

Form Name:	Access to Transit
Submission Time:	December 15, 2023 12:12 pm
Browser:	Firefox 120.0 / Windows
IP Address:	98.227.99.158
Unique ID:	1174868701
Location:	42.3977, -87.859

Name	Nicole Large
Title	Grant Writer
Email	Nicole.Large@waukeganil.gov
Telephone #	(708) 508-5483
Project Type (Choose one)	Phase I Engineering Only
Select all that apply to your project:	<p>ADA accessibility improvements (curb ramps, detectable warning surfaces, slope correction)</p> <p>Intersection improvements (crosswalks, curb extensions, refuge islands, pedestrian signal heads, etc.)</p> <p>Wayfinding signage (inter-transit agency transfers and other signage with a focus on transit access)</p>
1. Plan or study name (Please provide a link to the referenced planning document):	<p>City of Waukegan Comprehensive Plan (2020): https://www.waukeganil.gov/DocumentCenter/View/5327/FINAL-2020-12-21-Waukegan-Comprehensive-Plan</p> <p>Northern Lakeshore Trail Connectivity Plan (2020): https://www.waukeganil.gov/DocumentCenter/View/5420/Northern-Lakeshore-Trail-Connectivity-Plan</p>
2. Status (e.g. complete/underway):	The Plans themselves are complete, and are considered guiding plans for day-to-day operations.
3. Please provide the relevant page numbers of the plan:	Comprehensive Plan: Pages 85, 103, 105, 109, 171, 189, 190, 192 & Northern Lakeshore Trail Connectivity Plan: Pages 6, 11, 19, 60, 62, 68

1. Please provide a narrative describing the project that includes the location and the type of improvement(s) proposed. (250-350 words)

This application focuses on Waukegan's downtown transit hub (Waukegan Metra Station [on the Union Pacific North Line at 95 N Spring Street], Pace Bus hub at Sheridan/Madison intersection, Sheridan/Washington intersection, and Washington/Spring Intersection). All Metra users pass through the intersections of Sheridan/Washington and Washington/Spring whether they are in a vehicle or not. Many College of Lake County students access transit in this area. The current setup gives right-of-way to vehicles, not VRUs.

Current access to the Metra and Pace transit hubs is car-oriented and involves numerous unsafe road crossings for VRUs. From 2022 IDOT data of the Sheridan & Washington Intersection, there were 5 crashes: 3 were in daylight; 4 in dry conditions; 2 resulting in injuries involving pedestrians; 1 was a turning vehicle, 4 involved passenger vehicles; and 1 involved a bus.

Phase 1 Infrastructure Improvements goals identified for this grant:

Mid-block Crossing: a flashing beacon pedestrian crossing plus a painted crosswalk will force road traffic to yield to pedestrians accessing the PACE bus stop at Sheridan Road. Current lack of a crossing forces illegal crossing. Location of the crossing will not impede operations of bus loading and unloading.

Left-Turn "guidelines": these pavement markings will direct traffic in a safer manner through left turns onto Washington, Sheridan, and Spring by encouraging safer maneuvers through intersections.

Painted crosswalks: High visibility "zebra" or "ladder" crosswalks at the intersection of Washington/Spring and at the Metra station. These crosswalks are more likely to improve yielding behavior.

3-way stop: Stop signs and painted stop bars before the crosswalks will force drivers to yield the right of way to pedestrians. Addition of wayfinding signage will enhance access.

Reworked curbs and ramps: The existing layout of the ramp and curbs at the Metra station leaves VRUs prone to hazards since it forces pedestrians to enter the flow of traffic. Realignment and/or relocation of the pedestrian path in an ADA accessible manner, plus crosswalks, striping, and curb work, are proposed.

These improvements align with goals of Waukegan's Comprehensive Plan and the RTA's Transit is the Answer Plan.

2. Please describe how this project will help to increase transit ridership and make transit more accessible to riders. Please include the specific bus routes, bus stops, or train stations that will be impacted by the improvement(s). (200-300 words)

Waukegan has a 100,000+ daytime population - and is the largest Lake County municipality. The increase of ridership will be created via a more VRU friendly manner of accessing public transit at Waukegan's transit hub, which is crucial to the City's population that persistently faces mobility and economic hardships. This results in an increased reliance on transit and greater impact from improvements to it.

The Waukegan Transit Hub bus stops and train station impacted by the improvements include PACE Routes 565, 568, 571, and 572 and the Waukegan Metra station at the Union Pacific North (UP-N) Metra line.

At Sheridan/Madison, the lack of a pedestrian crosswalk means riders cross illegally . By installing a crosswalk at Sheridan/Madison, the transit system will be accessible and a dangerous practice will be reduced.

At the Sheridan/Washington and Washington/Spring intersections, there are no visible crosswalks which makes VRUs less visible to drivers. Vehicle-pedestrian collisions have occurred at these intersections, which are used by ALL pedestrians accessing the Metra station. There are no stop signs at Washington/Spring, which results in pedestrians entering the roadway improperly thinking they have the right-of-way. The end of the Spring Street ramp at the Metra Station forces pedestrians to enter the roadway with no designated pedestrian crosswalk or area, which is an ADA issue we need to address.

These components create routes that are hostile to VRUs. Aligned with goals of our Comprehensive Plan, by improving pedestrian access to transit routes, a more favorable environment for transit users will be provided, and in hopes ridership will increase on PACE and Metra from the transit hub and reduce vehicular reliance in our City.

Estimated Phase I Engineering cost:

55000

How quickly will you be prepared to move on to Phase II Engineering?

2 months to develop Scope of Work

2 months for QBS committee approval

1 month for City Council approval

1 month for kick off meeting with Consultant

6 months to have a draft Phase II Engineering

=

12 months total to move on to Phase II Engineering

Have you identified funding sources for the next phases of the project, Phase II Engineering and Construction?

Yes

What are the identified sources?

Motor Fuel Tax (MFT) Funds will be utilized for Phase II Engineering and Construction.

File

<https://www.formstack.com/admin/download/file/15650159096>



December 14, 2023

Ms. Leanne Redden
Executive Director
Regional Transportation Authority
175 W. Jackson Blvd, Suite 1550
Chicago, IL 60604

Re: City of Waukegan Application - Access to Transit Application 2023

Dear Director Redden,

I am writing to provide my full support for the City of Waukegan's application to the RTA's 2023 Access to Transit Application. Our grant request targets Waukegan's "transit hub", with the greatest impact on commuters and general ridership of public transportation in our city. Components of this project's completion will increase ridership on PACE and Metra by focusing on equitable availability to reaching transit, with the potential conclusion of reducing car ridership with a regional impact. Our government is ready and able to implement an award made from this application, and we look forward to working with the RTA, PACE and Metra on this Phase 1 Engineering Studies venture for our community.

Our grant application follows the RTA's master plan goals. For a city having a daytime population of more than 103,000, we are addressing problems affecting ADA accessibility and pedestrian safety along with intersection improvements at our "transit hub". The work will create access to pedestrians where it does not currently exist and provide higher pedestrian visibility at crossings. As Mayor, I fully support these endeavors that embark on more equitable access to public transportation in our region starting right here in Waukegan.

Should you have any further questions on this matter, please contact:

Nicole Large
Grant Writer
(708) 508-5483
Nicole.Large@waukeganil.gov

Thank you for your consideration of Waukegan's 2023 Access to Transit Application.

Sincerely,

Mayor Ann B. Taylor



Melinda J. Metzger
Executive Director

December 7, 2023

Regional Transportation Authority
Attn: Mr. Michael Horsting
175 W. Jackson Blvd, Suite 1550
Chicago, IL 60604

RE: City of Waukegan: Access to Transit and ADA Improvement Project

Dear Mr. Horsting,

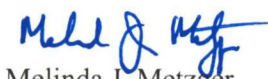
I write this letter to express support for the City of Waukegan's application for the Regional Transportation Authority's Access to Transit Program. The *Waukegan access to transit and ADA improvement project* will address critical pedestrian infrastructure serving Waukegan residents in accessing Pace's Waukegan Terminal and the Waukegan Metra station. We feel that this project will support improved pedestrian safety, mobility, and connectivity.

At present, Routes 561, 562, 563, 564, 565, 566, 568, and 571 operate out of the Waukegan Bus Terminal and routes 565, 568, 571, and 572 all connect to the Waukegan Metra station along North Spring Street. The Waukegan Park District, Waukegan Mainstreet, College of Lake County Lake Shore Campus, as well as the Waukegan Metra station would benefit from this project. For this reason, Pace looks forward to coordinating with Waukegan on their endeavors to:

- Implement 8 high-visibility crosswalks to enhance pedestrian access to local services, the community college, and public transportation.
- Implement a 3 way stop configuration at a current single stop intersection to further control vehicle traffic and improve pedestrian safety.
- Address pedestrian infrastructure alignment and wayfinding to improve safety along spring street to the bus stop and Waukegan Metra station.
- Improve overall ADA accessibility at intersections in a highly utilized portion of downtown Waukegan.

This project will provide the community with a range of benefits including ADA crosswalks, pedestrian wayfinding, and pedestrian infrastructure repairs. Pace advocates for initiatives aimed at enhancing accessibility for riders, whether through the addition of crosswalks or improvements to roadways. Pace also works to coordinate with local communities on these projects to ensure that service, safety, and operational requirements of the agency are considered in design and implementation of these projects. Thank you for considering the City of Waukegan's application for Access to Transit funding.

Sincerely,


Melinda J. Metzger
Executive Director

From: [David Kralik](#)
To: [Sam Greene](#); david.tomzik@pacebus.com
Cc: [Nicole Large](#); [Katelyn Dote](#)
Subject: RE: City of Waukegan RTA Access to Transit application
Date: Thursday, December 7, 2023 3:19:38 PM
Attachments: [image001.png](#)

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Sam,

Thanks for reaching out to us regarding this project. We are happy to work with the City of Waukegan once the project is selected for Access to Transit funding to bring this project to fruition. However, since RTA is not asking applicants to obtain letters of support from the Service Boards, we are not planning to supply letters for this round of Access to Transit applications. RTA removed this requirement in favor of a discussion with Service Board representatives to review and provide feedback on all the Submitted Access to Transit applications. Please let me know if you have any questions on this.

[David Kralik](#), Director, Planning and Programming
Metra, 514 S. LaSalle Street, Suite 600, Chicago, IL, 60661
P: 312-322-8035 | E: DKralik@METRARR.COM

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From: Sam Greene <Sam.Greene@waukeganil.gov>
Sent: Monday, December 4, 2023 9:42 AM
To: David Kralik <DKralik@METRARR.COM>; david.tomzik@pacebus.com
Cc: Nicole Large <nicole.large@waukeganIL.gov>
Subject: City of Waukegan RTA Access to Transit application

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Hello,

My name is Sam Greene. I am an Assistant Planner at the City of Waukegan and am working on our application for the RTA's Access to Transit grant. I am reaching out today to inform you of our intended projects and seeking letters of support.

Through this grant, we are hoping to conduct a Phase I Engineering study for intersection and accessibility improvements to create a safer route for Vulnerable Road Users from downtown Waukegan to our region's transit network and beyond. The 4 project focus areas are listed below:

1. Madison Street and Sheridan Road intersection – flashing beacon pedestrian crosswalk connecting downtown Waukegan and College of Lake County to the Waukegan Terminal Pace Bus turnaround/station (7 routes). No street crossing currently exists here.
2. Washington Street and Sheridan Road intersection – high-visibility crosswalks connecting downtown Waukegan to the Waukegan Terminal and Waukegan Metra Station (UP-N). Current crosswalks are faded and less safe than those proposed.
3. Washington Street and Spring Street intersection – high-visibility crosswalks and stop signs improving an intersection connecting downtown Waukegan to the Waukegan Metra Station. Current lack of stop signs and insufficient crosswalks are unsafe and do not force vehicles to yield to Vulnerable Road Users.
4. Waukegan Metra Station – redesign or realignment of Spring Street ramp and access to station house, platform, and bus shelter. Current layout forces Vulnerable Road Users to enter the vehicular area and is not designed to the highest degree of safety possible.

Given the impact this grant will have on your agencies if awarded, the City wants to make you aware of our intent to pursue it and kindly requests your letters of support. We hope that you will partner with us in creating safer access to transit and our downtown, and I look forward to maintaining a productive partnership going forward. If you wish to offer them, please have letters sent to me at sam.greene@waukeganIL.gov by this Friday, December 8th at 5:00pm. Thank you.

Sincerely,



Sam Greene (He/him/his)

Assistant Planner

Office 847-625-6878 **Direct** 847-625-6879

Email sam.greene@waukeganIL.gov

****ATTENTION – Some Gmail addresses are having issues communicating with City of Waukegan emails. If I do not respond to your email within 24 hours, please contact me via phone.**

Disclaimer

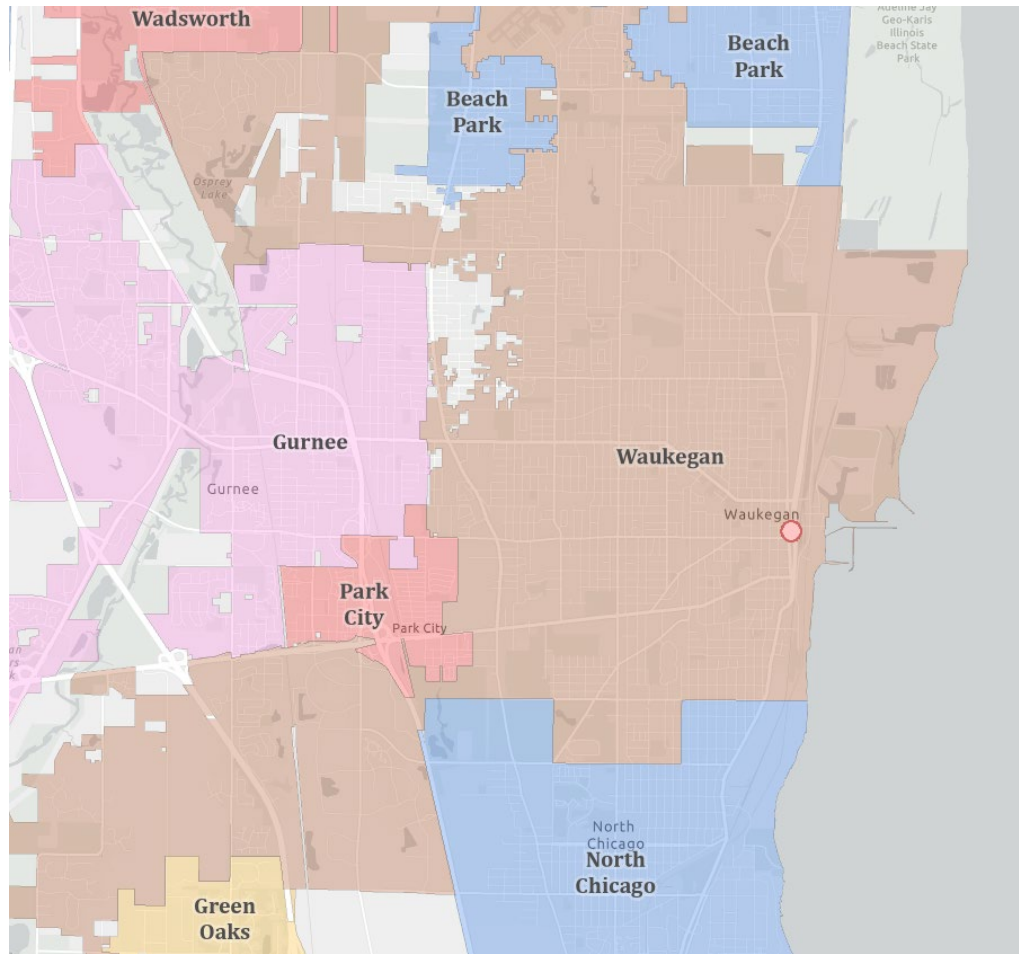
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City of Waukegan
RTA Access to Transit Application
2023
Project Cost Estimates

The cost will be that of a Phase I Engineering study, up to \$55,000, determined through a competitive procurement process. Infrastructure costs will be calculated based on the findings of the study in the Phase II and construction portion of this project.

City of Waukegan
RTA Access to Transit Application
2023
Project Location Map



RTA Access to Transit Application
2023
Photos of Existing Conditions



Madison Street and Sheridan Road

RTA Access to Transit Application
2023
Photos of Existing Conditions



Washington Street and Sheridan Road

RTA Access to Transit Application
2023
Photos of Existing Conditions



Washington Street and Sheridan Road

RTA Access to Transit Application
2023
Photos of Existing Conditions



95 N Spring St

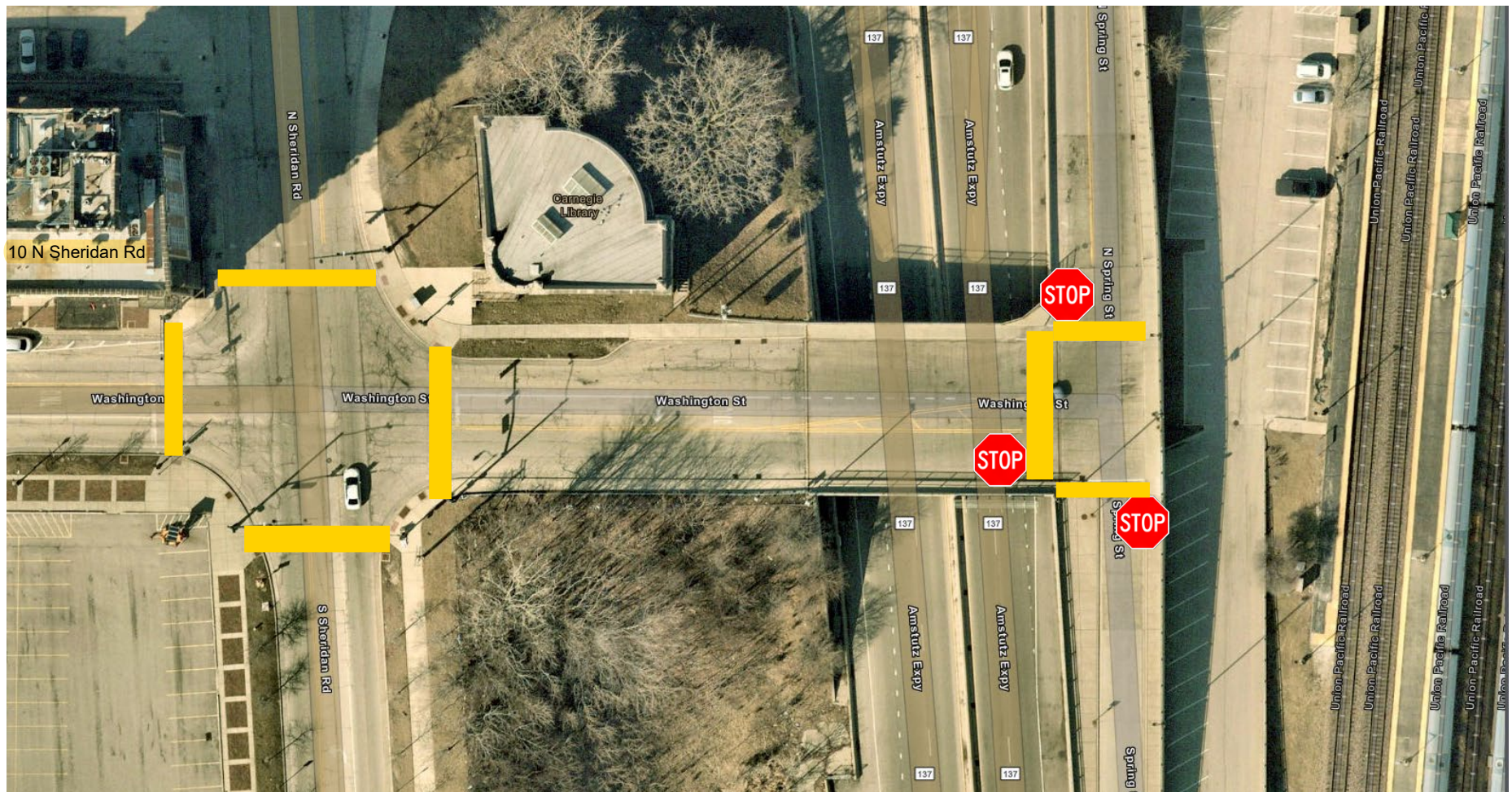


Waukegan Metra Station and Spring Street

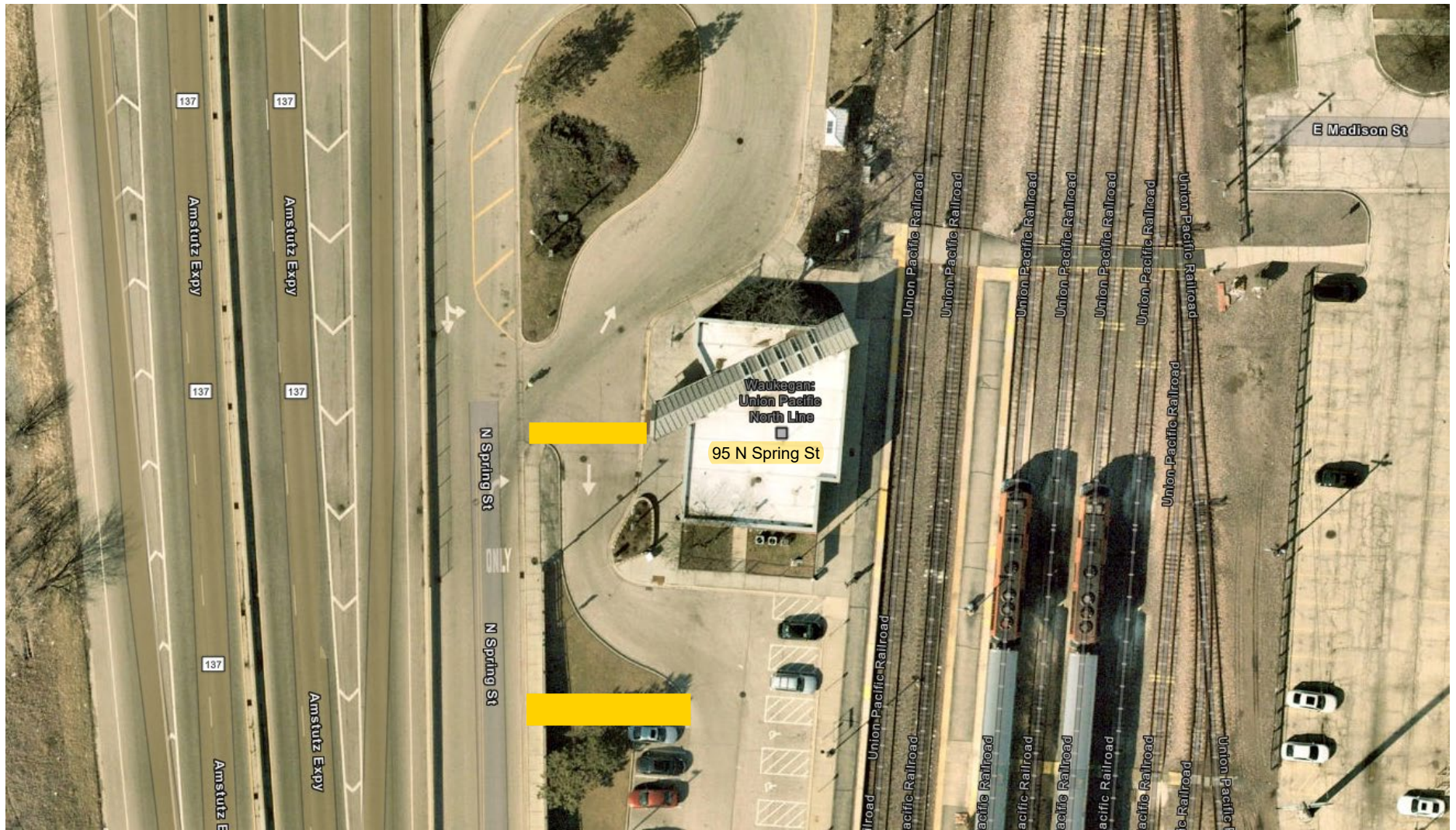
City of Waukegan
RTA Access to Transit Application
2023
Project Concept Plan



Madison Street pedestrian crossing (flashing beacon)



Washington and Sheridan / Washington and Spring pavement markings and stop signs



Metra Station re-engineered pedestrian access (alternative options)



Melinda J. Metzger
Executive Director

December 7, 2023

Regional Transportation Authority
Attn: Mr. Michael Horsting
175 W. Jackson Blvd, Suite 1550
Chicago, IL 60604

RE: City of Waukegan: Access to Transit and ADA Improvement Project

Dear Mr. Horsting,

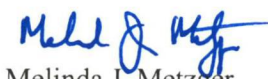
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Sincerely,


Melinda J. Metzger
Executive Director