

**FINAL MEETING SUMMARY****CH2MHILL**

MEETING SUBJECT: Elgin O'Hare – West Bypass  
Transit Agency Meeting RECORDER: Larry  
Martin/Joanne  
Schroeder

MEETING DATE & TIME: October 18, 2007 @ 10:30 AM PREPARATION DATE: October 22, 2007

MEETING LOCATION: RTA Offices

ISSUE STATUS:  Draft for Review  Final

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An initial project coordination meeting with transit agencies was held at RTA Offices on October 18, 2007 from approximately 10:30 AM to 12:00 PM. The purpose of the meeting was to introduce the project and study process, to discuss transit-related issues, and to obtain input from transit agencies regarding current facilities/services and future improvement plans. Copies of the meeting agenda and sign-in sheet are attached.

Meeting topics and a summary of associated discussion points is presented below.

### Project Overview

The Elgin O'Hare – West Bypass (EO-WB) project team presented an overview of the project addressing the extent of the study area, project objectives, the tiered environmental approach, public involvement, and project schedule. The Tier One Environmental Impact Statement and study will conclude with the identification of a preferred multi-modal transportation system alternative(s) for the study area, and identification of the individual components that comprise the preferred transportation system(s). Ideally, the components are to be ranked in order of priority for implementation; agencies with jurisdictional responsibility for the various improvement components will be responsible for advancing and implementing their individual components.

Stakeholder and public involvement will be an integral element of the project development process. Several working groups are being formed for this project to provide policy and technical input to the study. These include a Corridor Planning Group, Transportation Task Force, Environmental Task Force, and a Land Use Task Force. The Transportation Task Force will include representatives from

the transportation providers, and will serve as a forum for eliciting transportation agency input to the identification of transportation issues and potential solutions. A letter will be sent to each agency at today's meeting inviting them to participate on the Transportation Task Force and offering the opportunity to serve as a participating agency in the study process. The latter designation is a status formalized in the last federal transportation legislation SAFETEA-LU, (2005) expanding opportunities for formal participation in major transportation projects.

The EO-WB project team provided an overview of the Tier One EIS schedule as follows:

- Early '08 - Transportation System Performance Report
- Mid '08 – Final Purpose and Needs Statement
- Mid 2008 thru mid 2009 - Alternatives Analysis
- Late 2010 - Study Completion

The project's first Public Meeting will be held on November 14, 2007. The initial Task Force meeting is planned for mid-December 2007 – the transportation providers will be notified well in advance via a letter from IDOT.

### Baseline Transportation System

The remainder of the meeting focused on a discussion of planned transit improvements in the study area, and identification of these improvements as "baseline" or "non-baseline" improvements. The definition of the baseline alternative is an important step in the process, and input from the transportation providers is essential to the identification of a reasonable baseline transportation network. In the EO-WB process, the baseline network will be recognized as the "No Action Alternative" (Baseline) in the Environment Impact Statement for the project, and serve as the basis for characterizing impacts of the "No Action Alternative".

The No Action Alternative (Baseline) will include those improvements that are committed (e.g., named in a capital improvement program), or those that are reasonably foreseen to be developed and implemented by 2030. The group agreed that the transit baseline elements would include any project in the Regional Transportation Plan that requires a low level of investment. Projects that are classified as high investment would not be included in the baseline. Using this definition of baseline elements, the group produced the following list of projects that WILL BE included as baseline elements:

- STAR Line – O'Hare to Joliet (including segments from O'Hare to Hoffman Estates) [Metra]
- Capacity upgrades on the UPW and UPNW lines, including signal upgrades, minor station improvements, the construction of three new stations, and increased service for traditional commute, reverse commute, and suburb-to-suburb trips via [Metra]
- Airport Express service from Block 378 to O'Hare (Note – service only, not including new dedicated rail or express service extension to O'Hare West Terminal) [CTA]
- Blue line service extension to O'Hare West Terminal [CTA]
- J-Line [Pace]
- Added bus service to development in Bensenville [Pace]

The following projects will not be included in the baseline, but it is anticipated that they will be considered as elements of the transit component of the multi-modal Build Alternatives for for the project:

- Dedicated express line for the O'Hare express service [CTA]
- O'Hare express service extension to the proposed O'Hare West Terminal [CTA]
- Golf Road BRT service [Pace]
- O'Hare West Terminal intermodal hub [other]
- STAR Line connection to O'Hare West Intermodal Terminal

Meeting participants were asked to review maps of the study area, including the passenger rail, bus, and freight rail facilities that currently exist within the study area (see attached maps). Also, a list of all of these facilities was distributed to the group (see attached). The EO-WB project team requested

that the group identify any existing facilities that should be included on the maps and list any that may have been inadvertently omitted (see attached maps.) The transportation agencies will provide additional information to the EO-WB team within two weeks of today's meeting.

A list of existing and on-going transit related planning documents was compiled by the EO-WB team for consideration in the work ahead. The list was reviewed by the group and additional documents were suggested. The original list of documents included:

- Northwest Corridor Transit Feasibility Study Final Report Chapter 4
- Northwest Corridor Study Phase II AA
- Metra STAR Line Feasibility Study
- Cook-DuPage Corridor Study
- Pace Market Feasibility Study for NCS Shuttle Service
- West O'Hare Corridor Economic Development Study Executive Summary
- 2030 Regional Transportation Plan
- Pace Vision 2020
- Moving Beyond Congestion 2007 The Year of Decision Final Report

Additional documents that were suggested during the meeting include:

- CREATE
- DuPage Area Transit Plan
- West O'Hare Corridor Economic Development Study (whole document)

***Action Item:***

1. Agencies will review existing transit service maps and forward comments (to Vlecidis Schroeder) within two weeks.
2. The consultant team will compile a revised map and list of the baseline improvements and review them with individual transit agencies.
3. The consultant team will compile a revised list of existing and on-going planning studies relevant to the project study area and review them with individual transit agencies.
4. The transit group recommended that the Transportation Task Force included a representative(s) from freight railroads/truck haulers. The consultant team will follow-up with IDOT.

## FINAL MEETING SUMMARY

**CH2MHILL**

Elgin O'Hare - West Bypass

MEETING SUBJECT: Transit Agency Meeting RECORDER: Jessica Rinks/VSA

MEETING DATE & TIME: January 28, 2008 1:30 PM PREPARATION DATE: February 26, 2008

MEETING LOCATION: RTA Office

ISSUE STATUS:  Draft for Review  Final

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A coordination meeting was held with RTA, transit service board representatives, and the EO-WB project team on January 28, 2008 from approximately 1:30 PM to 3:00 PM at RTA offices. The purpose of the meeting was to review and obtain transit agency concurrence to transit services to be included in the 2030 Baseline (No-Action) network, and to preview the overall alternatives development and evaluation process for the EO-WB study.

### Review of 2030 Baseline Definition

Following the October 18, 2007 coordination meeting with transit agencies, the EO-WB project team created a proposed definition and list of baseline transit projects to be included in the 2030 condition. This baseline ("Baseline 1") was circulated to the agencies, and tentative consensus on the baseline definition and list of projects was reached. However, RTA and IDOT both subsequently expressed some concerns because Baseline 1 would not conform to the FTA definition of baseline conditions. As a result, the EO-WB project team developed a revised baseline definition and list of projects ("Baseline 2").

VSA presented an overview of the proposed Baseline 2 projects, which were developed with consideration of the following issues:

- Baseline conditions are defined in accordance with the FTA Definition. According to the FTA's New Starts Baseline Alternative Review and Approval Procedures guidelines, a baseline no-build alternative must be defined in one of the following manners:

“An alternative that incorporates “planned” improvements that are included in the fiscally constrained long-range plan for which need, commitment, financing, and public and political support are identified and are reasonably expected to be implemented.”

“A conservative definition that adds only “committed” improvements—typically those in the annual elements of the Transportation Improvement Program or local capital programs—together with minor transit service expansions and/or adjustments that reflect a continuation of existing service policies into newly developed areas.”

VSA noted that if the FTA definition were applied strictly, only CTA’s Blue Line extension to Block 37, currently under construction, would be in the baseline. Pace and Metra projects, which do not have financing commitments and are not included in the TIP, would not be in the baseline. Other transit improvements would then be evaluated as part of the project build alternatives. It was noted that the one proposed exception to the FTA baseline definition are the planned Metra projects. In this case, it would not be reasonable to consider these projects as part of the EO-WB project since FTA has funded alternatives analysis studies for all of them, and these studies are complete or nearing completion.

- Consistency with the 2030 RTP and Modeling Concerns: Baseline projects proposed by Pace and incorporated in Baseline 1, such as BRT and express bus services, were not modeled by CMAP as part of the 2030 RTP process, although these projects are referenced in the plan document. Demand modeling was performed for all Metra projects that appear in the Baseline 2 list. CMAP noted that extensive additional regional modeling would be required to represent travel characteristics of the planned Pace services.

The EO-WB team noted that projects in the baseline roadway system are not being addressed individually, but rather as a body of improvements. Consistency between how the roadway system baseline and transit system baseline are addressed should be considered. Also, it was noted that the RTP already provides performance modeling for the transit system as a whole on a region-wide basis.

There was a discussion regarding the proposed baseline definition and projects. A summary of the discussion is as follows:

- Metra confirmed that UP-NW, UP-W, and STAR Line projects should be included in the baseline, reaffirming that the UP alternatives analyses are complete and that the STAR Line study will be completed in 2008.
- RTA prefers Baseline 2, but expressed some concerns as follows: 1) the baseline does not conform to FTA’s definition; 2) to date, the commuter rail projects do not have committed funding; and 3) they are not included in the TIP. It was noted that an underlying issue is funding availability to implement all these projects.
- Pace agrees to Baseline 2, provided that DuPage officials whose jurisdictions would be served by the BRT and express bus projects are in agreement with this approach. The EO-WB team reiterated that Pace projects not included in the baseline would be addressed as alternatives.
- IDOT and CMAP expressed support for the more narrowly defined Baseline 2 definition.
- CTA did not express any concerns with the Baseline 2 definition.

Based on agency input, it was agreed to use the Baseline 2 definition for the EO-WB study.

## EO-WB Alternatives Development and Evaluation Process

The EO-WB project team provided an overview of the alternatives development process (see attached diagram). The process consists of four modules: Module 1- Modal Strategies; Module 2-

Initial System Alternatives; Module 3- Finalist System Alternatives, and Module 4- Preferred System Alternatives. A key discussion item was the approach to evaluating or measuring transit system performance. Based on examples of evaluation measures used in other Alternatives Analysis projects (see attached document Transit Performance Measures For Alternatives Analysis Projects), the consultant team suggested that the following measures be included in the transit performance analysis:

- Ridership,
- Access to transit,
- Average trip distances and travel times,
- Socio-economic factors including income, population densities, and employment or employment densities within 3 miles of transit facilities.

The EO-WB project team requested that Pace provide the following data that will be needed to complete the performance analysis: capacity data by time-of-day and direction of travel (at TAZ level if possible).

### Upcoming Meetings

The EO-WB team provided a preview of upcoming stakeholder meetings, including meeting objectives and schedules. These include the following:

- 2/13/08- Corridor Planning Group Meeting
- 2/21/08- Task Force Meeting
- 3/13/08- Stakeholder Workshop

**FINAL MEETING SUMMARY****CH2MHILL**

Elgin O'Hare - West Bypass

MEETING SUBJECT: Transit Agency MeetingRECORDER: Jessica Rinks/VSAMEETING DATE & TIME: May 6, 2008 10:00 AMPREPARATION DATE: 12/31/08MEETING LOCATION: RTA OfficeISSUE STATUS:  Draft for Review  Final

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A coordination meeting was held with RTA, transit service board representatives, and the EO-WB project team on May 6, 2008 from approximately 10:00 AM to 11:30 AM at RTA offices. The purpose of the meeting was to obtain agency feedback regarding the initial transit system strategies prior to the May 22, 2008 Stakeholder Meeting.

The EO-WB project team provided an overview of the initial transit system strategies, noting that the strategies were developed on the basis of input from the March 2008 Stakeholder Workshop as well as prior input from transit agencies. The system strategies were packaged in a manner to address service concepts depicted graphically on the Transit System Strategy Concepts exhibit (see attached). Meeting participants provided several suggested refinements to the system concepts as follows:

- A connection from the CTA Brown Line to the east should be added as a target travel market.
- The arrows on the exhibit which correspond to the travel markets should be bi-directional to better reflect the study purpose, move people into and out of the study area/airport.

The project team presented and facilitated a discussion of the initial transit system strategies. It was noted that three categories of system strategies have been developed: Existing System Improvements, System Expansion Strategies, and Combination Strategies. This is consistent with the alternatives development approach for the roadway system. A summary of preliminary improvement features along with related agency comments is presented below (see attached maps depicting improvement features).

## Review and Discussion of Preliminary Transit System Strategies

The project team presented and facilitated a discussion of the initial transit system strategies. It was noted that three categories of system strategies have been developed: Existing System Improvements, System Expansion Strategies, and Combination Strategies. This is consistent with the alternatives development approach for the roadway system. A summary of preliminary improvement features along with related agency comments is presented below (see attached maps depicting improvement features).

### *Existing Transit System Strategies*

This improvement strategy consists of transit improvements that do not require significant capital investment to implement. Proposed improvements include:

- Express bus in the Thorndale/I-290 corridor connecting Schaumburg/Woodfield to O'Hare.
- Express bus along Golf Road from Skokie Yellow Line station to the UPNW and STAR lines.
- Express bus north to Lake County via I-294 and to south suburbs via I-294.
- Shuttle bus connection UPNW, STAR, MDW, and UPW lines via York Road.
- Express bus south via IL 83 and via I-355.
- Express bus connecting Yellow Line at Skokie to Blue Line at Jefferson Park via I-94.
- Express bus connecting Yellow Line at Skokie to O'Hare east via Dempster Street.
- CTA Blue Line extension from O'Hare east terminal to O'Hare west terminal.

Comments and suggestions about the preliminary Existing Transit System Strategy were as follows:

- The Thorndale/I-290 express bus should terminate at I-90 instead of extending further north as currently shown.
- The STAR Line shown on this map is an old alignment and should be replaced with the current alignment which has a different terminus (CTA Rosemont/River Road station) on the east side of O'Hare and also includes a Devon station.
- The Golf Road route should extend beyond the Yellow line to downtown Evanston and further west to Woodfield.
- I-294 express service to the south suburbs is already planned by Pace, as are the Golf and Dempster services.
- The nomenclature used for this map is confusing; it implies that the lines shown on the map already exist.
- It is suggested that the map should be reconfigured so that the Blue Line extension to the west terminal is removed and the STAR Line will continue to access O'Hare on the east side. Also, the Thorndale route will wrap around O'Hare via Irving Park Rd. to access the east terminal instead of the west. With this alternative, it should be assumed that the People Mover will provide the east terminal to west terminal connection, and that a Blue Line extension would not be pursued. However, the Blue Line Extension should be included in the other (Expansion and Combination) strategies.
- All transit strategies (alternatives) should show express bus service on the east side of O'Hare connecting with the people mover, but not extending all the way to the terminal.

### *Transit System Expansion Strategies*

This strategy contains transit improvements that would require a significant capital investment, such as new rail or dedicated right-of-way for Bus Rapid Transit (BRT) service. Proposed improvements include:

- Rail service in the Thorndale/I-290 corridor connecting Schaumburg to the O'Hare west terminal
- Mid City Connector rail to the south.
- Inner Circumferential rail to the south.
- Rail connecting UPNW, MDW, UPW, and STAR lines via freight rail right-of-way just east of York Road.

- ART bus on Golf Road, connecting Yellow Line at Skokie to UPNW and STAR lines.
- BRT south on IL 83 and south on I-355.
- Express bus connecting Yellow Line at Skokie to Blue Line at Jefferson Park via I-94.
- BRT on Dempster connecting Yellow Line Skokie with O'Hare east terminal.
- CTA Blue Line extension to west terminal.
- CTA express track addition from downtown Chicago.

Comments and suggestions regarding the Transit System Expansion Strategies were as follows:

- The planned CTA Yellow Line station at Oakton should be shown and the express bus along I-94 should connect to it instead of to Skokie.
- The Golf Road BRT service should be changed to Arterial Rapid Transit (ART). The same change should be made for the Dempster service. ART consists of managed lanes, not dedicated lanes (queue jumping, signal pre-emption, etc.). ART is how these services are envisioned by Pace.
- A transit hub west of O'Hare at York and Thorndale should be included (exact location is not yet determined).
- The I-355 service should turn onto the Thorndale corridor and extend all the way to the west terminal.

### *Transit System Combination Strategies*

This strategy consists of a combination of high investment and low investment improvements. Proposed improvements include:

- BRT in the Thorndale/I-290 corridor connecting Schaumburg to the O'Hare west terminal
- Express bus to south suburbs via Mannheim.
- Shuttle bus connecting UPNW, MDW, UPW, and STAR lines via York Road.
- Express bus on Golf Road, connecting Yellow Line at Skokie to UPNW and STAR lines.
- Express bus south on IL 83 and south of I-355.
- Express bus connecting Yellow Line at Skokie to Blue Line at Jefferson Park via I-94.
- Express bus on Dempster connecting Yellow Line Skokie with O'Hare east terminal.
- CTA Blue Line extension to west terminal.

Comments and suggestions regarding the Transit System Combination Strategies were as follows:

- I-355 and IL 83 services should not be shown as an "either/or" situation. Service on I-355 is a given and IL 83 is part of the J line.
- The express bus service on I-94 and the service on Dempster should not be shown as "either/or" because they serve different markets.
- The difference between the I-94 express bus and service on Dempster will hinge on travel time.
- Dempster service should be shown as ART, not as express bus. This is already part of Pace's plan. Dempster ART should be included in the 2030 Baseline network
- An extension of service along IL 83 north of Thorndale Avenue may need to be considered to serve industrial areas to the north. However, another option may be to restructure existing Pace service to provide this connection between the industrial north of Thorndale and the west side of O'Hare.
- Trips to O'Hare should not be the only travel market considered. There are other destinations and activity centers within the study area. Travel to, from, and within the study area is also important.
- The STAR Line access to east O'Hare should be removed and instead replaced with a western access spur, if a West Bypass is determined to be part of a preferred alternative. Otherwise, STAR Line will continue along the I-90 corridor and terminate at River Road.

### Next Steps

The project team summarized today's discussion regarding the initial transit system strategies and requested that any additional suggested revisions be forwarded to VSA by no later than May 13, 2008.

Refined initial transit system strategies reflecting transit service board comments will then be presented at the May 22, 2008 Stakeholder Meeting.

**FINAL MEETING SUMMARY****CH2MHILL**

Elgin O'Hare - West Bypass

MEETING SUBJECT: Transit Agency MeetingRECORDER: Jessica Rinks/VSAMEETING DATE & TIME: August 13, 2008 1:00 PMPREPARATION DATE: December 31, 2008MEETING LOCATION: RTA OfficeISSUE STATUS:  Draft for Review  Final

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A coordination meeting was held with RTA, transit service board representatives, and the EO-WB project team on August 13, 2008 from approximately 1:00PM to 3:00PM at RTA offices. The purpose of the meeting was to discuss the progress that has been made on the roadway alternatives analysis, to outline the proposed transit alternatives analysis process, and to review current transit alternatives.

### Finalist Roadway Alternatives and Project Schedule Update

The project team provided a summary of the roadway alternatives evaluation process and status. Initially, 15 roadway system alternatives were developed. A two step screening process was used to eliminate from consideration those alternatives which would not adequately address the project Purpose and Need, and those alternatives which would result in disproportionate impacts. The project team described the evaluation measures used to evaluate the initial roadway system alternatives (see attachment).

Currently 7 roadway system alternatives remain under consideration. The project team is currently refining the conceptual design of these alternatives to allow a more detailed evaluation of their relative performance, costs, and environmental and socio-economic impacts. The conceptual design is being developed to reserve space, where appropriate, for potential dedicated transit facilities along roadway improvement corridors. The goal is to identify the best performing two or three Build Alternatives that will be considered for inclusion in the Draft Tier 1 EIS in early 2009.

## Transit Alternative Screening Process

Transit alternatives will be developed and evaluated through a separate three-step screening process, with the goal of combining transit improvement features with the two to three roadway Build Alternatives. At that time, travel demand modeling will be performed by CMAP to identify roadway and transit travel forecasts for the Build Alternatives. The demand model will be used to help determine transit improvements to be included in the Preferred Alternative.

Step 1 of the transit screening process will involve developing measures that can be used to evaluate transit alternatives. Since modeling will not be done until Screen 3 of the screening process, and since the number of transit alternatives is quite large, it is important to come up with meaningful measurements. Potential Screen 1 measurements include: work trip origins for workers who work within the study area; population and employment site densities in proposed transit corridors; and O'Hare air passenger origins and destinations based on a dataset provided by the City of Chicago. Buffers will be drawn around alignments, in ¼ mile, ½ mile, and 1 mile distances, and the above data will be evaluated within those buffers. A list outlining proposed screen 1 measurements was distributed and discussed (see attached). The following comments were raised:

- A concern was raised if these measures will adequately represent the needs of workers who work non-traditional work shifts or who don't have a central place of employment location, such as cargo workers who may work third shift or truckers whose work locations and schedules may vary greatly.
- Workers who work within secure areas in the airport may encounter barriers to transit travel, since their workplace is not conveniently reached from either the Blue Line or Metra NSC O'Hare stations.

A discussion took place regarding how closely transit alternatives screening process and measures should match those of the roadway system. It was concluded that it is not imperative for transit measures to exactly match those used on the roadway system, but transit performance measures should be rooted in the Purpose and Need of the study. By the end of the screening process, transit and roadway improvements will be combined to create a multi-modal preferred alternative combination.

Maps showing the origins of people who work within the study area for the year 2000 was distributed (see attached). Generally, it is observed that the highest densities of study area worker origins occur in the areas immediately east and immediately west of the study area. This implies that, at least in terms of serving the study area worker market, providing these east-to-west connections should be a priority.

## Review of Transit Alternatives

Exhibits were displayed showing the current transit alternatives taking into account the updates to the maps based on the last transit agency meeting in May as well as input from the stakeholders (see attached). Meeting participants identified the following potential transit improvements that should be dropped from further analysis:

- Eliminate Skokie Swift extension since it's' impacts are far outside of the study area.
- Eliminate proposed Metra Rail Connector, using existing freight tracks between UPNW and UPW.
- Eliminate transit station at Deval Junction and station connecting the STAR line with the Metra Rail Connector.
- Add Mid-City Connector since it is in the Cook DuPage plan.
- Add shuttle bus along York Road to replace the Metra Rail Connector that is being removed.
- Further evaluation of the Inner-Circumferential is needed in order to decide if it should remain on the plan or be removed.

## Next Steps

The consultant team will, incorporating the comments from this meeting, complete the Screen 1 transit analysis. Further analysis of the viability of the Inner-Circumferential line will take place. Another meeting of the transit agencies will be held in November where results of Screen 1 analysis will be presented.

**FINAL MEETING SUMMARY**

**CH2MHILL**

Elgin O'Hare - West Bypass

MEETING SUBJECT: Transit Agency Meeting RECORDER: Jessica Rinks/VSA

MEETING DATE & TIME: October 21, 2008 10:00 AM PREPARATION DATE: 12/23/08

MEETING LOCATION: RTA Offices

ISSUE STATUS:  Draft for Review  Final

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The purpose of this meeting was to present results from the Screen 1 transit alternatives analysis, discuss changes in the study area, and outline next steps in the screening process.

The project team provided an overview of the near-term project schedule and activities as follows:

- A Stakeholder Workshop is scheduled for 11/13/08. One objective of this meeting is to discuss results of the Screen 1 transit analysis.
- The project Purpose and Need will be updated over the next several months to account for the recently expanded study area west to about the existing Elgin O'Hare Expressway limits (Gary Avenue).
- Screen 2 transit analyses, along with performance analyses of the remaining Finalist Roadway System Alternatives are scheduled to be completed in January, 2009.
- A Public Information Meeting will be held in early 2009, providing an opportunity for public input prior to the identification of the Build Alternatives to be considered in detail in the Draft EIS.
- Modeling of the Build Alternatives, including roadway and transit elements, will be performed by CMAP in early 2009.

A project schedule was distributed. (See attached)

## Screen 1 Analysis and Results

VSA presented a summary of the Screen 1 process and analysis results. It was noted that a variety of measures were used to evaluate the transit alternatives including: consistency with existing transportation plans; ability to implement improvements by 2030; potential fatal flaws that would make the alternative infeasible; the alternatives' ability to address the project Purpose and Need; the alternatives' ability to serve areas of high residential and employment density. A more detailed description of the Evaluation Criteria for Transit Improvements was distributed to meeting attendees (see attached).

VSA noted that when this group last met in August, several alternatives were identified as having at least one fatal flaw that disqualified them from further consideration with this project. The alternatives that were eliminated and the reasons why they were eliminated are listed in the table below.

Alternatives Eliminated at 8/13/08 Meeting	Reason for Elimination
Inner Circumferential	difficult to implement due to freight conflicts
Metra Rail Connector West of Airport	freight conflicts; not in transit plans
CTA Yellow Line Extension to Old Orchard	considerably beyond study area
NCS to UPNW at Des Plaines	physically infeasible as demonstrated by previous study by Metra
STAR Line station intersecting N-S rail connector	dropped with elimination of Metra Rail Connector

VSA presented an overview of the buffer analysis that was recently performed for the remaining transit alternatives, which were divided into specific corridors. These corridors were then buffered and evaluated based on the following criteria: household density, employment site and job density, density of origins and destinations of O'Hare air travelers, and density of people who work in the study area based on their residence TAZ. Maps depicting each data category overlaid on each corridor were distributed. VSA noted that some of the corridors have particularly low densities of housing, study area workers, and O'Hare air travelers toward the outer ends of the alignments. As a result, it was suggested that these alignments should be shortened and that the lowest density segments outside the study area should be dropped from consideration with this project. A summary of these suggested changes is presented in the following table.

Alternatives Remaining After 8/13/08 Meeting	Suggested Changes Based on Buffer Analysis
Golf (Evanston to Woodfield)	no changes
Dempster (East O'Hare to Yellow Line Skokie)	no changes
I-94 Yellow Line Transfer (Jefferson Park to Yellow Line Skokie)	no changes
1-294 to Lake Co (East O'Hare to Lake Co.-Gurnee)	end at Lake Cook Road instead of Gurnee
1-294 (East O'Hare to Homewood)	end at I-290 instead of Homewood
Mannheim (East Airport to Orland Park)	end at I-55 instead of at Orland Park
West Airport to Woodfield via Thorndale	no changes
East Airport to West Airport via Irving Park	no changes
IL 83 J Line (West O'Hare to Aurora and	no changes
I-355 (Thorndale and I-355 to Shorewood)	end at I-55 instead of at Shorewood or possibly cut all together
West Airport Metra Connection Shuttle via York	no changes
Star Line Connection to West Terminal	no changes
CTA Blue Line Express Track	no changes
CTA Blue Line Extension to West Terminal	no changes
Mid-City Connector	no changes

The group discussed the materials that had been presented and reached consensus on what changes, if any, should be made to each alternative. The resulting decisions are listed in the following table.

Alternative	Screen 1 Results
Golf (Evanston to Woodfield)	No changes
Dempster (East O'Hare to Yellow Line Skokie)	No changes
I-94 Yellow Line Transfer (Jefferson Park to Yellow Line Skokie)	No changes
East Airport to West Airport via Irving Park	No changes
IL 83 J Line (West O'Hare to Aurora and Naperville)	No changes
West Airport Metra Connection Shuttle via York	No changes
Star Line Connection to West Terminal	No changes
CTA Blue Line Express Track	No changes
CTA Blue Line Extension to West Terminal	No changes
1-294 to Lake Co (East O'Hare to Lake Co.-Gumee)	Shorten alignment- end at Lake Cook Road instead of Gumee due to low household, air traveler, study area worker, and employment densities north of Lake Cook Road.
1-294 (East O'Hare to Homewood)	Shorten alignment- end at Ogden Avenue instead of Homewood due to low household and air traveler densities south of Ogden. Also, original alignment was excessively long (35 miles).
Mannheim (East Airport to Orland Park)	Shorten alignments- end at I-55 instead of at Orland Park due to low household, air traveler, and study area worker densities south of I-55.
I-355 (Thorndale and I-355 to Shorewood)	Shorten southern portion and extend northern portion of alignment- end at I-55 instead of at Shorewood due to low household, air traveler, and study area worker densities south of I-55. Also, extend northern end to Higgins Road in accordance with transit plans.
Mid-City Connector	Drop as a rail option due to freight conflicts, but keep as a BRT or express bus option.
Inner Circumferential	Dropped- difficult to implement due to freight conflicts; likely implementation beyond timeframe of study; not a high priority in transit plans at this time.
Metra Rail Connector West of Airport	Dropped- freight conflicts; not a planned improvement of any agency; right-of-way issues challenge feasibility; high cost option with minimal benefits; market can be served by the West Airport Metra Connection Shuttle alternative.
CTA Yellow Line Extension to Old Orchard	Excluded from further analysis in this study- considerably beyond study area; not providing substantial travel benefit to the EO-WB study area. However, this project remains under consideration by transit agencies as a regional improvement.
NCS to UPNW at Des Plaines	Dropped- physically infeasible as demonstrated by previous study.
STAR Line station intersecting N-S rail connector	Dropped- no longer applicable due to elimination of Metra Rail Connector.

## Study Area Expansion

The project team provided an overview of the expanded study area boundaries, noting that the west boundary has been expanded to include the existing Elgin O'Hare Expressway from IL Rte 53 to Gary Avenue. Due to this change, the study area now includes the communities of Hanover Park and Hoffman Estates. The study area boundary change was made in response to preliminary modeling results of the roadway alternatives, which indicated that supporting improvements will be required along several roadways, including the existing Elgin O'Hare Expressway due to traffic impacts. The project team noted that the project Purpose and Need and the Transportation Systems Performance

Report (TSPR) will be amended to address conditions in the expanded study area. It was noted and agreed that Baseline concepts will not change, as there are no improvements in the Regional Transportation Plan for the expanded study area that have not already been included in the TSPR.

To address transit service gaps and needs in the expanded study area, VSA proposed the following transit service alternatives (see also the Expanded Study Area Proposed Transit Routes map attached):

- Bus circulator routes connecting Woodfield Mall, the existing Northwest Transportation Center (Pace), and the proposed high speed Thorndale J-Line corridor with areas of high residential and study area worker density between the existing Elgin O'Hare expressway and Golf Road.
- Bus circulator route connecting residential and study area worker density south of the existing Elgin O'Hare expressway with the high speed Thorndale J-Line corridor.
- Bus route on Roselle Road from Palatine to Wheaton
- Upgrades to the existing Pace route 554 including increasing number of runs a day, off peak service, and allowing for a timed transfer to the proposed Golf BRT / Express bus service at Woodfield Mall.

The group was asked to review and provide comments on these additional alternatives after the meeting.

### Next Steps

VSA will finalize the Screen 1 analysis results, which will be presented at the next Stakeholder Meeting scheduled for November 13th. Also, VSA will continue to refine the transit alternatives concepts relating to the expanded study area. On a different but related note, the possible location and configuration of the West O'Hare intermodal transit facility must be determined. It was suggested that the group discuss this topic further so that the particulars of this facility can be defined.

## FINAL MEETING SUMMARY

**CH2MHILL**

**MEETING SUBJECT:** Elgin O'Hare - West Bypass  
Transit Agency Meeting **RECORDER:** Jessica  
Rinks/VSA

**MEETING DATE & TIME:** January 21, 2009 3:00 PM **PREPARATION DATE:** May 4, 2009

**MEETING LOCATION:** RTA Offices

**ISSUE STATUS:**  Draft for Review  Final

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### Background and Project Schedule

An overview of general project progress was presented. Regarding roadway alternatives, there are currently seven roadways system alternatives still being considered. These alternatives were presented to the stakeholders at Stakeholder Workshop on December 16, 2008. Currently, the seven roadway alternatives are being analyzed based on cost, travel performance, and environmental impacts. The transit Screen 1 analysis was also presented at the December 16, 2008 Workshop, Screen 2 information is completed and will be presented today and current work includes the Screen 3 analysis. The goal is to narrow transit alternatives down to a set of improvements that would be companion to or be overlaid to the preferred build alternatives. The next Stakeholder Workshop will take place on February 19, 2009. There is also a public meeting, Public Information Meeting #3, scheduled for March 11, 2009.

### Transit Screen 2 Analysis Results

All corridors that were considered during the Screen 2 Analysis were reviewed with the attendees. A map showing all corridors considered in the Screen 2 analysis as well as station/stop locations within the study area was displayed. Since the last Transit Agency meeting (October 21, 2008), further definition of the modes, stop locations, and park and ride locations have been made.

The Screen 2 analysis for the transit corridors considered the following data in the evaluation:

- Where study area residents work
- Where study area workers live
- Origins and destinations of air travelers
- Stakeholder input

Based on the data, the corridors were evaluated in terms of their ability to attract ridership. The lowest performing alignments were discussed and recommended to be dismissed from further consideration. The group concurred and results are shown in Table 1 below.

**TABLE 1**

<b>Alignment</b>	<b>Consensus Opinion</b>
I-294 to Lake County	Eliminate from further analysis
I-294 to Ogden Avenue	Eliminate from further analysis
I-94 Express Bus Jeff. Park to Skokie	Analysis methods may underestimate potential ridership; further analysis required
Dempster	PACE offers to share data that shows this route can perform well; further analysis required
Blue Line Express From Block 37 *	Eliminate from further analysis
MidCity Transitway	Although it performs low on some indicators (such as air travelers) it does serve a large number of study area workers; further analysis required

\* *Note:* Subsequently, in response to comments from the City of Chicago, it was agreed that this service would appear on project maps as a Regionally Supporting Project.

The locations of stations/stops and park-and-rides were discussed. The locations of stations and stops were derived by reviewing the socio-economic data as well as surrounding land use patterns. Areas of high study-area-workers, study-area-residents, or air traveler density were favored as station and stop locations.

Additionally, mode preferences for the Thorndale J-Line corridor were discussed. It was proposed that the recommended mode for this corridor be light rail transit with the intent to preserve the right-of-way for optimal service. Metra suggested and RTA concurred that if this mode is a rail mode, it should be shown as Diesel Motor Unit (DMU), which would then be compatible with Metra’s planned STAR Line service.

Finally, the configuration of the Local Circulators in the western portion of the study area was discussed. These routes are currently being refined. It was suggested that the DuPage County Transit Plan be used as a reference since it includes layouts for local circulating routes. (Note: The circulators shown in the DuPage plan are not designed to service the western portion of the study area.)

VSA requested that the transit agencies review the station/stop locations, park-and-ride locations, and mode choices that are shown on the exhibit and submit any further comments to VSA.

### **Operating Assumptions and Modeling**

In order for the alternatives to be modeled, operating assumptions, including stop locations, headways, and operating speed, must be established. It was suggested that headways for either BRT or Light Rail modes be set at 7 minutes peak intervals. Headways for express buses should be 10

minutes peak. It was agreed that other operating aspects would be reviewed with the individual operators in the near term.

### **O'Hare West Intermodal Terminal Layout**

Diagrams showing a concept layout for the O'Hare West Terminal Intermodal Transit Facility was displayed and discussed. There was discussion regarding whether a kiss-and-ride facility is appropriate for this location. The transit agencies were asked to further review these diagrams and get back to VSA regarding their disposition and any comments.

### **Next Steps**

All materials displayed at the meeting will be provided to attendees electronically via the RTA's FTP site. Transit agencies were asked to review the materials and contact VSA within the next week regarding any changes that should be made to the exhibits before the February Stakeholder Workshop meeting.

## FINAL MEETING SUMMARY

**CH2MHILL**

**MEETING SUBJECT:** Elgin O'Hare - West Bypass  
Transit Agency Meeting **RECORDER:** Jessica  
Rinks/VSA

**MEETING DATE & TIME:** March 23, 2009 3:00 PM **PREPARATION DATE:** March 25, 2009

**MEETING LOCATION:** RTA Offices

**ISSUE STATUS:**  Draft for Review  Final

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### Background and Project Schedule

Since the last meeting, the list of corridors were subjected to the Screen 3 analysis presented to the stakeholders and to the public in early March, 2009. A map showing corridors, stop locations, intermodal facilities, and park-and-ride locations was displayed. Joanne Schroeder reviewed all the corridors that were evaluated in Screen 3 and highlighted any changes that have been made since the prior meeting. These highlights include:

- Due to concerns about the extreme length of the J-Line IL 83 leg (from the proposed O'Hare Western Terminal to the proposed STAR Line station at 95<sup>th</sup> Street in Aurora), the corridor has been modified so that the BRT portion now extends only as far as I-88 and Naperville Road. A new bus feeder service has been added to provide the connection to the Naperville and Route 59 Metra stations and to the proposed STAR Line station at 95<sup>th</sup> Street. The new service is depicted with a dashed line on the updated map. A park-and-ride station was also added at I-88 and Naperville Road.
- To better reflect Pace's plan for service along Dempster, the Dempster corridor has been extended beyond what had been its terminus at the Skokie Yellow line station to downtown Evanston. It now ends at the Davis Street CTA station.

The attributes of the final transit system will be detailed for use by CMAP in their modeling tasks to develop population and employment forecasts and mode split data specific to each build alternative.

### Discussion of Screen 3 Transit System Evaluation

The transit Screen 3 process included socio-economic evaluation of each corridor. These parameters included:

- Number of 0 and 1 car households
- Number of seniors served

- Number of lower income households served

For all of the services (including express bus, arterial rapid transit, bus rapid transit [BRT], and rail) the analysis considered socioeconomic data within one mile of each stop/station point along each alignment. For the local services (local bus and local circulators) the analysis used a one mile buffer of the whole corridor alignment. Data was sourced from the 2000 Census Transportation Planning Package. A table showing results of this analysis was distributed to the group. Generally, the analysis shows that the opportunity for serving potentially transit-dependant communities is high in many of the corridors.

### **Transit Cost Analysis**

A table showing preliminary capital cost analysis per mile for each corridor was distributed. In most cases, a low, high, and average cost range is given for each mode type, based on data from the (GAO) General Accounting Office and the FTA. Costs are shown in 2008 dollars. For some modes—BRT express and local bus, and employer shuttles—cost data is still needed. It is requested that the transit agencies provide general cost estimates for these modes.

For the purposes of estimating costs, services co-located in a roadway corridor do not include costs for either the right-of-way or the bridge structures along the corridor. It is assumed that these costs would be part of the roadway project. Other costs, including trade infrastructure, rail, rolling stock, signals, stations and parking would be supported by the transit provider.

### **Information Needed for Modeling**

#### ***1. Operating assumptions***

In order to proceed with the modeling of the transit corridors, assumptions about operating procedures must be made regarding average vehicle running speed, dwell time at stations, fare assumptions, dedicated or mixed traffic right-of-way, headways, location of stops and stations, intermodal connections, and availability of parking. A table listing all the corridors and their stop locations, number of intermodal connections, and operating assumptions was distributed. Transit agencies are asked to respond via e-mail to VSA regarding their disposition toward these assumptions by March 31st. All of this information must be ready for CMAP to perform modeling by April 10.

#### ***2. Parking Requirements***

Parking capacity at each station and park-and-ride facility will also be needed for modeling purposes. After discussion, the group reached consensus that parking at park-and-ride facilities will be assumed at a capacity of 1,250 spaces (the parking capacity that Metra is assuming for future STAR Line stations). For other station locations, especially along the Thorndale corridor, the agencies agree that parking capacity will be set at the maximum number of spaces that is reasonably physically feasible at each stop location.

#### ***3. Fare Assumptions***

While the model is only minimally sensitive to fare assumptions, the group agrees that for the premium services the current Metra fare policy will apply. For the local services, the current CTA and Pace fare structures will apply.

### **Station Concepts**

A board displaying a typical median transit station and a typical intermodal station including bicycle and pedestrian facilities was displayed. These drawings were shown at the most recent public involvement meeting, Public Meeting #3, to serve as general examples of what transit facilities in the study area might look like.

### **Next Steps**

Transit elements will be added or overlaid on to the build alternatives and will be modeled by CMAP in April, 2009. A stakeholder meeting is scheduled for April 23<sup>rd</sup> where the finalist roadway alternatives will be revealed.

VSA will make all the materials from the March 23rd meeting available via e-mail or FTP. The transit agencies are asked to reply to VSA with information or comments about the following by March 31<sup>st</sup>.

- Verify reasonableness of cost estimates and provide cost information where it is missing
- Review stop locations
- Verify accuracy of operating assumptions