



KANE COUNTY
LONG RANGE TRANSIT PLAN

APPENDIX B: PUBLIC INVOLVEMENT

Table of Contents

	Page
Public Involvement	1
Stakeholder Interviews / Focus Groups	1
Transit Committee	2
Transit Committee Meeting #1 (January 28, 2010).....	4
Transit Committee Meeting #2 (April 14, 2010)	10
Transit Committee Meeting #3 (July 22, 2010).....	15
Public Open Houses and Survey Results.....	17
First Open House and Survey	18
Second Open House and Survey	23
Appendices	27
Appendix B.1 Open House Feedback Forms	29
Appendix B.2 Open House Press Releases	33
Open House #1 Press Release	33
Open House #2 Press Release	34

Table of Figures

	Page
Figure 1 Transit Committee Members.....	2
Figure 2 Summary of Transit Committee Meetings	3
Figure 3 Summary of Open Houses for the 2040 Transit Plan	17
Figure 4 General support for the following service options.....	18
Figure 5 Likelihood that you will use the following service options	19
Figure 6 General support for and likelihood of using service options	19
Figure 7 Preference between Choice #1 and Choice #2	20
Figure 8 Additional transit needs that were not highlighted at the open house?	20
Figure 9 Additional comments on service options and transit in Kane County	21
Figure 10 Reasons you do not regularly use transit	24
Figure 11 Priorities for service options, percent of category.....	25
Figure 12 Support for non-service options	26
Figure 13 Additional comments on service options and transit in Kane County	26

Public Involvement

This appendix supplements the overview of public involvement activities for the 2040 Transit Plan, provided on page 7 of the plan. The appendix is organized as follows:

- Stakeholder Interview / Focus Group Participants
- Transit Committee Members and Meeting Notes
- Open Houses and Public Survey Results
- Appendices

Stakeholder Interviews / Focus Groups

The consulting team met with the following organizations either individually or in a focus group setting. Findings from the interviews and focus groups were used in the market analysis phase of this study and were included in Technical Memorandum 2 (see Appendix D, page 37).

Aurora University

Tom Hammond – Vice President for Administration

Algonquin Commons

James Pratt – Senior Property Manager

Association for Independent Development

Lynn O'Shea – President

Delnor Hospital

Karin Podolski – Director Community Health and Outreach

Elgin Community College

Sue Scott – Human Resources

Gabe Lara – Student Services

Fermi Lab

Kurt Riesselmann – Deputy Head, Office of Communication

Kay Van Vreede – Head, Workforce Development and Resources Section

Geneva Commons

Cathy Charhut – Property Manager

Hollywood Casino

Patt Medchill – Executive Vice President and General Manager

Sherman Hospital

R. Keith Golden – Administrative Director, Property & Project Management

Waubonsee College

Karen Stewart – Vice President, Quality and Strategic Development

John Wu – Director, Emergency Preparedness and Safety

LuLu Blacksmith – Government Affairs

Transit Committee

The Transit Committee of the Kane/Kendall Council of Mayors served as the project steering committee for the 2040 Long Range Transit Plan. Figure 1 lists members of the Transit Committee, including each representative that participated over the duration of the project.

Figure 1 Transit Committee Members

Name	District / Organization
Mr. Daryl Devick	City of Aurora
Mr. Noel A. Basquin	City of Batavia
Mr. Dave Waden	City of Elgin
Ms. Pam Broviak	City of Geneva
Mr. Mark Koenen	City of St. Charles
Mr. Russell Farnum	Village of Algonquin
Mr. Jim Plonczynski	Village of Bartlett
Ms. Sandy Bell	Village of Big Rock
Ms. Janice Murphy	Village of Carpentersville
Mr. David B. Morrison	Village of Elburn
Ms. Erin Willrett	Village of Elburn
Mr. Mike Hankey	Village of Hoffman Estates
Mr. Don Thomas	Villages of Virgil, Maple Park and Big Rock
Ms. Jane Tompkins	Village of Montgomery
Mr. Scott Hartman	Village of Pingree Grove
Mr. Steve Super	Village of South Elgin
Mr. Tony Speciale	Village of Sugar Grove
Mr. Eric Palm	Village of Hampshire
Mr. Robert Kosin	Village of Barrington Hills
Mr. Frank Koehler	Village of East Dundee
Mr. Ray Keller	Village of Gilberts
Mr. David J. Johnson	Village of Huntley
The Honorable Jesse Heffernan	Village of Lily Lake
Mr. Joseph Cavallaro	Village of West Dundee
Mr. David Kralik	Metra
Ms. Kristen Andersen	Metra
Mr. Dan Dembinski	Pace Suburban Bus
Ms. Charlotte O'Donnell	Pace Suburban Bus
Ms. Mary Kramer	Regional Transportation Authority (RTA)
Ms. Janine Farzin	Regional Transportation Authority (RTA)
Ms. Lindsay Banks	Chicago Metropolitan Agency for Planning (CMAP)
Mr. Bob Dean	Chicago Metropolitan Agency for Planning (CMAP)
Mr. Tom Rickert	Kane/Kendall Council of Mayors

Appendix B • Public Involvement

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Name	District / Organization
Mr. Steve Coffinbargar	Kane County
Ms. Heidi Files	Kane County
Ms. Jan Ward	Kane County
Ms. Kai Tarum	Kane County
Ms. Christy Sabdo	Kane County
Ms. Janice Hill	Kane County
Mr. Phillip Bus	Foxplans, LLC

The following three sections include notes from three meetings that the consulting team and Kane County staff held with the Transit Committee during the project, which are summarized in the table below.

Figure 2 Summary of Transit Committee Meetings

Meeting Date	Materials Discussed	Technical Memorandum	Final Plan Appendix
January 28, 2010	Existing transit services	Technical Memorandum 1	Appendix C
	Transit market analysis	Technical Memorandum 2	Appendix D
April 14, 2010	Transit needs analysis	Technical Memorandum 3	Appendix E
July 22, 2010	Strategic approaches	Technical Memorandum 4	Appendix F
	Funding strategies	Technical Memorandum 6	Appendix G
	Recommended strategies	Technical Memorandum 5	Appendix H

Transit Committee Meeting #1 (January 28, 2010)

The following notes were originally included in draft form as an appendix to Technical Memorandum #3, and are revised below based on Transit Committee comments.

Attendees

Name	Title	Affiliation
Kristen Anderson	Transportation Planning Analyst	Metra
Mary Kramer	Principal Analyst	RTA
Jim Ploncynski	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
- Recently finished park-and-ride/TOD study and the community is hoping for an extension of Metra (BNSF) 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 (FTA) New Starts project to add service and improve travel time on the UP-West line completed Alternatives Analysis in 2007. The project is undergoing Environmental Assessment and is awaiting FTA approval to initiate Preliminary Engineering.
 - A public-private partnership (with Union Pacific) to improve service quality (schedule adherence) on the entire UP-West Line.

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 transit and demographic data available.

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

Appendix B • Public Involvement

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

- Document needs and gaps in service in Memo 3
- Present needs assessment at next Transit Committee meeting and at 1st public meeting

Transit Committee Meeting #2 (April 14, 2010)**Attendees**

Name	Title	Affiliation
Noel Basquin	City Engineer	City of Batavia
Dave Waden	Planner	City of Elgin
Pam Broviak	City Engineer	City of Geneva
Jim Plonczynski	Dir. Of Comm. Dev.	Village of Bartlett
Erin Willrett	Administrator	Village of Elburn
Mike Hankey	Dir. Of Transportation	Village of Hoffman Estates
Jane Tompkins	Dir. Of Comm. Dev.	Village of Montgomery
Tony Speciale	Dir. Of Public Works	Village of Sugar Grove
Don Thomas	Consultant/Baxter Woodman	Villages of Big Rock/Virgil/Maple Park
Christy Sabdo	Senior Planner	Kane County Dev. Dept.
Steve Coffinbargar	Chief of Planning and Programming	Kane County DOT
Heidi Files	Senior Planner	Kane County DOT
Jan Ward	Transportation Planner	Kane County DOT
Tom Rickert	Deputy Director	Kane/Kendall Council of Mayors
Lindsay Banks	Associate Planner	CMAAP
David Kralik	Dept. Head Long Range Planning	Metra
Demetri Skoufis	Community Affairs Rep.	Metra
Charlotte O'Donnell	Service Planner II	Pace
Dan Dembinski	Planning	Pace
Mary Kramer	Principal Analyst	RTA
Phillip Bus	President	Fox Plans II
Scott Chapman	Consultant	Nelson\Nygaard
Oren Eshel	Consultant	Nelson\Nygaard

Agenda

1. Introductions
2. Overview of Transit Needs
3. Public Meeting No. 1
4. Potential Solution Strategies
5. Next Steps

Meeting Notes**Project Overview**

The consultant team gave a presentation summarizing agenda items 2 through 4. Transit Committee members provided feedback following agenda items 2 and 4.

Committee Feedback

Transit Committee members were asked to comment on priorities for meeting transit needs and on viability of possible funding options. The following summaries highlight each member's inputs.

Priorities / Transit Needs

Bartlett

- Interconnection through employment areas (existing and undeveloped). These include 120 acres northeast of IL 25 and Bartlett Road and another 120 acre industrial park planned just to the east of this, with a future connection to the STAR Line.
- As noted, Bartlett sees the STAR Line as a priority.
- Mr. Plonczynski noted that he has observed an increase in travel times in the community over past nearly 20 years.

Batavia

- A priority is to provide pedestrian crossings along Randall Road. People cannot cross Randall to get to bus stops on the other side of the street.
- Another priority is to serve Kirk Road industrial areas and provide access to Fermi Lab.

Elburn

- Lacks service for home-to-other trips (e.g. hospital, doctor).
- Noted recently completed parking lot expansion and plans for TOD and higher density.
- The Village is also planning for a bus system to serve developments.
- The Elburn Metra station serves airport travel using a multiday, electronic parking ticket system (\$1.25 / day, not charged on weekends).
- A bus serves the Elburn Metra station from Northern Illinois University (NIU) in DeKalb. (There are two daily round trips on Friday afternoons/evenings and three round trips on Sunday afternoons/evenings. The service is operated by the University's Huskie Bus service and is free to active students¹)

Elgin

- Connections west of Randall Road; have updated comprehensive plan to reflect need for multiple connections.
- Connections to west along US 20. Elgin is working with IDOT on access management along this corridor and looking to develop a more urbanized cross-section. Elgin is also looking to have a more urbanized cross-section west of Randall Road, where it is currently a "greenfield."

¹ See <http://huskieline.com/train.htm>

Geneva

- Trying to secure more funding for increased parking at Metra Station.
- Issues with bicycle/pedestrian access to Randall Road.

Hoffman Estates

- The Higgins Road (IL 72) and IL 58 Corridors are important.
- The I-90 corridor in coordination with the STAR Line is a long-term priority.

Montgomery

- Service along Orchard Road.
- Dial-a-Ride and paratransit service.
- Out-of-county service along the US 34 corridor (Oswego Road / Ogden Avenue), including to Rush Copley Hospital near the intersection of Montgomery Road, shopping, and to the IL 59 corridor (Naperville)

Sugar Grove

- Need for east-west connectivity and a connection to Waubensee Community College, although the previous bus service provided from Aurora may not have been the right fit.
- Access to Metra, possibly also providing local access to employment sites in Aurora.
- Access to hospitals on Randall Road, possibly also providing access to shopping on Randall Road.

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

- Need to tie into paratransit service.
- Maple Park has designs for Metra service, identified in its comprehensive plan. It identifies higher density housing and a pedestrian environment in a possible future downtown, to lay the groundwork for potential transit service.

Kane County

- Need to look at land use to support Bus Rapid Transit on Randall Road.
- Need for east-west connectivity, beyond the major municipalities to which it is restricted today, e.g. Batavia, Carpentersville.
- Working with municipalities on circulators connecting Randall Road to employment areas.

CMAP

- Include consideration of bicycle trips supporting transit, especially trips less than five miles that can be served by bicycle access.

Metra

- Noted that despite the desire for Metra service, there is limited expansion capability. The best way for municipalities to demonstrate demand is by developing Pace feeder service to show that demand exists. Rail is the last step.

PACE

- Reminded the TC that there are other Pace services beyond fixed-route that are smaller and more versatile.
- Spoke of the need to “right-size” service, i.e. all communities are served by vanpool and rideshare. Also discussed two relatively new Call-n-ride services for the general public, in Joliet (Route 510) and Round Lake (Route 590). This service is curb-to-curb within specific zones and costs \$1.75. Passengers call directly to the driver within one hour of desired pickup and can also make “subscription” reservations (for the Round Lake route). The Joliet route replaced portions of three unproductive routes and productivity is within desired range; 4 passengers per hour for Joliet and 5 for St. Charles. These routes are currently funded by Pace but prefer partnerships. Pace is working on a marketing brochure.
- Asked whether tollway Park & Ride and express bus services will be considered as part of the plan. Nelson/Nygaard confirmed that they would be explored.

RTA - Mary Kramer (General Comment)

- Need for education. People associate transit with Metra.
- Noted interest in Randall Road BRT results. Questioned whether a different service model is applicable to Randall Road in the short-term and whether BRT is right in the long-term.

Phil Bus (General Comment)

- Asked whether east-west connection needs to Randall Road are based on stakeholder input rather than the travel demand model. Nelson/Nygaard explained that the Kane County Travel Demand model identifies future growth in east-west travel demand – both work and home-based other trip types. Current major east-west needs identified in the Travel Demand Model are primarily from Huntley.
- Noted that adopted land use plans have allowed dispersed land use patterns to develop and create demand on the County highway system, and that in western parts of the County, there is a “disconnect” between municipalities’ land use plans and their aspirations for transit services.
- Suggested a potential for linkages between transit and public health citing the County public health programs, and work by private health institutions such as Delnor.

Funding

CMAP: Noted that the Lake Cook TMA is an example of an employer-funded shuttle. Employees use the service for free or at a reduced rate based on their employer’s contribution.

In the following general discussion of such shuttle services, one issue raised by several members is the impact of an employer leaving the TMA on other sponsors. The strength of Lake Cook TMA is the diversity of employers, in contrast to I-88, which is dominated by a single industry. In Hoffman Estates the Prairie Stone TMA has been fairly successful, although employee home

locations have shifted to McHenry / Kane Counties over time. Batavia noted that they haven't tried this strategy. Bartlett stated that demand is not yet there, due to lack of concentration.

Pace: Noted that grant funds are not used for operations as a matter of policy

RTA: would be interested in lessons learned from around the country related to new grant programs related to livability, etc.

Next Steps

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

- Release a final version of Memo 3, after incorporating feedback from the Transit Committee and the Public Open House
- Develop strategies to address the identified needs

Transit Committee Meeting #3 (July 22, 2010)**Attendees**

Name	Title	Affiliation
Daryl Devick	Assistant Director of Public Works	City of Aurora
Noel Basquin	City Engineer	City of Batavia
Dave Waden	Planner	City of Elgin
Pam Broviak	City Engineer	City of Geneva
Mark Koenen	Dir. Of Public Works	City of St. Charles
Jim Plonczynski	Dir. Of Comm. Dev.	Village of Bartlett
Erin Willrett	Administrator	Village of Elburn
Megan Golden	Asst. to the Administrator	Village of South Elgin
Richard Young	Dir. Of Comm. Dev.	Village of Sugar Grove
Tony Speciale	Dir. Of Public Works	Village of Sugar Grove
Heidi Files	Senior Planner	Kane County DOT
Jan Ward	Transportation Planner	Kane County DOT
Tom Rickert	Deputy Director	Kane/Kendall Council of Mayors
Kristen Andersen	Transportation Planning Analyst	Metra
Charlotte O'Donnell	Service Planner II	Pace
Dan Dembinski	Planning	Pace
Janine Farzin	Analyst	RTA
Scott Chapman	Consultant	Nelson\Nygaard
Tom Brennan	Consultant	Nelson\Nygaard

Agenda

1. Introductions
2. Review Potential Solution Strategies (Memo 4-6)
3. Discuss Action Items
4. Overview 2nd Public Open House
5. Next Steps

Meeting Notes**Project Presentation**

The consultant team gave a presentation summarizing Memorandums 4 – 6: System Improvement Strategies, Recommended System Improvement Strategies and Funding Strategies.

Committee Feedback

Transit Committee members were asked to comment on the recommended strategies and on possible implementation action items. The following summaries highlight each member's inputs.

- Jim Plonczynski of Bartlett suggested highlighting the east-west transit connection via the new bridge to Stearns Road in Bartlett as a strategy.
- Pace staff highlighted that a local circulator would cost in the range of \$200,000 and that is not in the position to fund any new services in the short range. Locally operated vanpools are a good way to establish demand that can show demand to PACE and can help to justify fixed route transit service investment in the future.
- The question was posed whether or not a local jurisdiction can levy a property tax for transit? No clear answer provided as to the legality of developing a local transit district.
- The group discussed the need to look at local funding sources for transit, including legislative change to allow impact fees for transit.
- The Committee suggested that the plan acknowledge CMAP's recommendation to increase the state motor fuel tax and devote a portion of the proceeds to transit.
- Janine Farzin from RTA suggested that the plan provided cost estimates for strategies 7-12 (non-service strategies).
- Pace highlighted the need to put in infrastructure and connections where transit is expected to operate. It was suggest to highlight Pace's securing of \$800,000 in funding for transit improvements on Route 529.
- Erin Willrett of Elburn questions how the Primary Transit Network strategies impact communities along the Hwy 47 corridor. Their support of the plan by resolution, rather than direct implementation of plan components, may be a more realistic approach given their current and expected densities. Smaller communities can continue to set aside land for transit facilities. Formal support of the plan may help promote education on the land use - transit connection.
- Sugar Grove reiterated their interest in designing developments for future bus service and that density means different things in different places.
- The Committee generally agreed there is the need to let the transit drive the land uses, but this is a big challenge.
- The Committee discussed the need to highlight short term, easy to implement action items. And then to take additional steps incrementally.
- Regarding implementation actions, the Kane/Kendall Council of Mayors committee structure was discussed as a possible means for coordinating land use and transportation planning, and for coordination among the municipalities and the transit service providers.

Next Steps

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

- Public Open House #2 to solicit input on solution strategies (Monday August 9th).
- Release a draft version of the final report, after incorporating feedback from the Transit Committee on Memorandums 4 – 6 and inputs from the Public Open House

Public Open Houses and Survey Results

Two public open houses were held during development of the 2040 Transit Plan, at the Kane County Government Center in Geneva. There were 20 attendees at each open house, not including Kane County staff or members of the consulting team. Attendees included:

- Representatives of municipalities and townships
- Representatives of Pace and Metra
- Representatives of CMAP and RTA
- Non-profit human services organizations
- Private citizens

Figure 3 identifies the date and material presented at each open house, along with the corresponding Technical Memorandum and its location in the appendices to this plan. The presentation materials for each open house were posted on Kane County’s website for the 2040 Transit Plan.²

Figure 3 Summary of Open Houses for the 2040 Transit Plan

Open House Date	Attendees*	Feedback Form / Web Survey Responses	Material Presented	Technical Memorandum	Final Plan Appendix
April 15, 2010	20	42 (20 paper / 22 web)	Existing transit services	Tech. Memo 1	Appendix C
			Transit market analysis	Tech. Memo 2	Appendix D
			Transit needs analysis	Tech. Memo 3	Appendix E
August 9, 2010	20	17 (11 paper / 6 web)	Strategic approaches	Tech. Memo 4	Appendix F
			Funding strategies	Tech. Memo 6	Appendix G
			Recommended strategies	Tech. Memo 5	Appendix H

* Not including Kane County staff or the consultant team.

A public survey was conducted as part of each open house. A web-based survey was available for a period of time before and after each open house. Paper versions of the survey were also available for attendees to complete at each open house (see Appendix B.1). Links to the web-based survey were posted on the County’s project website, which was referenced in the outreach materials for each meeting (for example, see Appendix B.2).

Although the survey response rates do not support conclusive findings, the results reveal respondents’ relative priorities and preferences for various transit service options and helped inform the development of strategies for this plan. The following two sections summarize the results.

² <http://www.co.kane.il.us/dot/planning/2040TransitPlan.aspx>

First Open House and Survey

Forty-two responses were received for the first public survey, including 20 paper surveys and 22 web-based surveys. Eleven of the paper surveys were completed by members of the Transit Committee, who were asked to complete the survey on behalf of their municipality/township or organization. The remaining paper surveys were completed at the open house.

Support for Service Options

The survey evaluated general support for different transit service options (Figure 4) and each respondent’s likelihood of actually using each option (Figure 5). More local service, frequent service, and cross-county service were the top three choices in both questions. The responses are summarized as follows:

- Respondents expressed the greatest level of support for “more local service in my community.”
- They also expressed moderate to strong support for more frequent service and for additional cross-county service, with slightly greater support for more frequent service.
- Strong majorities of respondents indicated they would be likely to use expanded local service and more frequent service. A majority of respondents also indicated they would be likely to use cross-county service.
- Respondents indicated greater support for and likelihood of using evening service than Sunday service.
- Of the out-of-county service options, a majority of respondents indicated great or moderate support for service to northwest Cook and DuPage Counties. About 38% of respondents indicated they would use more service to northwest Cook County and 27% to DuPage County.

Figure 4 General support for the following service options

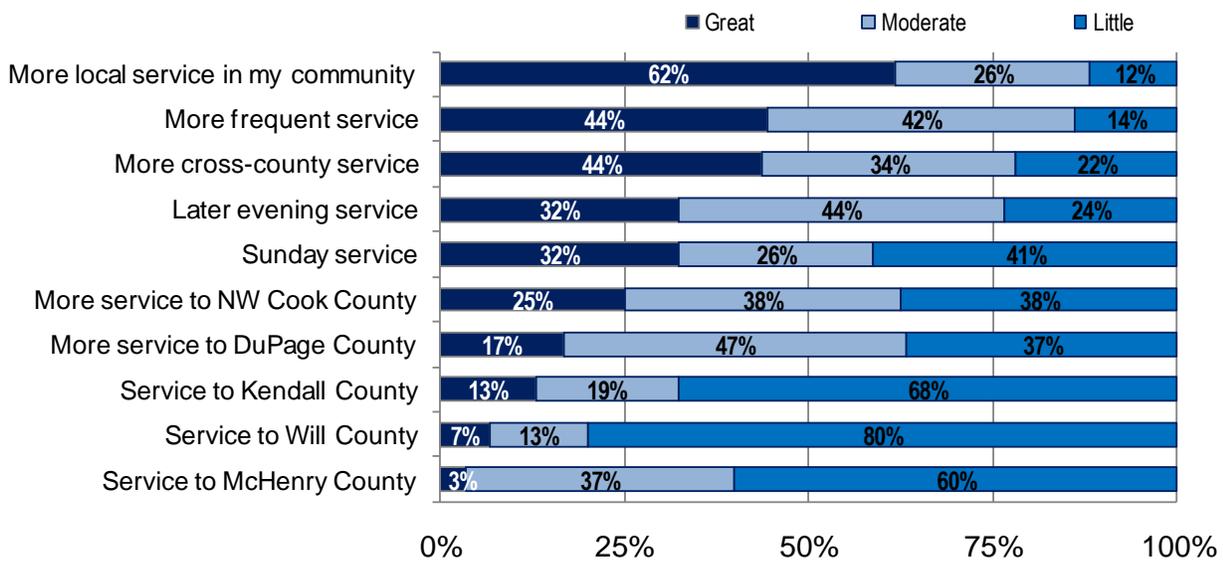
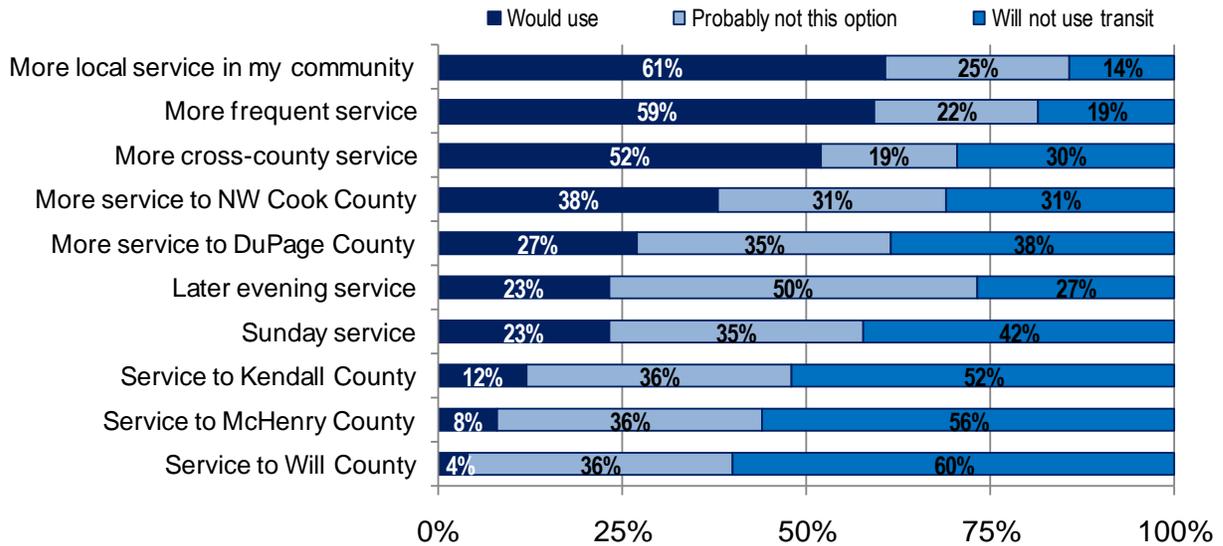


Figure 5 Likelihood that you will use the following service options



The responses are listed in table format in Figure 6, along with the number of responses for each option.

Figure 6 General support for and likelihood of using service options

Service Option	General Support for Option				Likelihood of Using Option			
	Great Support	Moderate Support	Little Support	N	Would use this option	Probably not use option	Will not use any transit	N
More local service in my community	62%	26%	12%	34	61%	25%	14%	28
More cross-county service	44%	34%	22%	32	52%	19%	30%	27
More frequent service	44%	42%	14%	36	59%	22%	19%	27
Later evening service	32%	44%	24%	34	23%	50%	27%	26
Sunday service	32%	26%	41%	34	23%	35%	42%	26
More service to NW Cook County	25%	38%	38%	32	38%	31%	31%	29
More service to DuPage County	17%	47%	37%	30	27%	35%	38%	26
Service to Kendall County	13%	19%	68%	31	12%	36%	52%	25
Service to Will County	7%	13%	80%	30	4%	36%	60%	25
Service to McHenry County	3%	37%	60%	30	8%	36%	56%	25

N = Number of Responses

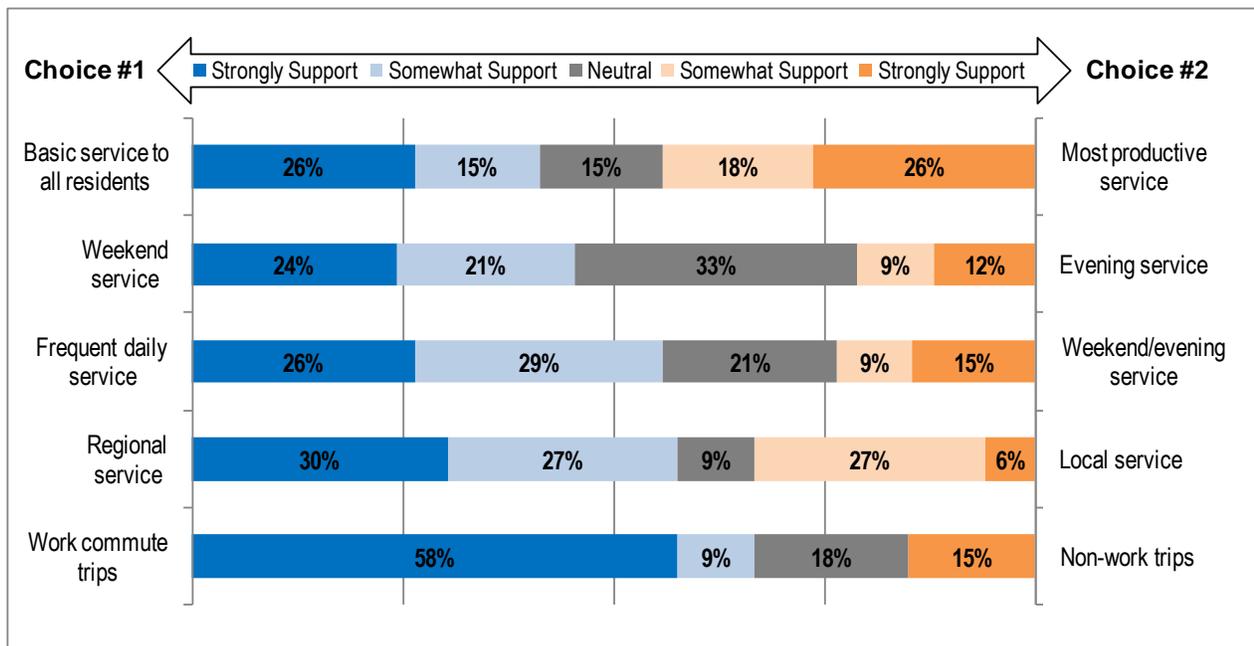
Community Priorities

When asked to balance several tradeoffs between competing needs for transit investments, as shown in Figure 7, respondents expressed:

- A nearly balanced preference between productivity-oriented and coverage-oriented service.

- A moderately strong preference for weekend service over later evening service. (Note that weekend service includes Saturday service, whereas the questions included in Figure 5 and Figure 6 only ask about Sunday service and show a preference for evening service over Sunday service.)
- A moderately strong preference for frequent daily service over weekend/evening service.
- A moderately strong preference for regional service over local service. (With differently worded choices, Figure 5 and Figure 6 illustrate a preference for “local service in my community” over “cross-county service.”)
- A strong leaning towards serving work trips over non-work trips.

Figure 7 Preference between Choice #1 and Choice #2



Open Ended Comments

The following tables provide responses to open-ended questions in the survey. Figure 8 presents responses to a question about additional transit needs not listed on presentation boards at the open houses; this question was not included on the web-based survey. Figure 9 asked respondents for additional comments on the service options and priorities and transit in Kane County.

Figure 8 Additional transit needs that were not highlighted at the open house?

City or Village	Additional Needs (Asked at Open House Only)
Elgin	Bike safety
	E-W connections along IL 72, Golf corridors for transit ped/bike. Longer term, STAR Line service on I-90 / CM-EJE/E (?). Park & Ride @ interchange on I-90 to express bus
St. Charles	Need for increased demand responsive services for paratransit riders in western portion of County is

City or Village	Additional Needs (Asked at Open House Only)
	needed (financial subsidies needed)
Geneva	On the Major Transit Needs within Kane County exhibit board, I would ask that for the category, "Specific needs identified for the Geneva/St. Charles area, the stakeholder need be checked "X"
Batavia	I think a high speed train service to Springfield would enable more citizens to become involved in government
South Elgin	Some beneficial transit improvements for Kane residents are not actually located in Kane, but to the east in Cook. Mid-city transit way and/or inner circumferential intersect MD-W, UP-W, and BNSF and provide access to many destinations including Midway and O'Hare with one transfer. This is much preferred to the STAR Line which very little benefit for Kane.
Huntley	The bus stops along Randall Road are not safe.

Note: Question present only on paper surveys at the Open House.

Figure 9 Additional comments on service options and transit in Kane County

City or Village	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.
Sugar Grove	Sugar Grove connections to Aurora Transit Center & Elburn Metra Station	More right-size services, able to support smaller size routes
Chicago	More education and branding of transit as cool	
	The communities that I work in are exurban. People have located there because they don't think they need transit - until they are old or disabled then they want paratransit.	
Hoffman Estates	Service should be attractive to employee base in NW Cook. For Sears Centre Arena in Prairie Stone business park, for some special events special service routes to/from west may be worth evaluating. Also this area is envisioned as a TOD station on STAR Line with supporting entertainment uses.	
		Coordination with land use and other regulatory policies to encourage transit use. How can we market and educate riders and non-riders about existing services.
	Need Park & Ride	Reduce individual car trips to the colleges, use ride share or group insurance services (student fee)
Geneva	Is it legally possible to create an SSA along the commercial frontage on Randall Road to help fund transit along that corridor? Particularly because the need is caused by these commercial entities.	Wondering if any non-traditional transit solutions have been looked at and the feasibility of these solutions - RTA person hinted at a need to look at this.
Batavia	There are no buses in Batavia midday. There is no east-west public transit in Batavia.	
St. Charles		

Appendix B • Public Involvement

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

City or Village	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.
West Dundee	If funding allows, offering more service would draw more people for entertainment and recreational uses thus augmenting revenue and sales tax.	Please provide more sidewalk from high density areas to shopping centers
Geneva	Metra service to downtown for work is very good - there are still some two hour gaps in midday. Should be hourly in off-peak. Bus service is not convenient or used much.	Transit is tough in Kane outside of Metra service to Chicago. Focus on high performance bus for work trip to major destinations - as part of regional network. Regional network is needed - Kane is on the western fringe. Spending 2B on STAR is not a wise investment for the region or Kane.
South Elgin	South Elgin could use bus through town to Randall Road	
Carpentersville		Kiss and ride options for I-90 corridor
Elgin		
St. Charles		As I drive around all day in my company truck, I see the PACE buses empty or 95% empty. Why are you wasting so much of tax payer's money?
Geneva	Routes that connect the major regional routes (esp. the Metra Lines to Elgin/Geneva/Aurora)	
St. Charles	This should not at all be a priority. Save the money and invest in worthwhile projects. This won't fly and we can't afford it.	Save the money and invest in roads, if transit is a concern. The recession has done in the growth tendencies. People will start moving out of Kane County because everything is too expensive. Save the money and cut taxes instead.
Geneva	It would be nice to have a bus service from some of the neighborhoods/subdivisions to the Geneva Commons that ran on weekends so we could take a trip and not have to drive. As far as I know, the only bus runs along Randall Road and the stop is far from the stores.	I would love to see a way to get to the airports without driving and without taking Metra downtown and then changing trains or catching the EI. The only options for Kane County residents are taking a car or hiring a limo/taxi.
St. Charles	Suggest Elevated Rail that will allow transit to the Metra, shopping, government, hospitals, High Schools and junior colleges.	Suggest east west as well as north south.
Elgin	I feel we need to support all service that makes our community more accessible for all, those with and without cars. The aged and disabled must be able to get about.	It will be important that in the future transport relieves air quality, road congestion, and freedom to all who have no transport, nor ability to drive.
Sleepy Hollow	We must retrofit existing communities to allow for all transportation options, transit, pedestrian, bike travel as well as auto travel.	Every road that is repaired or built should be a "Complete Street" allowing for all kinds of transportation

City or Village	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.
Glen Ellyn, IL	Rather than providing short point-to-point bus routes that meander around and only serve small populations that use the end points on the route, provide a grid of long, straight, interconnected E-W & N-S arterial routes that allow ALL residents to ride the bus and create their own intuitive trip with only one transfer (or max two).	

Second Open House and Survey

Seventeen responses were received for the second public survey, including 11 paper surveys completed at the open house and six web-based surveys. As listed in Figure 3 (above), this open house focused on strategic approaches to meeting the transit needs identified in the earlier phase of the planning effort and solicited feedback on 12 categories of recommended strategies.

Reasons for Not Using Transit

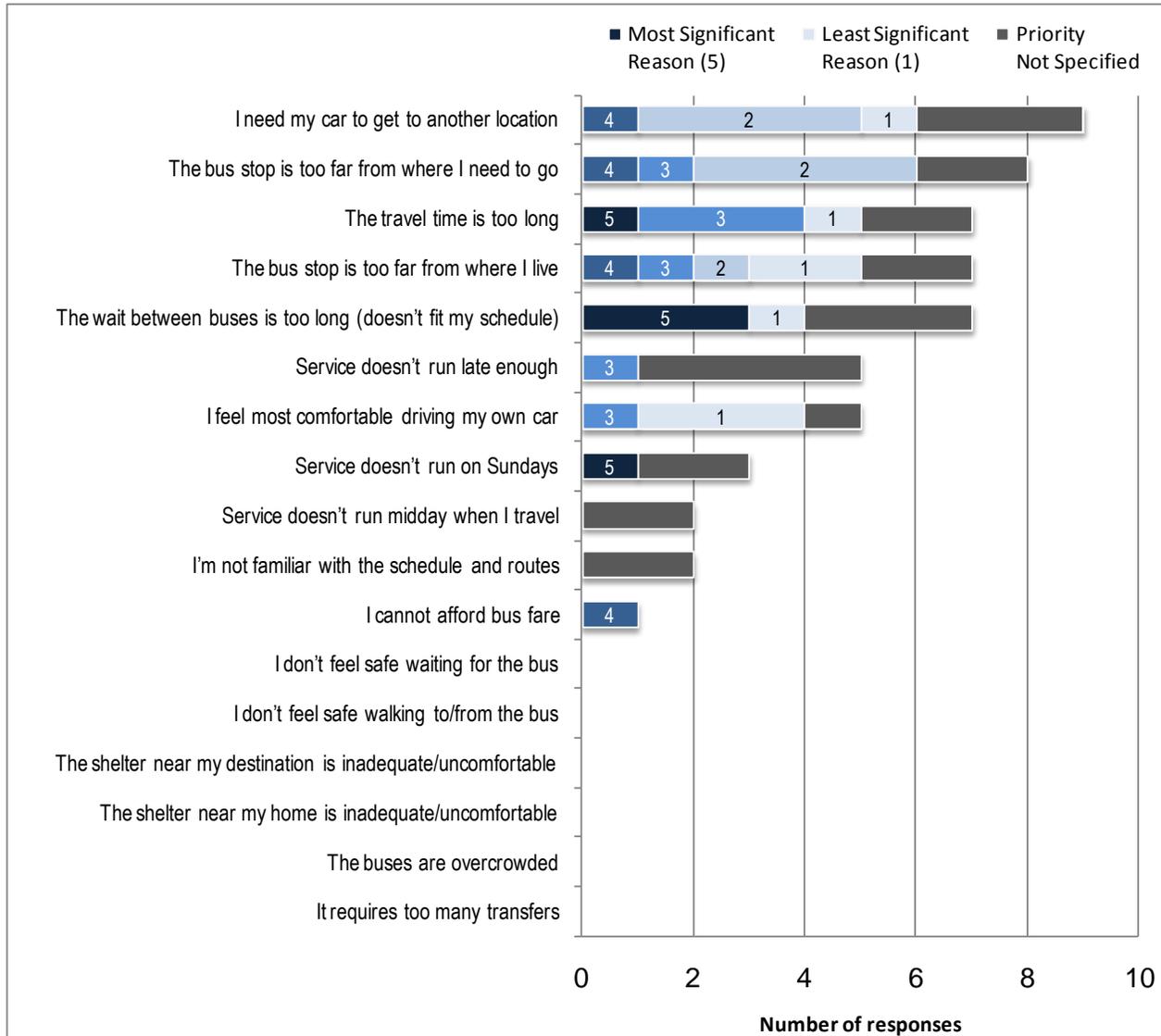
Respondents who do not use transit regularly were asked to select up to five reasons that they do not use transit on a more regular basis, assigning five points to the most significant reason and one point for the least significant reason. Since a number of respondents on the paper survey selected reasons without assigning points, the results shown in Figure 10 are sorted by the total number of responses for each reason.

The most frequently identified reasons were:

- Needing a car to get to another location
- The bus stop is too far from either the destination or home location
- Travel time or the wait between buses is too long. A long wait between buses received the highest number of “most significant” responses.

Responses with a moderate number of responses included that service doesn’t run late enough and that people feel most comfortable driving. The chart also shows reasons that were not selected by any respondent, including safety waiting or walking to/from the bus, inadequate/uncomfortable shelters, overcrowded buses, and too many transfers.

Figure 10 Reasons you do not regularly use transit



Support for and Additional Feedback on Strategies

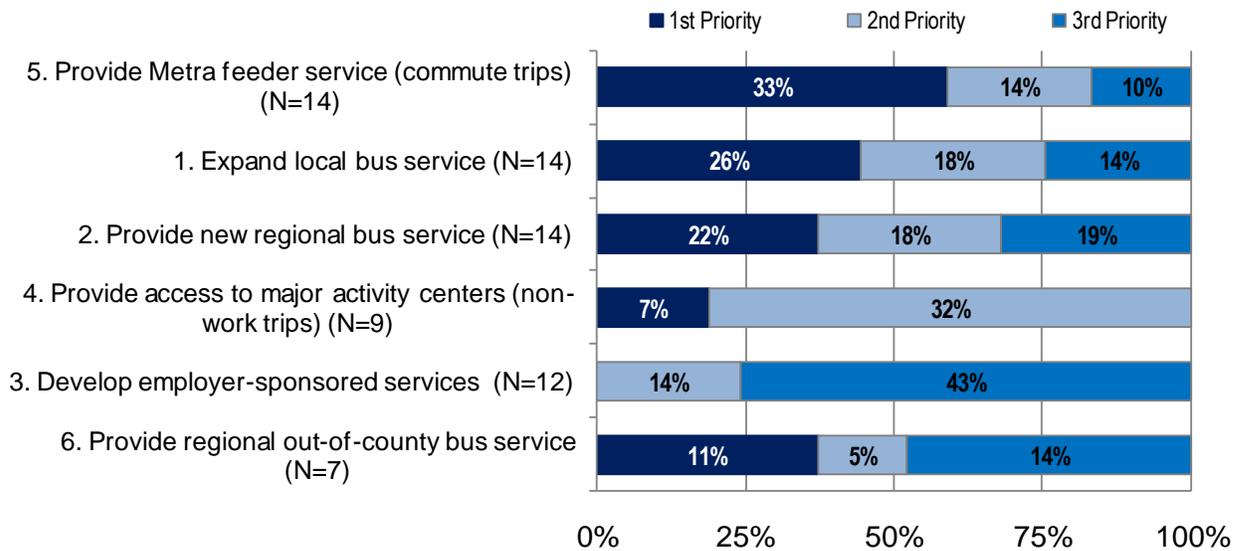
Respondents were asked to prioritize the six categories of recommended transit service strategies, recognizing limited resources for funding new or enhanced transit services. As shown in Figure 11, respondents' top priorities were:

- Strategy #5: Provide Metra feeder service. A clear third of respondents assigned a top priority to this strategy, and over 75% including 2nd priorities.
- Strategy #1: Expand local bus service.
- Strategy #2: Provide new regional bus service.

It should be noted that the responses to this question were particularly sensitive to the small sample size. In particular, while an equal share of respondents identified strategies #2 (regional bus service) and #6 (out-of-county bus service) as top priorities, strategy #6 received significantly

stronger support. Fourteen respondents identified regional bus service as a priority, while only seven respondents identified out-of-county bus service as a priority.

Figure 11 Priorities for service options, percent of category

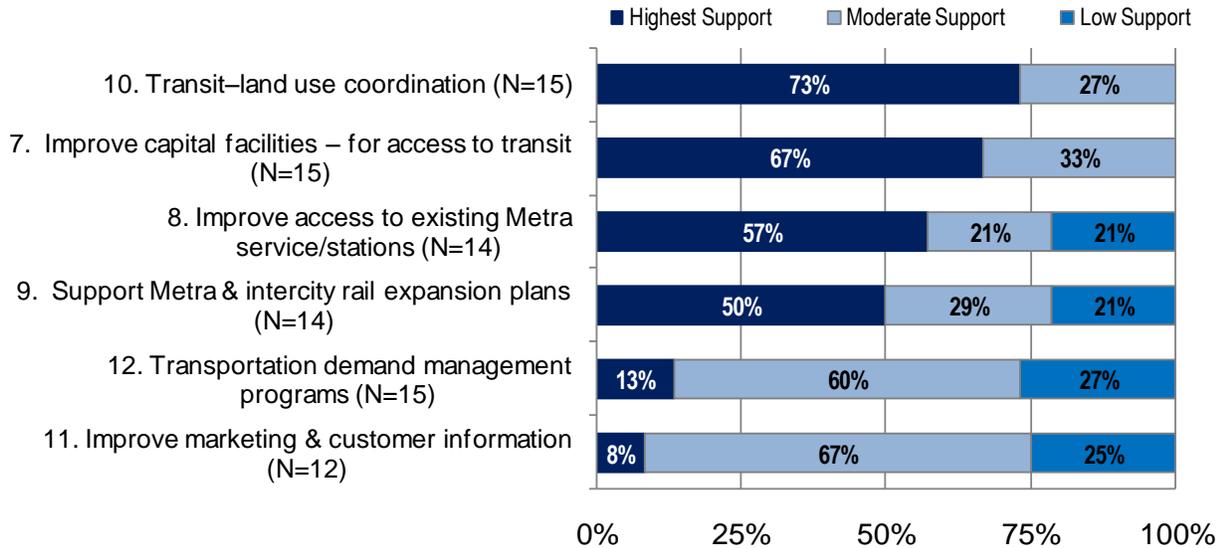


N = Number of responses. Note: strategies are listed in approximate priority order, after accounting for the number of responses.

Figure 12 illustrates the level of support for non-service strategies. The question ask respondents to keep in mind that some of the strategies “will require municipalities to dedicate capital improvement funds toward sidewalk and transit facilities; and will require mixed uses and more intense development along transit routes.” The results are summarized as follows:

- Transit-land use coordination (Strategy #10) and improving capital facilities for access to transit (Strategy #7) received the highest support, with all respondents assigning either high or moderate support for these strategies.
- Improving access to Metra (Strategy #8) and support Metra expansion plans (Strategy #9) also received a high level of support.
- Transportation demand management and marketing strategies received moderate support.

Figure 12 Support for non-service options



N = Number of responses

Figure 13 Additional comments on service options and transit in Kane County

City or Village	Please share any other comments you may have on the future of transit in Kane County.
Batavia	Over 600 reside on Kirk and Wilson and 45% do not have vehicles. Ridership would increase with a nearby stop.
Geneva	(1) Include biking in transportation planning. (2) Provide snow removal along Fox River Trail as winter transit option. (3) Steer development toward Fox River corridor, i.e., reduce support for parking, etc.; TOD. (4) Better weekend Metra hours (and Pace). (5) BRT good idea.
Aurora	Running times need to be adjusted so buses can actually run on schedule.
Deer Park	Excellent presentation and proposals. I'm curious about concrete funding (how will many proposals be funded).
St. Charles	Good ideas. This is a real 30-year decision... a need for our overdeveloped area for cars... need to increase development for transit to be successful.
St. Charles	Establish transit stops in existing downtown/walkable areas, with schedules and information on connecting to Metra or other "downtown" locations. Map shows employment center on Randall at Silver Glen??
Hampshire	Need support for Ride in Kane from every municipality/township - we still have a few areas without local sponsors.
St. Charles	Like Bus Rapid Transit on Randall – Towns should encourage higher densities to make this happen.

APPENDICES

Appendix B • Public Involvement

KANE COUNTY 2040 LONG RANGE TRANSIT PLAN

Appendix B.1 Open House Feedback Forms

Kane County Transit Open House 1 - Feedback Form

About You

What city of 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.

Kane County Transit Open House 2 - Feedback Form

About You

What city of 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

Please Continue on the Back

Service Strategies

After reviewing the presentation material, please indicate your general support for the recommended strategies, indicating which strategy would be your first, second and third priority.

Your 1 st Priority	Your 2 nd Priority	Your 3 rd Priority	Strategy	
Fox Valley Service Strategies				
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	Expand Local Bus Service
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	Provide New Regional Bus Service
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	Develop Employer-Sponsored Services
Western Kane County Service Strategies				
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4	Provide Access to Major Activity Centers (non-work trips)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	Provide Metra Feeder Service (commuters)
Intercounty Service Strategy				
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6	Provide Regional Out-of-County Bus Service

Transit Supportive Strategies

Please indicate your level of support for each of the recommended strategies, keeping mind that some of these will require municipalities to dedicate capital improvement funds toward sidewalk and transit facilities; and will require mixed uses and more intense development along transit routes.

High Level of Support	Moderate Level of Support	Low Level of Support	Strategy	
Transit-Supportive Strategies				
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7	Improve Capital Facilities – Access to Transit
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	Improve Access to Existing Metra Service/Stations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9	Support Metra & Intercity Rail Expansion Plans
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10	Transit – Land Use Coordination
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11	Improve Marketing & Customer Information
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12	Transportation Demand Management Programs

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

Appendix B.2 Open House Press Releases

Open House #1 Press Release

KANE COUNTY DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

PRESS RELEASE

Kane County will host an Open House from 4:00 p.m. to 7:00 p.m. on Thursday April 15, 2010 in the Auditorium at the Kane County Government Center located at 719 Batavia Avenue, Geneva, Illinois, to present findings from the ongoing Kane County 2040 Transit Plan.

The Kane County 2040 Transit Plan is an integral component in the County's long range comprehensive planning process. This study will identify existing transit conditions and document market potential, recommend transit improvements and identify funding strategies.

Major tasks of this planning effort include:

- Document existing and planned services
- Conduct a market analysis
- Provide a current and future needs assessment
- Make system improvement recommendations
- Investigate public and private funding sources
- Conduct public and stakeholder meetings

At the Open House, the County will present information detailing the County's *Existing and Planned Transit Services*, a county wide *Transit Market Analysis*, and results from the *Current and Future Needs Assessment*.

Further information on the Kane County 2040 Transit Plan is available at: <http://www.co.kane.il.us/dot/planning/2040TransitPlan.aspx>.

The public can also weigh in with their opinions on transit service options and community priorities by taking an online survey at: <http://www.surveymonkey.com/s/kanetransitsurvey>.

Open House #2 Press Release

KANE COUNTY DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

PRESS RELEASE

Kane County will host an Open House from 4:00 p.m. to 7:00 p.m. on Monday, August 9, 2010 in the Auditorium at the Kane County Government Center located at 719 Batavia Avenue, Geneva, Illinois, to present the *Recommended System Improvement Strategies* for the proposed Kane County 2040 Transit Plan.

The Kane County 2040 Transit Plan is an integral component in the County's long range comprehensive planning process. This study has identified existing transit conditions, documented market potential, recommended transit system improvements and funding strategies.

Further information on the Kane County 2040 Transit Plan is available at: <http://www.co.kane.il.us/dot/planning/2040TransitPlan.aspx>.