

Welcome to the Kane County 2040 Transit Plan Open House!



What is the Kane County 2040 transit plan?

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

What are the primary objectives of the plan?

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

What has been done to date?

- Interviewed stakeholders representing current and potential transit user groups
- Analyzed current and future markets for transit
- Identified unmet needs for transit users
- Developed alternative strategies to meet transit needs
- Identified potential funding sources
- Developed implementation action items

How you can help this evening:

- Provide input about the recommended system improvement strategies

Please have a look around and give us your input!

Recommended Service Strategies



Fox Valley Service Strategies

1	Expand Local Bus Service
2	Provide New Regional Bus Service
3	Develop Employer-Sponsored Services

Western Kane County Service Strategies

4	Provide Access to Major Activity Centers (non-work trips)
5	Provide Metra Feeder Service (commuters)

Intercounty Service Strategy

6	Provide Regional Out-of-County Bus Service
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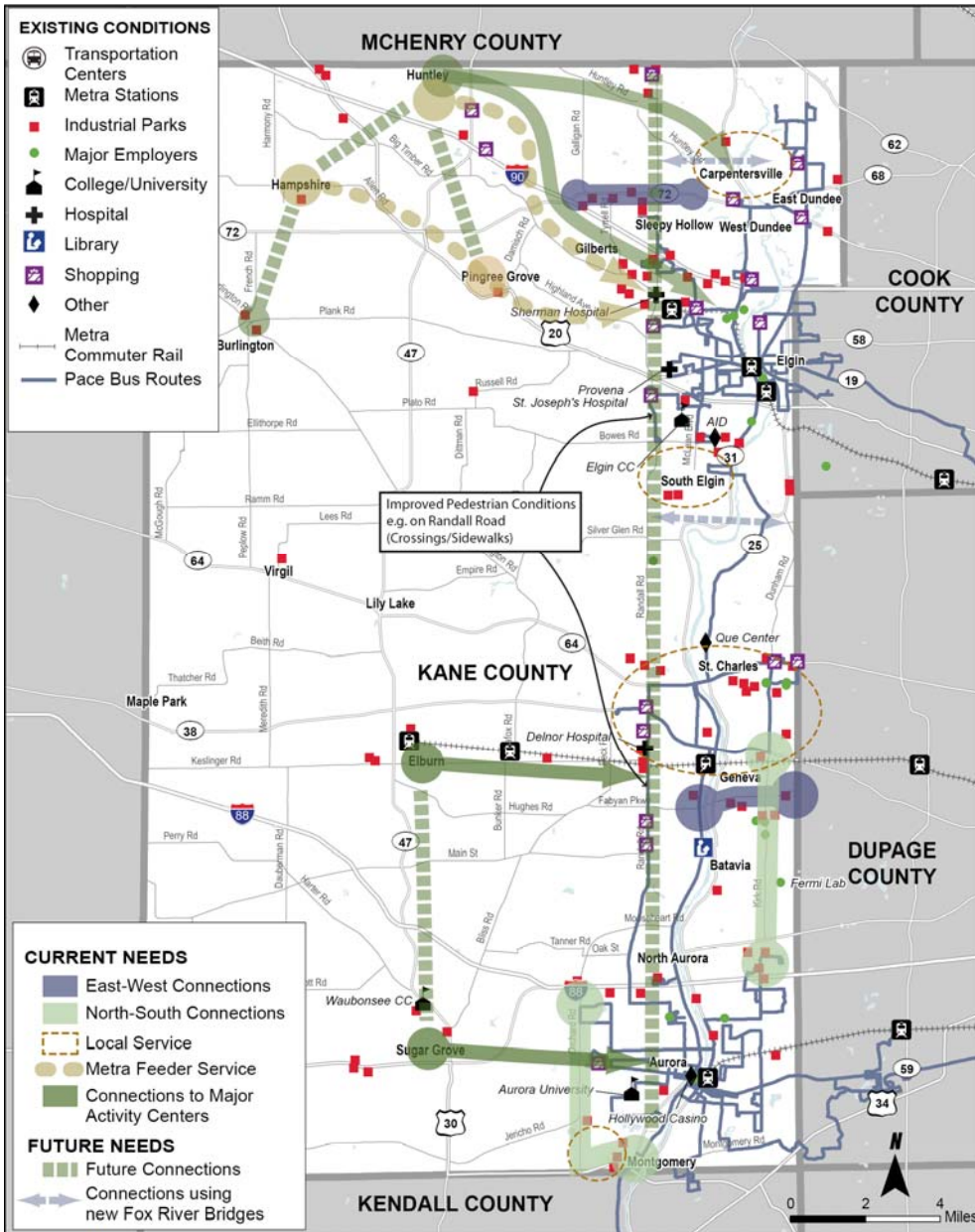
Transit-Supportive Strategies

7	Improve Capital Facilities – Access to Transit
8	Improve Access to Existing Metra Service/Stations
9	Support Metra & Intercity Rail Expansion Plans
10	Transit – Land Use Coordination
11	Improve Marketing & Customer Information
12	Transportation Demand Management Programs

Major Transit Service Needs within Kane County



Identified Service Needs within Kane County



Assessment based on Stakeholder and Transit Committee input and Kane County Travel Demand Model
GIS Data Sources: Kane County, ESRI, 2000 U.S. Census

Category of Transit Need	Specific Needs Identified	Need identified by:	
		Kane County Travel Demand Model	Stakeholder Input
Current			
East-west transit connections within Kane County	IL 72	X	X
	Fabyan Parkway	X	X
North-south transit connections within Kane County	Kirk Road	X	X
	Orchard Road	X	X
Local service extension to growing population and employment centers.	Carpentersville	X	X
	South Elgin	X	
	St. Charles/Geneva	X	
	Montgomery	X	X
Feeder service to Metra stations	Huntley to Elgin		X
	Hampshire/Pingree Grove to Elgin		X
	McHenry County	X	X
Connections to major activity centers	Huntley to Elgin & Carpentersville	Huntley to Elgin	X
	Elburn to Randall Road		X
	Sugar Grove to Aurora	X	X
Future			
East-west connections to growing population and employment centers in central-west parts of the county	Burlington – Hampshire		X
	Hampshire – Huntley	X	X
East-west connections across the Fox River	Using planned new Fox River bridges ¹	X	X
Connections to new Metra stations as possible expansion occurs	e.g. Montgomery, Sugar Grove, Hampshire, Big Rock, Pingree Grove, Maple Park	Based on overall needs	X
Potential rapid bus service along Randall Road			X
Connections to STAR Line (linking to east-west line to O'Hare Airport)		X	X
Potential north-south service on IL 47	North County (Huntley - Pingree Grove)	X	X
	South County (Sugar Grove – Elburn)	Developing	

¹ The planned bridge locations are Stearns Road in central Kane County including a new road alignment from Randall Road to the County line (under construction), Longmeadow Parkway/Bolz Road in northern Kane County (Phase I engineering), and Oak Street / IL 56 in North Aurora (engineering has not been initiated)

Recommended Service Strategies for the Fox Valley (1-3)



Service strategies 1-3 address the need to provide missing transit connections and improve level-of-service, i.e. frequency and hours of service.

1. Expand Local Bus Service

There are areas in the Fox Valley where population and employment growth may warrant expanding the local bus service to areas adjacent to the existing Pace bus network and/or increasing the level of transit service (frequency or service hours). Due to funding constraints, this is a medium- to long-term strategy, i.e. beyond the first five years of the plan.



Pace buses provide fixed-route bus service in Kane County.



Expansion of the Pace fixed-route service area would require expansion of ADA paratransit service within a 3/4 mile distance of fixed-route bus service.



Shuttles and circulators provide community-based service. The St. Charles Circulator Study is an effort to develop this type of service in Kane County. ("Hop, Skip, Jump" buses, Boulder, CO).

2. Provide New Regional Bus Service

This strategy would improve or provide regional connections between key destinations or along major corridors in the urbanized parts of Kane County, such as Randall Road, IL 72, and IL 25/31. This is a medium- to long-term strategy due to funding constraints and necessary changes in land use policy and development patterns to support transit (see Strategy #10).



Bus Rapid Transit (BRT) uses features typically associated with rail service to provide a high-quality passenger experience. (SWIFT BRT, Whatcom County, WA).

3. Develop Employer-Sponsored Service

Service sponsored by employers can transport workers from a rail or bus station to employment sites that are deeply setback from the road, and/or are the dominant land use. Under these conditions, it may not be feasible to provide fixed-route bus service. This is a strategy that can be implemented starting in the short-term (1-5 years).

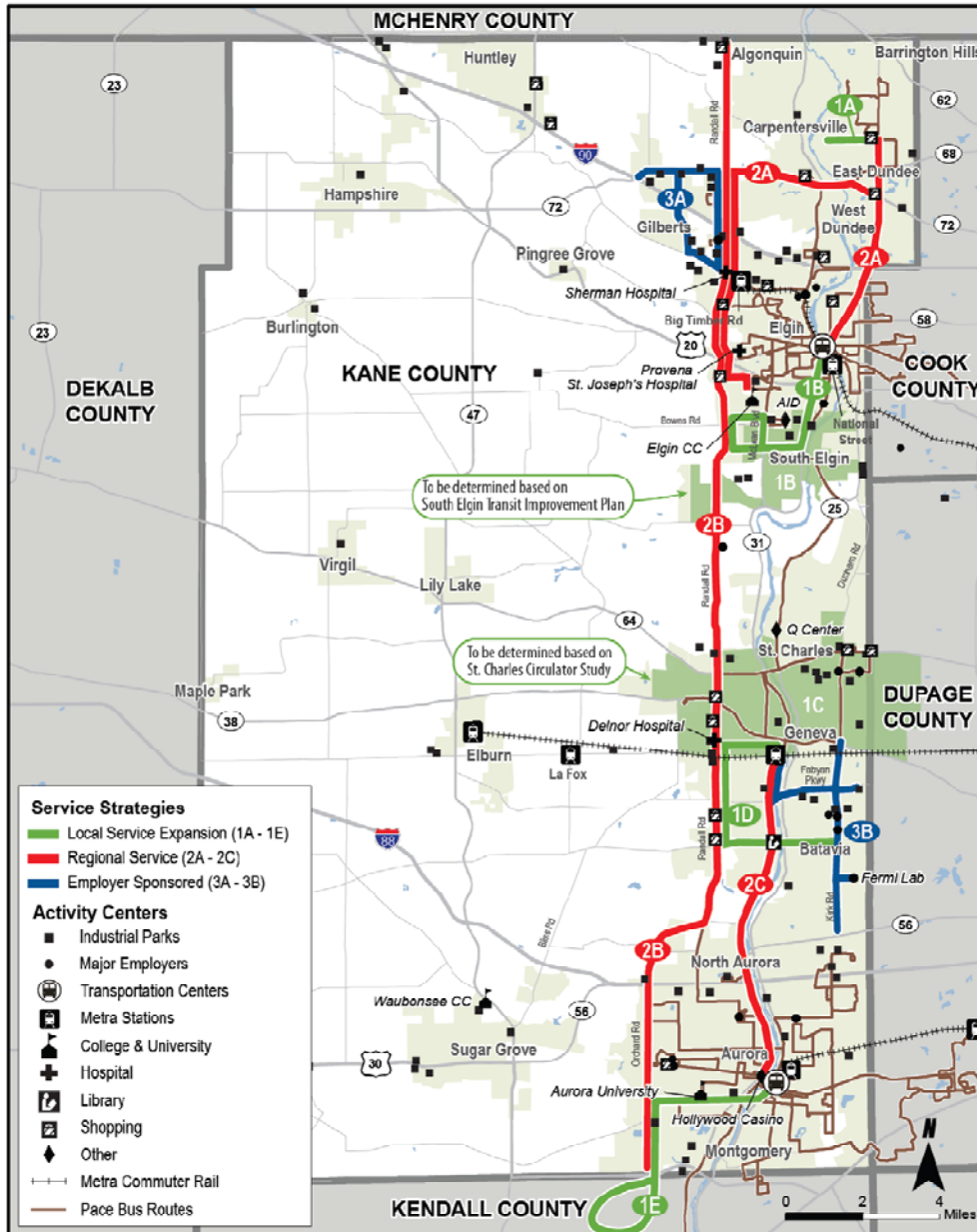


One role of Transportation Management Associations (TMAs) is to facilitate the development of employer-based services.



Local Chambers of Commerce are also typical sponsors of these types of services. The Tualatin Chamber in a suburb of Portland (OR) operates a free weekday shuttle from 5-9:30 a.m. and 2-6 p.m.

Recommended Service Strategies for the Fox Valley (1-3)



1. Expand Local Bus Service	Time Frame	Est. Annual Operating Costs*	Responsibility
1A. Extend fixed route service to the Old Town Area in Carpentersville.	M	Provided via 2A.	Pace ¹
1B. Extend fixed route service coverage and improve frequency in South Elgin.			
(i) Additional service between Elgin and South Elgin along the IL 31 corridor (Route 801) and extend east-west coverage in South Elgin.	M-L	Medium	Pace ¹ , South Elgin ²
(ii) Follow recommendations of South Elgin Transit Improvement Plan.	TBD	To be determined	Pace with South Elgin (TBD)
1C. Create St. Charles - Geneva Circulator service. Follow recommendations of the existing circulator study.	M	To be determined	Pace ¹ , St. Charles/Geneva ²
1D. Create Batavia to Geneva transit connection. Provide an east-west connection between Randall Road and IL-31, e.g. using Wilson St. east-west through Batavia.	M	Medium	Pace ¹ , Batavia/Geneva ²
1E. Extend fixed route bus service in Montgomery. Serve developing residential/employment areas in Western Montgomery and include key activity centers along Orchard Road. Cost does not include expansion of the complementary ADA service area; detailed design should coordinate with 5C(ii), Metra Feeder service.	M-L	Medium	Pace ¹ , Montgomery ²
1F. Improve service frequencies to 15 minutes as land uses along identified PTN corridors (see 10A) reach transit-supportive levels, building on the existing/developing urban form in Elgin and Aurora.	M	Not determined	Pace ¹
1G. Provide late evening and weekend service along PTN corridors and/or in transit markets where it is warranted by demand	L	Not determined	Pace ¹

2. Provide New Regional Bus Service	Time Frame	Est. Annual Operating Costs*	Responsibility
2A. Improve service levels and regional connections in the Upper Fox Valley.			
(i) Develop transit service along North Randall Road and IL 72, connecting Upper Fox Valley and Randall Road.	M	High	Pace ¹ , Carpentersville ² , East/West Dundee ²
(ii) Improve the frequency of transit service between the Upper Fox Valley and Elgin.	M	Medium	Pace ¹ w/ Carpentersville ² , East Dundee ² , Elgin ²
2B. Create a Randall Road BRT / regional express service, including development of transit nodes, park & ride facilities, etc.	L	High	Pace ¹ , Randall Road Municipalities ^{2,3} , Kane County ³
2C. Improve service levels on Route 802 along IL 31 between Aurora and the Batavia/Geneva/St. Charles area, including (i) midday service between ATC and Charlestown Mall and (ii) increase in peak frequency to 30 minutes on weekdays	M	(i) Medium (ii) Medium	Pace ¹

3. Develop Employer-Sponsored Services	Time Frame	Est. Annual Operating Costs*	Responsibility
3A. Develop transit service to employment sites along IL 72, including north Randall Road and Big Timber Road. This would serve as a feeder from Big Timber Metra station.	S-M	Medium	Local businesses/TMA ¹ , Area municipalities with Pace ³ ,
3B. Develop transit service to employment sites on the Kirk Road / Fabyan Parkway corridors, including Fermi Lab. This would serve as a feeder from the Geneva Metra station/transportation center.	S-M	Medium	Local businesses/TMA ¹ , Batavia with Pace ³ ,
3C. Foster the development of Transportation Management Associations	S-L	Not determined	See 12A

Time Frame: Short: 1-5 years; Medium: 6-15 years; Long: 16-30 years
 Costs: All costs are annual operating costs unless otherwise noted. Low: < \$50,000, Medium: \$51,000 - \$250,000, High: >\$250,000
 Responsibility: ¹Financial and Operations, ²Financial Support, ³Coordination/Support

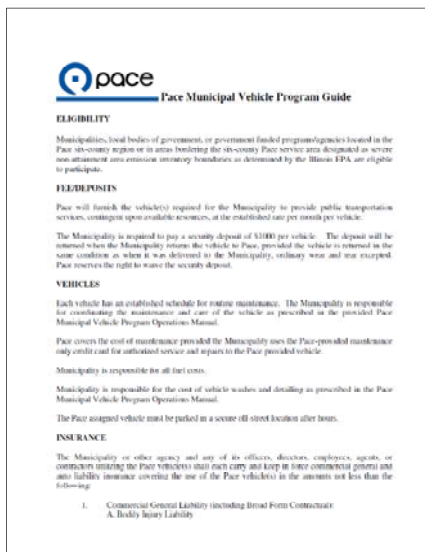
Recommended Service Strategies for Western Kane County (4-5)



4. Provide Access to Major Activity Centers (non-work trips)

These connections would provide limited service to major institutions in Kane County, including shopping, medical, and civic institutions, from parts of the County that currently lack fixed-route bus service and would primarily serve transit-dependent populations. There would be a limited number of daily trips up to several days per week.

In the short-term (1-5 years) municipalities could initiate these services at relatively low cost using the Pace Municipal Vanpool program. In the medium- to long-term, as growth occurs and funding is less constrained, these services could be expanded and Pace would play a larger role in operations and funding.



Pace Municipal Vanpool vehicles could be used by local Municipalities to develop service.

Where demand justifies increased service levels, these services could transition to a fixed-route bus.

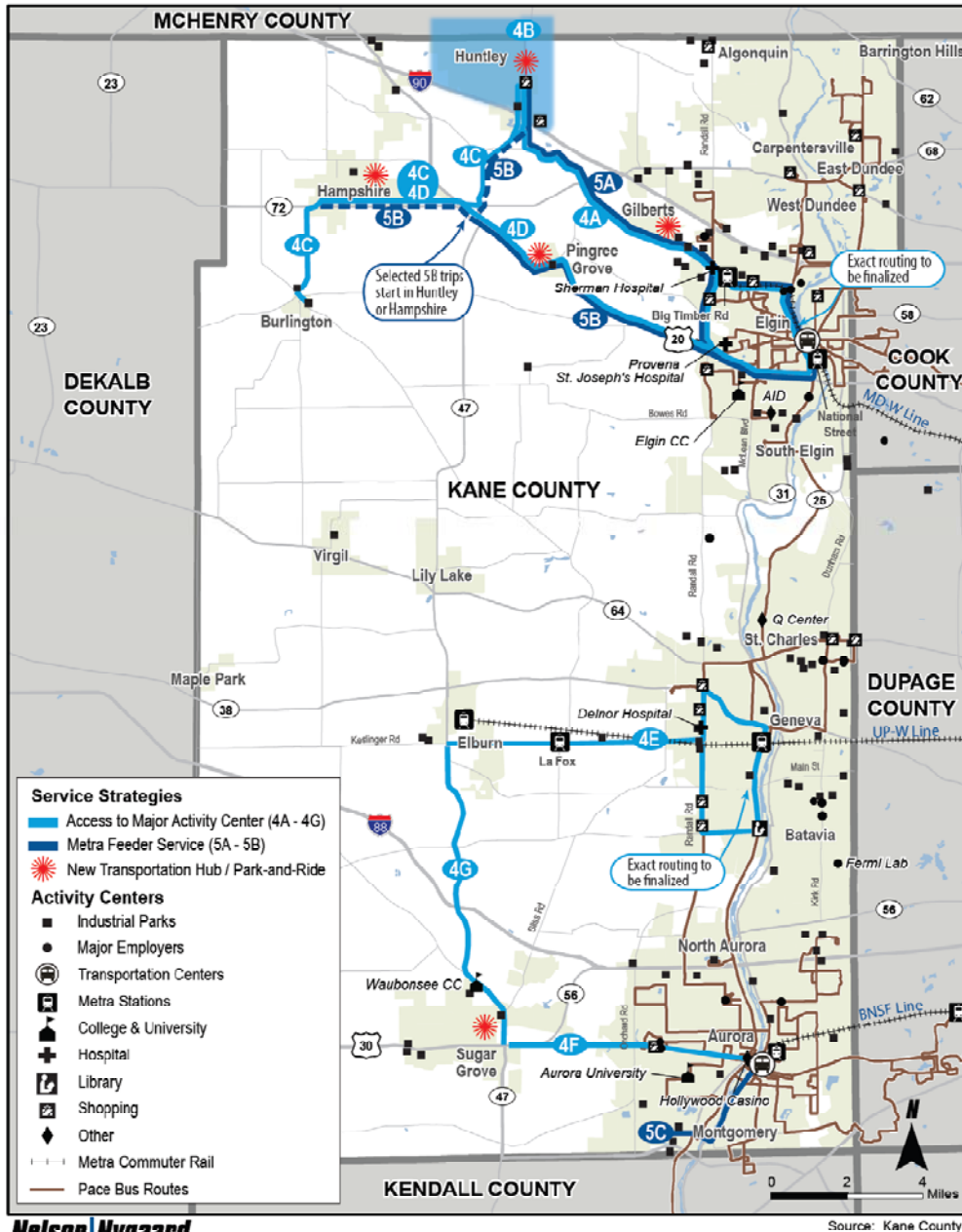
5. Provide Metra Feeder Service (commuters)

These connections would provide primarily commuter-oriented weekday peak hour service to Metra Stations in Kane County from parts of the County that currently lack fixed-route bus service. These connections would provide limited midday trips and would rely on transportation hubs with small park & ride facilities in each origin municipality.

In the short-term (1-5 years), municipalities could initiate these services at relatively low cost using the Pace Municipal Vanpool program, operating at complementary times to the services provided in Strategy #4.



Recommended Service Strategies for Western Kane County (4-5)



4. Provide Access to Major Activity Centers (non-work trips)	Time Frame	Est. Annual Operating Costs*	Responsibility
4A. Provide service from Huntley to Elgin.			
(i) Municipal vanpool, 5 days per week.	S	Medium	Huntley ¹ , Pace ³
(ii) Fixed-route bus.	M	High	Pace ¹ , Huntley ²
4B. Provide Burlington Circulator service.	L	High	Pace ¹ , Huntley ²
4C. Provide Burlington/Hampshire to Huntley connection, 3 days per week.	S	Low	Hampshire ¹ , Burlington ¹ , Pace ³
4D. Provide service from Pingree Grove to Elgin, starting in Huntley or Hampshire, 3 days per week.	M	Low	Pingree Grove ¹ , Huntley ¹ , Hampshire ¹ , Pace ³
4E. Provide a connection from Elburn to Randall Road, including Batavia/Geneva.			
(i) 3 days per week	S-M	Low	Elburn ¹ , Pace ³
(ii) Fixed-route bus	L	Medium	Pace ¹ , Elburn ²
4F. Provide service from Sugar Grove to Aurora, including to Waubensee Community College, Randall Rd, and ATC.			
(i) 3 days per week	S-M	Low	Sugar Grove ¹ , Waubensee Community College ² , Pace ³
(ii) Fixed-route bus	L	Medium	Pace ¹ , Waubensee Community College ² , Sugar Grove ²
4G. Provide service from Sugar Grove to Elburn, 3 days per week.	M	Low	Sugar Grove ¹ , Waubensee Community College ² , Pace ³

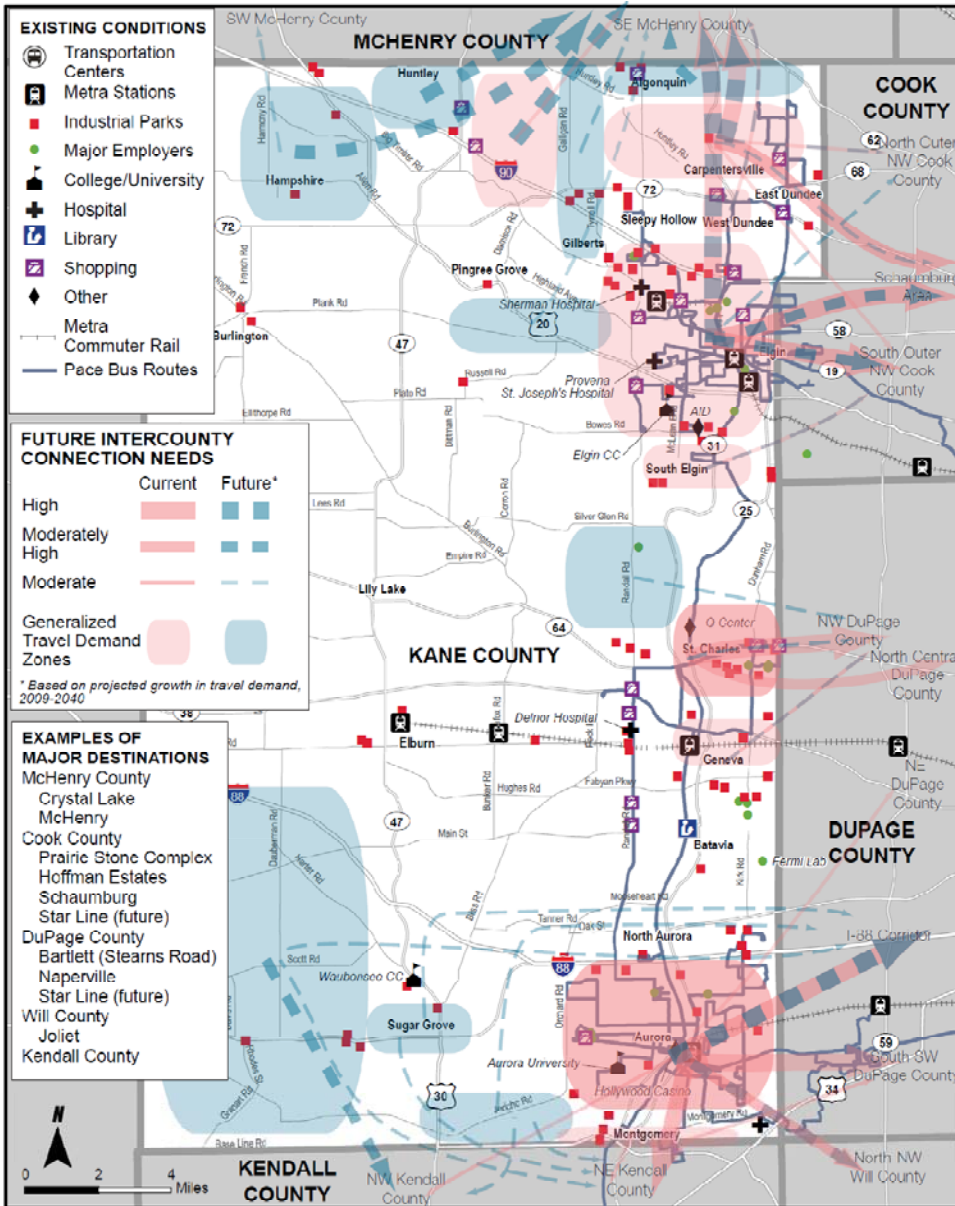
5. Provide Metra Feeder Service (commuters)	Time Frame	Est. Annual Operating Costs*	Responsibility
5A. Provide Metra feeder service from Huntley to Big Timber Metra and/or Elgin. May be coordinated with Huntley Regional Service Connection (4A).			
(i) Peak hour connecting service using municipal vanpool, 5 days per week.	S	Low	Huntley ¹ , Pace ³
(ii) Service transitions to bus.	M	Medium	Pace ¹ , Huntley ²
5B. Pingree Grove to Elgin including downtown Transportation Center and/or Big Timber Metra station (with optional origins in Hampshire or Huntley), 5 days per week, using municipal vanpool.	M	Low	Pingree Grove ¹ , Huntley ¹ , Hampshire ¹ , Pace ³
5C. Montgomery to Aurora Transportation Center, serving planned Montgomery Park & Ride at intersection of IL 31 / Webster Street. Could also serve employers around Aucutt Road.			
(i) Peak hour service using municipal vanpool, 5 days per week; could be coordinated with 6I (existing Route 907).	S	Low to Medium	Montgomery ¹ , Local businesses ² , Pace ³
(ii) If demand exceeds Municipal Vanpool vehicle capacity or warrants service outside of commute hours, this strategy could be coordinated with detailed service design for 1E (fixed route expansion).	M-L	See 1E	Pace ³ , Montgomery ² , Local businesses ²

Time Frame: Short: 1-5 years; Medium: 6-15 years; Long: 16-30 years
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 Responsibility: ¹Financial and Operations, ²Financial Support, ³Coordination/Support

Major Out-of-County Transit Needs



Major Out-of-County Service Needs



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

Recommended Out-of-County Service Strategies (6)

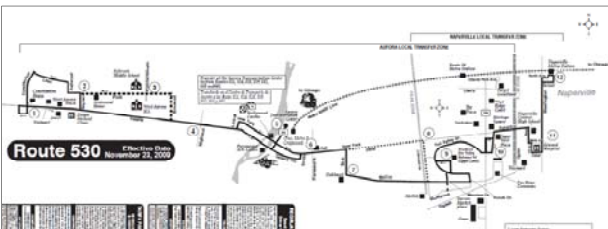


6. Provide Regional Out-of-County Bus Service

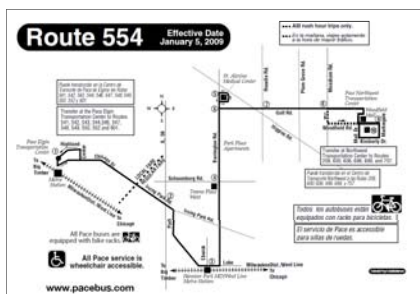
This strategy provides connections to adjacent counties, primarily serving commuter needs, from parts of the County with and without existing fixed-route bus service. In the short-term and in parts of the county where even future demand will not support bus service, these needs can be met using the Pace Vanpool program.



Existing Pace vanpool and ridesharing programs can meet current Fox Valley Area out-of-county transit needs in the short-term, and in the medium-to-long term as out-of-county travel demand grows in the western part of the County.



Route 530 provides high-frequency service (buses every 30 minutes or better all day on weekdays and Saturdays) between the Aurora area (Galena Boulevard corridor) and Naperville in DuPage County.



Route 554 provides peak hour bus service between Elgin and northwest Cook County, with one midday trip. Strategy 6D(ii) would increase frequency on this route.



Source: Pace County

Pace's long-term plans include several Arterial Rapid Transit or ART (similar to Bus Rapid Transit or BRT) lines providing connections between Kane County and Cook, DuPage, McHenry, and Will Counties.

6. Provide Regional Out-of-County Bus Service	Time Frame	Est. Annual Operating Costs	Responsibility
6A. Elgin Area to SE McHenry County			
(i) Vanpool	S - M	N/A	Regional businesses / employees ² , Pace ³
(ii) Fixed Route Bus.	L	High	Pace ¹
6B. Hampshire/Huntley to SE McHenry County – Traditional vanpool	S - L	N/A	Regional businesses / employees ² , Pace ³
6C. Hampshire/Huntley to SW McHenry County – Traditional vanpool	M - L	N/A	Regional businesses / employees ² , Pace ³
6D. Elgin Area to Cook County			
(i) Vanpool	S - M	N/A	Regional businesses / employees ² , Pace ³
(ii) Improve frequency of Route 554	M-L	Medium	Pace ¹
(iii) Additional bus route to NW Cook Cty.	M-L	High	Pace ¹
(iv) I-90 Express Bus Service. Origin in Huntley area, peak-hour service.	L	High	Pace ¹
6E. Geneva-St.Charles to NW DuPage Cty, e.g. Bartlett Business Park			
(i) Vanpool	S - M	N/A	Regional businesses / employees ² , Pace ³
(ii) Fixed Route Bus.	M-L	High	Pace ¹
6F. Aurora to Naperville, SW DuPage County, or I-88 Corridor			
(i) Vanpool	S - M	N/A	Regional businesses / employees ² , Pace ³
(ii) Fixed Route Bus to SW DuPage County.	M-L	High	Pace ¹
(iii) I-88 Express Bus Service. Origin in Sugar Grove area, peak-hour service.	L	High	Pace ¹
6G. Aurora Area to Will County – Traditional Vanpool	S - L	N/A	Regional businesses / employees ² , Pace ³
6H. Sugar Grove / South East-Central Kane County to North Kendall County – Traditional Vanpool	L	N/A	Regional businesses / employees ² , Pace ³
6I. Aurora Area to NE Kendall County. (i) Traditional vanpool (ii) Increasing service span or frequency of 907 feeder service. Could be coordinated with 5C.	(i) S (ii) M-L	(i) N/A (ii) Medium	(i) Regional businesses / employees ² , Pace ³ (ii) Pace ¹

Time Frame: Short: 1-5 years; Medium: 6-15 years; Long: 16-30 years

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Responsibility: ¹Financial and Operations, ²Financial Support, ³Coordination/Support

Transit-Supportive Strategies (7-9)

Investments, Policies, & Programs



7. Improve Capital Facilities - Access to Transit

This strategy would improve and prioritize/coordinate investments in the different types of capital facilities that provide access to transit. Improvements would be focused around the Primary Transit Network (see #10).



Bus stops and amenities



Bicycle and pedestrian infrastructure supporting transit facilities and bus stops



Transportation centers/hubs and park & ride facilities. Right: Planned Park & Ride, Village of Montgomery

8. Improve Access to Existing Metra Service/Stations

This strategy includes programs, policies, and physical access improvements to enable and encourage alternative means to access Metra commuter rail.



A variety of transit connections are available at the Aurora Transportation Center (ATC)...



Secure bicycle parking at rail stations enables and encourages bike access from at least a 1.5 mile distance (about 10 minutes) and relieves demand on park and ride facilities. (Shown: Rail station, Beaverton, OR.)



Bicycle and pedestrian access maps at stations is another recommended strategy for improving access to Metra (Shown: Trenton, NJ).



...but only limited transit information is available inside the ATC.



Improved wayfinding to buses at ATC would help potential riders understand what service is available. (Shown: transit center at Cumberland CTA station.)

9. Support Metra & Intercity Rail Expansion Plans

This strategy supports documented plans to expand Metra commuter rail service.



Elburn Metra station.



Feeder service helps build and demonstrate demand for future rail service. (Shown: Millbrae, CA).



The STAR line would create a need for future connecting service.

7. Improve Capital Facilities – Access to Transit	Time Frame	Responsibility
7A. Improve bus stops and amenities		
(i) Place bus stop signs along transit routes at major intersections and/or at access points to key destinations. Locate stops at opposing sides of the street.	S-M	Pace ¹
(ii) Develop bus stop amenity design standards and a policy for where and at what level to provide stop amenities.	S	Pace with Municipalities and Kane County
7B. Develop transportation centers or hubs, park & ride facilities, and related amenities in municipalities.		
(i) Provide and/or improve transportation centers/hubs in urbanized areas of existing transit service.	S-M	Municipalities ¹ , Pace ^{2,3}
(ii) Provide transportation centers/hubs outside of current transit service area, to facilitate vanpools and community shuttle services: Gilberts, Huntley, Pingree Grove, Hampshire, Sugar Grove.	S-L	Municipalities ¹ , Pace ³
7C. Improve Pedestrian and Bicycle Facilities		
(i) Conduct an inventory of pedestrian conditions and access to stations, major stops, and along the PTN, identify and prioritize improvements, and address deficiencies through local CIPs.	S-L	Municipalities ¹ , Kane County ³
(ii) Identify and prioritize bicycle access improvements to stations, major stops, and along the PTN; work with local municipalities to implement improvements through local CIPs.	S-L	Municipalities ¹ , Kane County ³

8. Improve Access to Existing Metra Service/Stations	Time Frame	Responsibility
8A. Implement Transportation Demand Management strategies.	S - L	Metra, Municipalities
8B. Improve connecting transit service to Metra.	S	Pace, Municipalities (partnering for bus service), Metra
8C. Improve the quality and visibility of transit information at Metra stations and the marketing of transportation options to passengers.	S	Municipalities, Pace
8D. Improve pedestrian/bicycle access to stations, including street crossings and sidewalks (see 7C), and market pedestrian and bicycle access options to passengers. In addition to steps defined in Strategy 7C, this strategy would include development of pedestrian and bicycle route maps to illustrate access routes to stations.	S-M	Pace, Metra, Municipalities and Kane County

9. Support Metra & Intercity Rail Expansion Plans	Time Frame	Responsibility
9A. Develop TOD plans for proposed/potential station areas: Gilberts, Huntley, Hampshire, Pingree Grove, Sugar Grove, Montgomery	S-M	Municipalities ¹ , RTA ² , Metra ³ , Pace ³
9B. Demonstrate and build ridership potential through vanpools and feeder service to existing Metra stations.	S-M	Municipalities with Pace, Metra
9C. Support planned expansion initiatives on the three existing Metra lines serving Kane County.		
(i) MDW Line. Proposed extension (included in the unconstrained list in the current draft of CMAP's Go To 2040 plan)	L	Metra ² , Municipalities ³
(ii) UPW Line. Proposed improvements on current line	M	Metra ² , Municipalities ³
(iii) BNSF Line. Proposed extension (included in the unconstrained list in the current draft of CMAP's Go To 2040 plan)	L	Metra ² , Municipalities ³
9D. Explore the feasibility of/need for Metra stations at key nodes on the existing Metra lines, coordinated with study of BRT on Randall Rd (2B).	L	Metra, Kane County
9E. Establish connecting service to future stations on the proposed north-south segment of the STAR Line	M-L	Pace ¹
9F. Support future rail service by focusing growth and investments near transportation centers/hubs and by providing future connecting service.	M-L	Municipalities, Pace, Kane County

Time Frame: Short: 1-5 years; Medium: 6-15 years; Long: 16-30 years
 Responsibility: ¹Financial and Operations, ²Financial Support, ³Coordination/Support

Transit-Supportive Strategies: Land Use (10)

Investments, Policies, & Programs



10. Improve Transit-Land Use Coordination

Land use strategies link planned transit investments and land use policies. They emphasize identifying transit corridors based not only on current and projected land use, but creating opportunities for developing around transit.

Principles for transit-supportive land use

The "D's" are a shorthand for land use and urban form that support transit service.

Density: Population and employment by geographic unit (e.g., per square mile, per developed acre).

Diversity: Mix of land uses, typically residential and commercial development, and a degree of balance in an area.

Design: Neighborhood layout and street characteristics, particularly connectivity, sidewalks and design features that enhance the pedestrian and bicycle friendliness of an area.

Destination accessibility: Ease or convenience of trip destinations from point of origin, often measured in terms of distance from the central business district or other major centers.

Distance to transit: Ease of access to transit from home or work (e.g., bus or rail stop within ¼ – ½ mile of trip origin).



Land Use and Quality of Transit Service



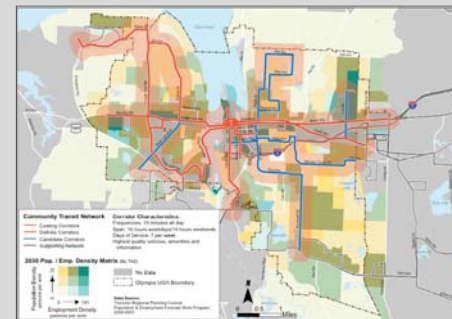
The graphic above illustrates typical residential or employment densities needed to support frequent transit service, necessary to attract "Choice" riders to transit. The densities are average along a corridor and ideally are met by a combination of residents and employees.

Primary Transit Network

A Primary Transit Network (PTN) and transit-overlay zones are two tools for fostering transit-supportive land use and focusing high-quality transit service.

A Primary Transit Network (PTN):

- Is a network of corridors planned and developed for the *greatest transit ridership and community benefit*.
- Is not intended to be a separate route system, but corridors and connections that will form a high-quality network of transit services, no matter how they are served.
- Is a joint commitment to transit where local municipalities and Pace must act as equal partners.
- Ensures that transit investment is coordinated with land use policy.
- Transit-intensive land uses should be encouraged along PTN corridors, but discouraged away from PTN, especially where there is no transit service or planned service.



Sample PTN, Olympia, WA

PTN Service has the following attributes:

- Frequency: Every 15 minutes or better all day in the long term
- Span: At least 15 hours a day, 7 days per week
- Speed: No less than 40% of speed limit
- Reliability: Runs on schedule

A Transit-Overlay Zone:

- Is a coordinated set of regulations to ensure, and provide incentives for, transit-supportive development around transit corridors.
- Can be adopted by municipalities around Primary Transit Network (PTN) corridors.



Massachusetts Smart Growth Toolkit Model Transit Overlay Zone

Transit-Supportive Strategies: Land Use (10)

Investments, Policies, & Programs



10. Improve Transit-Land Use Coordination

Land use strategies link planned transit investments and land use policies. They emphasize identifying transit corridors based not only on current and projected land use, but creating opportunities for developing around transit.

Planning for Transit-Oriented Development



This strategy includes creating Transit-Oriented Development (TOD) plans for potential future station areas. The above illustrations show the Village of Montgomery's long-term vision for a park-and-ride and TOD around a potential Metra station.

10. Transit – Land Use Coordination	Time Frame	Responsibility
10A. Develop a Primary Transit Network (PTN) policy.	S	Municipalities, Pace, Kane County
10B. Create land use design guidelines and a design review process targeted at development along and in proximity to transit corridors.		
(i) Create development design guidelines.	S	Pace, Metra, Kane County
(ii) Integrate design review into the development review/approval process.	S	Municipalities, Pace, Kane County
10C. Enact transit-supportive zoning overlay districts to apply to transit nodes and PTN Corridors		
(i) Develop a model transit overlay zone	S	Municipalities, Kane County
(ii) Adopt transit overlay zones for transit nodes and PTN corridors	S	Municipalities
10D. Create TOD Plans for Metra stations and transportation centers/hubs	S-M	Municipalities
10E. Identify/redevelop transit nodes along key PTN corridors.	S-M	Municipalities (redevelopment) and Kane County (identify nodes)
10F. Adopt a Complete Streets policy.	S	Municipalities, Kane County
10G. Coordinate countywide bicycle plans to ensure network completeness. Coordinate local CIPs.	S	Municipalities, Kane County
10H. Coordinate pedestrian improvements based on network completeness. Adopt measures of pedestrian quality. Coordinate CIPs.	S	Municipalities, Kane County

Time Frame: Short: 1-5 years; Medium: 6-15 years; Long: 16-30 years
 Responsibility: ¹Financial and Operations, ²Financial Support, ³Coordination/Support

Typical Suburban View of Parking	Transit-Supportive View of Parking
<ul style="list-style-type: none"> • It is assumed that everyone drives • There is separate parking for each store/building • Parking is free • Parking supply planned to meet worst case demands (i.e. to handle peak holiday shopping) • The environment can make it difficult to walk even between nearby destinations • Streetscapes are oriented to the automobile 	<ul style="list-style-type: none"> • The needs of drivers are balanced with transit users and pedestrians • Parking is shared between different uses • People may need to walk a short distance to their final destination (which encourages a vibrant commercial environment) • Demand for parking may be balanced with supply through pricing • Parking does not dominate the streetscape

Transit-Supportive Strategies: Marketing & TDM (11-12)

Investments, Policies, & Programs

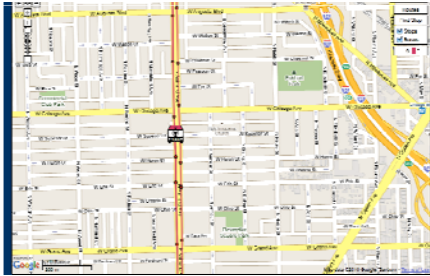
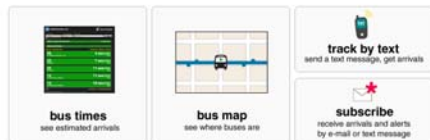


11. Improve Marketing & Customer Information

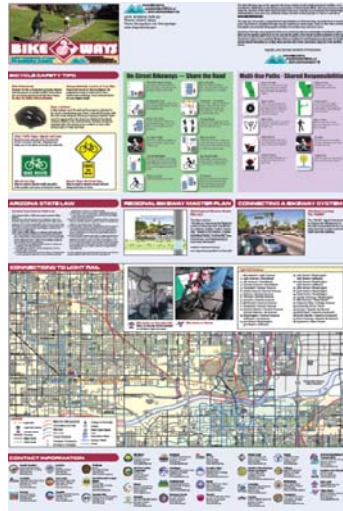
Improve the understanding and perception of public transit among Kane County residents and others who work in or visit Kane County.

CTA Bus Tracker

Your official source for up-to-the-minute arrival info.
Looking for the best/most mobile version? Visit [CTA Bus](#).



Trip planning options and bus arrival information.



Bike map showing access to transit (Maricopa Association of Governments).



Amenities at bus stops can increase the visibility of transit and help market the service.

11. Improve Marketing & Customer Information	Time Frame	Responsibility
11A. Expand transit trip planning options for Kane County.	S-M	Pace ¹
11B. Make real-time stop arrival information available by automated phone, web, and/or text message: Improve perceived reliability	S	Pace, Metra, RTA
11C. Use stop amenities to increase visibility of transit	S-M	Pace, Municipalities
11D. Develop a transit map for Kane County that shows regional attractions, local transit services and connections to adjacent counties.	S	Municipalities ¹ with Kane County and, Pace, Metra ³
11E. Design and place improved transit information at key locations (Transportation Centers, Metra stations, libraries, retail stores)	S	Pace ¹

Time Frame: Short: 1-5 years; Medium: 6-15 years; Long: 16-30 years
Responsibility: ¹Financial and Operations, ²Financial Support, ³Coordination/Support

12. Transportation Demand Management Programs (TDM)

Provide incentives to use transit, including tax benefits and parking incentives.

Elements of TDM Programs:

- Financial incentives
- Expanded transportation options
- Flexible scheduling
- Expanded user information

Strategy	Details	Employee Vehicle Trip Reduction Impact
Parking Charges ¹	Previously Free Parking	20-30%
Information Alone ²	Information on Available SOV- Alternatives	1.4%
Services Alone ³	Ridematching, Shuttles, Guaranteed Ride Home	8.5%
Monetary Incentives Alone ⁴	Subsidies for carpool, vanpool, transit	8-18%
Services + Monetary Incentives ⁵	Example: Transit vouchers and Guaranteed Ride Home	24.5%
Cash Out ⁶	Cash benefit offered in lieu of accepting free parking	17%



Boulder (CO) Eco-Pass



The Lake Cook TMA manages Pace Shuttle Bug service to nearby Metra stations.



Source: Seattle Children's Hospital Transportation

12. Transportation Demand Management Programs	Time Frame	Responsibility
12A. Foster the creation of Transportation Management Associations (TMAs) to organize and fund employer shuttle services, promote and organize ridesharing programs, provide information on transit and transportation options, and coordinate incentive programs (i) Batavia Area - Kirk Road / Fabyan Parkway (ii) Elgin-Gilberts Area - IL 72/Big Timber/North Randall Road	S-M	Municipalities, Pace, Metra, Kane County
12B. Promote tax-free purchase of passes (Metra, Pace, and Vanpool)	S-L	RTA
12C. Parking incentives	L	Large employers
12D. Develop local TDM plans or incorporate TDM elements into comprehensive plans.	M	Municipalities with Pace and Kane County

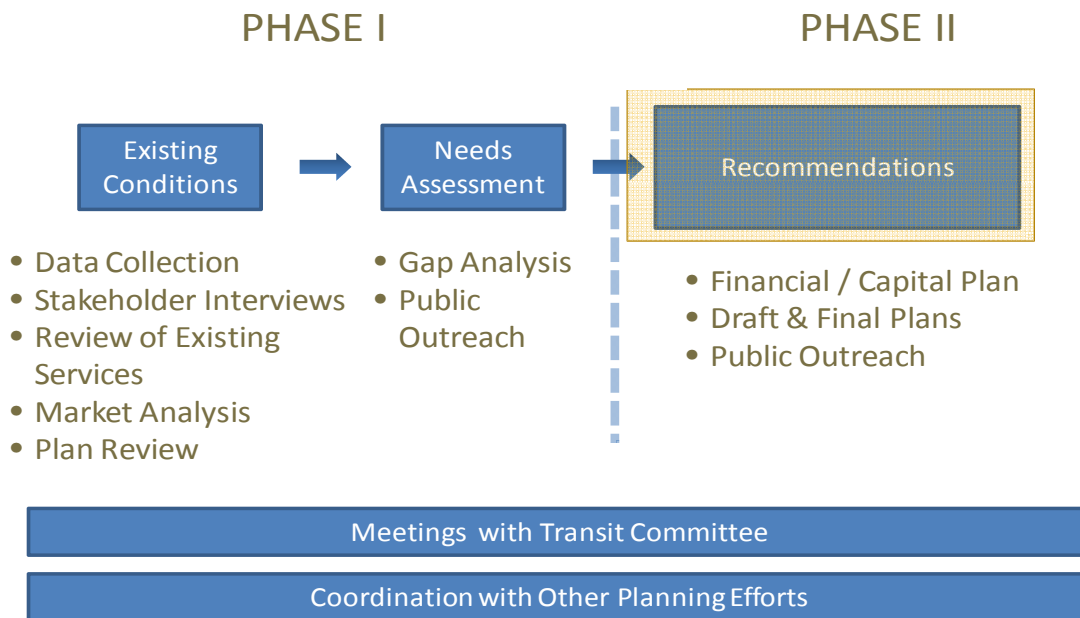
¹Large employers or associations representing multiple employers would have responsibility for executing TDM plans and providing/administering parking incentives and tax benefit programs with the assistance of the entities identified.

Thank You For Attending the Kane County 2040 Transit Plan Open House!



What happens next?

- Finalize strategies
- Identify implementation actions
- Develop draft final plan
- Final plan to be posted on the County website



Plan Results

- Increased coordination of land use and transportation
- Incorporation of County transit goals into Kane County's long range comprehensive planning process
- Greater ability to support future transit service
- Opportunities for coordination between County, municipalities, and regional agencies/service providers

Please take some time to fill out your feedback form.

*For more information,
visit Kane County Division of Transportation's website :*

<http://www.co.kane.il.us/dot>