

AGENDA
TRANSPORTATION TECHNICAL COMMITTEE
SPECIAL CALL MEETING

DuPage Mayors and Managers Conference
Wednesday, January 29, 2025 – 9:30 a.m.
Meeting Held at DMMC and Via Zoom

I. CALL TO ORDER

A. Attendance

B. Approval of October 24, 2024 Minutes

For Committee Action

(Attached)

II. DIRECTOR/DEPUTY DIRECTOR'S REPORT

III. REGIONAL TRANSPORTATION PARTNER UPDATES

A. DuPage County

B. Metra

C. Pace

D. RTA

(Attached)

E. CMAP

(Attached)

F. Illinois Tollway

(Attached)

G. IDOT

IV. COMMITTEE DISCUSSION

A. STP Shared Fund Subregional Priority Presentations and Vote

The following project sponsors submitted the attached applications to present and be considered for DMMC STP Shared Fund Subregional Priority Points.

- DuPage County – 31st Street Multi Use Path (08-25-0005)
- Westmont – Metra Station Grade Separated Pedestrian Crossing (08-25-0006)
- Elmhurst – Bicycle and Pedestrian Overpass over IL-83 (08-25-0008)
- Glen Ellyn – Metra Station/Multimodal Access Improvements (08-25-0011)
- Pace – Transit Signal Priority (17-25-0002)

The process for awarding subregional priority points is also attached. The Committee is asked to recommend the final rankings to the Board of Directors for final approval. Voting procedures will be shared with the Committee in advance of the meeting.

For Committee Action

(Attached)

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V. STAFF REPORTS

A. CMAP Meetings Summary

DMMC staff has prepared the attached memo summarizing information from CMAP committee meetings.

For Committee Information

(Attached)

VI. OTHER BUSINESS

VII. NEXT MEETING

The next meeting is scheduled for Thursday, February 27, 2025 at 9:30 a.m.

VIII. ADJOURNMENT

Project Information

Project Title: 31st Street Multi-Use path

Project Sponsor: DuPage County DOT

Partner Sponsors (if applicable): Village of Downers Grove, Village of Oak Brook, York Township

Contact Person: Yifang Lu

Contact Email: Yifang.Lu@dupagecounty.gov

Project Description: Please provide a brief description of the project scope:

Addition of multi-use path along 31st Street between Highland Avenue and Meyers Road which would extend the existing I-88 Central DuPage Bikeway corridor to the west of Meyers Road. This segment will complete the multi-use path corridor along 31st Street from Oak Brook to Downers Grove. Additional improvements include ADA ramps, new bridge over tributary to Lacey's Creek, retaining walls, and traffic signal modifications.

Impact on DuPage County: Describe how this project improves the transportation and mobility in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

Extending the I-88 Central DuPage Bikeway on 31st Street from Meyers Road west to Highland Avenue would provide non-motorized access to FPDDC's Lyman Woods, Midwestern University, office buildings, and commercial properties along Highland Avenue in addition to maintaining direct connections to the Salt Creek Greenway Trail, Forest Preserve District of DuPage County (FPDDC) trails, local paths and bikeway systems, and Pace Bus Route 715. This project is currently included in DuPage County's Long Range Transportation plan.

Relevance to DMMC: Does the project build on any previously support DMMC initiatives such as a prior STP project, DMMC-involved plan, or other initiative?

This project supports DMMC's Active Transportation initiative by proposing the construction of a multi-use path. This will be an 8-10' wide multi-use trail along 31st Street that will provide use for both pedestrians and bicyclists and provide a direct non-motorized connection to FPDDC's Lyman Woods, Midwestern University and Pace Bus Route 715, which provides service to College of DuPage, Yorktown Mall, Westmont Metra station, DeVry University, and Argonne National Laboratory. This project also supports the Safe Streets for All initiative.

Potential Shared Fund Score: Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

Because this project has only completed Phase I engineering but has STP - Local funds for construction, it's anticipated to only receive minimal points for the Project Readiness criteria. In Transportation Impact, the project is anticipated to receive points for its proximity to higher population and employment density, connection to transit and extending an existing trail. In Planning Factors, this project is anticipated to receive points due to the County having Complete Streets and Green Infrastructure policies and the inclusion of resilience infrastructure.

Project Information

Project Title: Grade Separated Pedestrian Crossing **Project Sponsor:** Village of Westmont

Partner Sponsors (if applicable):

Contact Person: Amy N. Ries, P.E.

Contact Email: aries@westmont.il.gov

Project Description: Please provide a brief description of the project scope:

This proposed grade separated pedestrian crossing (underpass) project across the BNSF railway tracks will connect the sidewalk just north of Metra's Westmont station to the surface parking lot on the south side of the railway tracks. This project will provide a safe, convenient and seamless connection for pedestrians and transit patrons across the BNSF railway tracks to access transit and various community facilities.

Impact on DuPage County: Describe how this project improves the transportation and mobility in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

This project will replace an at-grade crossing that was removed by BNSF in 2023. The at-grade crossing at Cass Ave is the only remaining pedestrian crossing within proximity of the station. The nearest grade separated pedestrian crossings are at Belmont Rd or SR-83, over 1 mile away.

Over 100 trains per day utilize these tracks, with train speeds of up to 70 mph, creating a significant barrier to pedestrians. A grade-separated pedestrian crossing will allow safe access for pedestrians to transit, community facilities, parks, schools and bike and ped ways.

Relevance to DMMC: Does the project build on any previously support DMMC initiatives such as a prior STP project, DMMC-involved plan, or other initiative?

This location is shown as a local bikeway connection on the DuPage County Regional Bikeway Map (2014), part of a local bikeway connection between I-88 Central DuPage Bikeway and Southern DuPage Regional Trail.

Potential Shared Fund Score: Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

The Village of Westmont has a written commitment from Metra to complete phase 1 and 2 design via the FTA process. Plans are currently at 30% and are proceeding through the NEPA process as a categorical exclusion. There is no ROW acquisition that could impede the schedule. This project will provide a safe, grade-separated pedestrian crossing of the BNSF; the nearest grade-separated ped crossing is over 1 mile away. The project will also be ADA accessible.

Project Information

Project Title: Bicycle & Pedestrian Overpass Over IL 83 **Project Sponsor:** City of Elmhurst

Partner Sponsors (if applicable): Forest Preserve District of DuPage County (FPDDC), Elmhurst Park District, and IDOT

Contact Person: Ted Sianis

Contact Email: Ted.Sianis@elmhurst.org

Project Description: Please provide a brief description of the project scope:

Pedestrian & bicyclist bridge over IL 83 and shared path connecting Cricket Creek Preserve of the Forest Preserve District of DuPage County (FPDDC) to the City of Elmhurst. The new overpass and trail will connect to existing facilities along West Avenue and to the FPDDC Salt Creek Greenway Trail. This connection will provide the only safe pedestrian connection across IL 83 within nearly a 4-mile stretch.

Impact on DuPage County: Describe how this project improves the transportation and mobility in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

This project improves safety and mobility by eliminating the barrier created by IL 83. It provides access to neighborhoods, Emerson & Ardmore elementary schools, communities, parks, forest preserves, a regional greenway trail, and Metra stations in Elmhurst and Villa Park. The project is supported by the FPDDC, Villa Park, Addison, Elmhurst Park District and IDOT. A new detention basin will reduce flooding. Each of these agencies and DuPage County have initiatives that support improvements that enhance resiliency, safety, and operations for both motorized and non-motorized users of the region's transportation system.

Relevance to DMMC: Does the project build on any previously support DMMC initiatives such as a prior STP project, DMMC-involved plan, or other initiative?

This project received \$1.9M in STP Local funds for construction from DMMC in 2020. The City and Park District locally funded \$215k for E1 in 2019. Our current request is \$124k for Construction Engineering. The local funds total will be \$1.6M. This project connects to a regional trail, serves 3 communities, is consistent with Elmhurst & FPDDC bike plans, incorporates complete streets & green infrastructure elements, and improves access to transit.

Potential Shared Fund Score: Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

TOTAL = 86 out of 95 max

12.5 Total: **Project Readiness** 12.5/15 max

- Land Acquisition 5, Financial Commitments 5, preliminary plans will be submitted 2/28/25 2.5 points

43.5 Total: **Transportation Impact** 43.5/50 max

- Current condition/need 15.5/20 max
 - Route 10/10
 - Market 3.5/5
 - Population 2 (Top quintile), Transit 0.5 (Availability Index 2), Schools 1
 - Connectivity 2/5
- Improvement 20/20 max
- Jobs/Housing benefit 8/10 max

30.0 Total: **Planning Factors** 30/30 max

- Inclusive Growth 15/15 max, Complete Streets 10/10 max, Resilience 5/5 max

Project Information

Project Title: Glen Ellyn Metra Station and Multimodal Access Improvements Project

Project Sponsor: Village of Glen Ellyn

Partner Sponsors (if applicable): Not Applicable

Contact Person: Rich Daubert, P.E., PTOE **Contact Email:** rdaubert@glenellyn.org

Project Description: The Village of Glen Ellyn is proposing to replace the existing Union Pacific West (UP-W) Metra commuter station, located in downtown Glen Ellyn. The existing station depot, built in the 1960s, is nearing the end of its lifespan and does not meet the fundamental needs of the community in terms of ADA Accessibility, Pedestrian Safety, and Ridership Capacity. The proposed Depot will support current ridership as well as projected increased ridership due to recently constructed as well as approved and under construction transit-oriented mixed-use development projects in Downtown Glen Ellyn. Important access improvements include Pace Bus/ADA/Passenger Car drop-off and pick-up areas, site circulation enhancements, upgraded sidewalk network, and additional bicycle parking, all of which are deficient with the current site and station. Greatly improving pedestrian safety, the project includes construction of a pedestrian underpass of the UP-W railroad.

Impact on DuPage County: The UP-West Railroad Line is critical to the movement of both freight and commuter rail traffic through DuPage County. The Glen Ellyn Station is the 2nd busiest stop on the UP-West Line and the 14th busiest within Metra's network of 236 stations. As a product of the station and site improvements described above, DuPage County will enjoy improved transit capacity along the UP-West Corridor which is particularly important in connecting the public to employment, education, recreation, and consumer opportunities while reducing vehicle miles travelled and relieving roadway congestion. The project directly supports CMAP's ON TO 2050 Plan Principles of Inclusive Growth, Resilience, and Prioritized Investment as well as the Plan Initiatives and Indicators as they relate to Population and Jobs in Highly Walkable Areas, Greenhouse Gas Emissions, and Transit Asset State of Good Repair, all of benefit to DuPage County.

Relevance to DMMC: The project is relevant to DMMC in that the Council supports the improvement of Federal Aid Routes through the Surface Transportation Program. On this note, Crescent Boulevard, FAU 0003, will be improved as part of the project. In addition, the project supports transit ridership which reduces the number of vehicle miles travelled on other local agency routes.

Potential Shared Fund Score: The project was very competitive on the prior CMAP STP Shared Fund Call for Projects for FY2024-2028. The project received 9 points for Project Readiness, 14.3 points for Transportation Impact, and 23.3 points for Planning Factors with a composite score of 50.5. This score positioned the project at the STP Shared Fund Contingency Program. With Phase II Engineering for the project well underway, the Village expects to match, if not exceed, the readiness, transportation impact, planning factor, and composite scores for the current Call for Projects.

Project Information

Project Title: Pace Transit Signal Priority **Project Sponsor:** Pace Bus

Partner Sponsors (if applicable):

Contact Person: Taqhi Mohammed

Contact Email: Taqhi.mohammed@pacebus.com

Project Description: Please provide a brief description of the project scope:

The proposed Transit Signal Priority (TSP) project includes deployment of TSP at 300 signalized intersections along major transit corridors to enhance bus travel time and schedule adherence. The scope of the proposed TSP project includes signal timing optimization, TSP timing design, engineering drawings, installation permit process, and upgrades to ATC signal controllers and backhaul communication systems for TSP/TMC integration. Specifically, the portion of this project involving DuPage County will be along IL Highway 83.

Impact on DuPage County: Describe how this project improves the transportation and mobility in DuPage County. What are the project's benefits? Does the project help implement any county-wide or multi-jurisdictional planning initiatives?

The Transit Signal Priority project will improve mobility, reliability and emissions reduction for buses and general traffic by:

- Reducing bus travel times and delays at TSP intersections and in corridors.
- Reducing bus travel time variance.
- Connecting the signal interconnects by green timing offsets for platoon progression.

Relevance to DMMC: Does the project build on any previously supported DMMC initiatives such as a prior STP project, DMMC-involved plan, or other initiative?

The TSP project will support various STP and Roadway projects along IL 83 as listed in DMMC/DuPage Council Federal Fiscal Year (FFY) 2024-2028 Active Surface Transportation Program (STP) 2024-25.

Potential Shared Fund Score: Please address how the project is anticipated to score in the Project Readiness, Transportation Impact, and Planning Factors scoring categories:

Project Readiness: The TSP Project does not include any Right of Way (ROW). Preliminary Engineering or TSP delay study have been completed. *Transportation Impact:* The transportation impact factor for TSP is very high. It significantly reduces bus travel times and delays by prioritizing their movement at intersections, leading to improved transit efficiency and potentially increased ridership. TSP Improves traffic mobility for transit and general traffic. *Emissions Reduction:* Faster transit service, reduced delays at signalized intersections, and signal timing optimization with corridor-wide green band progression leads to decreased emissions from buses and general vehicular traffic. *Planning Factors:* As part of Pace's strategic vision document *Driving Innovation*, Pace has adopted TSP projects as "Implement Now". Additionally, CMAP and RTA have identified TSP as a top priority project in the planning documents for the region.