

## Chapter 5. Multimodal Integration and Airport Access

### 5.1. Introduction

The overall function of an airport closely relates to other forms of transportation, enabling the safe and efficient movement of people and goods from one location to another. Most airport users, however, don't originate or terminate their movements at an airport – there are additional transportation modes that need to be utilized to reach their intended destination. For an airport to be effective for users, airports must provide the means for passengers and goods to be transported between the airport and destination. As a result, the Illinois aviation system must incorporate the statewide multimodal landscape into its scope to provide a more comprehensive picture of the overarching transportation system.

This inclusion of multimodal opportunities is also outlined within AC 150/5070-7, Change 1, *The Airport System Planning Process*, which highlights the need to evaluate aviation within the context of multimodal planning. Including an analysis of multimodal integration acknowledges that aviation and airport systems do not exist in their own environment and are impacted by external transportation factors.

This chapter details the multimodal transportation system in Illinois as well as how that system influences the state's aviation system. This chapter includes the following sections:

- ◆ Roadway Connectivity
- ◆ Multimodal Integration
- ◆ Illinois Freight Network
- ◆ Areas of Transportation Concern Specific to Airports
- ◆ Long-Range Planning and Transportation Improvements
- ◆ Summary

At the time of this chapter, the COVID-19 pandemic has dramatically transformed the global economy and created financial uncertainty throughout all levels of business. The global travel restrictions and quarantine mandates enacted by governments have significantly depressed nearly all air travel activity. These implications have extended beyond the Illinois airport system to include nearly all forms of multimodal activity in the state. One case of this is highlighted in **Section 5.5.1.6** describing the impact to rideshare services.

### 5.2. Roadway Connectivity

To access Illinois's aviation system from surrounding points of interest, residents, visitors, and truck freight operators primarily utilize the state's extensive network of roadways. Illinois has a combination of interstates, U.S. highways, state highways, county roads, and local roads available for users to connect with every airport in the state. To evaluate the current roadway connectivity for Illinois airports, a visual analysis was conducted using Google Maps and Google Earth geospatial tools. This included identifying and analyzing the nearest population center to each airport and the associated roadway linkages that directly or indirectly connect to each Illinois airport. The visual analysis only studied interstates, U.S. highways, or state routes, and did not include county and local or municipal roads. The roadways were identified as either being direct or indirect access. Direct access roadways were defined as roadways that provided immediate access to an airport premises via a driveway or airport access road – without the use of a secondary road. Indirect access roadways are all other interstates, U.S. highways, and state routes

within the vicinity of an airport. Google Earth satellite view was used to identify the nearby interstates, U.S. highways, or state routes, and to determine the number of lanes on the roadway. Google Maps was used to determine distance from the airport to the relevant roadway. All distance measures were rounded to the nearest tenth of a mile.

Illinois interstates, U.S. highways, and state routes account for 15,907 miles of roadway in the state.<sup>58</sup> These roadways are under the responsibility of Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority. Of these roadways, 2,185 miles are part of interstates serving Illinois. Based on the visual analysis conducted, there are a total of 18 different interstates that provide direct or indirect access to the airports within the Illinois system. These interstates include:

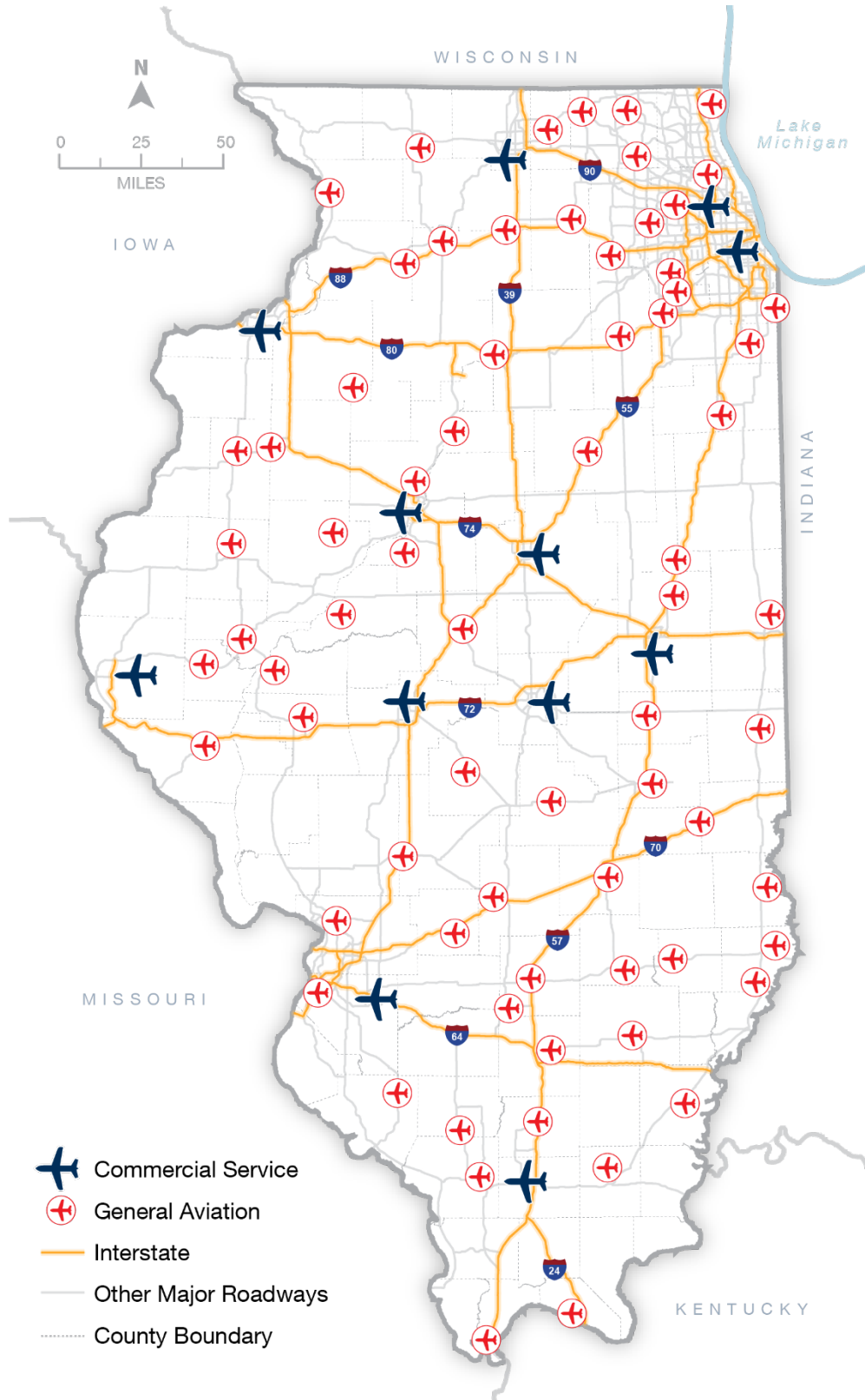
- ◆ Coast-to-coast routes: I-80 and I-90
- ◆ North-south corridors: I-39, I-55, I-57
- ◆ East-west corridors: I-24, I-64, I-70, I-72, I-74, I-88
- ◆ Auxiliary interstates serving Illinois's urban areas: I-355, I-255, I-190, I-294, I-280, I-474, I-172

Illinois's major roadway network is depicted in **Figure 5.1** Immediately following, **Table 5.1** provides a summary of the roadway connectivity analysis for each of the 83 airports identified in the 2020 IASP.

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<sup>58</sup> IDOT. (2019). "2019 Illinois Highway and Street Mileage Statistics." (Accessed September 2020).

**Figure 5.1. Illinois's Major Roadway Network**



Sources: ESRI, Kimley-Horn 2020

**Table 5.1. Illinois Roadway Connectivity Table**

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/ Hwy	Major Roadway	No. of Lanes	Miles from Airport
Commercial Service										
Belleville	Scott AFB/MidAmerica	BLV	Mascoutah	5.2	-	-	IL-4 (3)	I-64 IL-161	4 2	2 2.3
Bloomington/ Normal	Central IL Regional Airport at Bloomington- Normal	BMI	Bloomington	5.5	-	-	IL-9 (4)	I-55/74 US-150	4 4	7 4.1
Champaign/ Urbana	University of Illinois- Willard	CMI	Champaign	6.1	-	-	US-45 (4)	I-57 I-72 US-150	4 4 4	4.4 7.6 5.8
Chicago	Chicago Midway International	MDW	Chicago	11.0	-	-	IL-50(4)	I-55	6	2
Chicago	Chicago O'Hare International	ORD	Chicago	15.6	I-190 (6)	-	-	I-294 I-90 US-45	8 6 6	2 2.6 1.4
Chicago/ Rockford	Chicago/ Rockford International	RFD	Rockford	5.4	-	-	-	I-39 US-20 IL-2 IL-251	4 4 2 4	5.5 1.5 1 2
Decatur	Decatur	DEC	Decatur	4.7	-	-	-	US-36 IL-121 IL-105	4 4 4	0.8 0.8 1.4
Marion	Veterans Airport of Southern Illinois	MWA	Marion	5.0	-	-	IL-13 (6)	IL-148 I-57	4 6	.8 3

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Moline</b>	Quad City International	MLI	Moline	4.5	-	US-6/I-74 (4)	-	I-280	4	1
								US-150	2	1
								IL-5	6	2
<b>Peoria</b>	General Downing-Peoria International	PIA	Bartonville	4.0	-	-	-	IL-116	2	1.4
								I-474	4	1.5
								US-24	4	3.2
<b>Quincy</b>	Quincy Regional-Baldwin Field	UIN	Quincy	11.9	-	-	IL-104 (2)	I-172/ IL-110	4	7.2
<b>Springfield</b>	Abraham Lincoln Capital	SPI	Springfield	4.9	-	-	IL-29 (4)	IL-4	4	0.7
<b>General Aviation</b>										
<b>Alton/ St. Louis</b>	St. Louis Regional	ALN	East Alton	3.4	-	-	IL-111 (4)	IL-140	2	1
								IL-255	4	2
<b>Beardstown</b>	Greater Beardstown	K06	Beardstown	3.8	-	-	-	IL-125	2	2.3
								US-67	2	4.1
<b>Benton</b>	Benton Municipal	H96	Benton	1.9	-	-	-	I-57	4	1.8
								IL-14/34	3	1.4
								IL-37	2	1.1
<b>Bolingbrook</b>	Bolingbrook's Clow International	1C5	Bolingbrook	3.7	-	-	-	IL-53	4	3.6
								I-55	6	3.3
								I-355	6	6.2
<b>Cahokia/ St. Louis</b>	St. Louis Downtown	CPS	Cahokia	3.0	-	-	-	IL-3	4	1.8
								IL-157	4	2.5
								I-255	6	3

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
Cairo	Cairo Regional	CIR	Cairo	5.5	-	-	IL-3 (2)	I-57	4	2.5
								US-51	4	2.1
Canton	Ingersoll	CTK	Canton	2.7	-	-	IL-9 (2)	IL-78	2	2.7
Carbondale/ Murphysboro	Southern Illinois	MDH	Carbondale	5.8	-	-	-	US-51	2	2.8
								IL-13	4	2
Carmi	Carmi Municipal	CUL	Carmi	2.4	-	-	-	IL-7	2	0.9
								IL-1/14	2	1.5
Casey	Casey Municipal	1H8	Casey	1.4	-	-	US-40 (2)	I-70	4	1.5
								IL-49	2	0.7
Centralia	Centralia Municipal	ENL	Centralia	2.6	-	-	-	IL-161	2	0.7
								US-51	4	2.2
Chicago	Lansing Municipal	IGQ	Lansing	2	-	-	-	US-30	4	2.5
								IL-83	2	1.1
Chicago/ Aurora	Aurora Municipal	ARR	Aurora	8.3	-	US-30 (4)	-	IL-56	2	1.7
								IL-47	2	2
								I-88	6	5.5
Chicago/Lake in the Hills	Lake in the Hills	3CK	Lake in the Hills	2.9	-	-	-	US-14	4	1.7
								IL-31	4	2.1
Chicago/ Prospect Heights/ Wheeling	Chicago Executive	PWK	Wheeling	3.1	-	US-45 (4)	-	IL-68	2	2
								IL-21	4	1
								I-294	8	1.7
Chicago/ Romeoville	Lewis University	LOT	Romeoville	6.1	-	-	IL-53(2)	I-55	4	5.3
								US-30	4	4.9
								IL-7/53	4	1.7

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Chicago/Schaumburg</b>	Schaumburg Regional	06C	Schaumburg	3.4	-	-	IL-19(2)	US-20	6	2.5
								IL-390	6	1
<b>Chicago/Waukegan</b>	Waukegan National	UGN	Waukegan	4.8	-	-	-	IL-131	2	1.2
								IL-137	4	2.6
<b>Chicago/West Chicago</b>	DuPage	DPA	West Chicago	3.0	-	-	-	IL-38	4	1.8
								IL-64	6	1.4
<b>Danville</b>	Vermilion Regional	DNV	Danville	5.5	-	-	-	US-150	4	6.5
								US-136	4	2
								I-74	4	6.5
<b>DeKalb</b>	DeKalb Taylor Municipal	DKB	DeKalb	2.3	-	-	-	IL-38	2	1.5
								IL-23	2	1.9
								I-88/ IL-110	4	3.0
<b>Dixon</b>	Dixon Municipal-Charles R. Walgreen Field	C73	Dixon	1.7	-	IL-38(2)	-	US-52	2	1.4
								I-88/ IL-110	4	3.5
<b>Effingham</b>	Effingham County Memorial	1H2	Effingham	3.8	-	-	-	US-45	2	0.7
								I-57	4	3.4
								I-70	4	6.9
<b>Fairfield</b>	Fairfield Municipal	FWC	Fairfield	2.6	-	US-45 (2)	-	IL-15	2	0.2
<b>Flora</b>	Flora Municipal	FOA	Flora	2.2	-	-	-	US-50	2	0.4
								US 45	2	1.2
<b>Freeport</b>	Albertus	FEP	Freeport	4.6	-	-	-	IL-26	2	3
								US-20	4	4.5

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Galesburg</b>	Galesburg Municipal	GBG	Galesburg	3.3	-	-	IL-164 (2)	US-34 US-150 I-74	4 2 4	1.3 4 5.4
<b>Greenville</b>	Greenville	GRE	Greenville	5.6	-	-	IL-127 (2)	I-70 US-40 IL-143	4 2 2	3 3.5 4.6
<b>Greenwood/ Wonder Lake</b>	Galt Field	10C	Greenwood	0.5	-	-	-	IL-47 IL-120 IL-173	2 2	2.8 3.4 5.0
<b>Harrisburg</b>	Harrisburg-Raleigh	HSB	Harrisburg	5.5	-	-	IL-34 (2)	US-45	4	5.2
<b>Harvard</b>	Dacy	0C0	Harvard	2.1	-	-	-	IL-173 US-14	2 2	1 1.1
<b>Havana</b>	Havana Regional	9I0	Havana	7.6	-	-	-	IL-97 IL-78 US-136	2 2 2	0.8 5.6 7
<b>Jacksonville</b>	Jacksonville Municipal	IJX	Jacksonville	3	-	-	IL-78 (2)	US-67/ IL-104 I-72/US-36	4 4	4.7 7.0
<b>Joliet</b>	Joliet Regional	JOT	Joliet	7.0	-	US-52 (4)	-	I-55 IL-59 I-80	6 4 4	0.5 1.2 3.5
<b>Kankakee</b>	Greater Kankakee	IKK	Kankakee	5.1	-	-	-	US-52 I-57	2 4	1.1 2.4

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Kewanee</b>	Kewanee Municipal	EZI	Kewanee	5.3	-	-	-	US-34	2	2.7
								IL-93	2	3.6
								IL-78	2	4.1
<b>Lacon</b>	Marshall County	C75	Lacon	1.2	-	-	IL-17 (2)	IL-26	2	1.2
								IL-29	2	2.8
<b>Lawrenceville</b>	Lawrenceville-Vincennes International	LWV	Lawrenceville	6.5	-	-	-	US-50	4	3.7
								IL-1	2	5.6
								IL-33	2	7.0
<b>Lincoln</b>	Logan County	AAA	Lincoln	2.3	-	-	-	US-66	4	0.6
								I-55	4	0.9
								IL-10	2	1.9
<b>Litchfield</b>	Litchfield Municipal	3LF	Litchfield	1.5	-	-	-	IL-16	2	0.9
								I-55	4	2.0
<b>Macomb</b>	Macomb Municipal	MQB	Macomb	5.0	-	-	-	US-67	4	1.2
								IL-9	2	3.8
								US-136	2	5.2
<b>Mattoon/ Charleston</b>	Coles County Memorial	MTO	Mattoon	5.1	-	-	IL-16 (4)	I-57	4	2
								IL-316	2	2.5
								US-45	2	5.5
<b>Metropolis</b>	Metropolis Municipal	M30	Metropolis	2.7	-	-	-	US-45	2	1
								IL-145	2	4.5
								I-24	4	5.3

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Monee</b>	Bult Field	C56	Monee	5.7	-	-	-	IL-1/ IL-394	2	4
								IL-50	4	4.7
								I-57	4	5.6
<b>Monmouth</b>	Monmouth Municipal	C66	Monmouth	2	-	-	-	US-34	4	0.2
								US-67	2	1.1
<b>Morris</b>	Morris Municipal-James R. Washburn Field	C09	Morris	5.1	-	-	IL-47 (4)	I-80	4	2.4
								US-6	2	2.9
								US-52	2	5.8
<b>Mount Carmel</b>	Mount Carmel Municipal	AJG	St. Francisville	5.8	-	-	-	IL-1	2	1.6
<b>Mount Sterling</b>	Mount Sterling Municipal	I63	Mount Sterling	3.2	-	US-24 (2)	-	IL-99	2	2.9
<b>Mount Vernon</b>	Mount Vernon Outland	MVN	Mount Vernon	3.2	-	-	IL-15 (2)	IL-37	2	3.1
								IL-142	2	3.8
<b>Olney-Noble</b>	Olney-Noble	OLY	Noble	3.3	-	-	IL-250 (2)	US-50	2	1.6
								IL-130	4	4.9
<b>Paris</b>	Edgar County	PRG	Paris	7.1	-	-	-	US-150	2	0.9
								US-36	2	7.2
								IL-133/ 16	2	7.5
<b>Paxton</b>	Paxton City	1C1	Paxton	1.6	-	-	IL-9 (2)	I-57	4	0.8
								IL-115	2	2.8
								US-45	2	1.4
<b>Pekin</b>	Pekin Municipal	C15	Pekin	6.2	-	-	IL-29 (2)	IL-9	4	7.0
								US-24	4	7.8

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Peoria</b>	Mount Hawley Auxiliary	3MY	Peoria	7.5	-	-	IL-40 (4)	IL-6	4	1.0
								US-150	4	5.2
								IL-29	4	5.0
								I-74/474	4	7.4
<b>Peru</b>	Illinois Valley Regional-Walter A. Duncan Field	VYS	Peru	2.8	-	-	-	I-80	4	1.3
								IL-251	4	2.4
								IL-6	2	4.3
<b>Pinckneyville</b>	Pinckneyville-Du Quoin	PJY	Pinckneyville	7.4	-	-	IL-13/IL-127 (2)	IL-152	2	1.8
<b>Pittsfield</b>	Pittsfield Penstone Municipal	PPQ	Pittsfield	2.5	-	US-54 (2)	-	IL-106	2	2.5
								I-72/US-36	4	2.7
<b>Pontiac</b>	Pontiac Municipal	PNT	Pontiac	3.4	-	-	-	IL-23	2	1.4
								I-55	4	1.6
								US-66	2	1.7
<b>Poplar Grove</b>	Poplar Grove	C77	Poplar Grove	4.5	-	-	IL-76 (2)	US-20	2	3.4
								IL-173	2	3.5
<b>Rantoul</b>	Rantoul National Aviation Center-Frank Elliott Field	TIP	Rantoul	1.1	-	-	-	US-45	4	0.8
								US-136	4	1.1
<b>Robinson</b>	Crawford County	RSV	Palestine	2.1	-	-	IL-33 (2)	IL-1	2	2.9
<b>Rochelle</b>	Rochelle Municipal Airport-Koritz Field	RPJ	Rochelle	2.3	-	-	IL-251 (2)	I-88/IL-110	2	1

Associated City	Airport	FAA ID	Nearest Downtown		Direct Access Roadway(s) (no. of lanes)			Indirect Access Roadway(s)		
			City/Town	Miles from Airport	Interstate	U.S. Hwy	State Route/Hwy	Major Roadway	No. of Lanes	Miles from Airport
<b>Rushville</b>	Schuy-Rush	5K4	Rushville	1.9	-	-	-	US-67	2	1.1
								US-24	2	1.3
<b>Salem</b>	Salem-Leckrone	SLO	Salem	2.5	-	-	-	US-50	4	1.5
								I-57	2	2.6
<b>Savanna</b>	Tri-Township	SFY	Savanna	4	-	-	IL-84 (2)	US-52/IL-64	2	3.2
<b>Shelbyville</b>	Shelby County	2H0	Shelbyville	2.9	-	-	IL-16 (2)	IL-128	2	1
<b>Sparta</b>	Sparta Community-Hunter Field	SAR	Sparta	1.6	-	-	IL-4 (2)	IL-154	2	1.7
<b>Sterling/ Rockfalls</b>	Whiteside County-Jos H. Bittorf Field	SQI	Rockfalls	2.6	-	-	IL-40 (2)	IL-110/I-88	4	1.4
								US-30	2	1.9
								IL-172	2	4.2
<b>Taylorville</b>	Taylorville Municipal	TAZ	Taylorville	2.5	-	-	-	IL-48	2	0.9
<b>Tuscola</b>	Tuscola	K96	Tuscola	2.3	-	-	-	IL-104	2	2.5
								US-36	2	0.7
<b>Vandalia</b>	Vandalia Municipal	VLA	Vandalia	5.2	-	-	-	US-45	2	1.3
								IL-185	2	2.6
								I-70	4	3.0

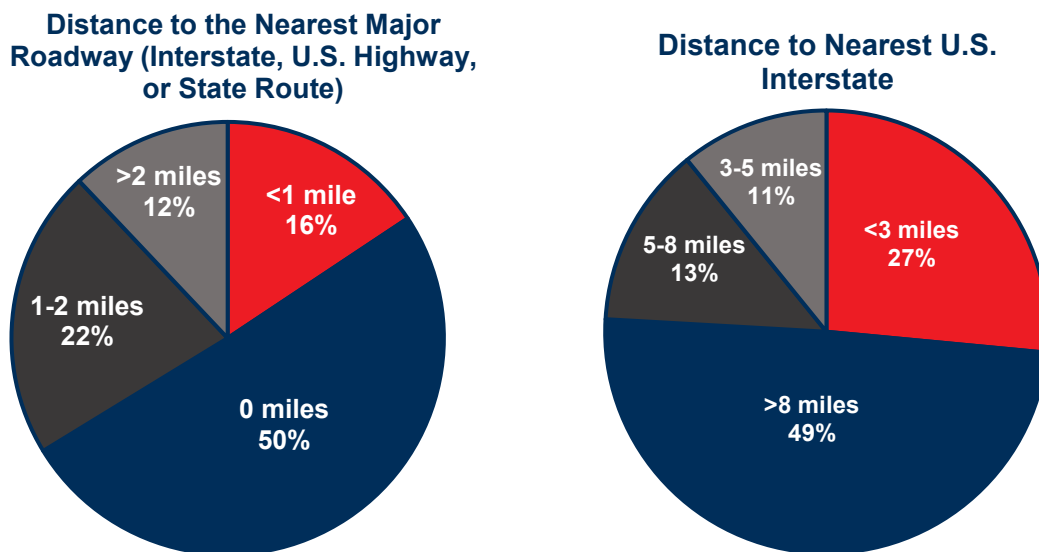
Sources: Kimley Horn, 2020; Kaplan Mello, 2020

### 5.2.1. Distance to Major Roadways

**Figure 5.2** summarizes airport roadway connectivity by proximity to major roadways including interstates, U.S. highways, and state routes. The analysis shows that 88 percent of airports have access to at least one major roadway within two miles or less. Approximately 50 percent of Illinois airports have direct access (0 miles) to major roadways. This includes 75 percent of all Illinois commercial service airports and 46 percent of all Illinois general aviation airports. Airports that do not directly connect with a major roadway are connected by short distances over county or city roads. Sixteen percent of airports have indirect access to major roadways within one mile, while 22 percent of airports are accessible to major roadways located between one and two miles away. Twelve percent of airports have indirect access to roadways more than two miles away.

The analysis also reveals that 27 percent of airports are located within three miles of one of the 18 interstates that traverse Illinois. Another 11 percent of airports are located between three and five miles from the nearest interstate, while 13 percent of airports are between five and eight miles. Approximately 49 percent of airports are located more than eight miles away from the nearest interstate. Chicago O'Hare International (ORD) is the only airport with direct access to an Interstate (I-190). However, as previously noted, the other airports in the state are still well-connected via U.S. and state roadways.

**Figure 5.2. Proximity of Illinois Airports to Major Roadways including Interstates**



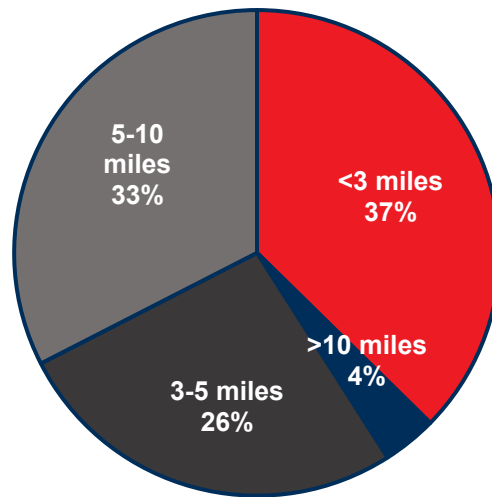
Sources: Google Maps and Google Earth, 2020

### 5.2.2. Proximity to Downtowns

Air travel is an appealing transportation alternative for businesses and recreational pilots as it provides important time savings and added convenience when traveling between communities. Often times, pilots and business travelers choose the nearest airport to their final destination, so it is critical that airports be conveniently located near the population and economic centers that they serve to facilitate quick and easy access for airport users. Most of Illinois's public-use airports are located within close proximity to a downtown area. **Figure 5.3** summarizes the distances between Illinois system airports and the nearest downtown.

As demonstrated, 37 percent of IASP airports are located less than three miles from the nearest downtown area, which includes only GA airports. Another 26 percent of airports sit between three and five miles away from the nearest downtown, while 33 percent of airports are located between five and 10 miles of the nearest downtown area. Four percent of airports are located more than 10 miles from the nearest downtown area. This proximity is applicable to three commercial service airports and no general aviation airports.

**Figure 5.3. Proximity of Illinois Airports to Downtowns**



*Sources: Google Maps & Google Earth, 2020*

## 5.3. Multimodal Integration

Multimodal integration within the context of airports is critical for enabling inbound and outbound passengers to access the airports and surrounding region(s). Because of this significance, the 2020 IASP analyzed the existing roadway connectivity to Illinois's 83-airport system. Roadway systems are used by a variety of vehicles including cars and trucks, but there are also other roadway related transportation options. A comprehensive review was conducted of the diverse multimodal options available among the Illinois airport system. This includes the availability and connectivity of rental cars, courtesy cars, taxi services, shared mobility, public transit, and shuttle services.

### 5.3.1. Rental Cars

The availability of rental car service provides the option for arriving passengers to travel to their destination independently without relying on public transportation. Distinguishing itself from other immediate modes of airport transportation, rental cars provide the greatest amount of travel flexibility with the ability of time, destination, routing, and vehicle type to be placed at the user's discretion. In turn, rental car service at airports allow for greater contribution toward state and local economic activity. Data indicating the total availability of on- and off-site rental car service within the Illinois airport system was collected through the 2020 IASP airport inventory and data forms. Out of the 83 airports in the Illinois system, 20 of the airports reported having on-site rental car service available to users. These airports with on-site rental car service include 11 commercial service airports and nine general aviation airports.

Additionally, a total of 55 airports in the Illinois system indicated having off-site rental car service available to users. These include nine commercial service airports and 46 general aviation airports.

### 5.3.2. Courtesy Cars

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Courtesy cars provide a critical link between airports and communities, especially in areas that may not be able to support rental car operations and other transportation modes. Courtesy cars enable pilots and airport visitors to quickly and easily travel to the local community for meals, meetings, entertainment, and recreation. Courtesy vehicles are often owned and maintained by the airport sponsor or the fixed-base operator (FBO) and are typically stored at the airport terminal building. Often times, courtesy cars are free for use by airport visitors, however, there is an unwritten agreement that those who use the vehicle return it in good condition with a full tank of gas. Airport sponsors provide the keys to users upon request or keep the keys in a lockbox at the airport when the facility is unattended. Data from the 2020 IASP airport inventory and data forms indicates that 70 of the 83 airports included in the IASP have courtesy cars available.

### 5.3.3. Taxi Service

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For many smaller communities without other modes of transport, the existence of taxi services provides the sole service for airport users to connect with the immediate area. Despite the emergence of other ground transportation modes at larger airports (transit, shared mobility, rental cars), taxi services continue to provide conventional connectivity access. Within high-population areas, taxis still serve as a link from the airport to the city center and the greater metropolitan area. According to the 2020 IASP airport inventory and data forms, a total of 56 airports reported having accessible taxi service (67 percent). And among these airports, 11 are commercial service airports and 45 are general aviation airports.

### 5.3.4. Shared Mobility (Rideshare, Bikeshare, and Scootershare)

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Over the past several years, shared mobility has transformed the transportation landscape. This came about through the emergence of a bold new concept: crowdsourcing transportation access from existing users through “shared mobility” (commonly referred to as rideshare). Instead of each user owning their own car, bike, or scooter, these vehicles are shared amongst a large user base. This model was pioneered by transportation network companies (TNCs) like Uber and Lyft to leverage their driver’s private vehicles to provide rides to other users. Shared mobility has gained a lot of traction with the public and has subsequently grown its’ service network to include airports. However, the growth of shared mobility has created several new challenges for airports which are discussed further in **Section 5.5.1**. According to the 2020 IASP airport inventory and data forms, a total of 40 airports reported having some form of shared mobility available.

As rideshare services have evolved, both Uber and Lyft have further improved their services to not only provide users with a ride using another user’s vehicle, but to also allow for shared carpooling. Uber has branded their carpool service as “UberPool” while Lyft has branded their service as “Shared.” In these rideshare carpools, users can further share their ride with other users traveling in the same direction. This allows TNCs such as Uber and Lyft to achieve higher occupancy levels per trip. Using these services is enticing for users as it further reduces the cost of their commute as everyone in the carpool pays an equitable share for the trip.

Ridesharing services have resonated so well with the general public that the scope has expanded into other vehicle types. These include utilizing bikes and scooters in a similar shared format. However, the

service areas of these vehicle modes are limited to select cities. “Bikeshare” systems are currently available in Chicago, Champaign, and Canton. And subsequently, “scootershare” systems are currently available only in Chicago and Champaign. However, these two services are gaining popularity and expanding in service areas.

### 5.3.5. Public Transit (Buses, Light Rail and Commuter Rail)

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Public transportation (also referred to as “transit”) incorporates several modes of transport including buses, light rail, and commuter rail. Transit systems greatly improve the accessibility of a community or metropolitan area and provide cost-effective and environmentally friendly transportation to all residents and visitors. Public transit usually offers lower user fares compared to rental cars, taxis, and shared mobility systems and provides short-, medium-, and long-distance transportation while reducing congestion on roadways. As such, public transit systems are often promoted as the preferred mode of transportation for visitors and residents when traveling in communities and metropolitan areas. Additionally, public transit systems that directly connect to other modal transport facilities such as airports, heavy rail stations, and ferry terminals dramatically improve the multimodal transport capabilities of a community. It should be noted, however, that the preferred mode of transit varies throughout these facilities based on the needs of the airport user. Airports that have direct public transit capability provide added convenience as they allow visitors to quickly and easily access the local community from the airport.

According to IDOT data, there are 63 public transit agencies across Illinois, serving communities in 96 of the state’s 102 counties. Of these organizations, 61 agencies provide varying types of bus service including fixed route service, demand-response service, complimentary ADA and paratransit services, and vanpool services. Two agencies provide a combination of light rail and bus service, while one agency provides commuter rail service. The largest of these agencies is the Chicago Transit Authority, which transports more than 545 million riders per year connecting to ORD and Chicago Midway International (MDW).<sup>59</sup>

**Figure 5.4** presents the 12 regions defined by the Illinois Human Service Transportation Plan (HSTP) and the commercial service airports that have direct access to public transit systems. Additionally, **Table 5.2** summarizes the public transit agencies in Illinois in each HSTP region and the types of area they serve. All 12 regions provide direct access to bus service and two provide additional light and commuter rail service.

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<sup>59</sup> IDOT. (n.d.). “Transit System.” Available online at <http://idot.illinois.gov/transportation-system/Network-Overview/transit-system/index>. (Accessed August 2020).



**Table 5.2. Illinois Public Transportation Agencies**

HSTP Region	Rural Transit Agencies	Urban Transit Agencies
<b>1</b>	Boone County Council on Aging, Carroll County Transit, Jo Daviess County Transit, Pretzel City Area Transit	Rockford Mass Transit District, Stateline Mass Transit District
<b>2</b>	Henry County Public Transportation, RIM Rural Transit, Whiteside County Public Transportation	MetroLink – Rock Island County Metropolitan Mass Transit District
<b>3</b>	Bureau-Putnam Area Rural Transit, Lee-Ogle Transportation System, North Central Area Transit	Grundy Transit System, Voluntary Action Center, Kendall Area Transit, Northern Illinois University Huskie Bus Lines
<b>4</b>	Hancock County Public Transportation, McDonough County Public Transportation, Quincy Transit Lines, Warren County Public Transportation, Go West Transit, West Central Mass Transit District	
<b>5</b>	Fulton County Rural Transit, Marshall-Stark Transportation, We Care, Inc., County Link	Central Illinois Agency on Aging, CityLink – Greater Peoria Mass Transit District, Galesburg Handivan, Galesburg Transit
<b>6</b>	SHOW BUS Public Transportation	Connect Transit, River Valley Metro Mass Transit District
<b>7</b>	SHOW BUS Public Transportation, West Central Mass Transit District	Central Illinois Public Transportation, Sangamon Mass Transit District, Sangamon/Menard Area Regional Transit,
<b>8</b>	Coles County Council on Aging, Piattran, SHOW BUS Public Transportation	Central Illinois Public Transportation, C-CARTS, Champaign-Urbana Mass Transit District, CRIS Rural Mass Transit District, Danville Mass Transit, Decatur Public Transit System, RIDES Mass Transit District
<b>9</b>	Bond County Transit, FAYCO Enterprises, Inc., Tri-County Rural Transit, Macoupin County Public Transportation, South Central Illinois Mass Transit District	Central Illinois Public Transportation, Madison County Transit
<b>10</b>		Central Illinois Public Transportation, RIDES Mass Transit District, Effingham County Public Transit
<b>11</b>	South Central Illinois Mass Transit District	RIDES Mass Transit District
<b>Chicago</b>		Chicago Transit Authority (CTA), Hanover Township, Metra, Pace Suburban Bus, Regional Transportation Authority, Rich Township Transportation

Sources: Illinois Public Transportation Association, 2018; Champaign County Regional Planning Commission, 2019

#### **5.3.5.1. Light and Commuter Rail**

Light and commuter rail networks provide further connectivity in communities and regions while aiding to reduce road congestion. Light rail systems usually offer inner-city transportation within the central business district and surrounding areas while commuter rail networks connect city centers to suburbs and outlying communities in the metropolitan area.

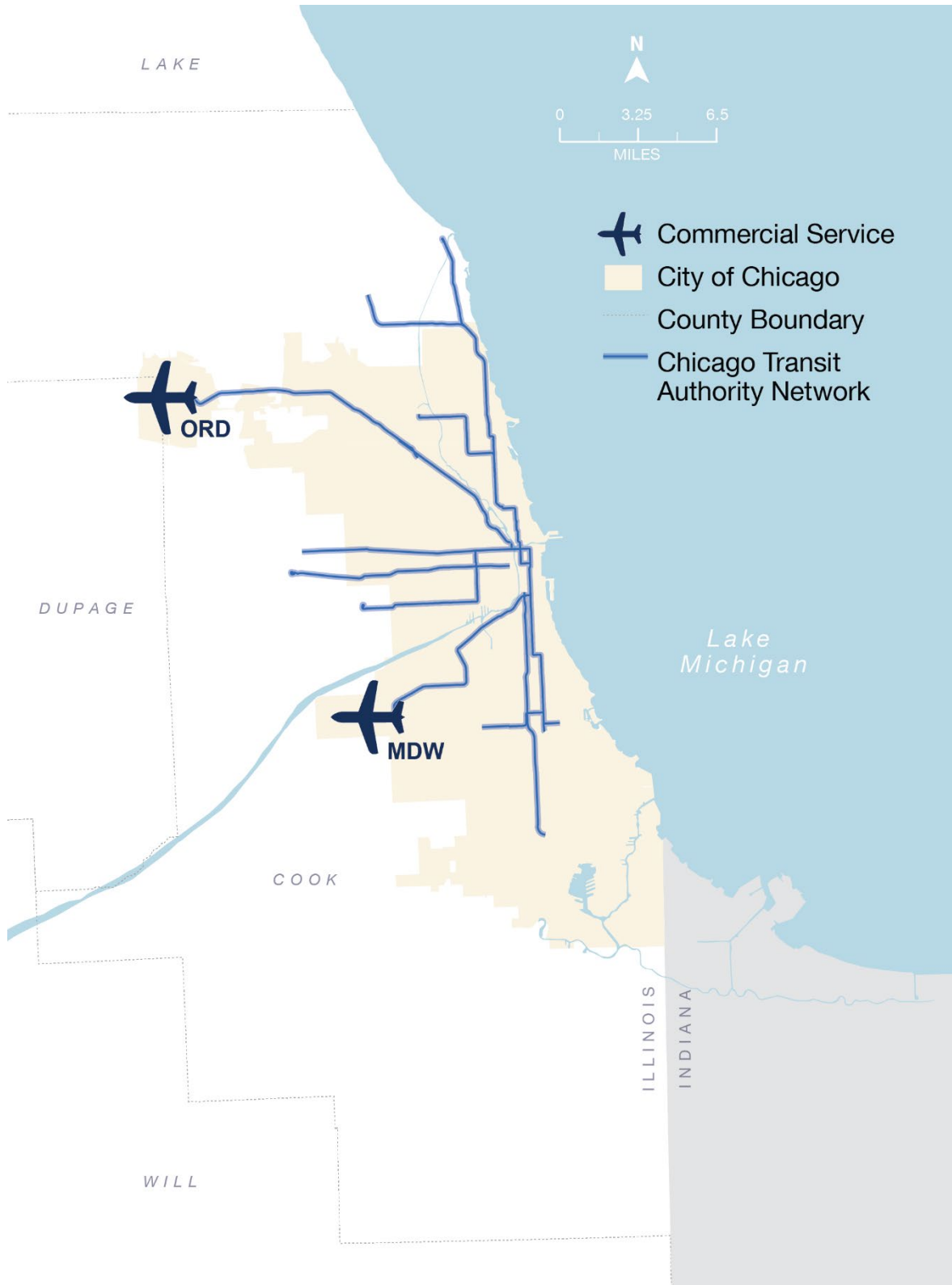
According to IDOT data, there are three public agencies that provide light or commuter rail service in Illinois. The Chicago metropolitan area is served by two agencies: the Chicago Transit Authority (CTA) and Metra. The CTA offers light rail service in downtown Chicago and to multimodal transportation hubs including ORD and MDW, while Metra provides higher-speed commuter rail service between the city center and the outer reaches of the Chicago metropolitan area. The third rail service provider in Illinois is MetroLink which offers light rail service in the St. Louis metropolitan area. MetroLink is contracted by the St. Clair County Transit District and provides service to Swansea, Belleville, Shiloh, and Scott Air Force Base, which is collocated with Scott AFB/MidAmerica (BLV). However, MetroLink does not provide direct rail access to the civilian portion of the airport.<sup>60</sup>

Information collected from the 2020 IASP airport inventory and data forms indicates that three airports (ORD, MDW, BLV) have light or commuter rail access available to users. The network of light and commuter rail service provided by CTA in the Chicago metropolitan area is shown in **Figure 5.5**.

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<sup>60</sup> Metro. (N.d.) "MetroLink Station Schedules." Available online at: <https://www.metrostlouis.org/metrolink-schedule/> (Accessed August 2020).

**Figure 5.5. Chicago Transportation Authority Light Rail Network**



Sources: ESRI, Kimley-Horn, 2020

### 5.3.5.2. Intercity Transportation

Illinois is served by several private intercity bus and passenger rail operators that offer interregional transportation between cities and communities. These bus services provide an alternative form of connectivity between cities that are unable to support commercial air service. According to the Champaign County Regional Planning Commission, there are eight private intercity bus operators that serve 32 cities across Illinois.<sup>61</sup> Additionally, Amtrak provides heavy passenger rail service between Illinois cities of Chicago, Carbondale, and Quincy, and St. Louis, Missouri.<sup>62</sup> Although these transportation networks provide service to communities with airports, they usually do not offer direct access to airports. As such, users of these services must use another mode of transportation to access airports. However, one bus operator provides direct access to ORD and MDW from the cities of Rockford and South Beloit, as well as a dozen cities in southern Wisconsin. There are nine passenger rail stations in Illinois that offer multimodal connections with intercity and local rail or bus service including Chicago Union Station, Homewood, Joliet, the Champaign Illinois Terminal, and the Carbondale Multimodal Station.<sup>63</sup>

### 5.3.6. Shuttles

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Shuttles often provide access between off-site hotels, rental car operations, parking lots, and the airport terminal or FBO. Hotels, parking lots, and rental car operators often provide shuttle transport between the airport and their facilities as a complimentary service for customers. Twenty IASP airports reported having shuttle service according to the 2020 IASP airport inventory and data forms.

### 5.3.7. Summary

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**Table 5.3** provides a tabular and visual summary of the multimodal integration of 2020 IASP airports. Three airports indicated that no other modes of transportation were available for airport users. These airports are listed below:

- ◆ Beardstown – Greater Beardstown
- ◆ Cairo – Cairo Regional
- ◆ Metropolis – Metropolis Municipal

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<sup>61</sup> Champaign Regional Planning Commission. (July 2019). "Illinois Public Transit Systems." Available online at: <https://ccrpc.org/wp-content/uploads/2018/12/Illinois-Public-Transit-System-Map-Contacts-2.pdf>. (Accessed September 2020).

<sup>62</sup> Amtrak. (N.d.) "Midwest Train Routes." Available Online at: <https://www.amtrak.com/regions/midwest.html> (Accessed September 2020).

<sup>63</sup> IDOT. (2019). "Long-Range Transportation Plan." (Accessed September 2020).

**Table 5.3. IASP Airport Multimodal Integration**

Associated City	Airport Name	FAA ID	On-site Rental Car	Off-site Rental Car	Courtesy Car	Taxi Service	Ride Share (TNC)	Light/Commuter Rail	Heavy Rail/Train	Bus	Shuttle
<b>Commercial Service</b>											
<b>Belleville</b>	Scott AFB/MidAmerica	BLV	✓	✓		✓	✓	✓		✓	✓
<b>Bloomington/Normal</b>	Central IL Regional Airport at Bloomington-Normal	BMI	✓	✓	✓	✓	✓			✓	✓
<b>Champaign/Urbana</b>	University of Illinois-Willard	CMI	✓		✓	✓	✓				✓
<b>Chicago</b>	Chicago Midway International	MDW	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Chicago</b>	Chicago O'Hare International	ORD	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Chicago/Rockford</b>	Chicago/Rockford International	RFD	✓		✓	✓	✓			✓	
<b>Decatur</b>	Decatur	DEC	✓	✓	✓	✓	✓			✓	✓
<b>Marion</b>	Veterans Airport of Southern Illinois	MWA	✓	✓	✓	✓				✓	
<b>Moline</b>	Quad City International	MLI	✓	✓	✓	✓	✓			✓	✓
<b>Peoria</b>	General Downing-Peoria International	PIA	✓		✓	✓	✓			✓	✓
<b>Quincy</b>	Quincy Regional-Baldwin Field	UIN		✓	✓		✓				✓
<b>Springfield</b>	Abraham Lincoln Capital	SPI	✓	✓	✓	✓	✓				
<b>General Aviation</b>											
<b>Alton/St. Louis</b>	St. Louis Regional	ALN	✓	✓		✓	✓			✓	
<b>Beardstown</b>	Greater Beardstown	K06									
<b>Benton</b>	Benton Municipal	H96		✓	✓	✓					
<b>Bolingbrook</b>	Bolingbrook's Clow International	1C5		✓	✓	✓	✓				
<b>Cahokia/St Louis</b>	St. Louis Downtown	CPS	✓	✓	✓	✓	✓			✓	
<b>Cairo</b>	Cairo Regional	CIR									
<b>Canton</b>	Ingersoll	CTK			✓	✓					
<b>Carbondale/Murphysboro</b>	Southern Illinois	MDH	✓		✓	✓	✓			✓	

Associated City	Airport Name	FAA ID	On-site Rental Car	Off-site Rental Car	Courtesy Car	Taxi Service	Ride Share (TNC)	Light/Commuter Rail	Heavy Rail/Train	Bus	Shuttle
<b>Carmi</b>	Carmi Municipal	ENL			✓	✓				✓	
<b>Casey</b>	Casey Municipal	1H8			✓						
<b>Centralia</b>	Centralia Municipal	ENL		✓							
<b>Chicago</b>	Lansing Municipal	IGQ	✓	✓	✓	✓	✓	✓			✓
<b>Chicago/Aurora</b>	Aurora Municipal	ARR	✓	✓	✓	✓	✓				
<b>Chicago/Lake in the Hills</b>	Lake in the Hills	3CK		✓	✓	✓	✓	✓			
<b>Chicago/Prospect Heights/Wheeling</b>	Chicago Executive	PWK	✓	✓	✓	✓	✓			✓	✓
<b>Chicago/Romeoville</b>	Lewis University	LOT	✓	✓		✓	✓				
<b>Chicago/Schaumburg</b>	Schaumburg Regional	06C		✓		✓	✓				
<b>Chicago/Waukegan</b>	Waukegan National	UGN		✓	✓	✓	✓			✓	✓
<b>Chicago/West Chicago</b>	DuPage	DPA	✓	✓	✓	✓	✓				✓
<b>Danville</b>	Vermilion Regional	DNV		✓	✓	✓	✓				
<b>DeKalb</b>	DeKalb Taylor Municipal	DKB		✓	✓	✓	✓				✓
<b>Dixon</b>	Dixon Municipal-Charles R. Walgreen Field	C73		✓	✓	✓					
<b>Effingham</b>	Effingham County Memorial	1H2		✓	✓	✓	✓				
<b>Fairfield</b>	Fairfield Municipal	FWC			✓						
<b>Flora</b>	Flora Municipal	FOA			✓						
<b>Freeport</b>	Albertus	FEP			✓						
<b>Galesburg</b>	Galesburg Municipal	GBG		✓	✓	✓					
<b>Greenville</b>	Greenville	GRE		✓	✓						
<b>Greenwood/ Wonder Lake</b>	Galt Field	10C		✓		✓	✓				
<b>Harrisburg</b>	Harrisburg-Raleigh	HSB			✓	✓					
<b>Harvard</b>	Dacy	0C0						✓			
<b>Havana</b>	Havana Regional	9I0			✓						

Associated City	Airport Name	FAA ID	On-site Rental Car	Off-site Rental Car	Courtesy Car	Taxi Service	Ride Share (TNC)	Light/Commuter Rail	Heavy Rail/Train	Bus	Shuttle
<b>Jacksonville</b>	Jacksonville Municipal	IJX		✓	✓	✓					
<b>Joliet</b>	Joliet Regional	JOT		✓	✓	✓	✓				
<b>Kankakee</b>	Greater Kankakee	IKK		✓	✓	✓	✓				✓
<b>Kewanee</b>	Kewanee Municipal	EZI			✓	✓	✓				
<b>Lacon</b>	Marshall County	C75			✓						
<b>Lawrenceville</b>	Lawrenceville-Vincennes International	LWV		✓	✓						
<b>Lincoln</b>	Logan County	AAA		✓	✓	✓					
<b>Litchfield</b>	Litchfield Municipal	3LF		✓	✓	✓					
<b>Macomb</b>	Macomb Municipal	MQB		✓	✓	✓	✓				
<b>Mattoon/Charleston</b>	Coles County Memorial	MTO		✓	✓	✓	✓				
<b>Metropolis</b>	Metropolis Municipal	M30									
<b>Monee</b>	Bult Field	C56		✓	✓		✓	✓		✓	✓
<b>Monmouth</b>	Monmouth Municipal	C66			✓						
<b>Morris</b>	Morris Municipal-James R. Washburn Field	C09		✓	✓		✓				✓
<b>Mount Carmel</b>	Mount Carmel Municipal	AJG		✓	✓	✓	✓				
<b>Mount Sterling</b>	Mount Sterling Municipal	I63		✓						✓	
<b>Mount Vernon</b>	Mount Vernon	MVN	✓	✓	✓	✓				✓	✓
<b>Olney-Noble</b>	Olney-Noble	OLY		✓	✓	✓					
<b>Paris</b>	Edgar County	PRG		✓	✓		✓				
<b>Paxton</b>	Paxton	1C1			✓						
<b>Pekin</b>	Pekin Municipal	C15		✓	✓	✓	✓				
<b>Peoria</b>	Mount Hawley Auxiliary	3MY		✓	✓						

Associated City	Airport Name	FAA ID	On-site Rental Car	Off-site Rental Car	Courtesy Car	Taxi Service	Ride Share (TNC)	Light/Commuter Rail	Heavy Rail/Train	Bus	Shuttle
<b>Peru</b>	Illinois Valley Regional-Walter A. Duncan Field	VYS		✓	✓						
<b>Pinckneyville</b>	Pinckneyville-Du Quoin	PJY			✓	✓					
<b>Pittsfield</b>	Pittsfield Penstone Municipal	PPQ		✓							
<b>Pontiac</b>	Pontiac Municipal	PNT		✓	✓	✓					
<b>Poplar Grove</b>	Poplar Grove	C77		✓	✓	✓	✓				
<b>Rantoul</b>	Rantoul National Aviation Center-Frank Elliott Field	TIP			✓	✓	✓				
<b>Robinson</b>	Crawford County	RSV			✓	✓					
<b>Rochelle</b>	Rochelle Municipal Airport-Koritz Field	RPJ			✓	✓					
<b>Rushville</b>	Schuy-Rush	5K4		✓	✓	✓					
<b>Salem</b>	Salem-Leckrone	SLO		✓	✓						
<b>Savanna</b>	Tri-Township	SFY		✓		✓					✓
<b>Shelbyville</b>	Shelby County	2H0			✓						
<b>Sparta</b>	Sparta Community-Hunter Field	SAR		✓	✓						
<b>Sterling/Rockfalls</b>	Whiteside County-Jos H. Bittorf Field	SQI		✓	✓	✓	✓				✓
<b>Taylorville</b>	Taylorville Municipal	TAZ			✓	✓					
<b>Tuscola</b>	Tuscola	K96			✓						
<b>Vandalia</b>	Vandalia Municipal	VLA			✓	✓					

Source: 2020 IASP Airport Inventory and Data Forms

## 5.4. Illinois Freight Network

Freight transportation is an indispensable catalyst to economic activity as it enhances the accessibility of goods nationally and abroad. The Illinois freight network is extensive in its reach throughout the state and serves as a major hub for cargo flow across the nation. This vast reach is largely attributed to the diverse modes of freight transportation available in the state including rail, maritime via waterways and ports, roadway transport, and air cargo.

The terms multimodal and intermodal are typically used interchangeably. However, each apply toward different scopes in transportation. The 2019 Illinois Long-Range Transportation Plan (LRTP) defines “multimodal” as utilizing differing travel modes (i.e. air travel, rail, maritime, ground transportation) while “intermodal” is more specific to freight and cargo flow that utilizes more than one mode of transportation for the movement of goods.<sup>64</sup> The following subsections summarize the different intermodal freight options available in Illinois including rail, maritime, roadway freight, and air cargo. IDOT recognizes the importance of transportation planning for different modes and has published long-term planning documents for the freight, rail, and marine transportation system. For more information on these studies, the following plans are available on the IDOT website:

- ◆ 2020 Illinois Marine Transportation System Plan and Economic Impact Analysis Study (Draft)
- ◆ 2017 Illinois State Rail Plan Update
- ◆ 2017 Illinois State Freight Plan

### 5.4.1. Freight Rail

Freight rail in Illinois represents a significant portion of the total freight value in the state. Estimates from 2014 indicate that all rail freight accounts for more than \$1.6 trillion in value, more than half of all freight value transported in the state.<sup>65</sup> Illinois has the second-largest U.S. rail system in available track mileage behind Texas. In total, the Illinois rail network has a total of 52 railroads designated for freight rail transport. These include all seven Class I railroads available in the U.S., four regional lines, and 41 short lines. Altogether, these rail lines provide 9,521 miles of track available to users within the state. This extensive and diverse network of railroads allow for Illinois freight rail to facilitate a great deal of cargo movement both within the state and nationwide.

The freight rail network in Illinois is largely concentrated around the state’s northeast region. In fact, the 2017 Illinois State Freight Plan identifies the region as the leading domestic hub for the entire United States’ rail system. Estimates show that 25 percent of all U.S. domestic rail traffic and 44 percent of all U.S. domestic intermodal cargo units pass through Chicago alone.<sup>66</sup> This activity generates more than \$158 million in economic impacts per year to the Chicago region specifically.<sup>67</sup> In addition to the Chicago area, the East St. Louis metropolitan area serves as an important rail center for the state. The associated counties in the area, St. Clair and Madison, have an estimated intermodal throughput of approximately 3.1 million tons. **Figure 5.6** illustrates the Illinois railroad network and depicts some of the major rail operators in the state.

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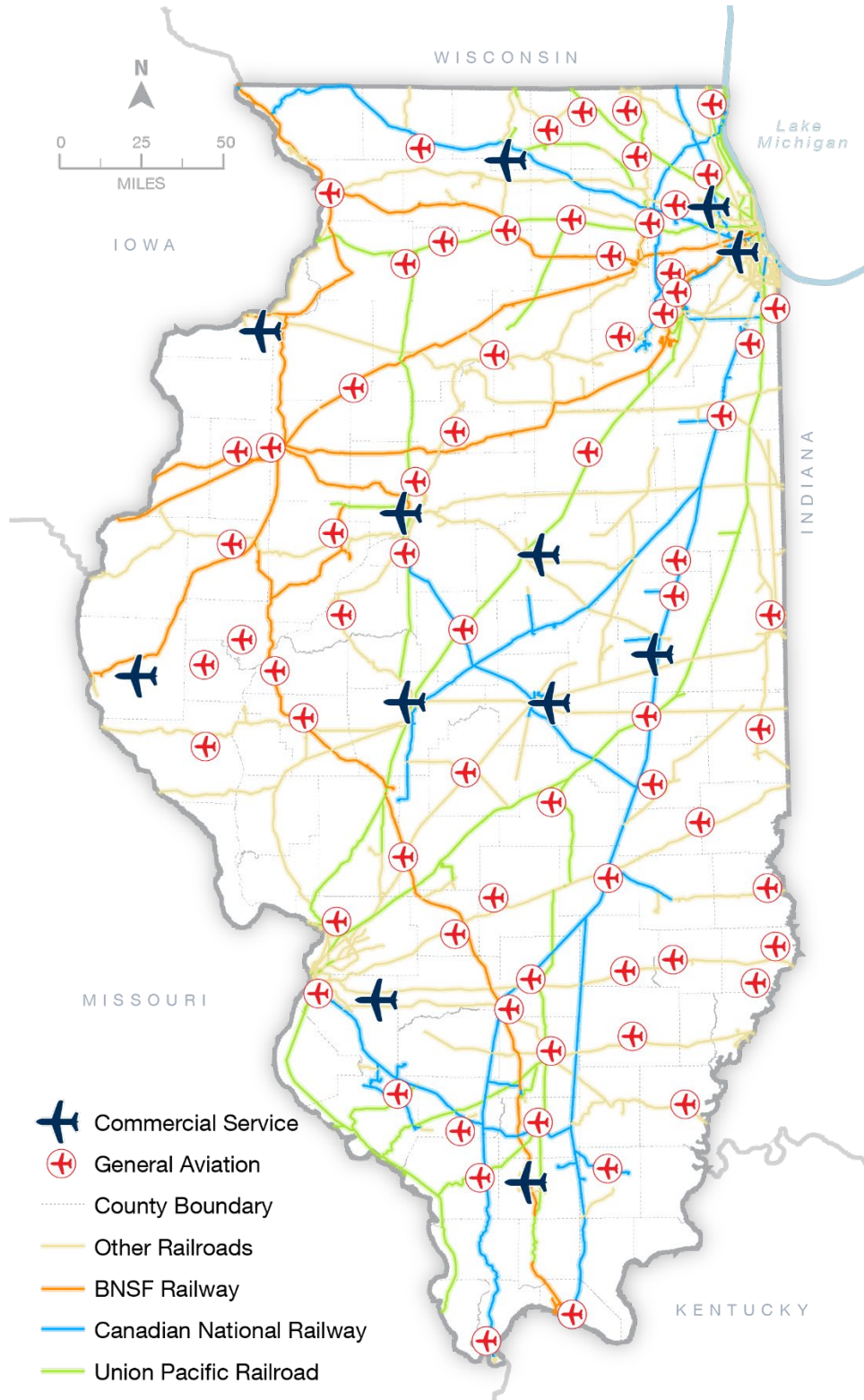
<sup>64</sup> IDOT. (2019). “Long-Range Transportation Plan.” (Accessed September 2020)

<sup>65</sup> IDOT. (October 2017). “Illinois State Freight Plan.” (Accessed August 2020)

<sup>66</sup> Ibid.

<sup>67</sup> CMAP. (August 2017). “The Freight System: Leading the way.” (Accessed August 2020)

**Figure 5.6. Illinois Rail Network**



Sources: IDOT Illinois State Rail Plan Update, 2017; Kimley-Horn, 2020

Illinois also has a large demand and capacity for intermodal freight. This type of freight is housed in shipping containers and truck trailers that are moved on rail cars, allowing for the freight to be transferred over to different transport modes without unpacking a container's contents. This differs from conventional "carload" freight that carries bulk commodities like coal, chemicals, and agriculture products.<sup>68</sup> Estimates show that statewide intermodal freight rail carries for over 105 million tons annually, valued at over \$1.3 trillion.<sup>69</sup> This is distributed among the over 200 freight transport facilities that connect all the different freight transport modes available (air freight, maritime, and trucking). This infrastructure enables various state and private industries to implement the best combination of transport modes that best suits the needs of the user. These characteristics allows Illinois to serve as the nearly unparalleled leader in freight rail and a key facilitator of cargo both domestically and internationally.

### 5.4.2. Waterways and Ports

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Illinois's waterway network includes several rivers, canals, and lakes that are a part of the waterway network that connects the Gulf of Mexico and Great Lakes. The state is bordered by the Mississippi River to the west, the Ohio River on its southern flank, and Lake Michigan in the northeastern corner. Additionally, the Illinois River and associated canal system and Kaskaskia Rivers provide access to communities in the state's interior. In total, there are approximately 1,118 miles of navigable waterways that traverse or border the state and 19 port districts across Illinois.<sup>70</sup> Freight is primarily moved north-south along the Mississippi and Illinois river corridors as goods and materials are moved between the Great Lakes and the Gulf of Mexico. There are two ports on Lake Michigan that are capable of serving large oceangoing cargo ships, while the remaining 17 ports serve river-going barges. The oceangoing ports on Lake Michigan include the Illinois International Port District facility at Calumet Harbor and the Waukegan Port and Marina, located approximately 11 miles south and 40 miles north of downtown Chicago, respectively.

The Illinois waterborne freight network is a significant contributor to the Illinois state economy. The 2020 Illinois Marine Transportation System Plan and Economic Impact Analysis determined that approximately 90.6 million tons of freight was carried on Illinois waterborne traffic in 2017, which accounted for approximately 9 percent of total freight moved in the state. The Illinois River accounts for the highest percentage of total tonnage transported by waterway (including inbound, outbound, and in-state), accounting for 29 percent of the total tonnage. The Mississippi River handles 34 percent of the state's total outbound tonnage transported by waterway.<sup>71</sup>

Illinois's network of waterways and ports is an integral component of the state's intermodal freight network. Of the 19 port districts in the state, 16 reported having facilities with direct access to freight rail and 17 reported having facilities with access to the national highway system. Additionally, three port districts operate the airport in their respective communities, providing improved coordination between transportation facilities. **Figure 5.7** displays the location of the 19 public port districts along the state's navigable waterways.

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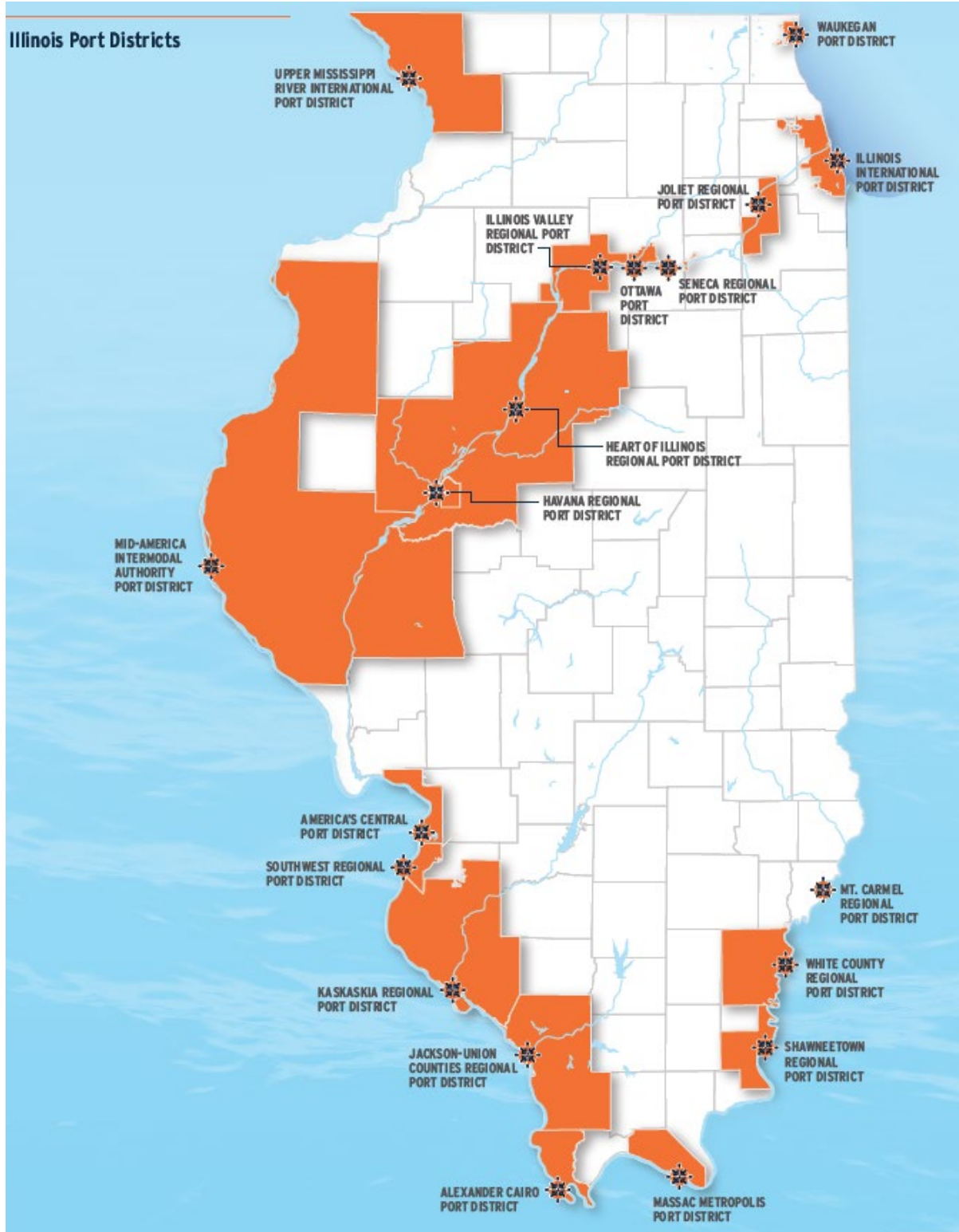
<sup>68</sup> Association of American Railroads. (N.d). "Rail Traffic Data." (Accessed September 2020).

<sup>69</sup> IDOT. (2017). "Illinois State Rail Plan Update." (Accessed August 2020)

<sup>70</sup> IDOT. (November 2020). "Illinois Marine Transportation System Plan and Economic Impact Analysis." (Accessed January 2021).

<sup>71</sup> IDOT. (2019). "Long-Range Transportation Plan." (Accessed September 2020)

**Figure 5.7. Illinois Port Districts**



Source: Illinois Marine Transportation System Plan and Economic Impact Analysis, 2020

### 5.4.3. Roadway Freight Network

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Illinois's freight network heavily depends on the nearly 16,000 miles of highways that connect communities across the state. Trucks provide supplementary connectivity between intermodal facilities and often provide the first- and last-mile transportation of goods and materials moving between producers and consumers. According to the 2017 Illinois State Freight Plan, trucks carry approximately 664 million tons of cargo, which accounts for more than half of the state's freight tonnage and more than \$1 trillion worth of goods and materials. The most common materials carried by trucks are cereal grains, gravel, gasoline, machinery, and electronics. Cereal grains represent 12.2 percent of all tons moved by truck, with the majority of these connecting farms to grain elevators and intermodal facilities, while gravel accounts for 12.1 percent of total freight tonnage, although transport of gravel usually involves shorter distance moves within the state to destinations such as construction sites.<sup>72</sup>

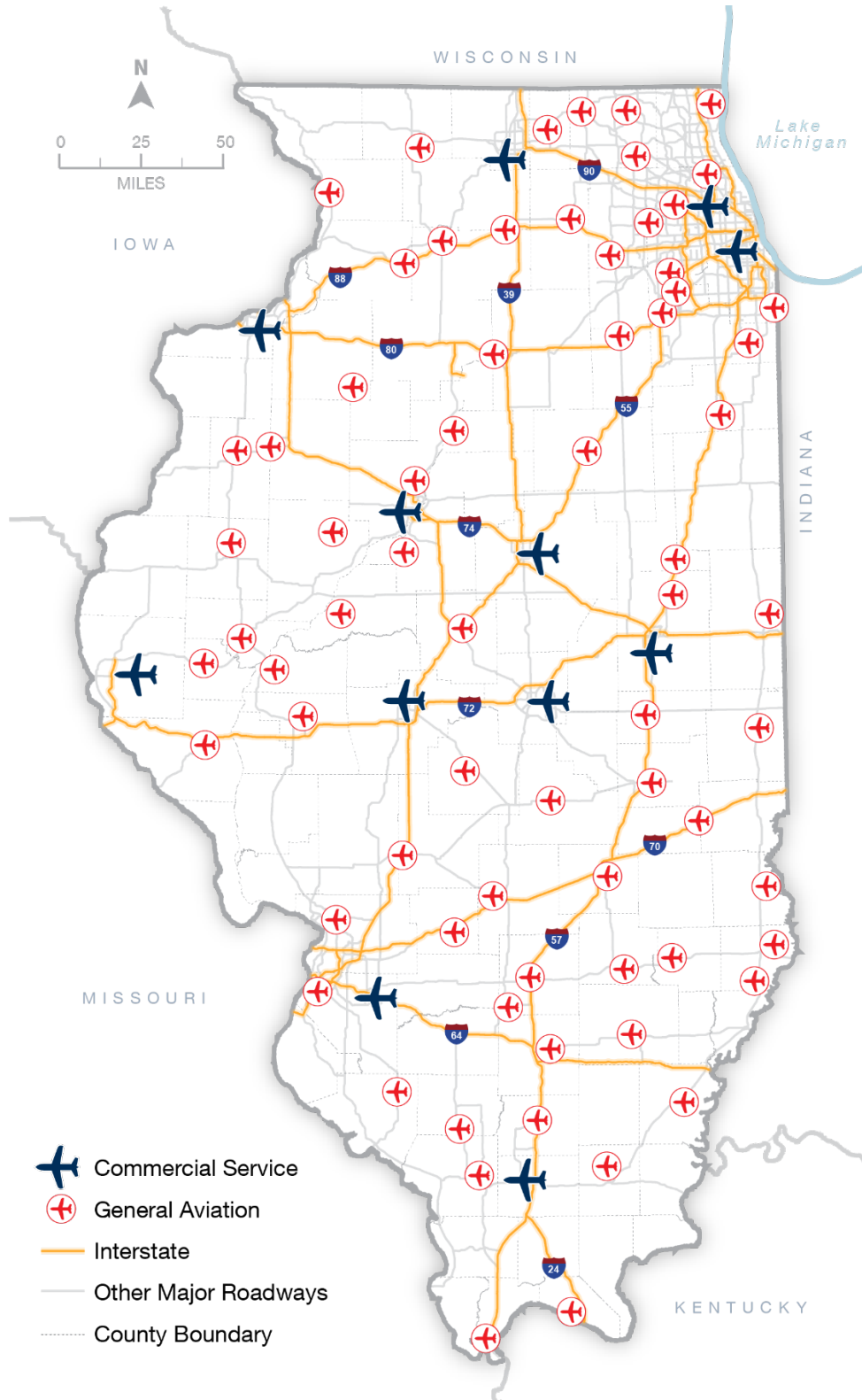
Although Illinois is centrally located in the continental U.S., the majority of freight shipped via Illinois's roadways originate or terminate within the state. Of the approximately 28.7 million miles driven by trucks annually in Illinois, 62 percent of trips originated or were destined for communities and intermodal facilities in Illinois. The most heavily trafficked roadway corridors for trucks are the I-70, I-80 and I-90 corridors that traverse east-west across Illinois as well as the I-55 and I-57 corridors that extend north-south from the Chicago metropolitan area.<sup>73</sup> **Figure 5.8** illustrates the roadway network that trucks most heavily rely upon to transport goods and materials around Illinois.

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<sup>72</sup> IDOT. (October 2017). "Illinois State Freight Plan." (Accessed August 2020)

<sup>73</sup> Ibid.

**Figure 5.8. Illinois Roadway Freight Network**



Source: IDOT State Freight Plan, 2017

#### 5.4.4. Air Cargo Connectivity

Air cargo serves as a key component in Illinois's integrated freight transportation system, enabling quick transport of time-sensitive goods from all parts of the world. Although air cargo represents a seemingly small portion of Illinois's total freight annual tonnage (0.2 percent), the value that it contributes is significant toward the total freight flow in the state.<sup>74</sup>

ORD serves as the major air cargo hub for not only the state, but also for domestic and international air cargo operations. In 2019, the airport had over 1.9 million metric tons of cargo flow through its facilities. Cargo is processed between two dedicated cargo ramps located on the north and south side of the airfield. Both ramps have direct roadway access that connects to Chicago's diverse interstate network. Additionally, Chicago/Rockford International serves as a focal point for cargo with direct roadway access to state and U.S. highways. United Parcel Service (UPS) has an established air hub at Rockford to facilitate their regional cargo operations. The rest of the air cargo throughput in the state is distributed through other airports in the Illinois system. Table 5.4 below highlights the 2019 freight flow volume through the Illinois commercial airport system.

**Table 5.4. Illinois Airport System Cargo Flow**

Associated City	Airport Name	FAA ID	Annual Freight Flow (2019 [Tons])
<b>Chicago</b>	Chicago O'Hare International	ORD	1,949,460.8
<b>Rockford</b>	Chicago/Rockford International	RFD	355,468.1
<b>Chicago</b>	Chicago Midway International	MDW	21,972.0
<b>Peoria</b>	General Downing-Peoria International	PIA	16,206.3
<b>Bloomington/Normal</b>	Central IL Regional Airport at Bloomington-Normal	BMI	7,854.4
<b>Champaign/Urbana</b>	University of Illinois-Willard	CMI	84.0
<b>Moline</b>	Quad City International	MLI	23.7
<b>Marion</b>	Veterans Airport of Southern Illinois	MWA	0.5
<b>Springfield</b>	Abraham Lincoln Capital	SPI	0.5

*Source: Bureau of Transportation Statistics, 2019*

#### 5.5. Areas of Transportation Concern Specific to Airports

With the constant adaption of and reliance on transportation, there are areas of concern that need to be addressed on a national scale. This is no different with Illinois transportation capabilities and offerings. Through the 2020 IASP process, several transportation-related areas of concern were identified that affect airports. Based on research, the three most concerning areas regarding airport accessibility and intermodal integration in Illinois include:

- ◆ Rideshare concerns
- ◆ Deficient roadway infrastructure and traffic congestion
- ◆ Bottlenecks within Chicago's rail network

<sup>74</sup> IDOT. (October 2017). "Illinois State Freight Plan." (Accessed September 2020)

The following subsections delve into each of these transportation concerns.

### **5.5.1. Rideshare Concerns**

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The advent and growth of TNCs such as Uber and Lyft since 2009 has increased convenience and connectivity for airport users but has also created a number of new challenges for airports. Concerns regarding rideshares at airports include the proliferation of airport vehicular traffic, environmental concerns, congestion of airport curb fronts and cellphone parking lots, reduction of airport parking and taxi revenues, inequitable accessibility for Americans with Disabilities Act (ADA) users, and the COVID-19 pandemic. Additionally, the circumstances surrounding the COVID-19 pandemic has caused further issues for TNCs and airports.

#### **5.5.1.1. Proliferation of Vehicular Traffic**

Although TNCs have argued that rideshares reduce overall traffic congestion at airports and other areas of operation, there appears to be a lack of agreement whether TNCs actually help to reduce vehicular traffic. However, there is a general consensus that rideshares encourage the continued and growing use of low-occupancy vehicles at airports and on roadways. As such, it would be beneficial to airports to promote rideshare in the form of car and vanpools rather than single passenger rides in an effort to reduce the impact of increased vehicular congestion at an airport.

#### **5.5.1.2. Environmental Concerns**

The increase in vehicular traffic and congestion associated with rideshares at airports has resulted in significant environmental concerns. Approximately 40 percent of the total miles logged by rideshare vehicles are driven while ‘deadheading’, meaning that the driver is traveling to pick up a passenger or waiting for a ride request.<sup>75</sup> The additional miles created by deadheading greatly increases the environmental impacts of rideshares. Specifically, a 2020 study conducted by the Union of Concerned Scientists found that non-pooled rideshares produce 47 percent more carbon dioxide (CO<sub>2</sub>) pollution per mile than private vehicles.<sup>76</sup> Users often choose to hail rideshares in place of taking public transit or other low-emission transportation modes such as bike or scootershares. Additionally, rideshares are not subject to several environmental regulations that govern taxi operators. As such, rideshares produce approximately 69 percent more pollution than the trip it replaces.<sup>77</sup> Once again, encouraging the use of pooled rideshares would help reduce the negative environmental impacts of rideshares.

#### **5.5.1.3. Congestion of Airport Curb Fronts and Cellphone Parking Lots**

The growth of rideshare services has caused the percentage of airport users being dropped off and picked up at airport curb fronts to increase significantly, as users choose to hail a ride rather than parking a vehicle in traditional parking facilities. As such, airport curb fronts have quickly begun to exceed their originally designed capacities. Concerns associated with crowded curb fronts include increased vehicle and pedestrian interactions which has led to higher collision risks and reduced user experience due to

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<sup>75</sup> Barboza, T. (March 2020). “Taking an Uber or Lyft pollutes more than driving, California finds. Next stop: Regulations.” Available online at: <https://www.latimes.com/environment/story/2020-03-07/uber-lyft-ride-hailing-air-pollution-greenhouse-gas-emissions> (Accessed September 2020).

<sup>76</sup> Union of Concerned Scientists. (February 2020). “Ride-Hailing’s Climate Risks.” Available online at: <https://www.ucsusa.org/sites/default/files/2020-02/Ride-Hailing%27s-Climate-Risks.pdf>. (Accessed September 2020).

<sup>77</sup> Union of Concerned Scientists. (February 2020). “Ride-Hailing’s Climate Risks.” Available online at: <https://www.ucsusa.org/sites/default/files/2020-02/Ride-Hailing%27s-Climate-Risks.pdf>. (Accessed September 2020). Ibid.

congestion and delay. Commercial service airports are testing different approaches to the handling of ridesharing pick-up and drop-off points in an attempt to reduce curb front congestion. The preferred method is dependent on the airport and is based on available space, the roadway access network, and other issues potentially impacting curb front congestion.

In addition to increased congestion on curb fronts, rideshare vehicles have also caused short-term parking lots (referred to as cellphone waiting lots) to frequently exceed capacity. Rideshare drivers often park in cellphone lots while waiting for airport users to request trips, which can reduce available parking spaces for private vehicles waiting to pick up passengers. To remedy this issue, airports including ORD have designated specific lots for rideshare drivers to wait in. However, TNCs have cited traffic issues and other incidents in designated rideshare lots that have resulted from overcrowding and fierce competition between drivers hoping to earn passenger business.

#### ***5.5.1.4. Reduction of Airport Parking Lot and Taxi Revenues***

As mentioned above, the propagation of rideshare has directly reduced demand on airport parking facilities. Furthermore, the growth of transit options such as light rail and bus at airports has further caused parking revenues to decline. As such, airport parking lot revenues, which usually represent one of the largest and most stable revenue streams at airports, have been substantially impacted. Additionally, TNCs compete with taxi operators but do not have to pay the same user fees, causing airports to lose revenues associated with taxi fees. Some airports have attempted to alleviate the strain caused by lost parking and taxi revenues by instituting rideshare policies including the use of GPS-based geofences that require rideshare vehicles to pay a user fee when entering the airport zone. MDW has already instituted such a policy as the airport requires rideshares to pay a \$5.00 airport fee when picking up or dropping off passengers at the terminal.<sup>78</sup>

#### ***5.5.1.5. Inequitable ADA Accessibility***

There is also a limited capacity of rideshare companies that have the ability to accommodate users that are identified under the ADA. As most rideshare drivers use their own personal vehicles, the vast majority of the overall TNC fleet is unable to accommodate wheelchairs or other mobility equipment. Therefore, as rideshare grows as a transportation mode, the equitable share of ADA compatible transportation may decrease. Both Uber and Lyft have implemented accessibility programs to provide a limited number of vehicles that can accommodate non-folding wheelchairs. However, these services are only available in select markets and available vehicles can often take a considerable amount of time to arrive once a trip has been requested. Additionally, these policies are not always adequate, as ADA-compliant vehicles are sometimes unable to serve all forms of ADA passengers or are too costly to prove reasonable for users. IDOT actively advocates for accessibility as required by the ADA, however, the provision of ADA-compatible vehicles is left to the various transit districts, rideshare companies, and taxi services in the state. The challenge lays in ensuring these types of entities, particularly among growing TNCs, provide an equitable number of ADA-compliant vehicles across all service areas.

#### ***5.5.1.6. COVID-19 Pandemic Concerns***

TNCs are among the many industries that have been adversely impacted by the novel coronavirus (COVID-19) pandemic that swept the globe in 2020. As such, TNCs have been affected by the lack of

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<sup>78</sup> RideGuru. (N.d). "Uber, Lyft, Taxis, Limos, and others at Chicago Midway International Airport (MDW)." (Accessed September 2020).

revenues associated with declined passenger traffic. Uber and Lyft executives have marketed rideshare services as a safe alternative to public transit systems and rental car service. In contrast from rideshare service, airports benefit greatly from rental car activity through collecting user fees. However, the pandemic has depressed this activity to the point that the additional revenue from rental cars doesn't offset the loss of airport rideshare activity. In an effort to reduce the spread of COVID-19, TNCs and government agencies have implemented procedures regarding drivers and riders including improved cleaning, mask requirements for drivers, and the use of Plexiglas® barriers between drivers and passengers. Several TNCs have also issued policies restricting multi-passenger trips and forcing rideshare drivers to complete single passenger trips rather than shared or pooled trips. This can increase the number of rideshare vehicles at airports at any given time, which may not cause issues while passenger traffic is depressed but may cause traffic and congestion issues when air traffic returns to pre-pandemic levels.

### 5.5.2. Deficient Roadway Infrastructure and Traffic Congestion

Illinois relies heavily on its roadways for quick and efficient transportation around the state for many purposes, including getting passengers and freight to and from airports. In 2017, there was an estimated 108 billion miles travelled throughout Illinois roadway network alone. Unfortunately, drivers are plagued with degraded roadway infrastructure and traffic congestion. These issues create monetary and time expenses for Illinois's drivers, negatively impacting overall quality of life for residents. To quantify this cost, the non-profit transportation research organization TRIP calculated the estimated costs of deficient roadways to Illinois drivers. Altogether, these roadway issues are estimated to cost Illinois's drivers an estimated \$18.3 billion each year. In addition, the impacts are felt in freight transport, particularly in trucking which is the most heavily used form of freight transportation in the state. And at the macro-level, these issues will continue to handicap Illinois's ability to accommodate population growth, sustain an economically competitive position among other states, and reach for higher economic activity. Estimates show that the vehicle operating costs (VOC) attributed to deteriorating roads sums to \$5 billion per year in expenses.<sup>79</sup>

**Table 5.5** highlights the estimated expenses that the average motorist in each of Illinois's metropolitan areas incurred from the deficient roadway conditions, traffic congestion, and driving accidents.

**Table 5.5. Estimated Cost of Deficient Roads**

Location	Annual Cost per Driver			
	Vehicle Operating Cost (VOC)	Driving Accidents	Congestion	TOTAL
Chicago	\$633	\$387	\$1,539	\$2,559
Champaign-Urbana	\$563	\$569	\$310	\$1,442
Metro East	\$405	\$921	\$1,086	\$2,412
Peoria-Bloomington	\$610	\$542	\$376	\$1,528
Rockford	\$680	\$707	\$594	\$1,981
Springfield	\$491	\$497	\$306	\$1,294
<b>ILLINOIS STATEWIDE</b>	<b>\$5 Billion</b>	<b>\$4.8 Billion</b>	<b>\$8.5 Billion</b>	<b>\$18.3 Billion</b>

Source: TRIP, May 2019

<sup>79</sup> TRIP. (May 2019). "Illinois Transportation by the Numbers." (Accessed September 2020).

Like most other states, Illinois's suffers from degrading roadway pavement conditions. This can be attributed to the lack of funding for continuous maintenance to combat the normal causes of wear (i.e. vehicle traffic, moisture, extreme climates). According to TRIP, an estimated 42 percent of Illinois's major roads and bridges are either in poor or mediocre condition.<sup>80</sup> This presents a great safety risk toward users, increases the operating costs of vehicles on the road, and contributes toward congestion in the more populous areas. In addition to normal roadways, bridges in Illinois are also suffering from degrading infrastructure. An estimated eight percent of all local and state-maintained bridges are highlighted as poor/structurally deficient. This also presents a great safety risk toward drivers and lowers the weight capacity set in place, limiting the network range of heavier vehicles users (emergency vehicles, commercial trucks, large buses etc.). **Table 5.6** indicates the varying conditions for existing roadways throughout Illinois by major metropolitan area.

**Table 5.6. Roadway Conditions throughout Illinois**

Location	Roadway Condition			
	Poor	Mediocre	Fair	Good
<b>Chicago</b>	31%	27%	17%	25%
<b>Champaign-Urbana</b>	25%	31%	12%	32%
<b>Metro East</b>	12%	28%	24%	36%
<b>Peoria-Bloomington</b>	32%	25%	9%	34%
<b>Rockford</b>	36%	27%	13%	25%
<b>Springfield</b>	23%	22%	13%	42%
<b>ILLINOIS STATEWIDE</b>	<b>19%</b>	<b>23%</b>	<b>19%</b>	<b>39%</b>

Source: TRIP, May 2019

Along with deficient roadway infrastructure, traffic congestion also plagues Illinois drivers each day. This is particularly realized in larger urban areas, where there is a greater population concentration and limited roadway capacity. This is also a larger concern to the Illinois commercial service airports. Estimates show that congestion alone accounted for \$8.5 billion in time and fuel expenses for all users in 2017.<sup>81</sup> The direct impacts are imposed on employers that rely on commuting employees to contribute to productivity. In addition, freight operators that use trucking to ship goods also realize the impact through the increased lead times. Within freight commerce, anticipated congestion means building in more lead time which increases costs to business users, which will ultimately be passed down to the consumer. This can reduce the appeal for businesses to invest in the region and hinder economic development.

### 5.5.3. Bottlenecks within Chicago Rail Network

Chicago is a critical passenger and freight rail hub for the U.S., accounting for an estimated 25 percent of all national rail freight that passes through the region, amounting to nearly 1,300 passenger and freight trains per day.<sup>83</sup> However, despite the state having the second largest rail network to try and accommodate this demand, there are still major bottlenecks being realized by passenger and freight rail users.

<sup>80</sup> Ibid.

<sup>81</sup> TRIP. (May 2019). "Illinois Transportation by the Numbers." (Accessed September 2020).

Rail traffic is projected to double in the next 30 years, placing a great strain on the century-old infrastructure that is struggling to keep up with even the current rail traffic.<sup>82</sup> As an example, the 75th Street rail corridor located in Chicago is a major route used by interstate freight rail operators. However, commuter trains use this same track and take priority over freight trains, causing the route to be plagued with bottlenecks that add significant lead time. In some cases, coast-to-coast freight spent nearly a third of its lead time getting through Chicago alone.<sup>83</sup> These findings are apparent across the board and are a large reason for the American Society of Civil Engineers (ASCE) grading the rail infrastructure as a “C+” citing the notable bottlenecks in Chicago which “cause significant delay to users across the board.”<sup>84</sup> In addition, the popular Union Station is struggling to accommodate both Metra commuter service and long-haul service within its century-old infrastructure.

These bottlenecks can be attributed to a combination of reasons: inadequate and outdated rail infrastructure, traffic flow inefficiencies, increasing usage of the rail network, and limited coordination between rail operators. As a result, rail users find a handicap being placed on rail flow through the region. Furthermore, these major slowdowns negatively impact the efficiency that multimodal and intermodal capabilities can provide to passengers and freight available in the state.

## 5.6. Long-Range Planning and Transportation Improvements

Transportation planning is vital to the mission of maintaining and growing the overall accessibility and modal connectivity of Illinois’s transportation network. Planning allows communities to anticipate future growth and forecast shifts in demand to best prepare for desired outcomes. Following planning efforts, specific improvement and development projects can be identified and implemented along planned timelines or upon reaching predefined milestones. The following subsections touch on local long-range planning efforts, the Illinois Long-Range Transportation Plan (LRTP) and specific infrastructure improvements that are either in process of being completed or planned for the near future for Illinois’s mobility systems.

### 5.6.1. Local Plans

One of the central goals of aviation system planning is to assist airports in integrating their needs and impacts into the local transportation and land-use planning efforts. Proper coordination between airports and local land use authorities through local and regional planning efforts is critical to ensure that airports are properly integrated into their communities, appropriate access is provided between airports and communities, incompatible developments do not encroach into an airport’s operating area, and other needs are being met by all parties involved. Airport managers were asked to identify if their airport has been considered in their local or regional land use or transportation planning efforts. Thirty-six airports responded that their airport was considered in their local land use or transportation plans, while 47 airports responded that they were not included.

According to IDOT data, there are 16 metropolitan planning organizations (MPO) that publish Long-Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP) that identify future improvements and develop a list of projects to be completed during the short-term planning window along

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<sup>82</sup> SmartCitiesDive. (November 2018). *Fixing Chicago’s freight rail congestion*. (Accessed August 2020)

<sup>83</sup> Chicago Business. (August 2017). “As the nation’s rail hub, Chicago is an expensive and dangerous bottleneck.” (Accessed August 2020)

<sup>84</sup> ASCE. (2018). “Report Card for Illinois Infrastructure 2018.” (Accessed August 2020)

with estimated costs associated with the projects. **Table 5.7** summarizes the existing MPOs in Illinois, the year that each agency published their most recent LRTP, and IASP airports that are considered in each long-range planning document.

**Table 5.7. Illinois Metropolitan Planning Organizations**

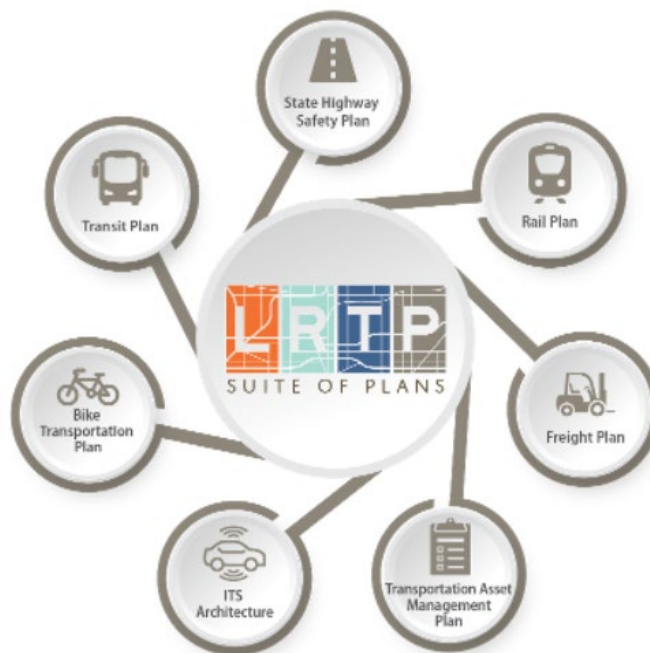
Metropolitan Planning Organization (MPO)	Most Recent LRTP Publishing Year	Airports Considered in MPO Long-Range Transportation Plan (LRTP)
State Line Area Transportation Study (SLATS)	2016	Chicago/Rockford International
McLean County Regional Planning Commission	2017	Central IL Regional Airport at Bloomington-Normal
Southern Illinois Metropolitan Planning Organization (SIMPO)	2020	Southern Illinois, Veterans Airport of Southern Illinois
Southeast Metropolitan Planning Organization (SEMPO)	2016	
Champaign County Regional Planning Commission (CCRPC)	2019	University of Illinois-Willard
Chicago Metropolitan Agency for Planning (CMAP)	2018	Chicago O'Hare International, Chicago Midway International
Danville Area Transportation Study (DATS)	2020	Vermilion Regional
Decatur Urban Area Transportation Study (DUATS)	2020	Decatur
DeKalb/Sycamore Area Transportation Study (DSATS)	2020	DeKalb Taylor Municipal
East Central Intergovernmental Association (ECIA)	2017	
Kankakee Area Transportation Study (KATS)	2020	Greater Kankakee
Tri-County Regional Planning Commission (TCRPC)	2020	General Downing-Peoria International, Mount Hawley Auxiliary, Pekin Municipal
Bi-State Regional Commission (Quad City MPO)	2016	Quad City International
Region One Planning Commission (R1PC)	2020	Chicago/Rockford International, Poplar Grove
Springfield-Sangamon County Regional Planning Commission (SSCRPC)	2020	Abraham Lincoln Capital
East-West Gateway Council of Governments	2020	

Sources: IDOT, 2020; Kimley-Horn, 2020

### 5.6.2. Illinois Long-Range Transportation Plan (LRTP)

IDOT's Long-Range Transportation Plan (LRTP) is designed to provide strategic direction for the development of Illinois's statewide transportation network. This includes providing an overarching framework for IDOT's development programming throughout all modes of transport available in the state. In addition, the LRTP provides higher-level guidance on how improvement efforts should be distributed throughout the overall Illinois transportation system during a 20- to 25-year planning window. This guidance was developed in conjunction with thousands of stakeholders that provided input toward the planning process. The current LRTP was published in 2019 and per state legislation, IDOT is required to complete an LRTP every five years to provide updated guidance for Illinois's continuously adapting transportation landscape. The overall goals of the LRTP that make up the foundation for the planning efforts include improving safety and mobility, supporting economic growth, promoting livability, increasing resiliency, and providing stewardship. Specifics on the efforts referenced throughout the LRTP are provided in other IDOT programming as part of the Suite of Plans, which discusses other relevant policy and hones into the planning for each transportation mode. **Figure 5.9** highlights the diverse planning efforts that IDOT developed in the Suite of Plans.

**Figure 5.9. LRTP Suite of Plans**



Source: LRTP, 2017

The LRTP highlights that Illinois transportation system is a vital source of economic activity within the state, providing the critical linkages between points of interest to enable flow of people, goods, and services. Despite the LRTP not providing specific guidance or mention of airport development, it does note that IDOT works as a facilitator with airport stakeholders to complete current infrastructure projects and assess the need for future development. This guidance mirrors the stewardship objectives that the LRTP outlines.

In addition to this, there are objectives and recommendations that the LRTP describes that can identify future programming to improve the accessibility, usability, and intermodal capabilities of Illinois's airport system. These include identifying population and employment shifts to ensure that adequate airport services are provided to the population centers that need it. This will help to identify potential gaps in airport service coverage and assist in suggesting future airport connectivity development. To quantify the accessibility factor of Illinois's current airport system, IDOT measures the percent of the total population and employment centers that are within driving access to a commercial airport. In addition to measuring accessibility, the LRTP identifies that local communities can keep and attract business by supporting the state in funding public aviation projects. This can help with funding airport connectivity development. On the intermodal front, IDOT works with airport stakeholders to identify the linkages that presently exist with Illinois's intermodal facilities and to quantify the number of intermodal facilities that are connected to the National Highway System (NHS). This assists in assessing the intermodal freight capabilities that currently exist in the state and can help identify gaps between intermodal points of interest.<sup>85</sup>

To complement the LRTP, a Transportation System Update report is developed to provide a lens into IDOT's current multimodal services and programming. This is a critical addition to system planning as Illinois houses one of most significant multimodal networks in the United States including the second largest rail system, third largest interstate system, fourth largest highway system, and one of the busiest airport systems in the greater Chicago area (ORD and MDW). Integrated multimodal travel allows all users to pick and choose different transportation modes that best align to individual needs such as time and cost sensitivity, environmental impact, social interaction, and lifestyle preferences among others.

### 5.6.3. Planned Transportation Improvements

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Several of the transportation plans and agencies determined recommendations or projects that address areas of transportation concerns or improve access to IASP airports. Traditionally, LRTPs identify project needs and forecast revenues over the 20-year planning window, however, the funding chapter in the most recent IDOT LRTP was omitted from the plan's final publishing. Instead, much of the state funding efforts are being centered around the Rebuild Illinois statewide program, which was passed into law in mid-2020 by Illinois Governor JB Pritzker and received bipartisan support. In total, the Rebuild Illinois capital program will provide a total of \$45 billion worth of investments into multimodal transportation, education, and state facilities over the next six years, making it the largest capital program in Illinois's history. Out of the total funding, \$33.2 billion will be distributed among IDOT transportation projects. Most of this transportation funding is allocated toward roads and bridges (\$25.3 billion), with the remainder being distributed among mass transit and rail (\$5.6 billion), aeronautics (\$558 million), the CREATE program (\$492 million), and other transportation needs.<sup>86</sup> The goal for this funding is to revitalize the degrading infrastructure throughout Illinois communities and municipalities to ensure continuous economic growth. IDOT is evaluating the transportation improvement needs to determine how best to develop long-term planning and programming efforts.

In addition to the LRTP and the Rebuild Illinois program, IDOT published the FY 2018-2021 Statewide Transportation Improvement Program (STIP) in conjunction with MPOs and local municipalities. This

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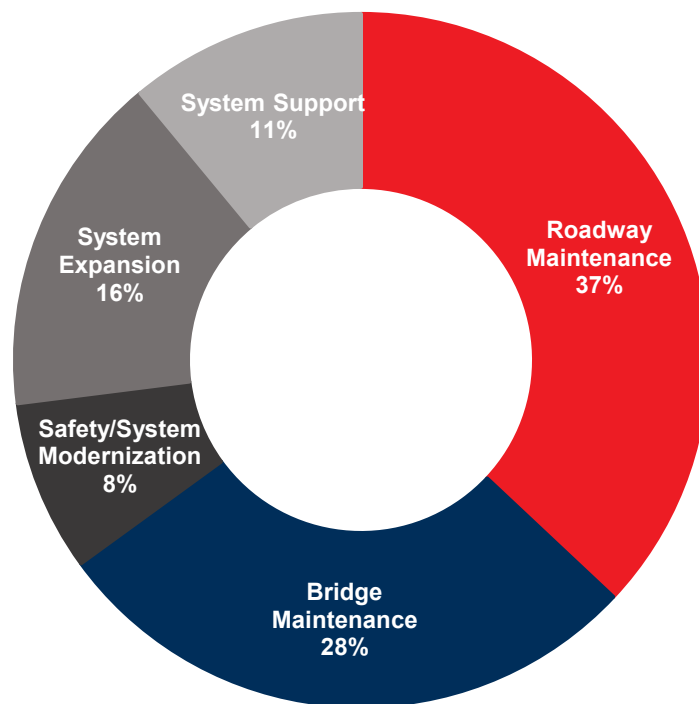
<sup>85</sup> Additional information on the 2019 Illinois LRTP can be found at: <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/lrtp/index> (Accessed September 2020).

<sup>86</sup> IDOT Update. (2020). "Governor Pritzker Signs \$45 Billion Rebuild Illinois Capital Plan." (Accessed September 2020)

document was amended in October 2019 and lists significant high-priority projects scheduled to be completed within a four-year planning window and their anticipated funding streams from local, state, and/or federal agencies. The STIP identified \$3.76 billion in transportation needs for FY 2020, which included projects listed in MPO TIPs, significant individually identified projects, and grouped projects.

The STIP is further broken-down in the 2020 Highway Improvement Program (referred to as the Multi-Year Improvement Program (MYP)), which provides roadway-specific project planning from FY 2021 through FY 2026. The FY 2021-2026 MYP identified \$21.26 billion available for roadway improvements during the planning timeframe. This program includes \$6.14 billion for roadway maintenance, \$4.68 billion for bridge maintenance and replacement, \$1.37 billion of system modernization, \$2.6 billion for system expansion, and \$1.78 billion for system support. Projects listed in the FY 2021-2026 MYP include maintenance and repairs to approximately 3,356 miles of highways, repairs to 998,115 square feet of bridge deck area, and safety and modernization improvements at 325 separate locations across the state.<sup>87</sup> The distribution of the state program from the 2020 MYP is summarized in **Figure 5.10**.

**Figure 5.10. FY 2021-2026 Illinois MYP Program Distribution**



Source: IDOT FY 2021-2026 MYP, 2020

<sup>87</sup> IDOT. (2020) "FY 2021-2026 Proposed Highway Improvement Program" (Accessed September 2020).

### 5.6.3.1. Highway Improvements

The FY 2021-2026 MYP and the STIP highlighted a number of major projects that will greatly improve Illinois's roadway system and will provide better access to IASP airports. A selection of these projects is highlighted below.<sup>88</sup>

- ◆ **Romeoville** – Construction of interchanges on Interstate 55 at Illinois Route 126 and Airport/Lockport Road. This project will improve access between Interstate 55 and Lewis University (LOT). The project is programmed to be completed between 2022 and 2026 and will cost an estimated \$181.4 million.
- ◆ **Chicago/Rosemont** – Reconstruction of 2.1 miles of Interstate 190 between Bessie Coleman Drive and Interstate 90, one mile east of ORD. This project will include construction of auxiliary lanes, new bridges, drainage improvements, and utility adjustments and will improve the primary access road to ORD. The project has an estimated cost of \$516 million and is programmed to be completed between 2022 and 2026.
- ◆ **Chicago/Waukegan** – Reconstruction and construction of additional lanes on 2.5 miles of Illinois Route 131 between Wadsworth Road and Sunset Avenue. The project will increase traffic flow in Waukegan and will improve access to Waukegan National (UGN). Estimated cost of the project is \$63.5 million and is programmed to be completed between 2021 and 2026.
- ◆ **Champaign** – Reconstruction of the Interstate 57 and Interstate 74 interchanges at Mattis Avenue. Construction on the project began in June 2020 and is expected to last through August of 2021. The project is slated to cost approximately \$29 million and will precede the reconstruction of the \$120 million I-57 and I-74 interchange project that is set to begin in 2021. Both projects will increase traffic volumes and improve access northbound access from University of Illinois – Willard Airport (CMI).<sup>89</sup>
- ◆ **Central Tri-State Tollway (I-294)** – Reconstruction and widening of I-94 from Balmoral Avenue to 95<sup>th</sup> street which will provide congestion relief, reconstruct old infrastructure to meet current and future demand and address regional needs. The project timeline is from 2018 – 2026. Construction in 2020 includes a mainline reconstruction between O'Hare Oasis and Wolf Road in Franklin Park, work on two major bridges, and improvement of several ramps and bridges. This corridor project directly impacts access to Chicago O'Hare International Airport and will help alleviate congestion to and from the airport.<sup>90</sup>
- ◆ **I-490 Tollway and IL Route 390 Tollway Projects** – This project will connect businesses and communities to transit facilities, major freight transportation hubs, distribution centers, multiple interstate highways (including I-90 and I-294) as well as improve access to the Chicago O'Hare International Airport. The project includes 17 miles of new roads with 15 new or improved interchanges. This development is part of a regional transportation solution that is the result of bipartisan consensus among local communities, business, labor, public finance, and regional planning and transportation experts.<sup>91</sup>

<sup>88</sup> Additional information on these and other projects are available online at: <http://idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multimodal-transportation-improvement-program/index>. (Accessed September 2020).

<sup>89</sup> IDOT. (N.d.). "Interstate 57 & Interstate 74 Interchange Reconstruction." (Accessed September 2020)

<sup>90</sup> Illinois Tollway. (2020). "Central Tri-State Tollway (I-294) Project." (Accessed December 2020)

<sup>91</sup> Illinois Tollway. (2018). "Elgin O'Hare Western Access Project: A New, All Electric Toll Road." (Accessed December 2020)

### 5.6.3.2. CREATE Program

In response to the rail bottlenecks in Chicago, the CREATE consortium was established in 2003 to upgrade the existing tracks, implement new traffic flow technology, and increase collaboration among rail stakeholders. This consortium consists of passenger/freight rail operators and government agencies that have raised more than \$1.4 billion, allocated throughout 70 projects across the Chicago rail network.<sup>92</sup> Presently, 30 of these projects are complete, 21 projects are ongoing, and 19 projects have pending starts. Notably, there has been an estimated \$474 million that has gone toward the "75th Street Corridor Improvement Project" to modernize and increase the capacity of this critical freight route. According to the Chief Engineer of the CREATE program, the ongoing development has been shown to alleviate some congestion from the 48-hour lead times previously experienced in Chicago to 26-30 hours.<sup>93</sup> However, CREATE estimates that they still require an additional \$3 billion to finish all the remaining development work. Once completed, the modernization work is projected to have a 30-year benefit of \$31.5 billion in economic activity toward the Chicago area.<sup>94</sup>

**Figure 5.11** illustrates the projects identified in the CREATE program and the present status of each.

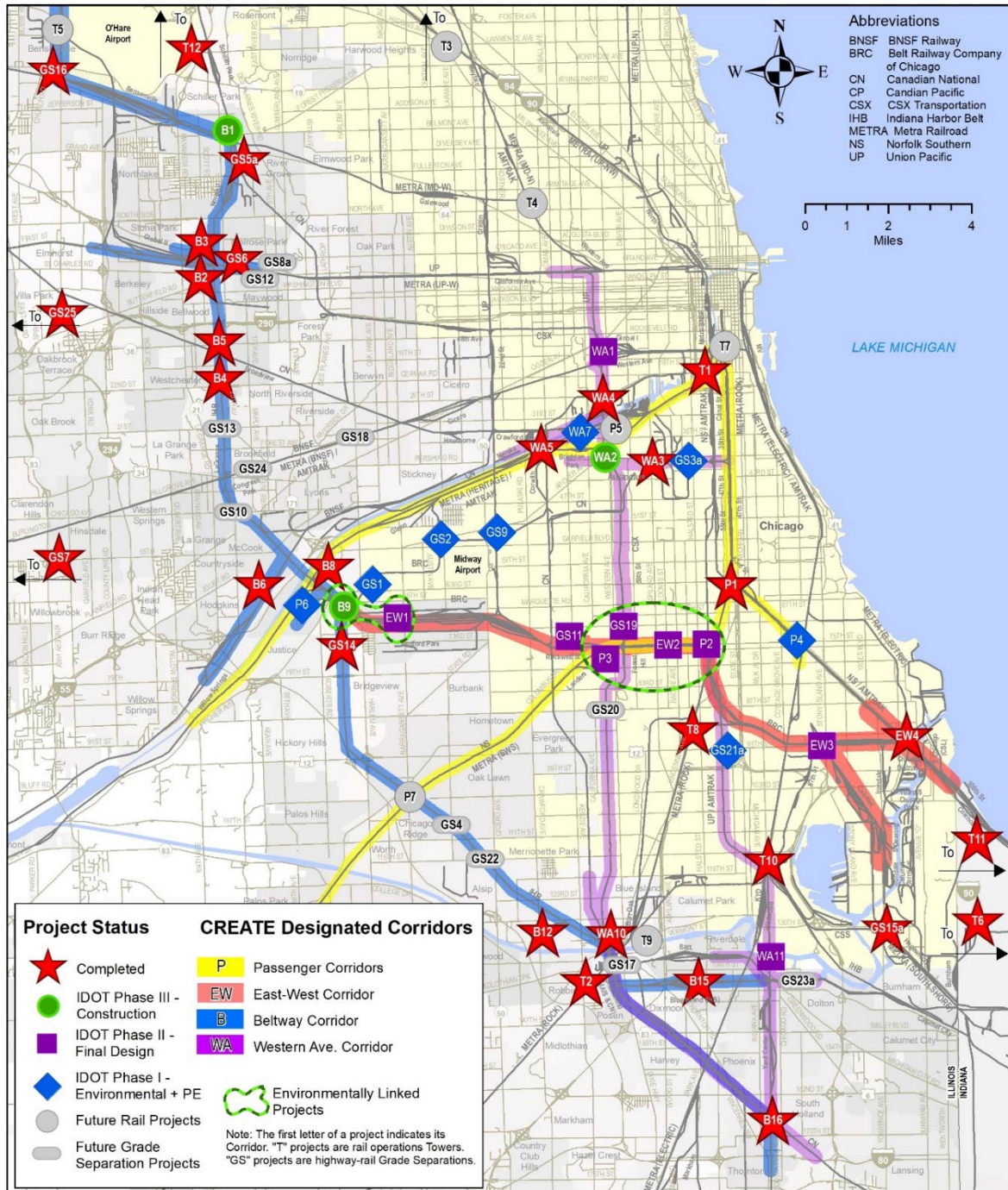
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<sup>92</sup> CREATE. (2014). "Chicago Region Environmental and Transportation Efficiency Program." (Accessed September 2020)

<sup>93</sup> Chicago Business. (August 2017). "As the nation's rail hub, Chicago is an expensive and dangerous bottleneck." (Accessed August 2020)

<sup>94</sup> Ibid.

Figure 5.11. Status of CREATE Projects\*



\*Note: Project status as of July 9, 2020

Source: CREATE, 2020

#### **5.6.3.3. Illinois High-Speed Rail Program**

Chicago and St. Louis are two of the largest metropolitan areas in the state and support a major transportation corridor between the two cities. However, roughly 99 percent of the 35 million trips taken in the Chicago-St. Louis corridor each year are conducted via automobile or air travel. As such, the Illinois High-Speed Rail Program was created to enhance the passenger rail network between Chicago and St. Louis and to establish balance between the use of transportation modes in state. The program plans to make improvements at crossings and build additional traffic along the Canadian National, Kansas City Southern, and Union Pacific railroad lines. The goal of the program is to establish safe and reliable passenger service on trains capable of traveling up to 110 mph, which will reduce travel time by nearly an hour and make rail travel more competitive with other transportation modes.<sup>95</sup>

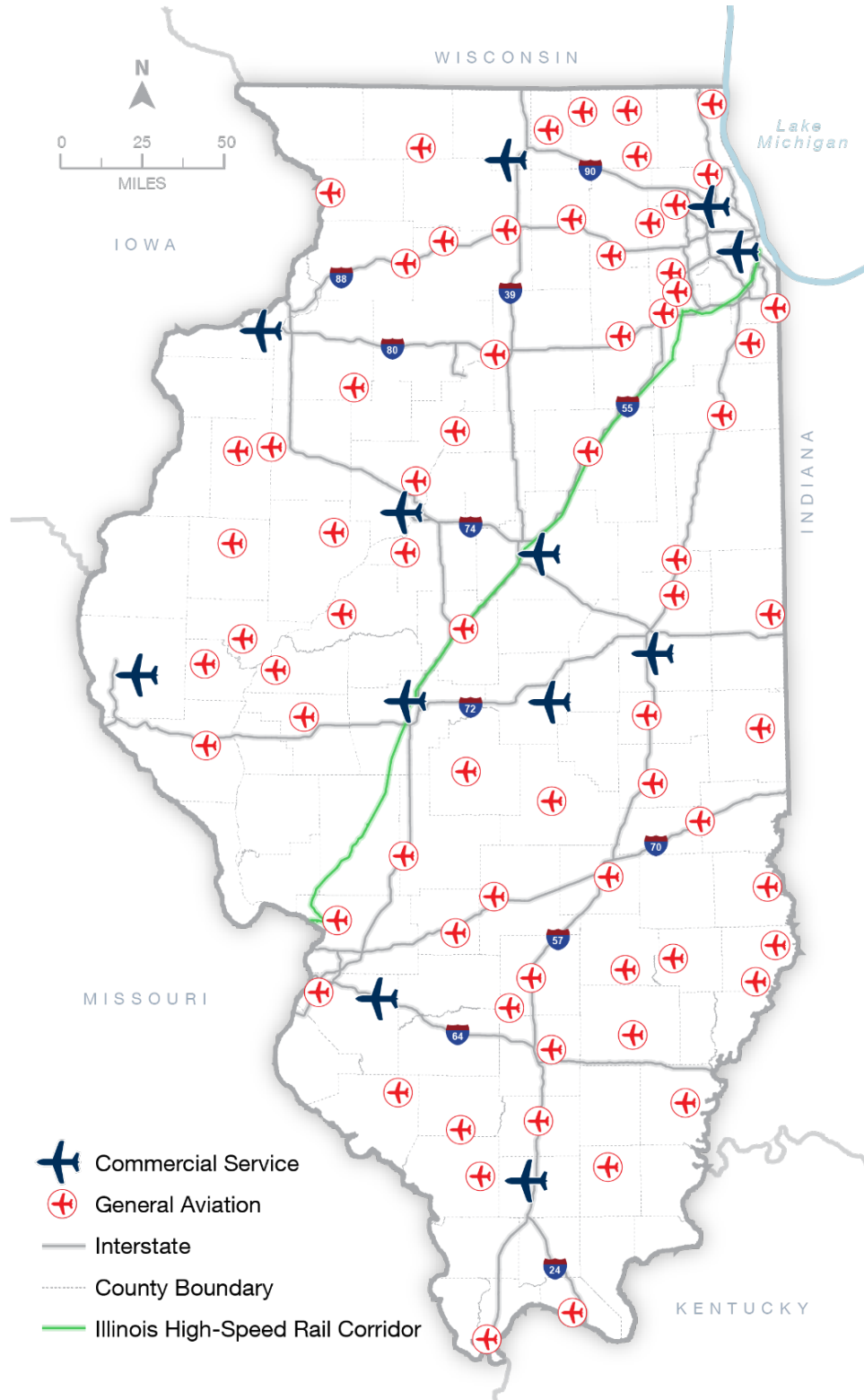
The program was funded by the state and the Federal Railroad Administration (FRA) and cost approximately \$1.95 billion. Work began on the project in 2010 and was largely completed by 2017. However, issues related to GPS-based safety technology that maintains positive train control has caused delays in the project, and, as of August 2019, trains are not allowed to exceed 79 mph at any point along the route. IDOT will continue to work to complete this project, however, there is no estimate for a completion date when trains will be allowed to travel at full speed.<sup>96</sup> **Figure 5.12** presents the route of the high-speed rail corridor across Illinois.

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<sup>95</sup> Additional Information about the Illinois High-Speed Rail Network can be found online at: <https://www.idothsr.org/>. (Accessed September 2020).

<sup>96</sup> Schlinkmann, M. (August 2019). "Faster Speed on Amtrak Route to Chicago Delayed Again." Available online at: [https://www.stltoday.com/news/local/govt-and-politics/faster-speeds-on-amtrak-route-to-chicago-delayed-again/article\\_bb97c7e0-2c9e-583a-8efb-aed367a558f1.html](https://www.stltoday.com/news/local/govt-and-politics/faster-speeds-on-amtrak-route-to-chicago-delayed-again/article_bb97c7e0-2c9e-583a-8efb-aed367a558f1.html). (Accessed September 2020)

**Figure 5.12. Illinois High-Speed Rail Network – Chicago to St. Louis Route**



Sources: IDOT Illinois High-Speed Rail Network, 2020; Kimley-Horn, 2020

#### 5.6.3.4. Illinois Tollway Program

Illinois is home to several tollway corridors that contribute to the state's efficient highway system. Tollways charge user fees and ultimately use the earned revenue to maintain and improve their roads. Tollways are a funding mechanism that can be established to maintain important infrastructure without utilizing public revenue streams for maintenance. The Illinois Tollway program secured a \$14 billion budget for their capital program "*Move Illinois: The Illinois Tollway Driving the Future*" in 2011. The budget is to be distributed to tollway improvement projects over a time period of 15 years. **Table 5.8** shows the program's total budget and budget spent as of December 2020 by tollway corridor and includes a line item for improvements that impact the entire system and other emerging projects.

**Table 5.8. Capital Improvement Budget for Illinois's Tollway Program**

Tollway Corridor	Current Budget (millions)	Total Obligations (millions)
Tri-State Tollway (I/94, I/294, I-80)	\$4,380.2	\$2,527.5
Reagan Memorial Tollway (I-88)	\$360.3	\$301.6
Jane Adams Memorial Tollway (I-90)	\$2,359.4	\$2,318.2
Veterans Memorial Tollway (I-355)	\$265.7	\$162.4
Tri-State (1-294)/(I-57 Interchange)	\$331.7	\$282.1
Elgin O'Hare Western Access (EOWA)	\$3,266.4	\$2,556.7
Systemwide Improvements	\$3,188.3	\$1,461.2
Other Emerging Projects	\$121.1	\$39.3
<b>Move Illinois Total</b>	<b>\$14,2730</b>	<b>\$9,648.8</b>

Source: Illinois Tollway December 2020 Reporting, <https://www.illinoistollway.com/projects/capital-programs>, Accessed December 18, 2020

## 5.7. Summary

Multimodal integration and airport access are increasingly becoming major focus points within statewide aviation system plans across the country. This is especially important for the 2020 IASP as the state is located in a strategic position in the Midwest and has the infrastructure to facilitate nearly all forms of transportation. This has allowed Illinois airport users to enjoy diverse transportation options that work in tandem with one another to provide mobility, access, and economic opportunity throughout the state. However, addressing the transportation challenges that exist are critical toward Illinois continuing to provide safe and efficient multimodal options for users. The concerns have been recognized by IDOT and other stakeholders and are being complemented with a diverse array of planning efforts that range from local-specific to statewide long-range planning improvement efforts. Coordinating these planning efforts between airports and communities ensures that improvements to the existing transportation and aviation systems will further enhance airport access and multimodal integration statewide.