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**TRANSPORTATION COMMITTEE**

**Thursday, November 18, 2010**

**9:00 a.m.**

**NWMC Offices**

**1616 East Golf Road**

**Des Plaines, IL 60016**

**AGENDA**

- I. Call to Order**
- II. Approval of the October 28 Meeting Minutes (Attachment A)**  
*Action requested: Approval of minutes*
- III. RTA Regional Market Analysis (Attachment B)**  
Andy Plummer from Regional Transportation Authority (RTA) will present findings and recommendations from the RTA Regional Market Analysis.  
*Action requested: Informational*
- IV. NWMC 2010 Bicycle Plan**  
The final draft of the NWMC 2010 Bicycle Plan is available on the NWMC website: <http://www.nwmc-cog.org/Transportation/Bike-Planning.aspx>. NWMC and Active Transportation Alliance (ATA) staff will briefly present the components of the plan.  
*Action requested: Recommend Adoption by NWMC Board*
- V. Union Pacific-North Line (UP-N) Construction Update (Attachment C)**  
Rick Mack from Metra will discuss strategies for the bridge replacement program on the UP-N line. On November 8, area Illinois State Senators held a summit to discuss the bridge replacement program and its impact on train schedules.  
*Action requested: Discussion*
- VI. CMAP Report**  
Staff will provide an update on relevant activities from CMAP's committees.  
*Action requested: Informational*
- VII. Other Business**
- VIII. Next Meeting**  
The next committee meeting is scheduled for December 16 at 9:00 a.m. at the NWMC offices. Staff will discuss the necessity for a December meeting.  
*Action requested: Informational*
- IX. Adjournment**

**TRANSPORTATION COMMITTEE**  
**DRAFT MINUTES**  
**Thursday, September 30, 2010**  
**9:00 a.m.**  
**NWMC Offices**  
**1616 East Golf Road**  
**Des Plaines, IL 60016**

**Members Present:**

Sandy Frum, Co-Chair, President, Village of Northbrook  
Ken Nelson, Co-Chair, Mayor, City of Rolling Meadows  
Tim Frenzer, Manager, Village of Wilmette  
Mike Janonis, Village Manager, Village of Mount Prospect  
Al Larson, President, Village of Schaumburg  
Bill McLeod, Mayor, Village of Hoffman Estates  
Marty Moylan, Mayor, City of Des Plaines  
Arlene J. Mulder, Mayor, Village of Arlington Heights  
Louella Preston, Trustee, Village of Niles  
Paul Schneider, City Engineer, City of Evanston  
Greg Summers, Director of Engineering and Building, Village of Barrington

**Others Present:**

Bill Baltutis, TMA of Lake Cook  
Ylda Capriccioso, CMAP  
Mary L. Donner, Pace  
Ted Georgas, Primerz Engineers  
Marnie Hooghkirk, IDOT  
Dan Jedrzejak, Chastain and Associates  
Rick Mack, Metra  
Mike Pagones, Village of Arlington Heights  
Chris Staron, NWMC  
Mike Walczak, NWMC  
Larry Widmer, NWMC

**I. Call to Order**

Chair Frum called the meeting to order at 9:02 a.m.

**II. Approval of the September 30, 2010 Meeting Minutes**

*The September 30, 2010 meeting minutes were approved on a motion from President Larson, seconded by Trustee Preston.*

**III. Service Board Budget Presentation**

Mr. Mack reported that Metra's proposed budget includes no fare increase. He did note that Metra is again proposing to transfer funding from capital to cover operating expenses. He noted that the state is behind its payments to the transit agencies and that there are questions about the bonding for the capital bill. He noted that ridership was down 1.4 percent and has reached 2006-2007 levels. He explained that the economic

conditions are largely responsible for the declining revenues and ridership. He mentioned that Metra is holding a budget hearing in Arlington Heights on November 3.

Mr. Baltutis asked about the changes to the Union Pacific-North bridge project. Mr. Mack said that the project is temporarily on hold while Metra examines construction strategies.

Ms. Donner reported that Pace's proposed 2011 budget is balanced without fare adjustments or service reductions. She said that Pace is always evaluating routes and looking at the most efficient and effective ways to move its passengers. She reported that Pace has already held its public hearings, but noted that attendance was low. Mayor Nelson asked about ridership figures. Ms. Donner responded that Pace is starting to see some encouraging signs over the last six months.

#### **IV. Elgin O'Hare – West Bypass (EOWB) Advisory Council**

Mayor Moylan reported that the Advisory Council recently held its first meeting and is tasked with creating subcommittees and delivering a report to the Governor. Mr. Walczak report that four subcommittees are being formed and NWMC members are free to serve on those committees. He said that the focus of the Council appears to be on financing the project components. The Committee discussed ways to encourage volunteers and how this group will interact with the IDOT Tier II process. The Committee also discussed the transit components of the projects. Mr. Walczak noted that the current cost projections for the project do not include the transit component. There was some discussion of CMAP's Go To 2040 plan and if the transit components of the Elgin O'Hare – West Bypass are included in the constrained major capital projects. Mr. Walczak said that it does not appear that the transit components are included in the plan.

#### **V. NWMC Bicycle Plan Update**

Mr. Staron reported that the Bicycle and Pedestrian Committee met on Tuesday and reviewed a plan that was roughly 75 percent complete. He said that the final sections are being completed. He informed the Committee that the draft will be available for review in early November and will be brought to the Committee for their review and approval at their next meeting on November 18. President Larson asked if the Bicycle Federation was involved in the plan. Mr. Staron reported that the Active Transportation Alliance, which was formerly the Chicagoland Bicycle Federation, worked on the plan.

#### **VI. Stop for Pedestrians Law**

Mr. Walczak reported that the Active Transportation Alliance put together a couple handouts on the stop for pedestrian law. There was a discussion about what constitutes a crosswalk and how municipalities are approaching the law. The Committee decided that the information should be forwarded to the full Conference membership.

#### **VII. CMAP Report**

Ms. Capriccioso reported that on a number of grant opportunities currently available for municipalities. She informed the Committee that CMAP recently adopted the Go To 2040 Plan and will now shift towards implementation. She said that CMAP also secured a sustainable communities grant from the federal government to assist with implementation of the plan.

### **VIII. Other Business**

Mr. Walczak announced that NWMC is looking into potential joint application opportunities regarding the Cook County Communities Putting Prevention to Work (CPPW) grant. He said that the Conference is planning to examine the RFP and consider joint applications.

Mr. Schneider raised concerns about moving capital funding to operations for transit providers. The Committee discussed the hard position of transit providers and municipalities alike given the economy and the state's financial situation. In addition, the Committee discussed the funding split between the Chicago region and downstate Illinois. Numerous committee members noted the difficult political proposition of taking funding from downstate Illinois.

*On a motion from Mayor Mulder, seconded by Mr. Schneider, the Committee voted unanimously to forward the funding split issue to the Legislative Committee for consideration.*

### **IX. Next Meeting**

Chair Frum noted that the next meeting of the Committee is scheduled for November 18.

### **VIII. Adjournment**

*Chair Frum adjourned the meeting.*



**Regional  
Transportation  
Authority**

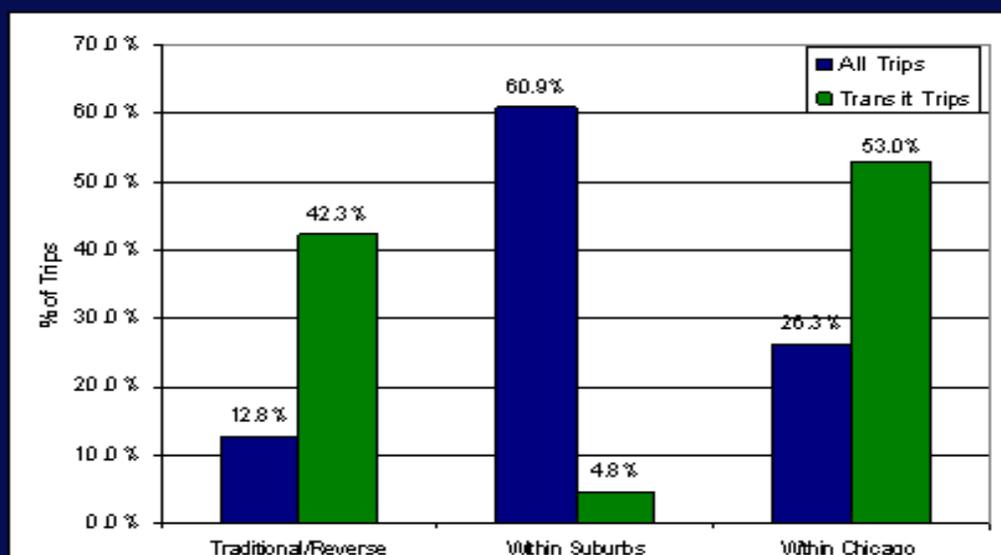
## **RTA Regional Market Analysis: Findings and Recommendations**

### **Regional Travel Market**

- 8.4 million people
- 26.4 million trips per average weekday
- 38% of households use transit regularly
- Transit is used across all levels of household income
- Transit is regularly used by both Chicago and suburban residents
- # Workers in a household drives transit use

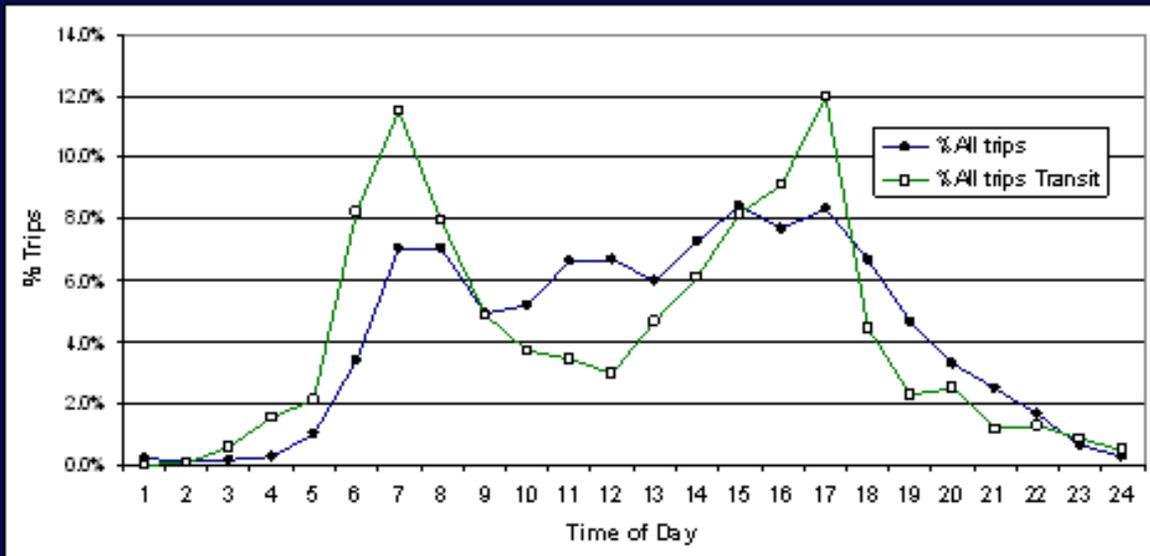
Source: CMAP Household Travel Tracker Survey

### **Connections to downtown & within Chicago**



Source: CMAP Household Travel Tracker Survey

## Transit trips are peak-oriented



Source: CMAP Household Travel Tracker Survey

## General Public Attitudes

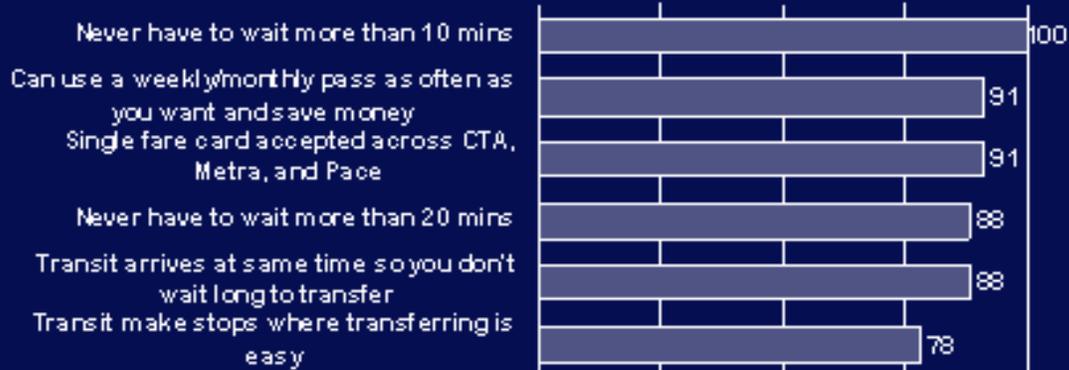
- ***The public supports transit investment***
  - Strong support on the statement that "Improving transit infrastructure is as good a use of tax dollars as fixing roads."
- ***Most people's daily travel needs are not complex & present an opportunity for transit***
  - Most do not need to make stops along the way to their destination
  - Most do not need to change travel plans at a moment's notice
  - This is particularly true for the work trip
- ***People recognize the advantages that transit has over driving***
  - Most say that transit is less stressful than driving on congested highways
  - Most agree that transit is more reliable than driving in bad weather

Source: RTA Attitudinal Survey

# What does the public want?

- Reducing wait time is very important
- Make fare payment easier
- Service coordination to reduce hardship of transferring

MaxDiff Scores

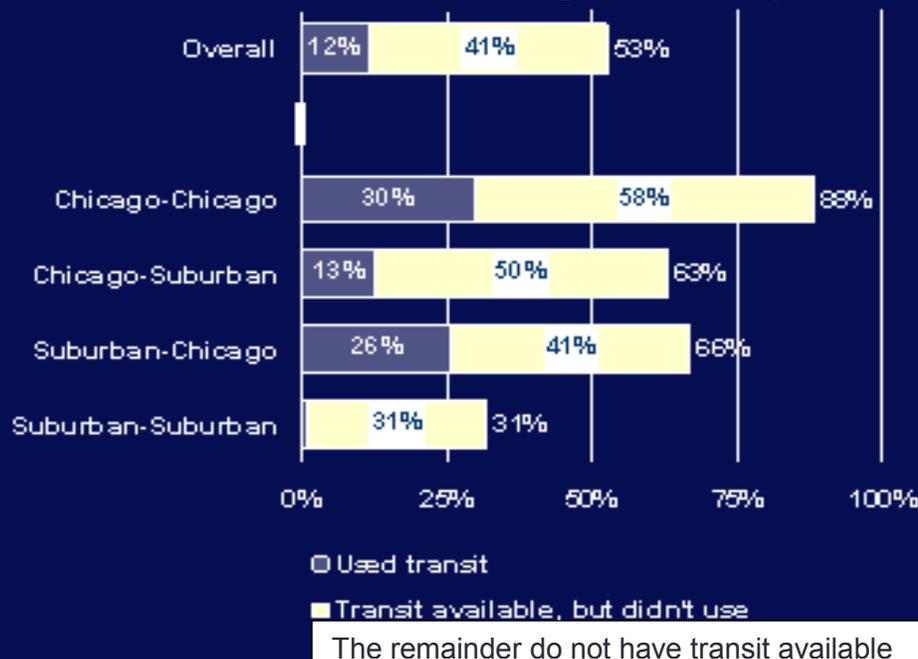


Source: RTA Attitudinal Survey

Max Diff is a statistical method that's used to rank priorities, the scores themselves have no meaning. Respondents were asked to rank the most and least important option, resulting in the maximum difference in preference.

# Availability of Transit

Transit Availability for Work Trip



Source: RTA Attitudinal Survey

## **Preliminary Recommendations**

### **1) *Retain and Increase Ridership in Transit's Core Market***

- Invest in State of Good Repair
- Better facilitate interagency travel
- Improve the customer experience through technology enhancements

### **2) *Broaden the Utility of the System to Better Tap Growth Markets***

- Reverse Commute
- Evening and Weekend Market
- Special Events

# Preliminary Recommendations

## 3) *Lay the Groundwork for an Expanded Regional System*

- Focus planning of new services in areas of dense activity
- Improve visibility and performance of bus in suburbs
- Coordinate transit and landuse planning and policies

## Metra pledges not to alter train schedules during construction on UP North line



By John P. Huston TribLocal reporter Monday at 5:45 p.m.



Metra leaders met with officials from Chicago's North Shore as it gears up to retry an eight-year construction project on its Union Pacific North line. This time, the transit agency says, it won't alter its train schedules. (John P. Huston, Tribune reporter)

With state and local lawmakers from the North Shore calling its previous plan a "train wreck," Metra officials pledged this week not to change train schedules on its Union Pacific North line when it embarks on a project to rebuild 22 bridges on Chicago's north side.

In September, Metra postponed the eight-year, \$185 million project in response to angry commuters who protested the temporary train schedule. It called for trains to run on only one track at a time through construction zones. Fewer trains and increased delays drew the ire of passengers who relied on Metra as part of their commuting routine.

Metra officials said at the time that running trains on a single track through construction zones would save the cash-strapped transit agency \$80 million.

Financial information was not discussed Monday at a "summit" with area elected officials and administrators. Instead, they focused on minimizing future embarrassment with the project.

"We will keep two tracks open all the time during the construction," said Metra's acting executive director Bill Tupper. "We do not anticipate the need for any schedule changes to accommodate the construction."

"There might be slow zones when construction is happening, but there won't be schedule changes," said Metra board member James LaBelle.

State Sen. Jeff Schoenberg, D-Evanston, said it was vital for Metra to articulate its financial needs so he and his colleagues can look for funding in Springfield, as well as have meaningful dialogues with constituents.

"Without that funding information, we're operating in a vacuum," Schoenberg said.

Winnetka Village President Jessica Tucker requested Metra consider the needs of New Trier High School, where many of the 3,500 faculty and students ride the train in the morning and afternoon.

"They need to be in their seats by 8:15 (a.m.), and the children are the ones who don't have the flexibility the adults do," Tucker said, arguing that adults can arrive at work a few minutes late, unlike high school students.

Communication is key, Tucker said.

"Talk to (New Trier officials) and keep them in the loop, because they are a significant portion of your ridership," she said.

Parents of New Trier students successfully lobbied Metra to alter its temporary train schedule in September, before the project was postponed and the schedule reverted to its original.

Other North Shore officials expressed frustration that Metra hasn't successfully communicated with municipalities in the past.

Wilmette Village President Chris Canning emphasized the need for community involvement. He referenced the three public forums held in the weeks prior to Metra's bridge construction project began in August.

"Having three community meetings isn't going to do it," Canning said. "You should have meetings up and down the line."

He stressed Metra would benefit by working with municipalities which have train stations in them, noting that many residents call village hall before calling the transit agency to voice complaints.

"We can help you," Canning said. "You've got to talk to us."

He also asked Metra officials why a statute-required Citizens Advisory Board was not meeting regularly to discuss issues related to the UP North line.

"I'm embarrassed to say it isn't something that's come to our attention," LaBelle said, adding that Metra plans to reconvene the group.

State Sen. Susan Garrett, D-Highwood, called the citizens board a necessity.

"Once the board is appointed, we have to have outreach, which hasn't been available to us," Garrett said.

Lake Forest's City Manager Robert Kiely said listening to local leaders could have averted the public outcry of angry commuters protesting the single-track train schedule that ended up being scuttled.

"We knew a year before it came out that it would be a train wreck," Kiely said. "Quite honestly, you got what you deserved."

Monday's summit, held at the Highland Park Country Club, included local elected officials or administrators from Evanston, Highland Park, Lake Forest, Wilmette, Winnetka, Kenilworth, Waukegan and North Chicago.

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