

Kane County
Transit Component of the LRP
Transit Committee Meeting No. 1
January 28, 2010
DRAFT Meeting Summary

Attendees

Name	Title	Affiliation
Kristen Anderson	Transportation Planning Analyst	Metra
Mary Kramer	Principal Analyst	RTA
Jim Plonczynski	Dir. Of Comm. Dev.	Village of Bartlett
Tony Speciale	Dir. Of Public Works	Village of Sugar Grove
Tom Rickert	Director	Kane/Kendall Council of Mayors
Dan Dembinski	Planning	Pace
Russ Farnum	Dir. Of Comm. Dev.	Village of Algonquin
Jan Murphy	Dir. Of Econ. Dev.	Village of Carpentersville
Christy Sabdo	Senior Planner	Kane County Dev. Dept.
Pam Broviak	City Engineer	City of Geneva
Jan Ward	Transportation Planner	Kane County DOT
Heidi Files	Senior Planner	Kane County DOT
Eric Palm	Village Administrator	Village of Hampshire
Karen Ann Miller	Executive Planner	Kane County Dev. Dept.
David Kralik	Dept. Head Long Range Planning	Metra
Demetri Skoufis	Community Affairs Rep.	Metra
David Morrison	Assistant Village Administrator	Village of Elburn
Sandy Bell	Acting Administrator	Village of Elburn
Charlotte O'Donnell	Service Planner II	Pace
Phillip Bus	President	Fox Plans II
Mike Hankey	Dir. Of Transportation	Hoffman Estates
Jane Tompkins	Dir. Of Comm. Dev.	Village of Montgomery
Don Thomas	Consultant/Baxter Woodman	Villages of Big Rock/Virgil/Maple Park
Dave Waden	Planner	City of Elgin
Lindsay banks	Associate Planner	CMAP
Mark Koenen	Dir. Of Public Works	City of St. Charles
Janice Hill	Planning	Kane County Dev. Dept.
Steve Coffinbargar	Chief of Planning and Programming	Kane County DOT
Kai Tarum	Dir. Of Planning and Special Projects	Kane County Dev. Dept.
Scott Chapman	Consultant	Nelson/Nygaard
Tom Brennan	Consultant	Nelson/Nygaard

Agenda

1. Introductions
2. Project Overview
3. Role of Transit in Kane County
4. Work to Date
5. Technical Memorandums 1 & 2 Highlights
6. Feedback from Committee Members
7. Next Steps

Meeting Notes

Project Overview

The consultant team gave a presentation summarizing agenda items 2 through 5. A discussion of public outreach highlighted that the KDOT webpage will be available for the viewing/downloading of project documentation and will announce the two public meetings.

Committee Feedback

Transit Committee members were asked to comment on existing transit services and unmet needs. The following summaries highlight each member's inputs.

Algonquin

- The community is not served by transit
- Some residents use Metra (UP-NW) line in Cary or Barrington
- Elgin and Huntley may be key destinations for residents

Bartlett

- Community is part of three counties and is underserved with respect to bus service
- There is no bus service to their busy downtown Metra station
- Business park with 1,000 employees and 70 businesses (currently only a third full) is just east of Kane County border (new Stearns Road Bridge corridor will feed into it)
- They have annexed large tracts, including future employment center along IL 25
- Sees the need for increased coordination as Bartlett is part of three paratransit service providers (Ride DuPage, Ride in Kane, Cook) and TIDE taxi script program is limited by township boundaries

Batavia (Noel Basquin provided feedback after meeting as unable to attend)

- There is a lack of, and need for, transit services along Kirk Road
- The industrial and employment headquarters along Kirk Road and the Section 8 housing at Wilson and Kirk needs to be considered for transit services
- There is a lack of east-west connecting service

Big Rock

- Likely to focus on development of large lot homes
- The community is not served today but sees a park-and-ride solution as the most viable option

Carpentersville

- Have good transit along IL 25 and IL 31 but the Village is lacking any east-west connections.
- Employment centers, including Old Town area, are lacking transit
- Low income residents need better work commute options
- There is no transit service to Randall – need service to new Sherman hospital
- Developers want age restricted, compact developments west of Randall in the unincorporated lands

Elburn

- Community has new Metra station (UP-W) as of January 2006
- They need north-south connections in the region and see connections to proposed STAR Line as an opportunity
- They would like some bus service, especially to Randall Road.
- Their senior community is advocating for some form of fixed-route (van) service to hospitals, retail and other locations
- Continued development (over 3,300 homes) planned around Metra station

Elgin

- The city is working on a National Street Transit Orientated Development (TOD) study with Pace, RTA and Metra and doing a Comprehensive Plan update – both of which are stressing greater intensities of development to support transit
- Looking to increase densities west of Randall Road
- Participating in Congress for New Urbanism Workshop to highlight TOD strategies

Geneva

- Trying to secure more funding for increased parking for Metra
- Issues with pedestrian crossings of Randall Road and Railroad (especially for a large volume of pre-teen shoppers)
- Demand for bicycle and transit trips across river and along Kirk Road

Hampshire

- The community is not served today but is hopeful for a future Metra station and is looking for funds for a TOD study
- Traditionally the community only supported large-lot residential development but now attitudes at the Village are changing.
- They see park-and-ride and station feeder-based service with smaller buses as a reasonable option for the nearer future (envisioning a Hampshire to Pingree Grove to Elgin/Big Timber connection)
- Discontinued Ride in Kane because it was too costly and had only one rider (they saw a lot of duplication of service to what township was providing)

Hoffman Estates

- Developments adjacent to Prairie Stone business park (and Kane County) are major job growth areas
- Planning for TOD along STAR Line on the eastern border with Kane County
- Recently completed Local Area Plan, but not for Kane County components of city

Montgomery

- While the far-east side of Montgomery has transit, there is no service in the far western part of the community where two-thirds of the population reside, nor along Orchard Rd.
- There are no east-west transit connections
- There is some demand for connections between Kendall County and south/southeast Kane County
- Industrial areas in middle of the community are lacking transit service
- (BNSF) recently finished park-and-ride/TOD study and the community is hoping for an extension of Metra service to connect to Aurora

St. Charles

- The community has over 20 years of experience with dial-a-ride programs and is currently a Ride in Kane sponsor
- Community supports expanded role for transit and this is reflected in local plans
- Transit-related development as key component of their circulator study, focusing on downtown first
- Just finished customer survey which highlights that marketing of transit to choice riders is necessary as a strategy (most residents interested in transit but not likely to use it)

Sugar Grove

- Ride In Kane funding has been cut, leaving a gap in service
- There is a need for continued future coordination between communities and providers
- There is no fixed-route service in the community (Waubensee C.C. had a route but it was not productive)
- The IL 47 spine should be looked at for a potential route
- They are trying to keep 20 acre sites open for future Metra site

Don Thomas speaking for the Villages of Big Rock, Virgil and Maple Park

- The communities still look at themselves as rural/agricultural based and self sufficient – initial interest in transit will be for paratransit, demand response services
- There is land available for a train station west of Elburn along the UP West Line in Maple Park

CMAP

- Their planning work shows people want more compact livable communities
- The study needs to stress parking management as a strategy – free and abundant parking is a deterrent to transit use (referenced the recent CMAP parking management paper)

Metra

- The agency highlighted that transit funding is challenging and as Metra moves forward with planning it is stressing the sustaining/maintenance of existing systems – this is the first priority and the system will not be expanding beyond its means
- Future projects include
 - The STAR Line – with a north-south connection between Joliet and Hoffman Estates, running just east of Kane County, and continuing with a east-west connection to O'Hare along I-90
 - A Federal Transit Administration New Starts project to add service and improve travel time on the UP-West line - nearing completion of Alternatives Analysis/Environmental Assessment with preliminary engineering
 - A public-private partnership (with Union Pacific) to improve service quality (schedule adherence) on sections mostly east of Kane County

PACE

- Reiterated the land use component of the project and the need to keep stressing the topic throughout the report

RTA - Mary Kramer General Comment

- The project needs to continue to provide information on transit/land use interaction and to use the most current and up to date information

Phil Bus General Comment

- The project should stress the need for future development to support land uses and densities necessary to support transit service early on in the process – don't wait for a final set of recommendations

Next Steps

The project team will undertake the following in the coming weeks:

- Release final versions of Memos 1 & 2
 - After incorporating feedback from Transit Committee
 - Will add 2040 travel demand projections which have just been completed
- Document needs and gaps in service in Memo 3
- Present needs assessment at next Transit Committee meeting and at 1st public meeting