conditional terrestrial infrastructure, accounting for future energy needs.
Table 3: Summary of the cost of the transportation system plan by mode and category of expenditure within each city of Chicago.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Category</th>
<th>Cost 1970-1995 (Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The summary above provides an overview of the transportation system plan for the cities of Chicago, detailing the cost distribution by mode and category of expenditure. The plan includes various transportation systems such as fixed guideway, light rail, and expressway, among others. Each category is expected to contribute significantly to the overall transportation infrastructure development in the region.
The 1995 Transportation Plan provides the necessary transportation services and facilities for the expected growth of the region. The transportation plan is based on the needs of the community, focusing on the economic and social development of the area. This includes the development of transportation infrastructure to support the growth of businesses and industries. The plan is designed to meet the transportation needs of the region while also promoting environmental sustainability.

In addition to the transportation plan, the community has also developed a comprehensive plan for economic development. This plan includes strategies to attract new businesses and industries to the region, as well as initiatives to support existing businesses. The plan is designed to create a strong, diverse economy that can support the region's growth.

The 1995 Transportation Plan is a comprehensive plan that addresses the transportation needs of the region. It is designed to support the economic and social development of the area, while also promoting environmental sustainability. The plan is an integral part of the community's overall development strategy, and it is designed to meet the needs of the community for years to come.
Figure 12 Transportation Plan Making Process Flow Chart
Table 4

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Illinois</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suburban Cook</td>
<td>5,450,484</td>
<td>3,996,957</td>
<td>3,494,003</td>
<td>3,029,896</td>
<td>2,547,625</td>
<td>2,137,921</td>
<td>1,770,050</td>
</tr>
<tr>
<td>City of Chicago</td>
<td></td>
<td>3,990,404</td>
<td>3,559,526</td>
<td>3,157,922</td>
<td>2,793,412</td>
<td>2,467,118</td>
<td>2,170,430</td>
</tr>
<tr>
<td>DuPage</td>
<td>1,579,423</td>
<td>1,275,251</td>
<td>1,029,173</td>
<td>794,100</td>
<td>577,134</td>
<td>406,926</td>
<td>307,687</td>
</tr>
<tr>
<td>Kane</td>
<td>524,268</td>
<td>423,218</td>
<td>342,109</td>
<td>281,711</td>
<td>225,318</td>
<td>175,201</td>
<td>136,973</td>
</tr>
<tr>
<td>McHenry</td>
<td>491,676</td>
<td>393,553</td>
<td>318,048</td>
<td>261,655</td>
<td>209,318</td>
<td>161,055</td>
<td>126,417</td>
</tr>
<tr>
<td>Will</td>
<td>237,461</td>
<td>191,617</td>
<td>155,595</td>
<td>121,720</td>
<td>96,930</td>
<td>74,953</td>
<td>57,595</td>
</tr>
<tr>
<td>Lake (Indiana)</td>
<td>190,048</td>
<td>159,139</td>
<td>136,041</td>
<td>114,236</td>
<td>94,306</td>
<td>74,051</td>
<td>57,595</td>
</tr>
<tr>
<td>Porter</td>
<td>117,085</td>
<td>96,591</td>
<td>78,702</td>
<td>63,885</td>
<td>51,821</td>
<td>40,196</td>
<td>30,821</td>
</tr>
<tr>
<td>Chicago</td>
<td>6,794,467</td>
<td>7,472,314</td>
<td>8,439,000</td>
<td>9,797,300</td>
<td>11,235,200</td>
<td>12,864,000</td>
<td>14,611,958</td>
</tr>
</tbody>
</table>

Total

| Northwestern | 2,329,855 | 2,167,531 | 1,993,873 | 1,830,876 | 1,679,625 | 1,538,118 | 1,396,430 |
| Total (Excluding Chicago) | 4,524,320 | 4,639,831 | 4,882,873 | 5,224,176 | 5,654,825 | 6,076,118 | 6,492,380 |

Population Increase (All Figures in 000's,000)

- 1970 Population
- 1975 Population
- 1990 Population
- 1995 Population
- 2000 Population
- 2005 Population
- 2010 Population
- 2015 Population

Figure 1B shows the 1995 distribution of personal trips demand. Note the relationship of the most concern.

The person trips used in preparing the Highway and Rail Commissions were created from the forecast land use, population and economic activities. The trips developed from the CATS/NING origin-destination.-
3. Development of Transportation Alternatives

Prior to the selection and finalization of the 1995 Transportation System Plan, six multimodal transportation alternatives were prepared, tested and evaluated. Each alternative offered a distinct plan concept enabling various social, environmental, functional and economic evaluations to produce distinguishing results. The six alternatives were the Interim Plan, the existing network and four additional plan alternatives (A, B, C and D) representing separate levels of capital investment for each of the plan systems. Plans A, B, C and D represented various complementary bimodal pairings of highway and transit networks.

The Interim Plan depicted the most expansive highway network. Consequently, the highway network presented in alternatives A - D represented lesser levels of completion of the Interim Plan. With each reduction in the proposed highway network for these four alternatives, the proposed transit system plans were augmented. The capacity of the recommended system was less than the capacity of the Interim Plan due to the greater population and economic activities initially forecast and used for the Interim Plan which have since been reduced. The Interim Plan was tested against the new forecasts.

Four alternative aviation plans were formulated and evaluated. These alternatives were: the existing system, the Interim Plan and two alternatives representing two options of public investment in airports. Both of these investment levels were lower than that indicated in the Interim Plan.

Four alternative freight plans were considered. The Interim Plan and the existing system constituted two alternatives even though the two systems were very similar. The third alternative represented minor modification to the existing system; the fourth alternative represented major modification to the existing freight system.

4. Mode Split

The new CATS network sensitive mode split model was employed in testing the various alternative plans and the final 1995 Transportation System Plan. This network sensitive model assigned the generated trips to either the transit or the highway network. The assignment was done on the basis of network configuration, related costs, and travel speeds as well as on the socio-economic characteristics of the population. The choice of mode for future travelers was assumed to be dependent on the same variables and weights that were exhibited in the 1970/1971 Home Interview Survey.

5. Trip Distribution and Assignment

The mode split process provides the number and type of trips by travel mode. The trip distribution process provides the additional information of where the trip, generated in any specific area, will be going. The 1995 Plan distribution process utilized information on trip lengths for each type, as derived from travel surveys.

From the distribution process, the trip assignment process allocates the zone-to-zone trips to specific highway or transit links. The assignments yield simulated traffic volumes on each highway network link.
If new technologies or other events occur that would affect the regional transportation system's performance and capacity, the performance evaluation criteria may be changed in order to reflect these changes in the regional transportation system.

The performance evaluation criteria are used in the regional transportation system to monitor its overall performance and to ensure that it meets the needs of the community. The performance evaluation criteria are based on a number of factors, including the number of passengers using each mode of public transportation, the number of vehicles in use, and the level of service provided.

The performance evaluation criteria are reviewed periodically to ensure that they remain relevant and effective. The performance evaluation criteria are also used to identify areas where improvements can be made to the regional transportation system.
Plan Implementation

Transportation services for the citizens of the region and actions of these public and private groups toward the plan will become a reality, providing the needed and actions of these public and private groups toward the plan will become a reality, providing the needed
Transportation Development Program for the period 1975-1979. It is through the coordinating cooperation
Transportation Development Program, and the adjacent realigned adoption of the IRC and NTJ. The first
Transportation Development Program, and the adjacent realigned adoption of the IRC and NTJ. The first
and implementing agencies' project commitment and public interaction with the development
and implementing agencies' project commitment and public interaction with the development
volved in cooperation with the local government and private parties. The team of Regional Planning
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the region's influence by the Transportation Commission, its role as a consultant for developing and adopting the
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the city of Chicago and the counties of Illinois, the city of Chicago and the counties of Illinois, the city of Chicago and
the city of Chicago and the counties of Illinois, the city of Chicago and the counties of Illinois, the city of Chicago and
in northeastern Illinois, the Chicago Area Transportation Study, a regional and state transportation in-
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neighboring municipalities, and the two county governments.
neighboring municipalities, and the two county governments.
the plan will be implemented by the state of Illinois, the two county governments.
the plan will be implemented by the state of Illinois, the two county governments.
the neighborhood planning the plan will be implemented by the state of Illinois, the two county governments.
implemented by the state of Illinois, the two county governments.
i: Employment

32