

TRAIN, BUS & TRANSIT

Input Session	Metra
1	<ul style="list-style-type: none"> Metra does not want to add parking because of space; maxed out on number of cars per train. Developments on Rt. 59 will affect.
2	<ul style="list-style-type: none"> Should do studies regarding what the train station looks like during rush hours.
3	<ul style="list-style-type: none"> Rt 59 station and Naperville station are two of the busiest Metra stations. A train study will need
3	<ul style="list-style-type: none"> Rt 59 and Naperville Metra lines should be on separate train lines
3	<ul style="list-style-type: none"> If you constrict the river of money (train) the city may lose money. Don't restrict commuter access.
3	<ul style="list-style-type: none"> The BNSF is a key factor in why people move to Naperville. Train takes 32 minutes.
3	<ul style="list-style-type: none"> Metra's ridership is going down for the Burlington line as a whole.
4	<ul style="list-style-type: none"> Burlington Northern – running Amtrak/Metra down through the center of Naperville. What are the plans in the next decade of two? Light rail? 10% increase in commuter numbers. Trying to
4	<ul style="list-style-type: none"> The BNSF is the real issue. What are their plans in the next 10-20 years? How much do they anticipate ridership is going up? Metra will be a stakeholder in the process.
5	<ul style="list-style-type: none"> Residents come to Naperville from the City for better schools, to raise families, but encounter a 10 year wait for commuter parking. Driving to the Loop should not be required for Naperville residents. Pace & Metra schedules need to be investigated.
6	<ul style="list-style-type: none"> Consider another Metra stop in Naperville. 5th Ave and 59 are the two busiest Metra stops.
6	<ul style="list-style-type: none"> Could there be another stop added to the train station
6	<ul style="list-style-type: none"> Naperville and Rt 59 are the two busiest stops currently
6	<ul style="list-style-type: none"> Does the actual Metra station stop have to stay there?
6	<ul style="list-style-type: none"> Can the station be shifted closer to Washington? Could develop closer to that instead of in the residential
6	<ul style="list-style-type: none"> Additional residents to the area will only put a greater burden on the Metra system. Something needs to be worked out with Metra to increase space on the trains.
6	<ul style="list-style-type: none"> Taking into consideration that adding more people to the area will overtax the Metra, either other stops, or express trains from only the 5th Ave Development, skipping 59 station.
7	<ul style="list-style-type: none"> Trains are packed. Jim confirmed Metra is engaged in this process.
7	<ul style="list-style-type: none"> Metra is in a financial trouble so added service is going to be a problem.
8	<ul style="list-style-type: none"> Are there any restrictions from Metra on parking based on the train capacity.
8	<ul style="list-style-type: none"> Resident does not feel Metra will add cars or trains due to funding issues.
8	<ul style="list-style-type: none"> Local platforms will not accommodate more than 11 cars.
8	<ul style="list-style-type: none"> Commuter issues have not changed since the 1980's people were sitting on the train steps even back then. The train is already full when it pulls into the Naperville station and adding a station will only worsen that. The train station should be moved out of the residential area near the Growing Place.
8	<ul style="list-style-type: none"> Adding a station will only add to the congestion on the train. Potentially move the station east down fifth avenue where there is more open space. Take step back and look at the space available.
8	<ul style="list-style-type: none"> City staff, when asked, clarified that that city has been in discussion with Metra.

- 8 • Metra is open to more parking near the station and are open to other uses to improve their commuter experience.
- 8 • Can't truly make plan if Metra isn't on board and committed to plan.
- 8 • Resident feels adding any residential is not an option due to train capacity issues.
- 8 • Cannot compare this station to 59 station.

- 9 • One of the main constraints on parking is Metra capacity but we could use a little more parking. It's the residents understanding that Metra cannot add more cars because the platform is too short for more cars.
- 9 • Resident believes we are stuck with the Metra situation as it is.

Input Session	Pace/Kiss 'n Ride/Ride Sharing
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| 1 | • Why don't people take the bus? Any incentives to take the bus? |
| 2 | • Consider putting the Pace Bus pickup/drop-off areas underground. |
| 2 | • Provide tram or shuttle to get to/from train |
| 2 | • Ride share or a cab would be efficient. |
| 2 | • Few people ride the PACE buses because it takes 40 minutes to get to the train station |
| 2 | • PACE does not run often enough to be reliable or time efficient. There is no incentive for people to linger in the area if they have to catch a bus timed to a rush hour train. Look at having park & ride areas throughout the city that could connect to PACE routes. Perhaps shopping centers would be amenable to providing a limited number of spaces for such purposes. Perhaps some |
| 3 | • Many of the trains in the morning are not serviced by pace. A rapid shuttle service from offsite parking may work. Need to have predictable, high-usage shuttle service including multiple shuttles. |

- 4 • Been observing the rise of Uber & Lyft; everything is jumbled – pay attention to that and design for it. Perhaps more space for drop off and differentiate them – Pace buses, Uber, Lyft, etc.
- 4 • Pace buses and cabs are using residential side streets
- 4 • Provide a proper bus depot to alleviate the car issues.
- 4 • Enhanced bus depot to reduce the cars and still get people to the train station.
- 4 • Great opportunity for partnerships such as a transportation hub (Uber, Lyft, Pace, etc.)
- 5 • Include Uber and ride-sharing services in considerations, for pick up and drop off.
- 5 • 75% of Pace buses go south – leave Pace buses on the south side of the tracks.
- 5 • Park and Ride traffic flow is very important
- 5 • Must address the multi-modal condition of the development per RFQ
- 6 • The current Pace bus timing don't match up with the train times
- 6 • Pace buses are empty due to inefficiency. 25-30 minute trip from the south side. It's a waste of time.
- 7 • 10% of commuters are currently taking the bus
- 8 • Are there other improvements such as Pace commuter lots to help circulate people without bringing more people who need to park at the lot.
- 8 • How can you get more buses in and out of the train station faster - or provide incentives to those who ride a bike.
- 8 • One of the biggest complainants of the train station is that they can't unload the buses fast enough and they back up traffic down the street. They need a transit center for buses to unload away from traffic.
- 9 • People only use PACE when the weather is bad and they can't walk or ride their bikes
- 9 • Kiss and Ride is currently functioning. Don't know if it's functioning well. It's an existing system. The north side kiss and ride is harder to use.

Input Session	Commuter Experience
1	• Gear development to commuters only. We don't need extra people in the area.
1	• Commuters are not going to stop and shop.
2	• Have a more efficient way to drop off someone at the train station.
3	• Issues finding seats on the train on a daily basis. Train is maxed out on cars due to station restrictions.
3	• Village of LaGrange had similar issues and added Stone Avenue station to help ease congestion. This is an example to research as a potential improvement needed. Other towns have more stations as well, such as Downers Grove and Hinsdale.
4	• Support commuters
4	• Commuters are priority. Handle parking and everything builds from that.
4	• Access for commuters is important. BNSF is maxed out already. Adding more parking may impact train ridership so much that it effects the commuter experience for those who paid the premium to live close to the train.
5	• Pick up and drop off in one spot will cause a bottle neck. Resident feels we need multiple spots
5	• Time is the #1 priority for commuters. If you mess with the time it takes for commuters to get in and out they won't be happy
6	• Want efficiency for commuters, to get to the train, not having to funnel commuters into retail or dark tunnels

- 6
 - Make commuter experience more efficient. Doesn't want to walk through retail to get to the train
- 6
 - As a commuter, there is no interest to stick around the train station.
- 6
 - Too crowded around the station

- 7
 - NA

- 8
 - Waiting on the train platform or dealing with the delays on BNSF is already a pain. Adding more to the area will only compound the issue. Need to think about adding more cars or trains. 5th
- 8
 - A large portion of commuters are not parking – how are they getting there? Is there a better way to get people to the train station?
- 8
 - Trains are filled every day, with no places to sit it is standing room only. Commuter experience needs to be addressed, moved here for the train station but if it gets to the point that can't take the train it will become an issue.
- 8
 - Trains are standing room only at least 30% of the time.
- 8
 - Commuter experience cannot be effected negatively.

- 9
 - Commuter centric

Input Session	Miscellaneous Comments
1, 2 & 4	• NA
3	• The great number of commuters is spread out over three hours
3	• Another resident is concerned about adding a station will add to congestion on the train.
3	• Concern that city council does not have a commuter on it. City is ignoring that constituency.
3	• Look at long term commuting perspective. How will telecommuting effect future of commuting?
5	• access to transportation to the city
5	• Amsterdam train system referenced as an example – use a tram to access shuttle to an offsite lot, similar to the airport.
5	• City rated intersections throughout the City – 4 were rated LOS F around the train station
5	• City staff presented a proposal to put pick up/drop off in Parkview lot 4-5 years ago.
5	• A significant amount of data is already available.
5	• City and Ryan needs to be more forward thinking with the plan, such as driverless cars. Looking at population of Illinois and how is it changing to develop this site with longevity.
6	• There seems to be a crime element on Ogden, they get off of the train and go through the neighborhood
7	• Provide more mass transit options with more efficient traffic flow – buses pickup on south side then park on the south side.
7	• Uber is going to be increasingly used by commuters. Cost is comparable to parking for those within a mile.
8	• Online will put more pressure on the train line.
9	• Seniors might not want to live by the train.
9	• Added the concept of transit working space.