- Ensure the multi-modal transportation network can adequately accommodate future uses.
- New/widened streets and bridges, sidewalks and bike lanes (606 extension) – connection and integration into existing networks.
- New multi-modal river crossings.
- Coordinated approach to parking and last-mile transit. (Transportation Mgt. Authority, truck parking & staging, shuttles)
- Address aging infrastructure that is inadequate to serve existing uses.
- Physical limitation of roadway expansion due to existing properties and bridges.
- CTA stations may not be expanded directly in the North Branch. (But, ongoing projects such as RPM modernization are expected to improve capacity and service to the area.)
- Transit options should strive to accommodate growth.
- Current walkshed areas limit potential growth patterns.
- Need to plan for local and regional transportation for managed growth.
- Tested basic engineering assumptions for different solutions. (bridges, 606)
Support job growth by preserving existing business routes and creating additional separate connections.

Plan for local traffic solutions and regional connections.

Expand walksheds by creating new connections to the existing transit network.

Develop multi-modal solutions.

Consider private-sector led transportation enhancements where appropriate.
1. Make existing network more efficient with CDOT projects in planning, design and construction.

- **Bridge Reconstruction**
  - Division St at North Branch
  - Division St at North Branch Canal
  - Chicago Ave
  - Webster Ave

- **Viaduct Reconstruction**
  - Chicago Ave

- **Intersection Reconfiguration**
  - Damen/Elston/Fullerton

- **Recently Studied Areas**
  - Intersection of Ashland/Elston/Armitage
1. Make existing network more efficient by modernizing traffic signals.

**ADAPTIVE / INTERCONNECTED SIGNALS HAVE:**

**DATA:** Real-time detection of traffic volumes and queues using cameras and/or in-road sensors.

**LOGIC:** Fiber-optic or wireless infrastructure to relay camera/sensor data to a computerized ‘nerve center.’

**EXECUTION:** Advanced signal controllers at intersections that constantly readjust signal timing based upon real-time needs.

**IMPLEMENTATION:**

Construction project to replace/upgrade existing infrastructure. Features include in-pavement sensors, traffic detection cameras, intersection signal control modules, fiber-optic connections and/or wireless transponders.

To start, prioritize North Avenue and six-way intersections.

**BENCHMARKING POTENTIAL RESULTS:**

Implementation in Toronto and Salt Lake City have achieved **10-20% improvements** in delays and travel times.
2. Expand existing transit service area with new pedestrian and bicycle bridges.
3. Create regional transit links through longer-term large projects such as a transitway.

**TRANSITWAY CONCEPTS**

- Explore concepts for new North Branch transportation corridor.
- Connect to Ogilvie and Union Stations to link to the regional workforce and attract employers.
3. Create regional transit links through longer-term large projects such as Metra improvements.
Potential Short/Mid-Term Projects

1. BRIDGE RECONSTRUCTION AT WEBSTER; BRIDGE & STREET RECONSTRUCTION AT DIVISION
2. BRIDGE & VIADUCT RECONSTRUCTION AT CHICAGO & HALSTED
3. INTERSECTION RECONFIGURATION AT FULLERTON, ELSTON & DAMEN (COMPLETE)
4. MODERNIZED SIGNALIZATION ON MAJOR EAST WEST STREETS
5. ERIE ST PEDESTRIAN BRIDGE
6. OGDEN / AUGUSTA PEDESTRIAN BRIDGE
7. BLACKHAWK ST PEDESTRIAN BRIDGE
8. WEED ST PEDESTRIAN BRIDGE
9. CLIFTON TO WABANSIA PEDESTRIAN BRIDGE

Potential Long-Term Projects

10. 606 BIKEWAY EAST EXTENSION
11. CLYBOURN METRA FACILITIES ENHANCEMENT
12. NORTH BRANCH TRANSITWAY
13. INTERSECTION & VIADUCT IMPROVEMENT AT ASHLAND, ELSTON, ARMITAGE & CORTLAND
14. CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION