

CITY OF DEKALB
Annie Glidden North Transportation, Infrastructure,
and Open Space Subcommittee Meeting
March 2, 2018 - 4:00p.m.

The Annie Glidden North (AGN) Transportation, Infrastructure, and Open Space Subcommittee (referred to as subcommittee from this point on), held a meeting on March 2, 2018 in the Council Chambers at City Hall.

The meeting was called to order at 4:00 p.m.

A. Roll Call

The following members of the subcommittee were present: David Castro, Patti Perkins, Derek Hiland, Kurt Thurmaier, Joe Gastiger, Andrew John Knox. No members of the subcommittee were absent.

Also present were Jason Michnick and Tim Holdeman (City of DeKalb), and Mim Evans (Center for Governmental Studies at NIU).

Minutes were taken by Mim Evans.

B. Approval of Agenda

The agenda was approved. Patti Perkins moved to approve, seconded by David Castro.

C. Approval of Minutes

The spelling of Derek Hiland's name should be corrected on page 3. David Castro moved to approve as amended, seconded by Patti Perkins.

D. Public Comment

No public comment occurred

E. Items for Discussion

1. Discussion on defining potential projects related to transportation infrastructure, and open space, including discussion of DeKalb Sycamore Area Transportation Study related items.

The main discussion was focused on the proposed combining of the Husky and TRANSVAC bus lines. Tim Holdeman, Director of Public Works for the City of DeKalb, presented the DeKalb Sycamore Area Transportation Study (DSATS) plan.

The subcommittee comments during the presentation by Director Tim Holdeman are as follows:

A Metropolitan Planning Organization (MPO) is required for an urban area to receive grants. DSATS is the MPO for this region. The presence of two systems makes this unique and the initial question was is this efficient?

Fixed Routes:

TRANSVAC green line is a problem because of train crossing delays. There are lots of complaints about reliability.

The Husky line has much higher ridership than TRANSVAC. Many of the TRANSVAC lines are below the ridership threshold for efficient use. One Husky line also has ridership below this threshold.

On Demand Rides:

Demand response is a big part of the City (TRANSVAC) routes and they are not shown in the fixed route data. Total revenue hours for on demand rides is higher than on fixed routes.

A portion of the fixed route that covers Annie Glidden North is proposed for elimination due to low demand. That area needs to be served in another way in order to make the whole system more efficient. This could be by TRANSVAC paratransit.

Flex routes mean a driver has a general route but looks for people to pick up or drop off along the way.

Tracy Smith from Voluntary Action Center (VAC) provided additional explanation of how Flex would work. They can deviate to a desired stop or drop someone at a fixed stop where another vehicle would pick them up and take them to their destination.

There was concern that this sounds very complex for the user.

Tim Holdeman explained that the first step will be bringing the two systems together. Then the routes will be modified. The resulting efficiencies can be used to expand services. There will be an education component for the public. The result will be deviated fixed, flex and paratransit service.

There was concern that the routes don't appear to provide access to jobs, at least not at shift changes. Tim said this would occur in Phase two. It was also mentioned that there is a need to get to daycare and Hopkins Park. Tim said this would be possible. The core fixed route system as proposed would not get people to a 7:00 a.m. shift on time. This needs to be changed.

There should be maps of routes posted at stops so people without smartphones can see where to go.

With regard to the proposed combined system: There were questions concerning the funding of the local match, particularly the student fees, Sycamore, and DeKalb tax dollars.

The group was pleased that Bob Bourne was hired to serve as Transit Consolidation Coordinator in the temporary grant funded position for the City. Bourne who worked on the Ames/Iowa State system, has been hired as a temporary employee to assist in making these changes in DeKalb.

Tim said major changes will occur around July-August 2019.

There will be 30-minute headers for the Annie Glidden North Green line. That could happen sooner.

Connection from Annie Glidden to Fairview won't be for 2 years. This would be worst case, and they will try for sooner. It was asked if employers would underwrite efforts to make these improvements sooner.

The City will pursue this.

Tim agreed to prepare a list of the proposed changes from the current system in Annie Glidden North and what the advantages will be. The improvements for the study area will take a long time. Maybe priorities could change so things will improve sooner.

There was a request to have bike paths in the area shown on a slide. Tim will look for this for the next meeting.

Amy Doll from the Park District will come to the next meeting. Jason will also invite Park District Board President Phil Young. Next meeting will be held on March 19 at 3:00 pm in Council Chambers of City Hall.

Andrew John Know distributed information on disc golf. He stated that there is interest from students in having disc golf available. This will be discussed at the next meeting.

F. Adjournment

Motion to adjourn by Patti Perkins, seconded by Joe Gastiger.

The meeting was adjourned at 5:18 p.m.

Mim Evans, Research Associate, CGS

Minutes approved by the AGN Task Force Meeting on: