

Welcome to the Kane County Transit Plan Open House!



What is the Kane County 2040 transit plan?

The plan is the transit element of the Kane County's long-range planning efforts. It will identify existing transit conditions and document market potential, recommend transit improvements and identify funding strategies for implementation.

What are the primary objectives of the plan?:

- Analyze existing public transportation services, use patterns and potential transit markets
- Identify unmet needs
- Develop short, intermediate, and long-term recommendations for public transportation service and/or facility improvements

What has been done to date?

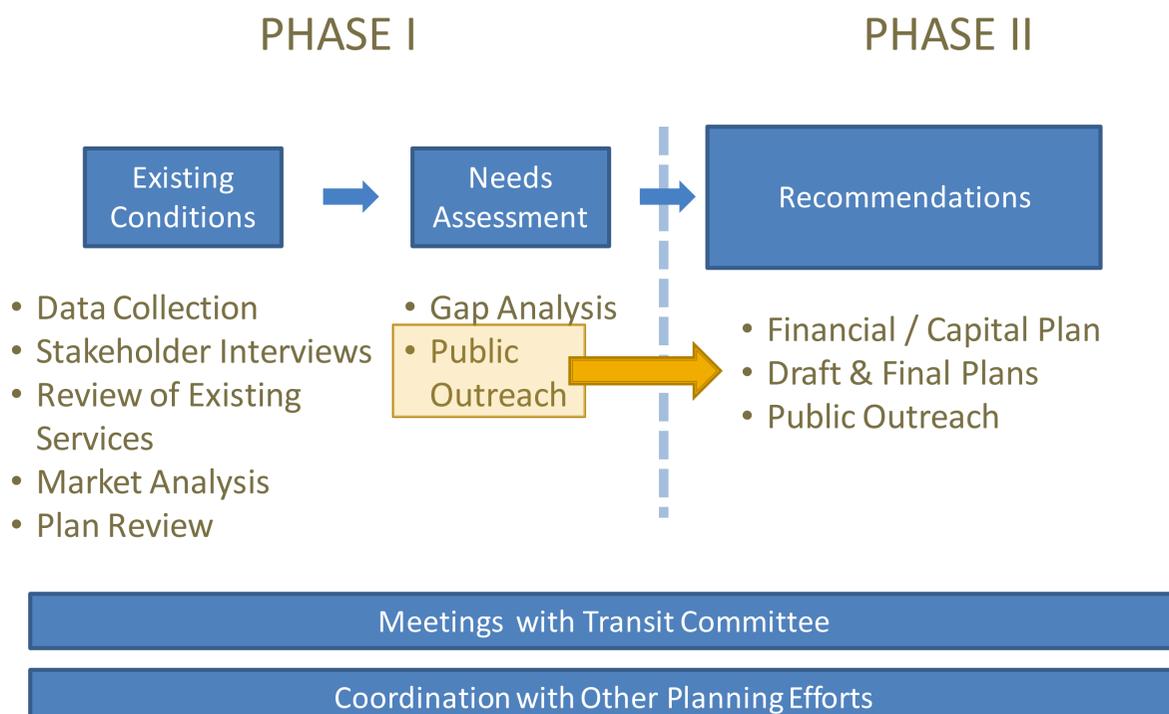
- Interviewed stakeholders representing current and potential transit user groups
- Analyzed current and future markets for transit
- Identified unmet needs for transit users

How you can help this evening:

- Provide input about community transportation needs and priorities
- Share your opinion about tradeoffs faced when planning transit service
 - Fill out a survey (paper or online)

What happens next?

- Confirm transit goals
- Identify alternative strategies to meet goals and constraints
- Develop implementation action items



Please have a look around and give us your input!

Existing Public Transportation Services in Kane County



Pace, Metra and many local jurisdictions provide the primary transit services in Kane County.

Pace Fixed-Route Bus Service

- 23 fixed routes serving Kane County
- Service focused in Fox Valley and around Elgin and Aurora Transportation Centers
- 30-60 minute frequencies of service
- No late evening or Sunday Service
- Mix of flag and fixed stops
- \$1.75 for one-way fare
- Over 7,000 daily boardings in 2009
- 12% growth in daily boardings since 2004
- Recent service cuts in response to budget reductions



Pace ADA Paratransit Service

- Service within $\frac{3}{4}$ mile of fixed-bus routes when route is operating
- Service to eligible and certified clients
- \$3.00 one-way fare for regional travel

Ride in Kane

- Demand-response service provided by 18 municipal and township sponsors
- \$3.00 one-way fare for local travel
- Over 3,400 registered users taking more than 8,000 trips per month

Pace Vanpool Program

- Provides vans for worker ridesharing, Metra feeder service and community transportation programs
- 12 vans travel to Kane worksites
- 11 vans take Kane workers to sites outside of the County
- \$85 per month fare per rider for 7-8 employees traveling less than 20 miles

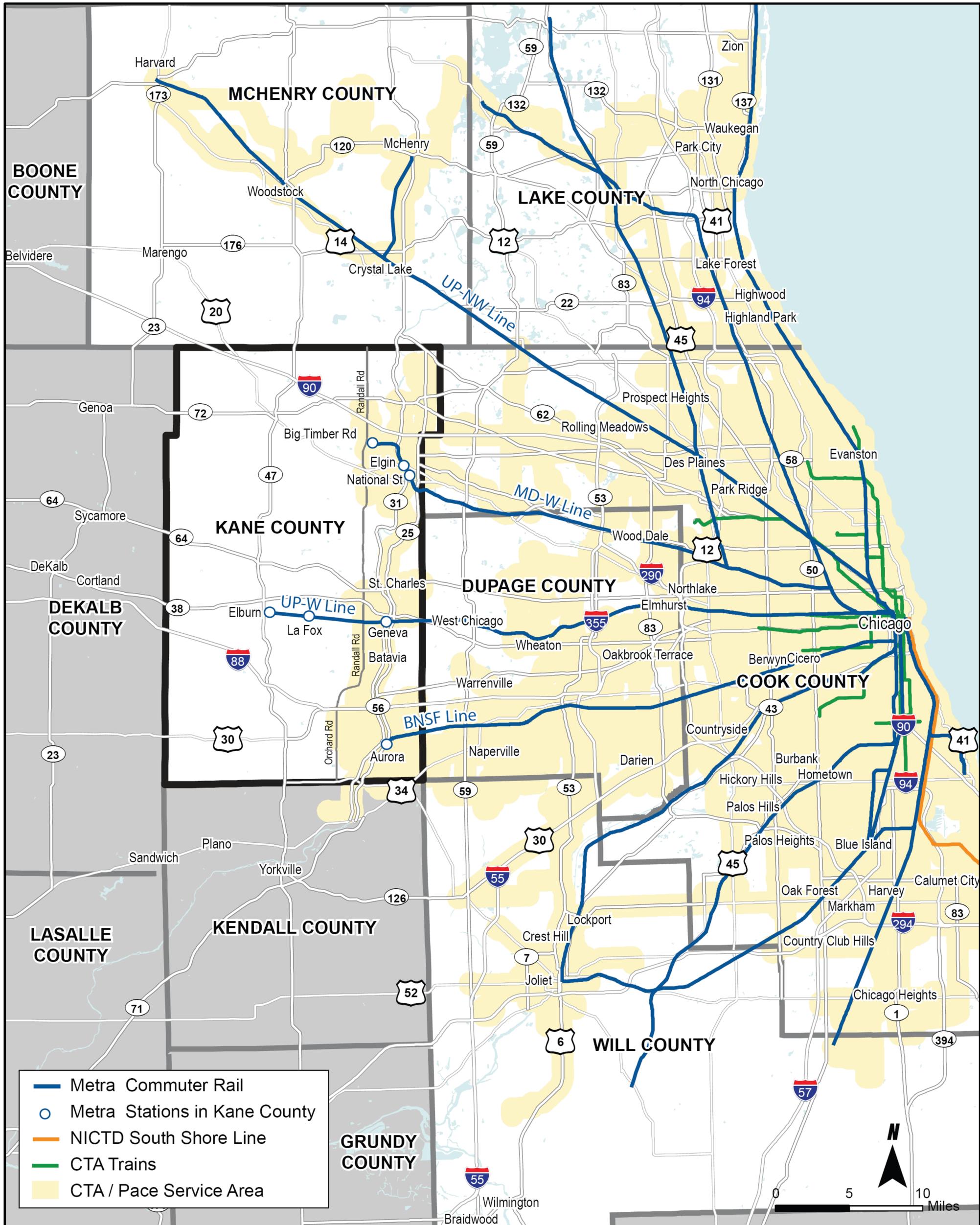


Metra Commuter Rail

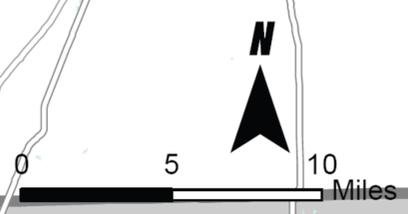
- 7-day service with peak-hour focus
- 3 lines/7 stations serve Kane
- Over 6,000 weekday boardings in Kane
- Distance-based fares - \$2 to \$8 one-way



Regional Transit Service Area (Pace/CTA) and Metra Lines



- Metra Commuter Rail
- Metra Stations in Kane County
- NICTD South Shore Line
- CTA Trains
- CTA / Pace Service Area



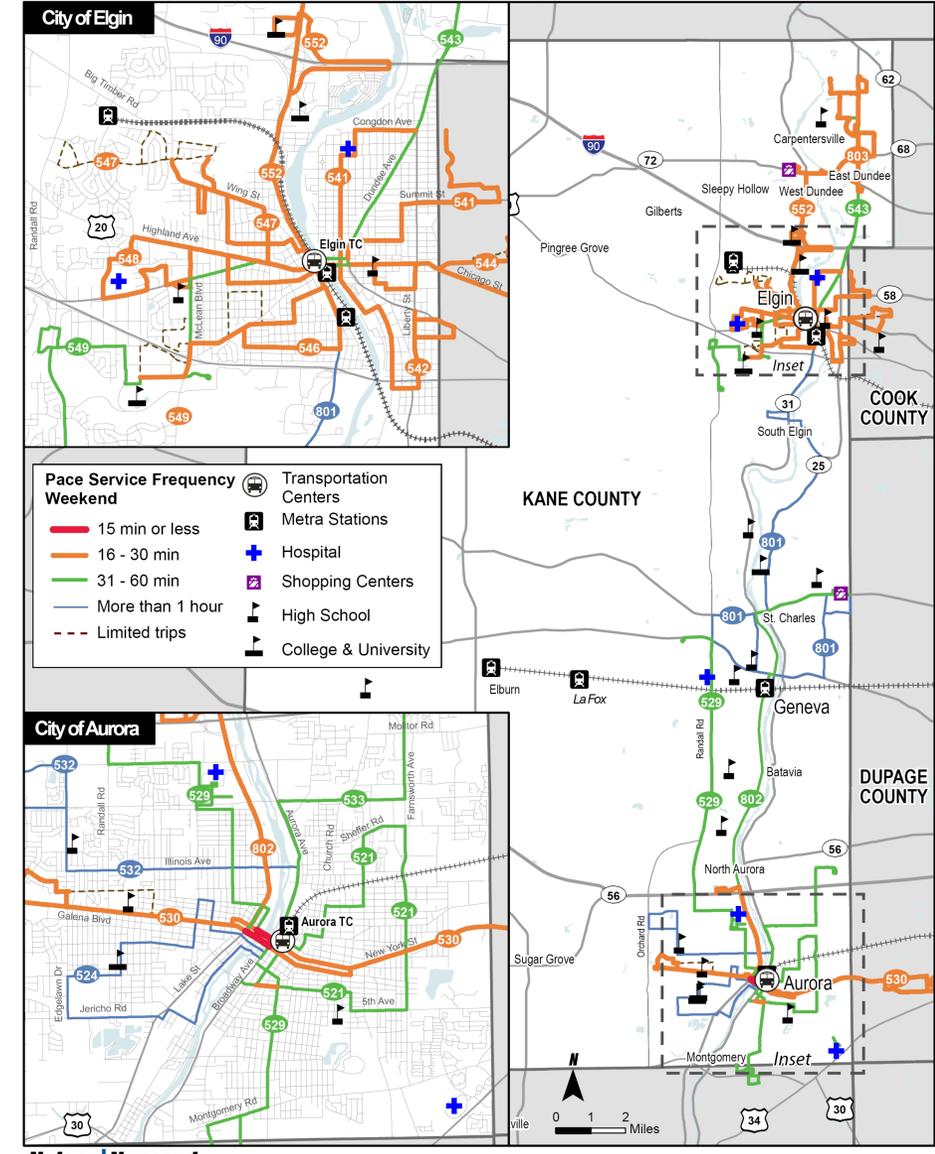
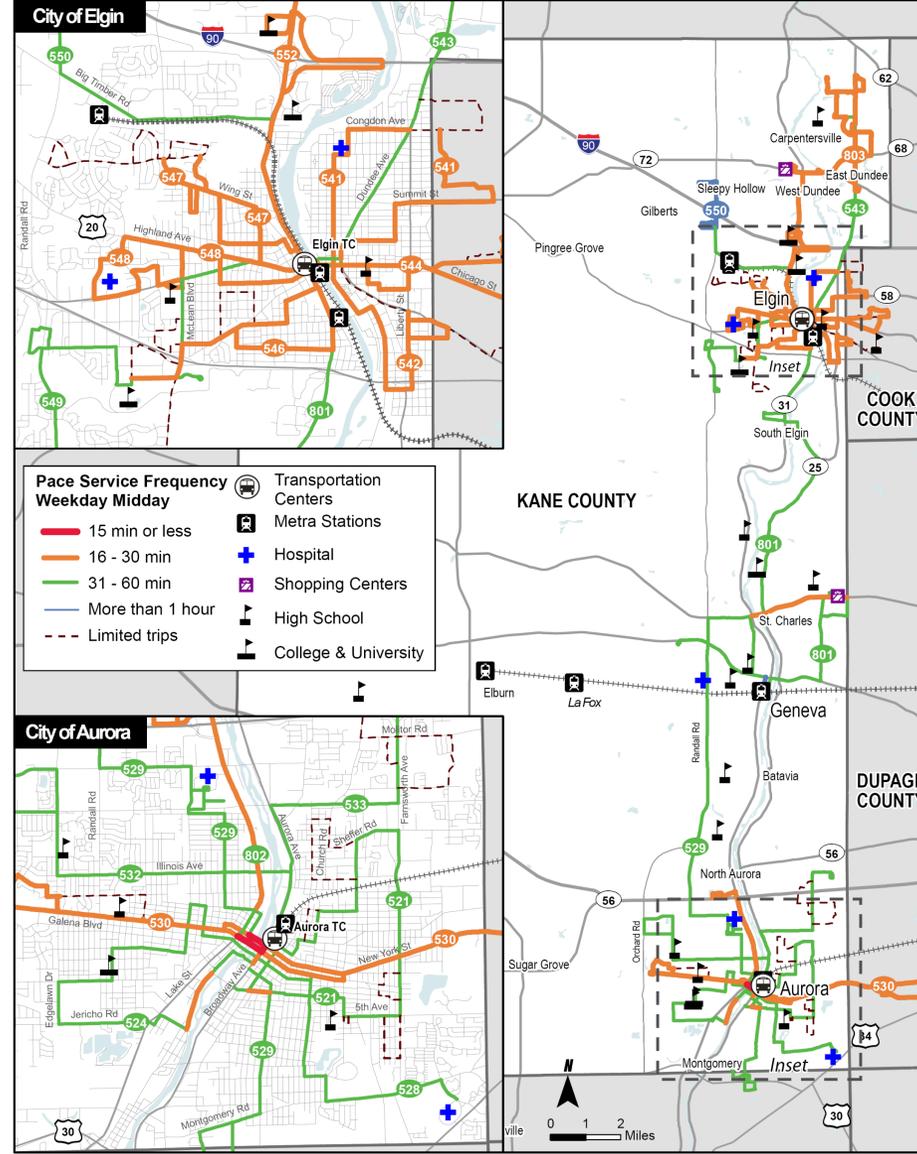
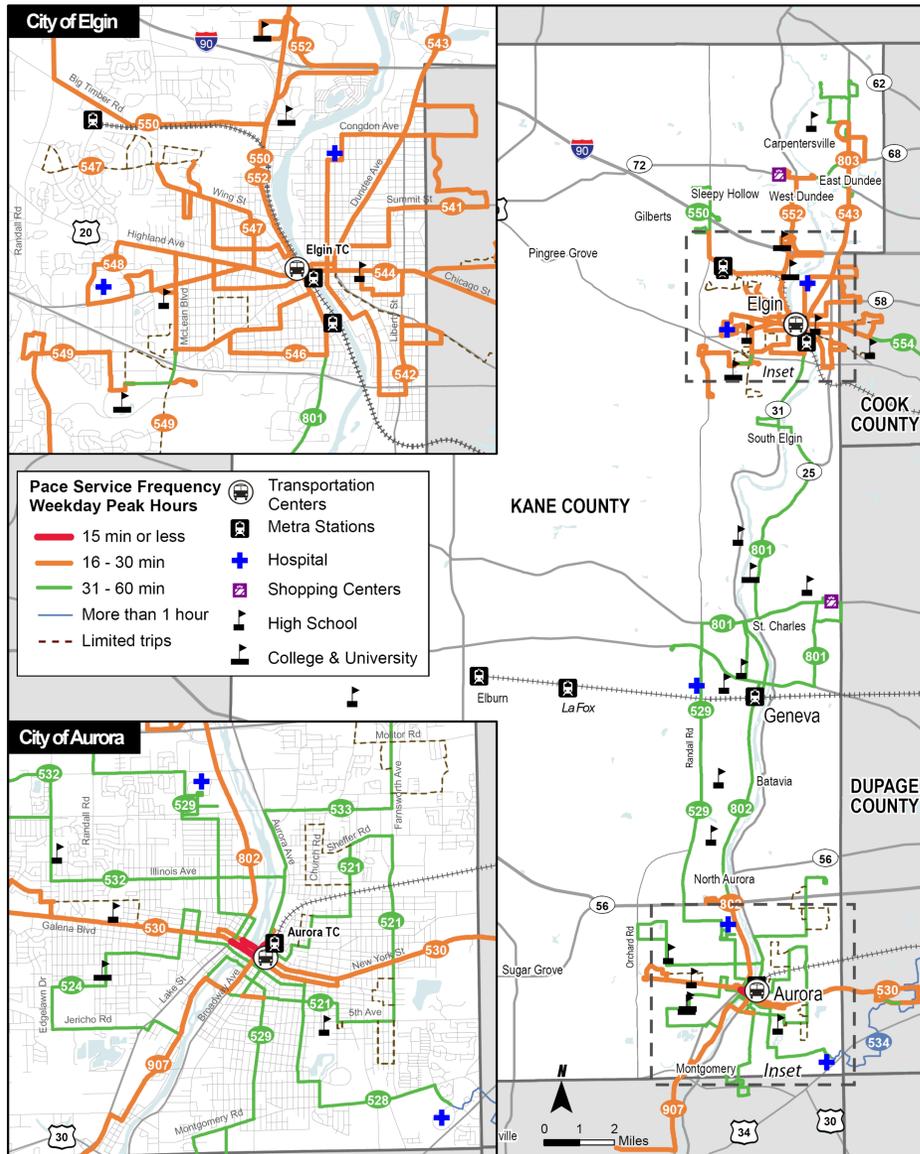
Existing Public Transportation: Pace Bus Service Frequency



Weekday Peak

Weekday Midday

Saturday



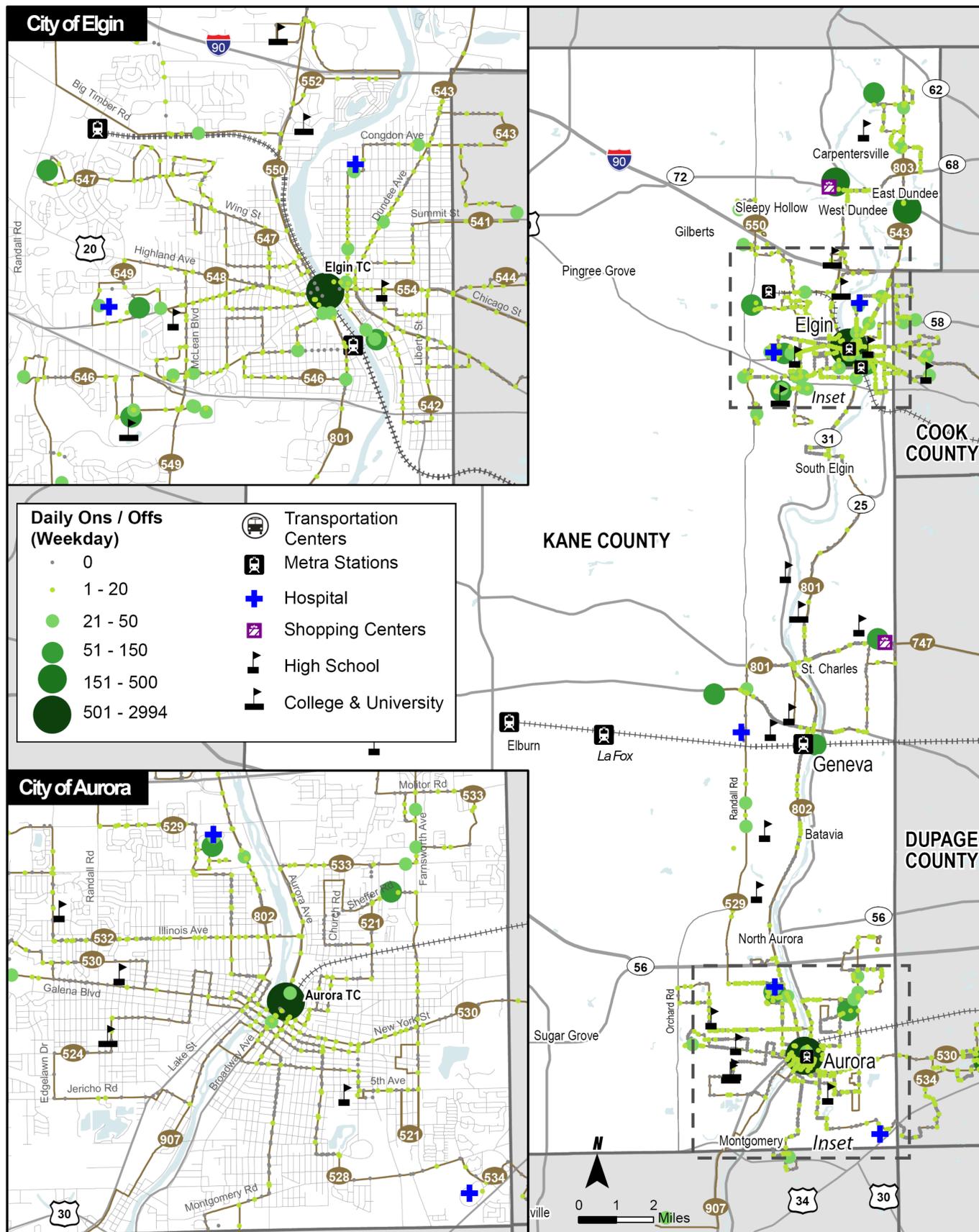
There is limited early evening service and no late evening (after 9:30 pm) or Sunday bus service in Kane County.

Existing Public Transportation: Boardings & Alightings

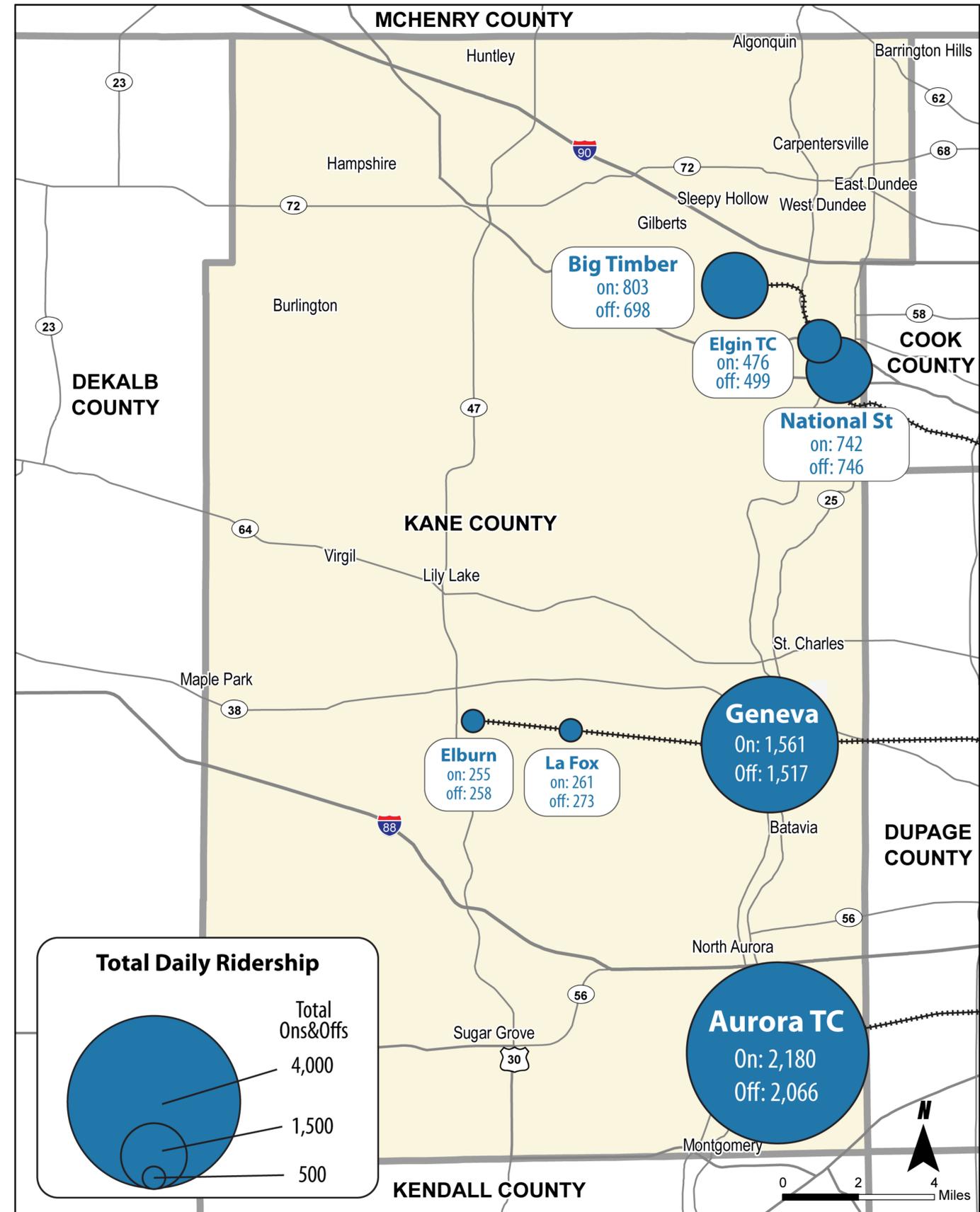


October 2009 Pace Weekday Daily Ons & Offs

Fall 2006 Metra Weekday Daily Ons & Offs



Source: Pace, Kane County, Illinois DOT



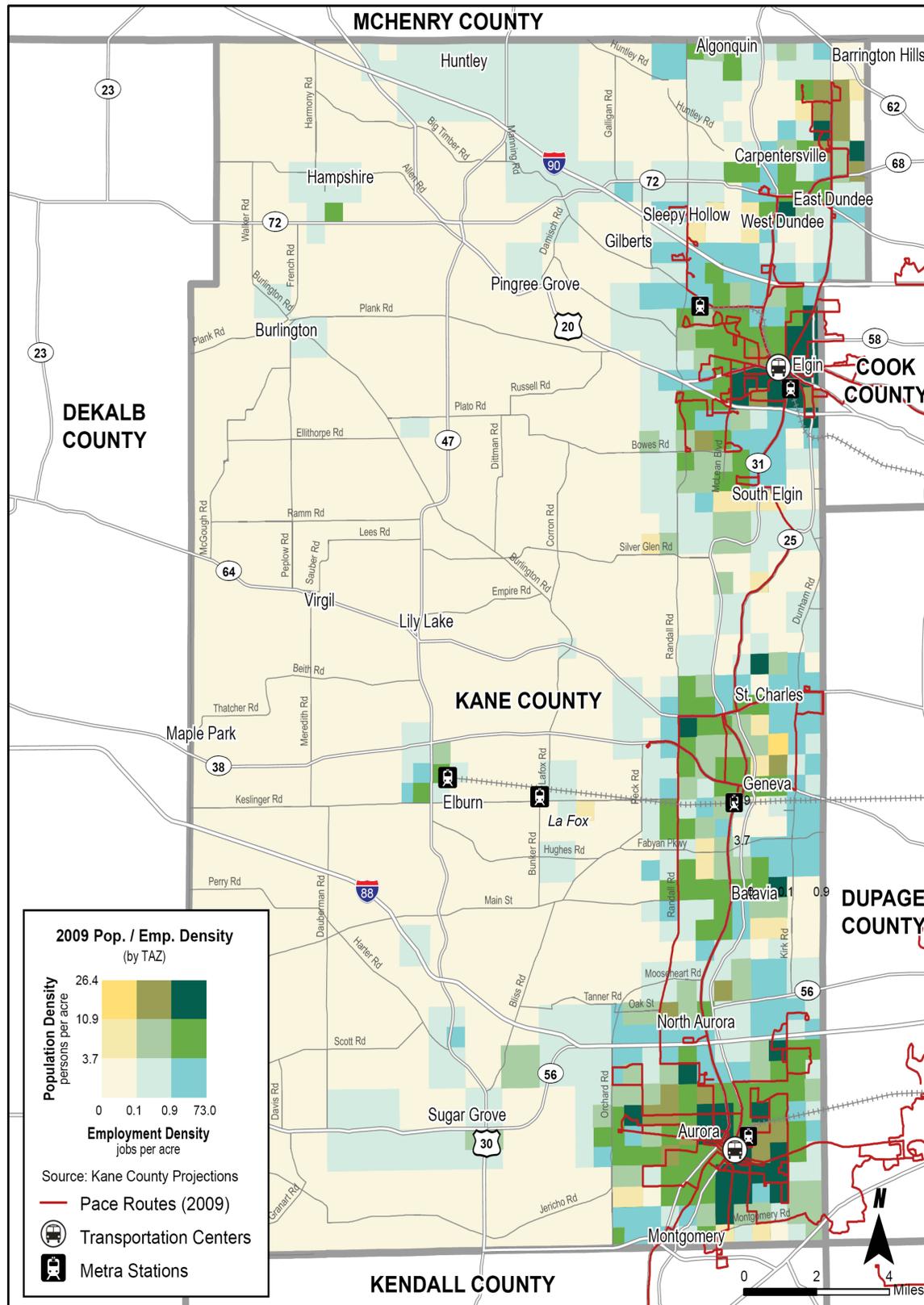
Source: Kane County

Current and Future Population and Employment



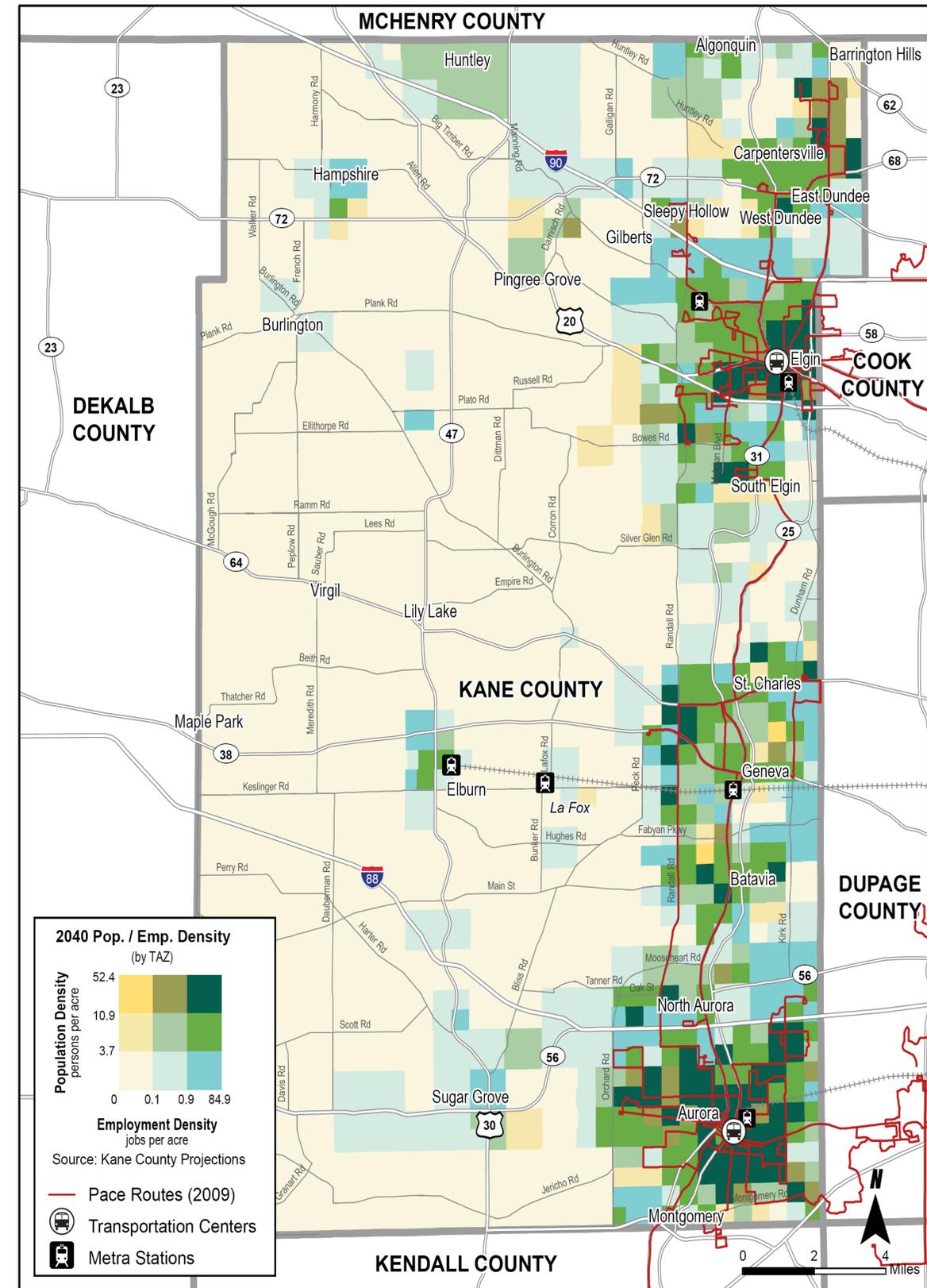
These maps illustrate the projected distribution and density of population and jobs in Kane County in 2009 and 2040.

2009



Source: Kane County

2040 Projected



Source: Kane County

- Yellow shading on the maps denotes areas with the highest population density but lowest employment density
- Blue shading identifies areas with the highest employment density, but lowest population density
- Green shading (yellow + blue) shows where combined population and employment densities are/will be highest

Transit Challenges and Needs



Based on analysis of demographic data and travel demand trends and discussions with key stakeholders and local leaders in Kane County, we have identified the following major issues and service needs:

Challenges

- Population is aging & a higher percentage of people may be unable to drive in future years
- Financial constraints require the efficient use of available funding for transit services and investments
- Current land use and level of transit service result in most people relying on their personal automobile for travel
- Current prevailing land use patterns in the county are not supportive of transit service

| Age Group | 2000 | 2030 | Change 2000-2030 |
|----------------|---------|---------|------------------|
| Overall | 404,834 | 679,403 | 68% |
| 65 and older | 34,038 | 106,115 | 212% |
| % 65 and older | 8.4% | 15.6% | - |



Pedestrian Conditions on Randall Road



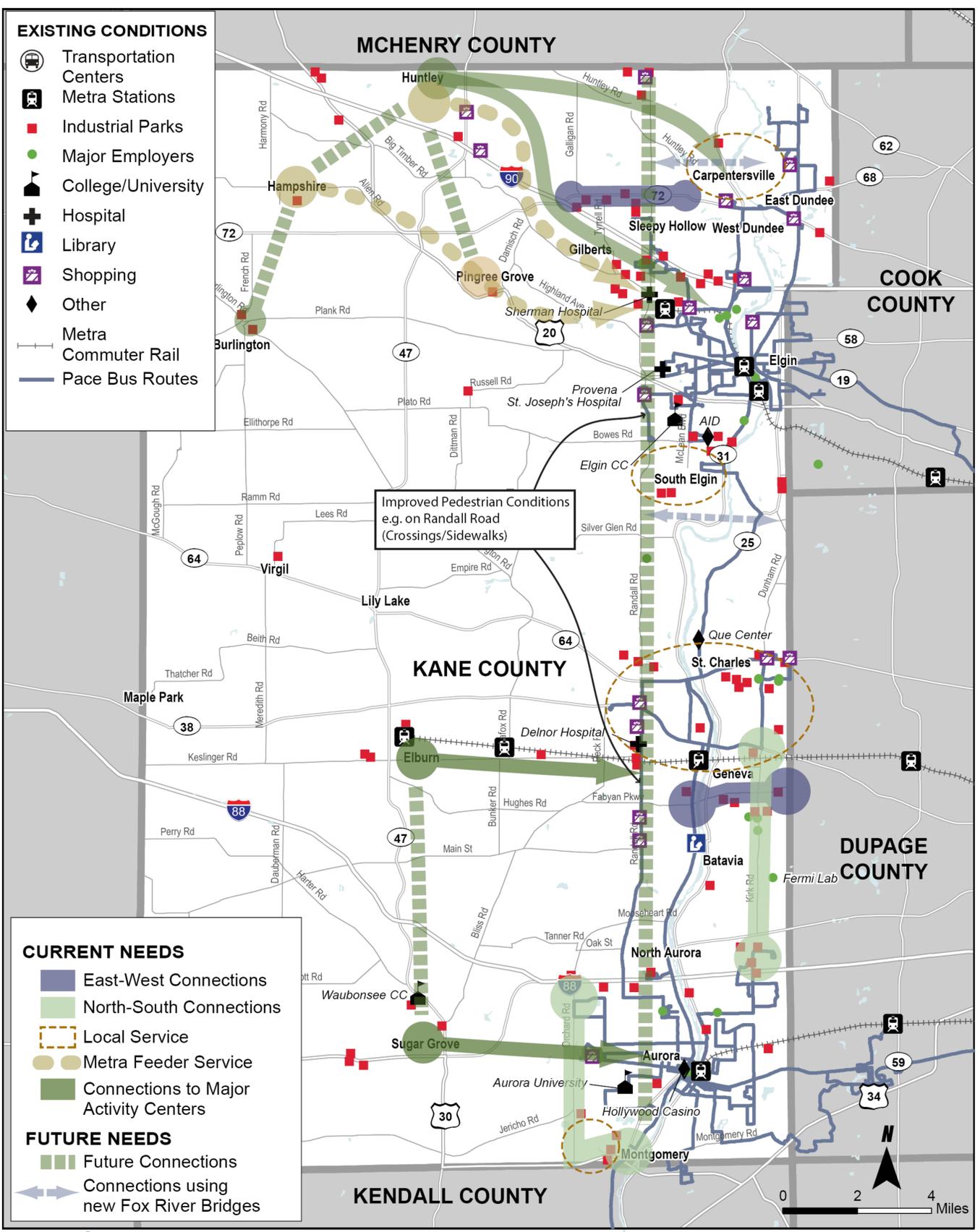
Good street connectivity is necessary for potential passengers to efficiently walk to transit stops.

Transit Needs

- Identified using:
 - Stakeholder Input
 - Transit Committee Input
 - County Travel Demand Model
- Prioritized based on:
 - Transit committee feedback
 - Feedback from public

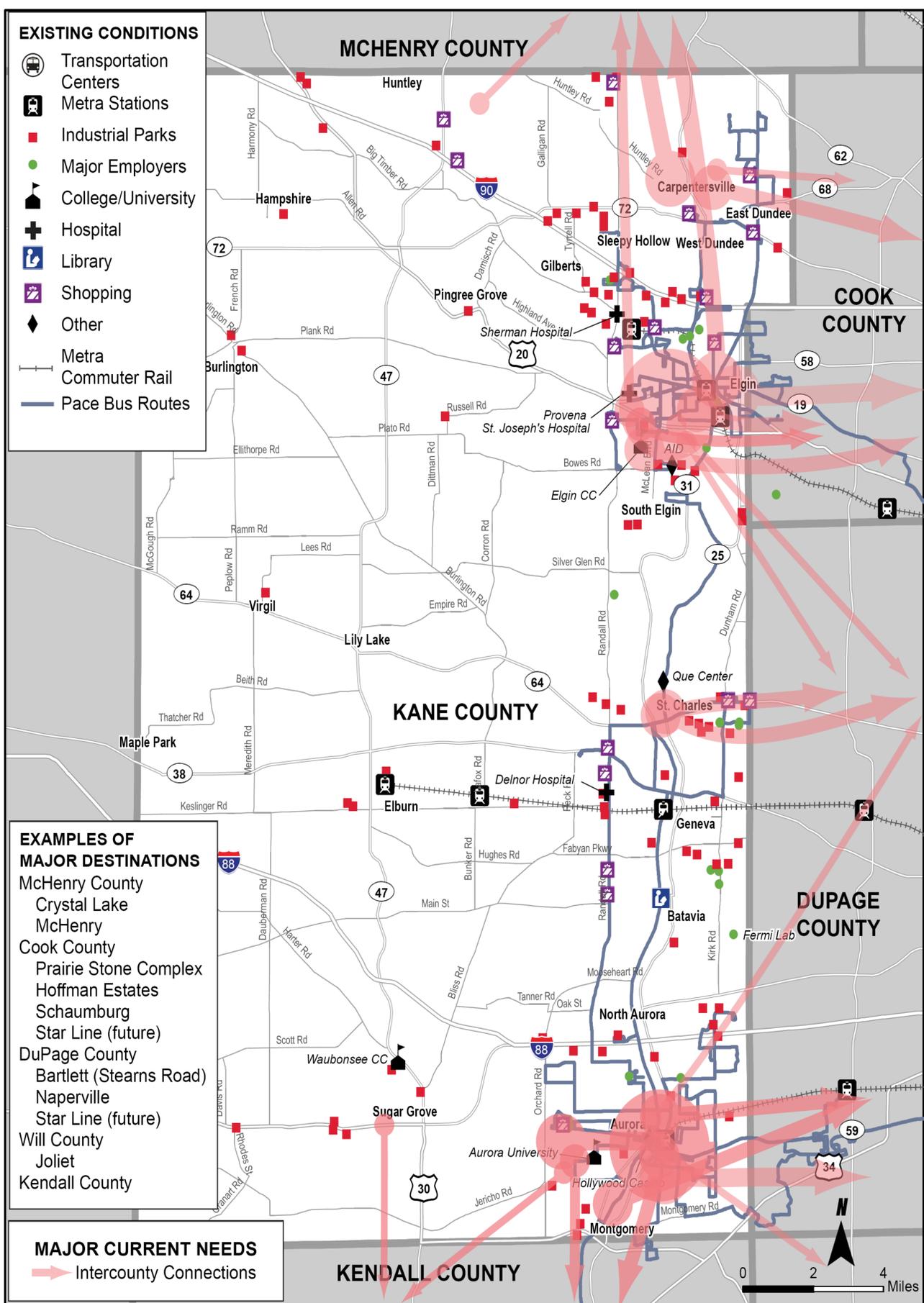
Please use your feedback form to list any additional transit needs you have that you do not see identified

Major Transit Needs within Kane County



| Category of Transit Need | Specific Needs Identified | Need identified by: | |
|--|--|---------------------------------|-------------------|
| | | Kane County Travel Demand Model | Stakeholder Input |
| Current | | | |
| East-west transit connections within Kane County | IL 72 | X | X |
| | Fabyan Parkway | X | X |
| North-south transit connections within Kane County | Kirk Road | X | X |
| | Orchard Road | X | X |
| Local service extension to growing population and employment centers. | Carpentersville | X | X |
| | South Elgin | X | |
| | St. Charles/Geneva | X | |
| Feeder service to Metra stations | Montgomery | X | X |
| | Huntley to Elgin | | X |
| | Hampshire/Pingree Grove to Elgin | | X |
| Connections to major activity centers | McHenry County | X | X |
| | Huntley to Elgin & Carpentersville | | X |
| | Elburn to Randall Road | | X |
| | Sugar Grove to Aurora | X | X |
| Future | | | |
| East-west connections to growing population and employment centers in central-west parts of the county | Burlington – Hampshire | | X |
| | Hampshire – Huntley | X | X |
| East-west connections across the Fox River | New bridges | X | X |
| Connections to new Metra stations as possible expansion occurs | e.g. Montgomery, Sugar Grove, Hampshire, Big Rock, Pingree Grove, Maple Park | Based on overall needs | X |
| Potential rapid bus service along Randall Road | | | X |
| Connections to STAR Line (linking to east-west line to O'Hare Airport) | | X | X |
| Potential north-south service on IL 47 | North County (Huntley - Pingree Grove) | X | X |
| | South County (Sugar Grove – Elburn) | Developing | |

Major Transit Needs for Out-of-County Travel



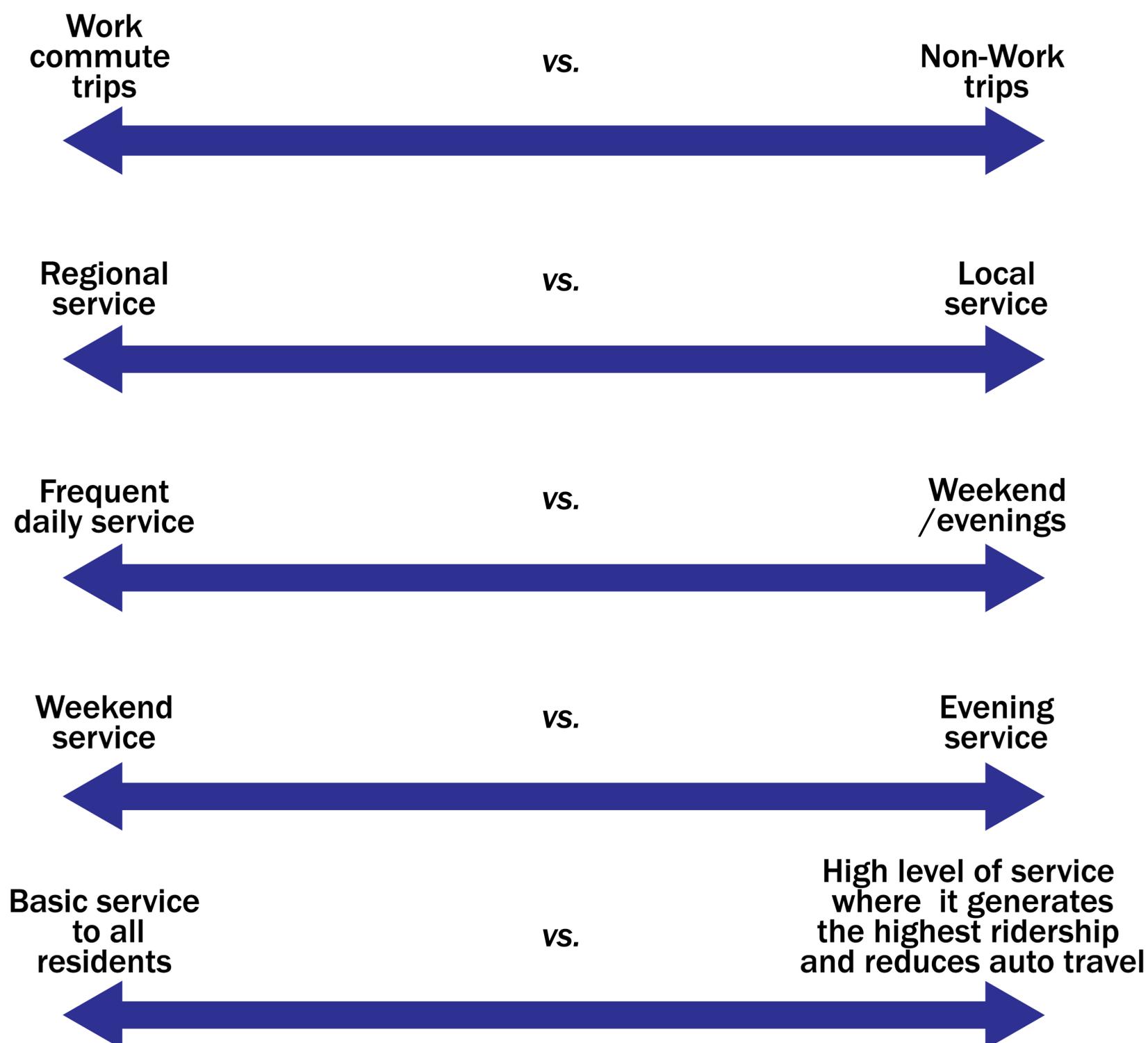
| Category of Transit Need | Specific Needs Identified | Need identified by: | |
|--|---|--|-------------------|
| | | Kane County Travel Demand Model | Stakeholder Input |
| Current | | | |
| East-west intercounty transit connections | Limited connections to Cook & DuPage | X (growing by 2040) | X |
| | No direct service to NW Will County | X (growing by 2040) | |
| | No/limited connecting service to Central Will County | X | |
| North-south intercounty transit connections | No/limited connecting service to McHenry County | X (Most significant growth by 2040) | X |
| | No direct service to Kendall County | X (growing by 2040) | X |
| Future | | | |
| Intensified intercounty connections | All current needs except those to central Will County projected to increase | X | |
| North-south intercounty transit connections | From west of Fox Valley to McHenry/Kendall Counties | X | |
| Connections to Star Line to access Will/DuPage/ Cook Counties and O'Hare Airport | | X | X |

Community Values for Transit



Limited funding for public transportation often results in hard choices between worthy objectives. By identifying community priorities in terms of these tradeoffs, we can set goals for Kane County's transit system and develop recommendations that best meet local needs.

Potentially Competing Needs



On your feedback form, please let us know which of these needs are more important for you!

Thank you for attending!



Your participation and feedback is appreciated and will help create a useful and viable transit plan for Kane County.

Please let us know:

- If you have any questions
- If you have any last comments or suggestions

Kane County Transit Open House 1 - Feedback Form

About You

What city or village do you live in (or near)? _____

Do you currently ride transit in Kane County? (Check all that apply.)

- Yes, I ride Pace Fixed-Route buses
- Yes, I ride Pace ADA Paratransit service
- Yes, I ride Metra Commuter rail service
- Yes, I ride a Ride in Kane sponsored service
- No, I do not ride public transportation

If you ride transit, how often do you take public transportation?

- Every day
- Three to four times a week
- Once or twice a week
- A few times each month
- Not often/Rarely

If you do not regularly use Transit, why not? (Choose up to 5 reasons that apply assigning 5 points to most significant reason, 4 to second most, etc.)

- The wait between buses is too long (doesn't fit my schedule)
- It requires too many transfers
- The buses are overcrowded.
- The bus stop is too far from where I live
- The bus stop is too far from where I need to go
- I cannot afford bus fare
- The shelter near my home is inadequate/uncomfortable.
- The shelter near my destination is inadequate/uncomfortable.
- The travel time is too long
- I don't feel safe walking to/from the bus
- I don't feel safe waiting for the bus
- I don't feel safe riding the bus
- I'm not familiar with the schedule and routes
- I feel most comfortable driving my own car
- Service doesn't run midday when I travel
- Service doesn't run late enough
- Service doesn't run on Sundays
- I need my car to get to another location

If you do not ride transit, do you know how to get information on how to ride?

- Yes
- No

Community Needs

Do you have additional needs that were not highlighted at the Open House?

- Yes (Please identify below)
- No

Please Continue on the Back

Service Options

Please indicate your general support for the following service options and indicate the likelihood that you will use it (circle number that best represents your support)

| Option | Little Support | Moderate Support | Great Support | Will not use any transit | Will take transit but probably not this option | Will take transit and would use this option |
|------------------------------------|----------------|------------------|---------------|--------------------------|--|---|
| More local service in my community | 1 | 2 | 3 | 1 | 2 | 3 |
| More cross-county service | 1 | 2 | 3 | 1 | 2 | 3 |
| More service to DuPage County | 1 | 2 | 3 | 1 | 2 | 3 |
| More service to NW Cook County | 1 | 2 | 3 | 1 | 2 | 3 |
| Service to McHenry County | 1 | 2 | 3 | 1 | 2 | 3 |
| Service to Kendall County | 1 | 2 | 3 | 1 | 2 | 3 |
| Service to Will County | 1 | 2 | 3 | 1 | 2 | 3 |
| More frequent service | 1 | 2 | 3 | 1 | 2 | 3 |
| Later evening service | 1 | 2 | 3 | 1 | 2 | 3 |
| Sunday service | 1 | 2 | 3 | 1 | 2 | 3 |

Community Priorities

Please consider the following tradeoffs and indicate (circle number that best represents your support) how you would prioritize each tradeoff, with three representing neutrality.

| Choice #1 | Strongly Support Choice #1 | Neutral | Strongly Support Choice #2 | Choice #2 | | |
|--------------------------------|----------------------------|---------|----------------------------|-----------|---|--|
| Work commute trips | 1 | 2 | 3 | 4 | 5 | Non-work trips |
| Regional service | 1 | 2 | 3 | 4 | 5 | Local service |
| Frequent daily service | 1 | 2 | 3 | 4 | 5 | Weekends/evenings |
| Weekend service | 1 | 2 | 3 | 4 | 5 | Evening service |
| Basic service to all residents | 1 | 2 | 3 | 4 | 5 | High level of service where it generates the highest ridership and reduces auto travel |

Please provide any additional comments on these service options & priorities or others that you can envision.

Please share any other comments you may have on the future of transit in Kane County.

Don't forget to fill out and return your feedback form!

