Project Purpose

To determine the feasibility of a transit transfer zone in the vicinity of the Northwoods Mall commercial area

- Safety for Transfers
- Passenger Amenities
- CityLink Efficiency
- Ability to Grow for Future
- Identified in Operations & Transportation Plans
Project Scope and Schedule

Four Step Process
- Determine Requirements
- Identify Locations and Select Preferred Site
- Develop Site and Operations Changes
- Final Report

Two Public Meetings Held
- April 16, 2014
- July 29, 2014

Project is at Phase 4
**Project Background**

- **Northwoods Mall area is a focal point for CityLink service**
  - 6 routes operate to the Mall area
  - Need to have a second transfer point for efficient bus operations
  - Want to improve passenger safety and provide passenger amenities
Primary Project Goals

- Provide a location to transfer the routes that serve the north side and converge in the Northwoods Mall area

- Provide ADA accessible and safe boarding areas for transfer between buses that minimizes travel between boarding points

- Provide for secure and sheltered passenger waiting with information and emergency communications

- Accommodate operator and supervisor facilities that minimizes time away from the bus

- Minimize operational cost impact to CityLink
Transfer Zone Components - Minimum Requirements

- Site Components
  - Bus Bays
    - 8 sawtooth bays
  - Boarding Platforms
    - Covered
    - Benches, trash cans, information kiosk
    - Bike racks
  - Landscaping/fencing

- Building Components
  - Patron waiting area
  - Operator restrooms
  - Electrical/mechanical room
16 Sites Reviewed:

- Site 1: Corner of University / War Memorial
- Site 2: University Plaza Our Parcel
- Site 3: Goodwill Parking Lot
- Site 4: Old Firestone building
- Site 5: State Farm Building
- Site 6: ICC Campus
- Site 7: Former Pizza Hut
- Site 8: Pioneer Park/University Area
- Site 9: Brandywine Drive Retail
- Site 10: 1620 War Memorial
- Site 11: 812 Glen Avenue
- Site 12: Allen Road
- Site 13: 1720 War Memorial
- Site 14: Former Bowling Alley
- Site 15: Back Lot of Shopping Center
- Site 16: CEFCU Site (added after Public Meeting No. 2)
Site Selection Criteria

Sites Ranked by:

- Size/Shape of Parcel (1 acre minimum for full program)
- Access Conditions
- Environmental Concerns
- Transit System Connectivity
- Land Use Context
- Available Destinations
- Multimodal Connectivity
- Anticipated Land Cost
- Anticipated Development Cost
- Availability
Three Preferred Sites After Public Meeting No. 2

- **Site 5- State Farm Building**
  - Not preferred due to high costs of demolition of existing building and proximity to residential area

- **Site 7- Former Pizza Hut Site**
  - Under consideration but not ranked the highest due to size of site

- **Site 16 – CEFCU Site**
  - Recommended site
  - Located across from Northwoods Mall on an access road (4310 N. Brandywine)
  - Pedestrian access not ideal but site can accommodate building footprint
SITE 5: State Farm Building  
An available parcel that was formerly the State Farm office building and insurance inspection center. It has a large building on site.

SITE 7: Former Pizza Hut  
An outlet that was formerly a Pizza Hut near the intersection of Sterling and War Memorial. Reduced program (6 bays) due to site constraints.
Selected Site – CEFCU Site
Selected Site – CEFCU Site

Site Characteristics
- 1.2 acre site
- Renovated/expanded former bank building to be used as:
  - Passenger waiting area
  - Customer service area
  - Driver facilities
- 8 sawtooth bays for 40’ buses
- 7 space parking lot
- 10-inch high boarding platforms
- Canopy over waiting area
- Security cameras
- Information system

Conceptual Cost Estimate
$2,054,130
(Not including land acquisition, environmental remediation)
CityLink Operational Adjustments

- Introduction of a new Transfer Zone would no longer require bus layovers at Northwoods Mall
- Buses would not stop along perimeter roads, such as Sterling Avenue, for riders to transfer between routes
- Transfer Zone allows for easier and safer transfers and improved connectivity improving on time performance and operational expenditures
- Routes using Transfer Zone will be:
  - #3-Parkview
  - #5-Main
  - #10-Sterling
  - #12-Heights
  - #14-Wisconsin
  - #16-Northwest Express
Next Steps

Secure Funding

- Federal Sources (20% local match):
  - Section 5307 Urbanized Area Formula Program
  - Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

- State Sources (20% local match):
  - Illinois Transportation Enhancement Program (ITEP) - only for pedestrian/bike connections
  - Illinois Jobs Now! Downstate Transportation Improvement Fund (DTIF)

- Local Funding
  - Transit Development District (variation of a TIF)
  - Real Estate Transfer Tax
  - Parking Tax

- Public –Private Partnership
  - Design-Build
Next Steps (continued)

- Purchase Property
- Environmental Reconnaissance
- Design Transfer Zone
- Construct Transfer Zone
Questions?

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