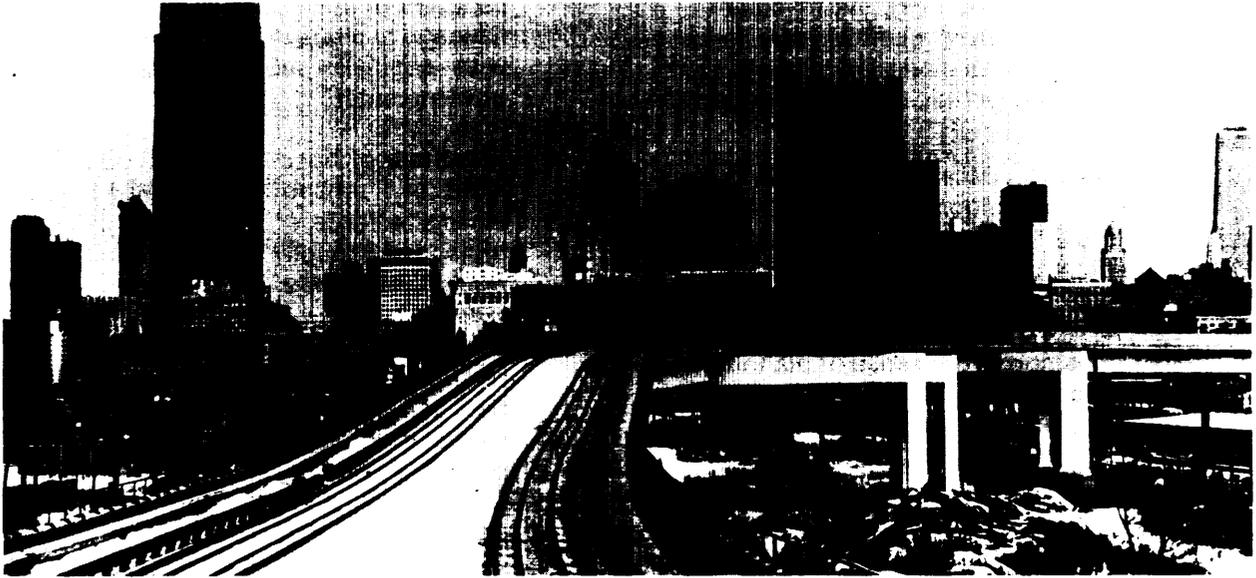


Summary and Highlights



- Chicago was the first city in the United States to systematically take advantage of expressway planning and design in order to place rail rapid transit lines in the median strips of highways.
- The joint development of the Congress Expressway and subsequently the Dan Ryan and Kennedy Expressways produced 24 miles of modern rapid transit lines and the potential for 19 additional miles of lines at relatively low cost.
- The development of the Skokie Swift service at low cost proved that greater than anticipated ridership can be attained with a service that responds to public desires—time savings through fast service and convenient origin-to-destination transfers among modes at a reasonable price.
- The major transit planning and development project in Chicago since 1968 has been the proposed replacement of the Loop transit system in the central area and the additional construction of a distributor line with extensions to serve the developing lakefront areas both north and south of the central business district.
- Acceptance of a financially viable central area plan and resolution of the long-standing controversy over the Crosstown Expressway are the major decisions facing the Chicago area. If and when these decisions are resolved, the Chicago area will have established the major components of its transit and highway capital investment program for many years.
- Commuter railroads, which historically have played an important role in access to the central business district, took a self-interested lead in the creation of suburban transit districts in order to obtain public subsidy funds for capital and operating expenses. The self-interest (to avoid absorbing large losses), however, led to the preservation and substantial improvement of an important component of the public transportation system.
- The Chicago Transit Authority, which has and deserves a reputation for being one of

the world's best transit operating organizations, has been primarily responsible for rehabilitation and replacement of transit facilities and rolling stock, and for significant operating improvements. It has not, however, been a major force in planning new or extended rail transit lines except as a technical resource organization.

- The city of Chicago, through its Department of Development and Planning and its Department of Public Works, has been the dominant force in transit planning and decision making until the last 3 or 4 years. While the Chicago area still is in a period of transition in the sense of planning and decisionmaking responsibility, the relative power of the city is diminishing.
- The creation of the Regional Transportation Authority (RTA), which is still in its formative stages, is the most important institutional and financing development since the creation of CTA in 1945. The

basic RTA organization, its authority and responsibilities, its financing abilities and constraints—such as the amendment requiring that revenues raised in a county be spent in that county—inevitably force Chicago to share the decision making role with suburban county and municipal governments.

- The State of Illinois, through its Department of Transportation (I DOT), is an emerging force of some significance in transportation planning in the Chicago area. Partially as a result of its own policy initiatives and partially as a result of changes in Federal statutes and regulations, I DOT has been an obstructive force in planning and deciding whether to build the Crosstown Expressway and Busway, and a constructive force in trying to resolve the difficulties in deciding on a viable plan for the replacement of the loop transit system and the central area distributor.