

2040 Long Range Transportation Plan

Appendix D. Public Comments

Public Outreach Meeting – February 18, 2015

Overview:

Over fifty people, representing numerous organizations and communities, attended the Long Range Transportation Plan meeting on February 18, 2015. Of those fifty, thirty-nine provided public comments. Organizations with strong representation included the University Village Tenants Association and Active Transportation.

This document lists all public comments received at the February 18, 2015, Public Outreach meeting. Staff responses are provided after each comment and will be incorporated into the DSATS Long Range Plan and shared with all our member organizations.

Background:

The DeKalb Sycamore Area Transportation Study (DSATS) is a planning organization, which coordinates all forms of transportation in the DeKalb metropolitan region. DSATS activities are overseen by a Committee that is made up of officials from the City of DeKalb, the City of Sycamore, the Town of Cortland, DeKalb County, Northern Illinois University (NIU), and the Illinois Department of Transportation.

DSATS receives some limited funding to pay for staff and conduct planning studies, provide mapping services, survey roadway conditions, take traffic, bike, and pedestrian counts and other related activities. DSATS, however, cannot directly fund construction projects such as roadway projects, bike trails, etc. Those funds are received by the municipalities directly.

The DSATS committees review all transportation projects seeking federal funding and recommend providing federal funds to those projects which best serve the regional transportation system. DSATS staff develops the regional Long Range Transportation Plan, the Bike & Pedestrian Plan, and other plans to identify projects with the greatest regional impact. DSATS staff then work with member organizations and other organization to find funding resources for those project.

DSATS uses its resources as a regional planning organization to help facilitate public outreach events where people can come together in one place to identify important regional transportation issues. All of this information is provided to all member organizations to help them develop their future community plans. However it is important for citizens to also contact their local politicians and let them know these issues are important.

Summary:

The table on the following page summarizes public comments by topic. The remainder of the document lists word-for-word public comments by topic. Topics are listed in alphabetical order with the exception of Safety. The topic Safety is found at the end of the document and does not include any staff responses, as it duplicates comments from previous sections. The name and affiliation of the commenter is listed with each comment for the purposes of follow up.

2040 Long Range Transportation Plan

Topic	Sub-topic	Count
Bike/Pedestrian Trails		43
	New Trails and Connections	36
	Policy and Design	7
Bus Shelters		20
	at University Village	10
	at Other Locations	7
	on Annie Glidden	3
General		10
	Comments	7
	Questions	3
Roads and Parking		3
Safe Routes to Schools		3
Transit		15
	Increased Transit Service	12
	Infrastructure/Equipment	3
Safety		7

Bike and pedestrian trails:

New Trails and Connections:

1. I was told by Nathan Schwartz that a bike path on Barber Greene and Loves Rd would be part of DSATS map and plans but did not see it in plans. Was told this could be a project done by 2017. It is extremely important for safety to get a bike path on Barber Greene and Loves Rd because of the amount of residents that walk/bike on those busy roads. Let's make this part of the short term DSATS plans and get it done for Cortland. –Mark Pietrowski Jr., DeKalb County Board Chairman

In the DSATS Bike-Pedestrian Plan, a bike path along Barber Greene and Loves Road is identified as a priority. The maps provided at the outreach meeting showed existing bike paths and was seeking input such as this, to identify where people want new bike paths. DSATS staff intends to work with Cortland officials to apply for grants for a new bike path in this area.

2. Expand bike trails, make new bike trails, connect the two. –Misty Haji-Sheikh, DeKalb County Board

DSATS and its partners have been actively working on implementing many of the recommendations of the DSATS 2010 Bike & Pedestrian Plan. Much of the current work is focused on connections between existing trails while we search for new grant funds to implement larger projects such as a trail system connecting Cortland to DeKalb and Sycamore.

3. I would like to see the Shabbona Bike Path completed and then I would like to see a pathway linking to the DeKalb area via the railway that runs diagonal (the UP line) and only has one train a day. –Wendy Schnorr, Shabbona Bike Path

2040 Long Range Transportation Plan

While Shabbona is outside the DSATS Planning region, DSATS fully supports connecting the DeKalb-Sycamore-Cortland region with the rest of the county and region via expanded trail systems.

4. A bike route out to Kishwaukee College along Twombly Rd. –Wendy Schnorr, Shabbona Bike Path

This connection has been mentioned by other people, and DSATS will recommend this project in the next update of the DSATS Bike Plan. DSATS does not have direct funds available for installation of new trail systems, however staff will work with member organization and other communities to assist them in finding and applying for grants which would help fund such projects.

5. We need connection to bike paths of neighboring communities. Since bike paths would join through various jurisdictions, this should be something planned and financed by DSATS or the County. –Susan Dockus, Trustee, Town of Cortland

The DSATS 2010 Bike and Pedestrian Plan identified this as a project that should be a priority project 5-10 years out, which is now:

“Barber Greene Road—Peace Road to Somonauk Road: Provide east-west connection to Cortland by constructing a new shared-use path. Loves Road—Barber Greene Road to Pine Street: Provide north-south connection to Cortland by constructing a new shared-use path.”

In 2010 the cost for this project was identified to be around \$2 million. There are grants available for such projects, but they are highly competitive. Staff is working to identify such grant funding sources, but commitments by local governments and private organizations to provide some local funds and in-kind services greatly enhances our chances to fund projects like this.

6. Avid runner and biker- I’ve trained for and completed 2 marathons, 3 triathlons and several other athletic activities. Currently, I live in Cortland and train on the farm roads east of Cortland. It is impossible to connect to the Sycamore/DeKalb trail system. Both 38 and Barber Greene are very dangerous for biking/running. Please keep me informed on any further planning. I would be willing to be involved if needed. –Tim Caravia, Resident of Cortland

Please see comment #5 above.

7. Trail from Plank to Swanson. –Dale Boughton, NITRO

This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.

8. Connect Park to 64. –Dale Boughton, NITRO

This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.

9. Peace and Pleasant- safe way to cross. –Dale Boughton, NITRO

This recommendation shall be reviewed.

10. Connect Peace and Pleasant to Rotary Pak and then to 10th. –Dale Boughton, NITRO

This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.

2040 Long Range Transportation Plan

11. We need to connect the non-motorized trails with each other. Recreational cyclists who want to stay off roads will have many more options and this will be very appealing to future residents. – Anonymous
Connections between existing trails is a high priority for DSATS and its member organizations.
12. Connector from Heron Creek to Sycamore Middle School. –Anonymous
This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.
13. Safer crossing and route from Peace Rd. Trail through Pleasant St. Neighborhood. –Anonymous
This recommendation shall be reviewed.
14. Bike route along Brickville between downtown Sycamore to Minor trail (behind Jewel). – Anonymous
This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.
15. Prairie Park to Lagoon. –Anonymous
The City of DeKalb was awarded a grant to complete the trail from Prairie Park to the Lagoon along the Kishwaukee River. City staff hopes to let the project in 2015.
16. Path along Prairie drive to connect Peace Rd. Trail to offshoot around Farm Bureau. – Anonymous
DSATS staff has applied for a grant to complete this project and is still awaiting word on if the grant will be approved. If the grant is denied, staff will continue to work to find other sources.
17. Please finish connecting Prairie Park and the Lagoon. –Cohen Barnes, DCEDC/School Board
Please see comment #15 above.
18. Add separate shared use path from Northgate Drive/IL 23 to Maplewood/IL 23. –Steve Naber, Sycamore Resident
This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.
19. Add separate shared use path from Great Western Trail/Airport Road to Sycamore Middle School (along Kishwaukee River). –Steve Naber, Sycamore Resident
This trail shall be added and prioritized in our next update of the DSATS Bike-Pedestrian Plan.
20. 2040 LRTP Public Comments submitted by Live Healthy DeKalb County:
 - a. Immediate/high priority: Complete **Peace Road sidepath** where missing along east side of Peace Road from Bethany Road north to West Prairie Drive, entirely DeKalb County Farm Bureau frontage to Peace Road. This is the only missing bikepath along Peace Road from Pleasant Street to Route 64. –Live Healthy DeKalb County Facilitators/Members
 - b. Immediate/high priority: **Dresser Road sidepath** along north side from Normal Road to Annie Glidden Road and include ADA signal crosswalk at Annie Glidden and Dresser Road. This was a City of DeKalb ITEP submittal in 2013 but not awarded that included engineering, right of way, path lighting, and construction totaling \$500,000. Presently pedestrians are walking in the road within this section for their travel either directed to the high school or to the DeKalb County Health campus. Installing this path would also

2040 Long Range Transportation Plan

- connect to a transit stop 500' north of Dresser Road at the Dresser Court transitional housing complex. –Live Healthy DeKalb County Facilitators/Members
- c. Immediate/high priority: **Twombly Road sidewalk/sidepath** along north side of Twombly Road between Annie Glidden Road and Edens Garden Subdivision, east of Edens Gate Drive. –Live Healthy DeKalb County Facilitators/Members
 - d. Immediate/high priority: **Airport Road sidepath** or wide paved shoulder from Route 64 south to Sycamore Park entrance. This missing connection from the park to the Great Western Trail is dangerous for bikers using Airport Road which has no shoulder. –Live Healthy DeKalb County Facilitators/Members
 - e. Immediate/high priority: Add wide **sidewalk along west side of Route 23/DeKalb Avenue** where missing along businesses from Meadow Creek Drive to Highland Drive. This is a high volume pedestrian/bike commuter corridor presently with riders in the street or using the turf parkway as seen by the well worn grass path. –Live Healthy DeKalb County Facilitators/Members
 - f. Immediate/high priority: **Normal Road sharrows** added from Lucinda Avenue to Dresser Road in DeKalb. This heavily used student corridor has been listed as a priority in the DSATS Pedestrian/Bicycle Plan. –Live Healthy DeKalb County Facilitators/Members
 - g. Medium priority: **Extension of the Great Western Trail** west as a sidepath, instead of the present aggregate road shoulder, into the City of Sycamore to the location of the Evergreen Village mobile home park that is being demolished for open space. The building of sufficient vehicle parking and open shelters in the former trailer park location would create a disembarkation point for trail users. –Live Healthy DeKalb County Facilitators/Members
 - h. Medium priority: **Plank Road sidepath** between Route 23 and North Grove Road/Lindgren Road. Noted is the LRTP 2040 project #224 for Plank Road but the County Engineer is not planning wide paved shoulders nor right of way acquisition for a separate bikepath. A sidepath must be programmed here for right of way, engineering and construction including ADA pedestrian signal upgrades at Route 23 and Plank Road for connectivity to the paths along Jewel Foods. This path serves the entire community including the adjacent Heron Creek subdivision and those directed to North Grove Elementary School and other adjacent subdivisions. –Live Healthy DeKalb County Facilitators/Members
 - i. Medium priority: **Somonauk Road sidepath** from Bethany Road to North Street in Cortland thus connecting Sycamore to Cortland. Noted is the LRTP 2040 project #51 for Somonauk Road right of way acquisition, believed to not include acquisition for area to include a sidepath so this separate sidepath project is needed to be planned. The Somonauk Road sidepath has been listed as an important project in the DSATS Pedestrian and Bicycle Plan. –Live Healthy DeKalb County Facilitators/Members
 - j. Medium priority: **Barber Greene Road shared use path** from Peace Road to Somonauk Road; The Barber Greene path could have connection to a north-south **new path along Loves Road south along the airport to Cortland Center Road** or subdivisions streets to the south in Cortland. –Live Healthy DeKalb County Facilitators/Members

2040 Long Range Transportation Plan

- k. Medium priority: Complete **Bethany Road bikepath from Tygert Lane to Sangamon Road** to provide connectivity to Brooks Elementary School. This is a developer's subdivision property that has languished without any action to complete the path. –Live Healthy DeKalb County Facilitators/Members
- l. Low priority: **Route 38 bikepath from Peace Road to Somonauk Road** in Cortland. This has been a project listed in the DSATS Pedestrian/Bicycle Plan. Alternatively, this bike corridor could be explored using the Union Pacific Railroad right of way from DeKalb to Cortland. –Live Healthy DeKalb County Facilitators/Members
- m. Low Priority: **Eastern and Western Bypass Corridor projects** to include sidepaths in first built construction. Projects such as listed within the 2040 time range for: 1) the Western Bypass south of Route 38 to Fairview Drive, and 2) the Eastern Corridor Bypass/Airport Road from Plank Road to I88 must include sidepaths with all roadway bridges and new construction. –Live Healthy DeKalb County Facilitators/Members
- n. Low Priority: **Extension of the Great Western Trail North and West of Sycamore along the East Branch of the Kishwaukee River** by incenting land owners along the river to agree to a right of way/buffer setback from the river for a path. Creative incentives should be explored such as providing the land owners to receive some sort of property tax credit for a period of years for the irrevocable granting of the path easement. Community involvement could include local serve clubs assisting with planting of trees and other flowering shrubbery along the newly created trail. –Live Healthy DeKalb County Facilitators/Members
- o. The League of American Bicyclist has established minimum standards for achievement levels for a walkable/bikeable community to be recognized. Sharrows, bike lanes, and sidepaths should be incorporated where possible in existing transportation infrastructure, and new route or roadway capacity project upgrades must include Complete Streets policies (as a minimum the IDOT Local Road Manual for Complete Streets guidelines). The LRTP should include short term “**Bicycle Friendly Community**” **Bronze category (lowest achievement per the League of American Bicyclist) implementation by 2020**, to include as a minimum in DeKalb and Sycamore, 26% total bicycle network mileage to total road network mileage; and 33% arterial streets with bike lanes. Bronze achievement can mostly be accomplished by installing sharrows on much of the NIU area and other streets with wide lanes with travel posted no greater than 35 MPH. Intermediate and long term goals for the area biking network should be higher achievement of Silver and Gold requirements by 2040. –Live Healthy DeKalb County Facilitators/Members

DSATS has actively worked with Live Healthy DeKalb in the past and will continue to work with them in the future. DSATS agrees with many of the recommendations provided here, but feels that much of the Bike and Pedestrian recommendations provided here are best addressed in the update of the DSATS Bike and Pedestrian Plan, which staff intends on updating after the 2040 LRTP is adopted. The biggest obstacle to implementing these projects immediately is funding. The availability of bike and pedestrian grants is limited and highly competitive. DSATS staff will work with our local governments and advocacy

2040 Long Range Transportation Plan

groups like Live Healthy DeKalb to write and submit grants. DSATS also encourages local organizations such as Live Health DeKalb to spearhead funding drives to raise local funding to implement these projects sooner rather than later.

21. NIU students need a more defined walking route from campus to Downtown DeKalb. This would include signage, lighting and wide enough paths for pedestrians and cyclists. –Alex Nerad, Egyptian Theater

NIU and City of DeKalb officials have identified improved transportation connections from the NIU Campus to Downtown DeKalb as an important goal. DSATS supports such efforts and will provide staff support and resources towards this effort as needed.

22. Living in Cortland I have noticed a transportation issue that is lacking in regards to pedestrian and bicycle traffic. There is no safe way for Cortland residents to connect to DeKalb and Sycamore via the Peace Road path. A path running parallel to Loves Road from the railroad tracks north to Barber Greene Road and then west to Peace Road would provide the residents of Cortland a safe way to connect to DeKalb and Sycamore. There are lots of individuals that are currently walking this route early in the morning or late at night because of a job and it is an unsafe situation with no path. Additionally for recreation purposes the residents of Cortland do not have a safe path to connect to the offerings of DeKalb and Sycamore. –Alex Nerad, Cortland Resident

Please see comment #5 above.

Policy and Design:

23. Consider standard 3-lane w/bike lanes and shared use path cross section for collectors. –Steve Naber, Sycamore Resident

DSATS staff advocates to its member organizations to develop complete streets policies that encourage designing of street to accommodate all forms of transportation including motorists, bikes, pedestrians, and transit riders.

24. Traffic signal optimization project along IL 23 is needed. –Steve Naber, Sycamore Resident

The City of DeKalb has a Traffic Signal Optimization project scheduled for 2017 to install needed equipment to better coordinate all the traffic signals throughout the City of DeKalb.

25. Coordinate signals at 1st ST and Sycamore and 1st ST/Pine ST. –Steve Naber, Sycamore Resident
See comment #24 above.

26. Provide more access control (limited access) along collector and arterial roads. –Steve Naber, Sycamore Resident

DSATS does not currently have any access road policy recommendations for the local government agencies.

27. Would like to see bike paths a requirement of all new subdivisions to ensure we continue to expand our network of paths. –Cohen Barnes, DCEDC/School Board

DSATS staff advocates to its member organizations to develop complete streets policies that encourage designing of street to accommodate all forms of transportation including motorists, bikes, pedestrians, and transit riders.

2040 Long Range Transportation Plan

28. Incorporate PedalPal. PedalPal is the county's program that allows businesses to be part of a network. This free service is for any business (even govt. buildings) that agrees to provide water, restroom, and access to a phone. All participative businesses are promoted via website. –Misty Haji-Sheikh, DeKalb County Board
DSATS is in the process of expanding its community outreach. Promotion of PedalPal can be one such outreach resource.
29. Fix Peace Rd. light for bike trail!!!! –Mike Haji-Sheikh, no listed affiliation
This recommendation shall be reviewed.

Bus Shelters

At University Village

1. There needs to be bus shelters on Annie Glidden Road outside of University Village. –Brooke Lawrence, University Village
Installation of several new bus shelters along VAC bus routes is scheduled within the next year.
2. It would be very beneficial if we, the residents of University Village received bus shelters in our community and on Annie Glidden Rd. –Benjamin Junious, University Village
See comment #1 above.
3. Would like to have more shelter inside U.V. (University Village) for the school age children and our Saturday shuttle bus service. We would like for them to be heated. –Juanita Fisher, University Village Tenants Association
Bus shelters are proposed at all the Green Line bus stops on Annie Glidden. Requests for shelters within the University Village is noted and will be considered in the future. Providing heat in shelters is a nice amenity, however, providing heating increases the cost of shelter installations. As DSATS moves forward to install numerous shelters throughout DeKalb and Sycamore, priority is being given to installing shelters at as many high usage bus stops as possible. If private entities, such as University Village Tenants Association, are willing to spearhead funding drives to fund amenities such as heating, DSATS is willing to work with those organizations to add such amenities.
4. The shelter bus needs more extending hours and the kids need heated shelters on every bus stop in the University Village for school stops. –Ebone Glass, DeKalb Resident
See comment #3 above. VAC is looking at extending hours in the future, however, due to capacity issues at VAC's current facility, expansion of hours and routes is dependent on a new Transit Facility. DSATS and VAC staffs are currently seeking funding for a larger transit facility.
5. I am a parent that resides in the University Village and have a child that attends Huntley Middle School that need the shuttle bus for the children in the University Village and the shelter for the bus. –Chyna, University Village Tenants Association
Bus shelters along school bus routes must be an initiative implemented by the school districts. DSATS staff has contacted the DeKalb School District to inform them that there is a desire to have bus shelters along bus school routes.
6. We need shelters for everyone in the University Village. Can you please make them with heat. –Kimberlin Carter, DeKalb Resident

2040 Long Range Transportation Plan

See comment #3 above.

7. It was brought to our attention that there is a need for bus shelters for the kids at the bus stops. The families in the Village are very dependent on public transportation and when the weather is bad, the kids need to be protected from the elements of the brutal weather. Live Healthy DeKalb County supports the use and funding of bus shelters for the kids. –Lisa Cumings, Live Healthy DeKalb County

DSATS is working to add bus shelters at many locations along the VAC Green Line.

8. I would like to ask the DSATS to consider funding the installation of bus stop shelters in the University Village housing complex. –Mary Hess, Ben Gordon Center

DSATS is working to add bus shelters at many locations along the VAC Green Line.

9. I would like to advocate for shelters for bus stops at University Village. –Katrina Luetkebuenger, Kishwaukee Family YMCA

DSATS is working to add bus shelters at many locations along the VAC Green Line.

10. Many residents living in University Village rely on public transportation, with this regions very unpredictable weather, but shelters are very needed. –Nancy Prange, Camp Power

See comment #3 above.

At Other Locations

11. I would like to see more bus shelters around DeKalb and Sycamore. It is difficult during poor weather to catch a bus. –Anonymous

Installation of several new bus shelters along VAC bus routes is scheduled within the next year.

12. I want bus sheltering for the school bus stops. –Chaniece Clayton, University Village

Bus shelters along school bus routes must be an initiative implemented by the school districts. DSATS staff has contacted the DeKalb School District to inform them that there is a desire to have bus shelters along bus school routes.

13. I agree that my child should have a place to stand warm at her school bus stop. I also think we should have a warming zone at the green line stops as well. Thanks. –Niki Cao, University Village

Bus shelters along school bus routes must be an initiative implemented by the school districts. DSATS staff has contacted the DeKalb School District to inform them that there is a desire to have bus shelters along bus school routes. See comment #3 above.

14. Due to the weather it will be great to have shelter for the children for rain, sleet, or snow. –Suzanne Glass, DeKalb Resident

See comment #3 above.

15. I would like to have more bus shelters in and around the DeKalb and Sycamore Area. There is a need for bus shelters. When there is bad weather the resident of DeKalb is standing in the snow and rain. Bus shelters are needed. –Tiara Huggins, University Village Tenants Association

See comment #3 above.

16. I would like to have more bus shelters in DeKalb. –Walter, DeKalb Resident

See comments above.

17. I would like to see shelter outside for the children waiting on the bus. –Kyma Stewart, DeKalb Resident

See comment #3 above.

2040 Long Range Transportation Plan

On Annie Glidden

18. I would appreciate more bus shelters. Those of us who rely on public transportation find it difficult to catch a bus in inclement weather. Having them on Annie Glidden by the campus and University Village would be especially nice. –Jennifer Komis, DeKalb Resident

Installation of several new bus shelters along VAC bus routes is scheduled within the next year.

19. It would be beneficial to provide bus shelters on Annie Glidden Rd., as of right now there are none. –Zoe Cooper, University Village

See #18 above.

20. I would like to have bus shelters on Annie Glidden. –Shevelle Sanders, DeKalb Resident

See #18 above.

General Comments:

1. DeKalb County Forest Preserve District and City of Genoa are currently working on continuing Genoa to Russel Woods to Kingston and G-K High School. I will e-mail map. –Terry Hannan, DeKalb County Forest Preserve Dist.
DSATS shall be adding these trails to its future proposed trails maps.
2. Shabbona group (is) working on connecting Shabbona to Shabbona schools to state park and forest preserve. –Terry Hannan, DeKalb County Forest Preserve Dist.
DSATS shall be adding these trails to its future proposed trails maps.
3. Connection from Somonauk to Sannauk Forest Preserve Pending. –Terry Hannan, DeKalb County Forest Preserve Dist.
DSATS shall be adding these trails to its future proposed trails maps.
4. Peace Rd. section of DeKalb/Sycamore Trail will be asphalted in 2015. –Terry Hannan, DeKalb County Forest Preserve Dist.
DSATS is providing this information as a FYI.
5. The Lincoln Highway is the world's largest memorial dedicated to Abraham Lincoln. While it has Federal Byway status, it is still underutilized as a tourist destination. With the designation of the Pullman Neighborhood in Chicago as a National Monument, why not designate the Lincoln Highway as a National Monument too? –Kay Shelton, Lincoln Highway Association
DSATS staff has provided this information to City of DeKalb staff.
6. The bridge over the Kishwaukee River in DeKalb should at least have some Lincoln themed sign or decoration on an otherwise plain concrete bridge from IDOT. –Kay Shelton, Lincoln Highway Association
DSATS staff has provided this information to City of DeKalb staff.
7. Open up the bridge by Lions Park over the river to Tyler School during the day to allow the community to have access to the park. –Cohen Barnes, DCEDC/School Board
DSATS shall pass this comment on to the DeKalb Parks District.

General Questions:

8. What does “surrounding area” include? –Lisa Seymour, County Manager at RAMP
The DSATS Planning Area encompasses an area from East County Line Road on the East, Baseline Road on the North, Glidden and Nelson Roads on the West, and Keslinger Road

2040 Long Range Transportation Plan

on the South. DSATS staff will provide some planning assistance outside of its planning region, however, the primary focus is on the DeKalb metropolitan region.

9. What plans are included in the 2040 LRTP to accommodate such areas as Genoa, Hinckley, etc.?
–Lisa Seymour, County Manager at RAMP

As Genoa, Hinckley, etc. are outside of the DSATS planning region, the Long Range Transportation Plan does not focus on these areas.

10. Is there any plan to expand services provided by TransVac to seniors and individuals with disabilities? If not, please (provide) resources and/or direction on getting transit needs met. Who is the PCOM? –Lisa Seymour, County Manager at RAMP

TransVAC currently provides free demand response services for all seniors and those with disabilities throughout DeKalb County. TransVAC also provides medical appointment transportation throughout Northern Illinois from Rockford to Chicago. Please let us know if you have particular service expansion requests.

Roads and Parking:

1. Any business expansion along Peace should be done through more Frontage roads so it does not become congested like Sycamore Road. –Kay Shelton, Lincoln Highway Association
This comment shall be shared with the City of DeKalb, City of Sycamore, and DeKalb County officials.
2. My major area of concern is the proposed Eastern Bypass and other major roadway projects. I believe strongly that projects should be designed with life cycle costs in mind, and consideration should be given to the value of the traveling public's time when planning projects. Free flow traffic conditions should be maintained using strategies such as grade separated interchanges and roundabouts. Such traffic control measures provide numerous benefits such as reduced travel delays, fuel use, and brake wear. 4 way stops should be avoided at all costs (and eliminated where practical), especially along collector type roads with high posted speed limits. Concrete should be utilized for all new roadway construction and major roadway reconstructs due to its significantly greater expected lifespan. The first cost difference is no longer high enough between asphalt and concrete to justify the use of such an obviously inferior product.

As indicated within Table 4-3 of the DSATS 2035 LRTP, Freeways are recommended at a spacing interval of 4-8 miles within urbanized areas to accommodate traffic between cities and across metropolitan areas. The only Freeway within the DSATS planning area is I-88 accommodating East/West traffic. The nearest North/South Freeways are I-39 approximately 20 miles West of the proposed Eastern Bypass and I-355 more than 30 miles East of the proposed Eastern Bypass. Table 4-3 also indicates that Freeways have expected capacities of 20,000 to 100,000 vehicles per day. This is twice the projected capacity of an Expressway and more than three times that of a Principal Arterial, both of which would require similar amounts of right of way and pavement to construct the proposed roadway's typical section. Installing the Eastern Bypass as a Freeway would result in significantly greater capacity and would reduce the needs for future improvements along other major north/south corridors such as Peace Road. The improved connection to I-88 would also likely promote greater use of I-88 for cross community trips, reducing demands on other east/west corridors, too. It should also be noted that significant portions of the DSATS area population commute considerable distances to varying Chicago

2040 Long Range Transportation Plan

Metro locations as shown in Map 3-7 of the 2035 LRTP. Such long distance commuters would experience the greatest benefit from construction of a Freeway with many likely seeing one way travel time reductions of five minutes or more.

Constructing the Eastern Bypass as a Freeway would also provide greater regional benefits than the current proposal. A major limitation within our states existing roadway network is the lack of a good travel path between the I-90 corridor and destinations to the West and/or South. For example, Mapquest directions from Elgin to Moline recommend three different paths:

1. IL 38 to I-88 via Peace Road – 138 miles/2 hrs 26 mins
2. I-90 to I-39 to I-88 – 154 miles/2 hrs 31 mins
3. IL 64 to I-39 to I-88 – 137 miles/2 hrs 28 mins.

The Eastern Bypass, once constructed, would easily be more preferable than the routes stated above. In addition to traffic to and from Elgin, the preferred East/West travel path for most Chicago suburbs north of I-90 or North of I-88 and West of the Fox River would likely include the Eastern Bypass if constructed as a Freeway. This would position the DSATS area well for future logistics related business development as essentially the western gateway to Chicagoland.

The biggest reason not to construct the Eastern Bypass as a Freeway would be costs. This could be mitigated by phasing the construction of the Freeway similar to that currently being utilized for construction of the IL 336 bypass around Macomb. A single lane in each direction without delays due to signals or intersections would likely result in similar capacity and reduced travel times when compared to other potential alternatives. –Ken Koch, Baxter & Woodman

The firm Baxter & Woodman conducted the Eastern Corridor Study which is the topic of this letter. The Eastern Corridor project is identified as a potential project in the later years of the 2040 plan should development warrant it. Should this project move forward in the future, consideration should be given to these comments.

3. Parking continues to be a challenge in Downtown DeKalb when we have large events. Especially in the winter when snow takes up a number of spots on the streets and in lots. Parking restrictions continue to be a hassle for our patrons. Those going out to eat at night and attending an event are worried about the time restrictions posted. We would love to see parking restrictions Downtown listed after 5pm and on the weekends. We will continue to support efforts to increase parking options in Downtown DeKalb. –Alex Nerad, Egyptian Theater

These concerns have been shared with City of DeKalb officials as suggested changes should City of DeKalb parking regulations be updated.

Safe Route:

1. Loves Road to Barber Greene to Peace needs to be a priority. Long overdue safe route. –Dean Coyle, Cortland Cub Scouts Pack 134
This is a high priority project for DSATS, the Town of Cortland, and DeKalb County.
2. SRTS projects should be included with the LRTP upon an inventory taken of possible walking/biking routes to elementary and middle schools. A past viable candidate project was previously submitted for **SRTS on South 4th Street in DeKalb** as it pertains to Founders School to have improved safer sidewalk offset from 4th Street traffic with lane reconfiguring (road diet)

2040 Long Range Transportation Plan

of the 4 lane section to 3 lanes from Taylor Street to Fairview Drive. –Live Healthy DeKalb County Facilitators/Members

The Safe Routes To School (SRTS) program is currently in limbo. MAP-21 eliminated SRTS as an independent funding grant and has merged it into the overall Highway program. Each individual state decides if the SRTS program is continued. State administration is currently reviewing all these programs and whether or not to eliminate them. If the administration does decide to continue to provide SRTS funding, DSATS staff will work with the School District to submit an application for this project or any other project(s) the School District(s) wish to submit.

3. Another candidate **SRTS project would be either Royal Drive or McCormick Drive sidewalk** addition east of North 1st Street to Joanne Lane in DeKalb serving a neighborhood that has no sidewalks near Jefferson Elementary School and would provide connectively to the Hopkins Park footbridge entering the park. –Live Healthy DeKalb County Facilitators/Members
See comment #2 above.

Transit:

Increased Service:

1. Access to service to train station in Elburn and west to DeKalb from Maple Park. –Pat Lunardon, Village of Maple Park
Expanded service to the Elburn Station and addition of more bus routes to serve more areas of DeKalb, Sycamore, and Cortland is dependent on a new transit facility, which staff is actively seeking funding for. In the short-term, the goal is to tweak existing services, such as the University Shuttle which was recently implemented. In the long-term, a significant expansion of public transit services is the goal once a new transit facility is built.
2. Provide year round **mass transit service to the Elburn train station** for Metra commuter service east to Chicago. –Live Healthy DeKalb County Facilitators/Members
See Comment #1 above.
3. Transportation to jobs that buses don't go to. –Chaniece Clayton, University Village
See Comment #1 above.
4. I would like to have more transportation during spring/winter break. –Tara Huggins, University Village Tenants Association
DSATS, VAC, Huskie, and NIU staffs hope to work together to address issues such as better service during off semester periods.
5. I would like to have more transportation year round. –Walter, DeKalb Resident
See Comments #1 and #4 above.
6. Transit planning and projects should focus on expanding transit service for all, but especially transit dependent populations. –Tom Zucker, VAC
See Comments #1 and #4 above.
7. To have more transportation and longer hours will be greatly appreciated. –Suzanne Glass, DeKalb Resident
See Comments #1 and #4 above.
8. Transportation to 3M or Nelson's is essential to a lot of people with(out) cars. –Suzanne Glass, DeKalb Resident

2040 Long Range Transportation Plan

See Comments #1 and #4 above.

9. NIU students need a more frequent and easier bus route to and from Downtown DeKalb. This would benefit students working, volunteering, shopping, and attending events. –Alex Nerad, Egyptian Theater

See Comments #1 and #4 above.

10. Seniors and those without cars in our community continue to comment on how challenging it is to get to events at the Theater. We have community members wanting to take part in events but can't due to transportation issues. Additionally some of the senior housing in town doesn't have the ability to provide transportation when they have large groups wanting to attend events. –Alex Nerad, Egyptian Theater

DSATS has contact VAC about this issue and VAC and Egyptian Theater staff are discussing ways that return home transportation service be made available on evenings when events are taking place.

11. As we continue to grow our programming with more national acts attracting larger crowds and more people from outside our community, patrons are looking for hotel transportation to and from the Theater. When we have a national act on average 70% of the audience is from outside the immediate area. The lack of taxi services or hotel shuttles has noticeably been a deterrent in patrons choosing to attend events here and stay overnight. –Alex Nerad, Egyptian Theater

A new VAC transit facility with route expansions could help this situation. DSATS will work with VAC and Huskie staffs to see what temporary options might be available.

12. The cost of busing for schools has become a tremendous burden for schools and has had a huge impact on schools having the ability to attend events. We used to host at least a dozen school shows each year and now are only seeing 1-2 a year with much lower attendance.

This is a trend nation-wide. With funding for schools and transportation being cut more and more, extra-curricular activities such as school trips are often the first things cut. It is important for citizens to let their local, state, and federal politicians know that important activities such as field trips are increasingly becoming unaffordable as funding is cut.

Infrastructure and Equipment:

13. Transit planning and projects should focus on continuing to build the transit infrastructure with new buses, green technology, and a new consolidated transit facility. –Tom Zucker, VAC

DSATS is actively working with VAC to implement expanded transit services in the region.

14. New residential, retail and commercial development should take into account transit friendly features. –Tom Zucker, VAC

DSATS will look into working with its member organizations to implement policy changes that will allow greater transit access in new facilities.

15. Identify funding for all DSATS area **transit buses**, NIU Huskie Line and Community VAC routes, to **include bike racks when purchasing new**. –Live Healthy DeKalb County Facilitators/Members
DSATS is always actively seeking funding for public transit. We are currently in a period where State and Federal officials are looking to cut back funding for public transit, therefore, it is important to advocate to Local, State, and Federal officials to keep funding public transit.

2040 Long Range Transportation Plan

Safety: Please note this section duplicates items found in previous sections

1. It is extremely important for safety to get a bike path on Barber Greene and Loves Rd because of the amount of residents that walk/bike on those busy roads. Let's make this part of the short term DSATS plans and get it done for Cortland. –Mark Pietrowski Jr., DeKalb County Board Chairman
2. Peace and Pleasant- safe way to cross. –Dale Boughton, NITRO
3. Safer crossing and route from Peace Rd. Trail through Pleasant St. Neighborhood. –Anonymous
4. Loves Road to Barber Greene to Peace needs to be a priority. Long overdue safe route. –Dean Coyle, Cortland Cub Scouts Pack 134
5. SRTS projects should be included with the LRTP upon an inventory taken of possible walking/biking routes to elementary and middle schools. A past viable candidate project was previously submitted for SRTS on South 4th Street in DeKalb as it pertains to Founders School to have improved safer sidewalk offset from 4th Street traffic with lane reconfiguring (road diet) of the 4 lane section to 3 lanes from Taylor Street to Fairview Drive. –Live Healthy DeKalb County Facilitators/Members
6. Avid runner and biker- I've trained for and completed 2 marathons, 3 triathlons and several other athletic activities. Currently, I live in Cortland and train on the farm roads east of Cortland. It is impossible to connect to the Sycamore/DeKalb trail system. Both 38 and Barber Greene are very dangerous for biking/running. Please keep me informed on any further planning. I would be willing to be involved if needed. –Tim Caravia, Resident of Cortland
7. Immediate/high priority: **Airport Road sidepath** or wide paved shoulder from Route 64 south to Sycamore Park entrance. This missing connection from the park to the Great Western Trail is dangerous for bikers using Airport Road which has no shoulder. –Live Healthy DeKalb County Facilitators/Members

Public Outreach Meeting – June 2, 2015

Overview:

The June 2 public outreach meeting had only 3 attendees. While the turnout was disappointing, between both outreach meetings plus the IDOT listening tour, DSATS had the highest attendance and public participation in the planning process of any update of its Long Range Transportation Plan.

Summary:

The following comments were submitted at the meeting:

1. West Prairie Drive, Dresser Road, and Twombly Road bike trail projects should be elevated to high priority in the list of bike and pedestrian projects – Cindy Capek, DeKalb Resident
Upon approval of the DSATS LRTP, staff will work on implementing projects and updating companion documents such as the Bike-Pedestrian Plan. As part of the plan update, the priorities of all the projects shall be reviewed and reprioritized. Staff will also continue to search for grants which can pay the majority of the construction costs. It is vital, however, that the local communities, advocacy groups, and non-profits work together to raise funds for the local matches for these projects. Grant applications are much more likely to be awarded funding when a strong local interest and funds can be shown.

2040 Long Range Transportation Plan

2. What is the possibility of extending the Metra West train line from Elburn to NIU, with stops at Maple Park, Cortland, and downtown DeKalb? What are the possible interests and obstacles to such a project? Costs are obviously an obstacle, but economic development and greater access and publicity for NIU could be a benefit. As a resident of Cortland I would love the idea of being able to walk to a train that would take me to Chicago – Charles Degraf, Cortland

When the extension of the Metra West line to Elburn was studied, the possibility of extending the line to DeKalb was investigated. However, at that time it was felt that the costs and ridership of such an extension would not make the project feasible. There are many obstacles to such an extension, but with enough public support, the project is still feasible. The main requirements to implementation include:

- *DeKalb County would have to become a member of Metra and leverage a 0.5% sales tax fee on DeKalb County residents.*
- *As the freight usage on the existing Union Pacific (UP) rail lines is too heavy, a third rail would be required to be built for passenger rail. A very rough estimate of building a third rail line plus right-of-way purchases from Elburn to DeKalb is estimated to be at least \$125,000,000. While there are potential grants available to fund much of the project, the local match requirements would still be significant.*
- *The City of DeKalb, DeKalb County, and the Voluntary Action Center are currently working together to fund funding sources for a new transit facility. Once a new facility is construction, VAC shall have the adequate facilities required to implement daily bus service between DeKalb and Sycamore to the Elburn Train station.*

DSATS 2040 LRTP Public Comment Period – May 28, 2015 to July 13, 2015

Overview:

The DSATS LRTP must complete a 45-day public comment period before final adoption of the plan. The following comments were received during this public comment period:

1. Mr. Joel Maurer, DSATS Director until December 2013, submitted several textual changes for inclusion into the final LRTP report. The majority of these changes were made to the document:
 - a. On Page 4-41 of the Draft Plan, the City of Sycamore updated its Comprehensive Plan in 2014. Staff reviewed the new plan and included a majority of the bicycle and pedestrian suggestion into the report.
 - b. References to the Sycamore Park District Vision 2020 Plan were added after the Sycamore Comprehensive Plan suggestions.
 - c. On Page 4-46, Mr. Maurer noted the Bethany Road sidewalk for pedestrians east of the YMCA to Health Services drive was completed in the Fall of 2014. This reference was removed
 - d. Page 4-47, Bike Route signage on Royal Drive from Hopkins Park to 1st Street was completed in 2013
 - e. Page 4-47, Bike path signage on First Street from Kishwaukee River to Dresser Road was Sharrowed in 2011.

2040 Long Range Transportation Plan

- f. Page 6-5. Added text to 605 IL CS 5/4-220 new, section (d): In 2011, the Bureau of Local Roads fully incorporated this policy for MFT and Federal Funded projects in their design manual.
- g. Page 6-9. Mr. Maurer suggested that standards for paved shoulders should be changed from four-feet to eight-feet. It was noted in the document that it has been suggested to change paved shoulder standards from four feet to eight feet. However, such a change in policy could have a significant financial impact on project costs. Any changes such as this should be reviewed further when updating the DSATS Bike and Pedestrian Plan.
- h. Mr. Maurer noted that the TIP Project 114 for widening Peace Road from the Tollway to Macom Drive was not included in the list of long range projects. This project was moved forward to 2019 and is currently included on the FY16-20 TIP, therefore it is not listed as a long-term project.
- i. Page 8-15, Item H8 was completed in 2013.
- j. Page 8-16, Item M8 is currently under design and is expected to be constructed in late 2015 or 2016. Mr. Maurer also suggested adding the Sycamore Park District Vision 2020 Projects to the Medium Priority List
- k. Page 8-17, Dresser Road from Normal Road to Annie Glidden Road, Mr. Maurer estimated the cost of this project at \$350,000 without path lighting.
- l. Page 8-17, Twombly Road from Annie Glidden to Edens Garden Subdivision, Mr. Maurer estimated the cost of this project at \$150,000.