

NICTI Alternatives Analysis

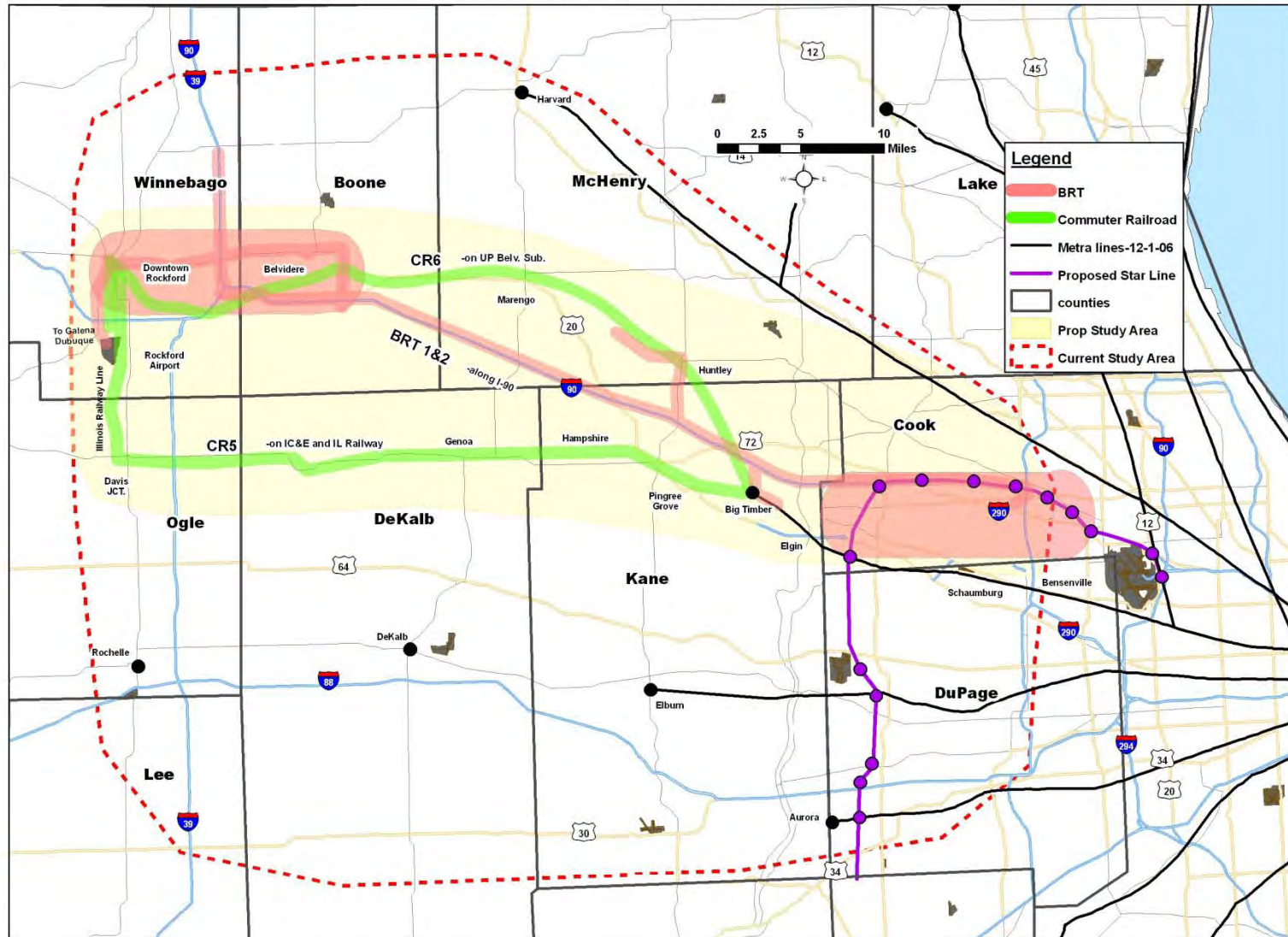
I-90 Corridor Planning Council

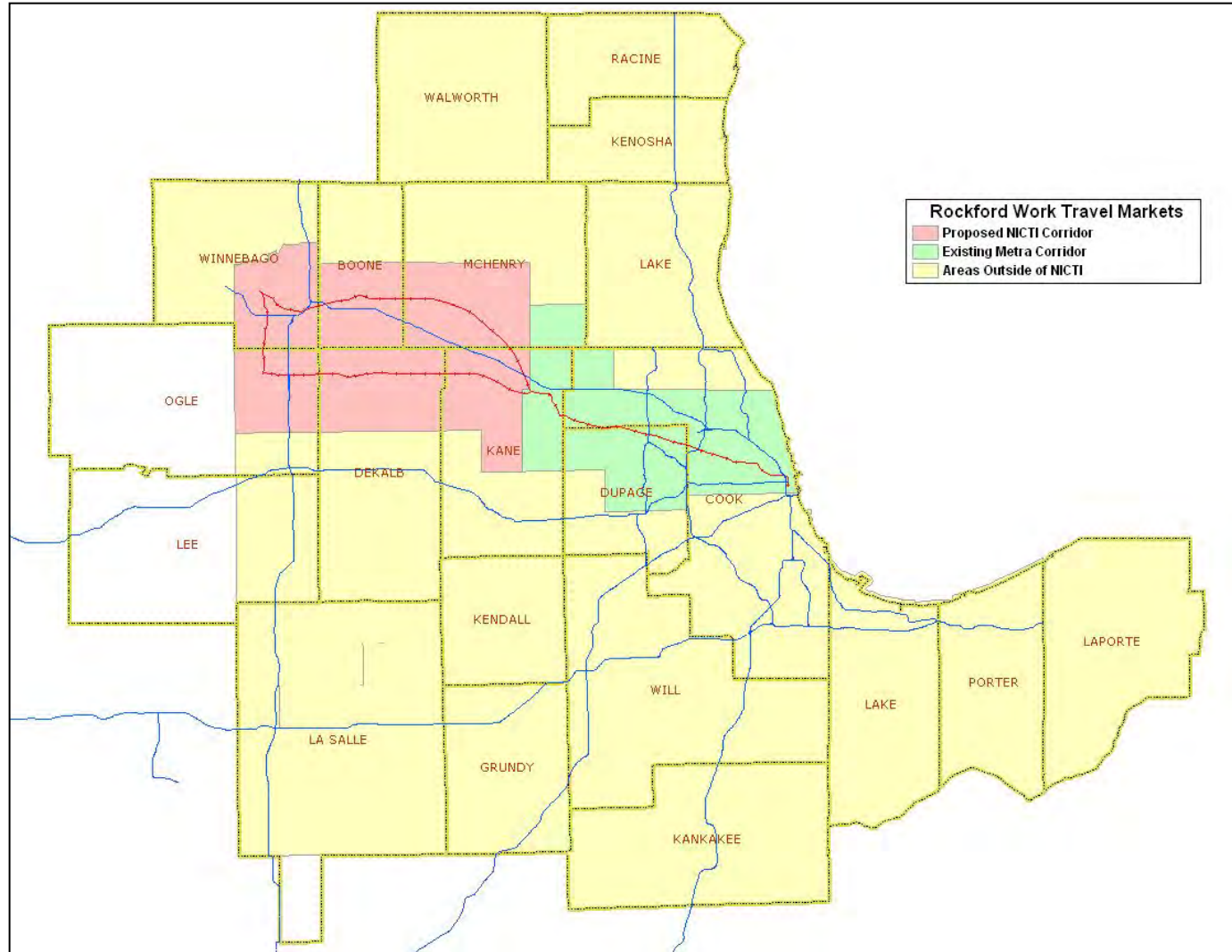
November 14, 2011

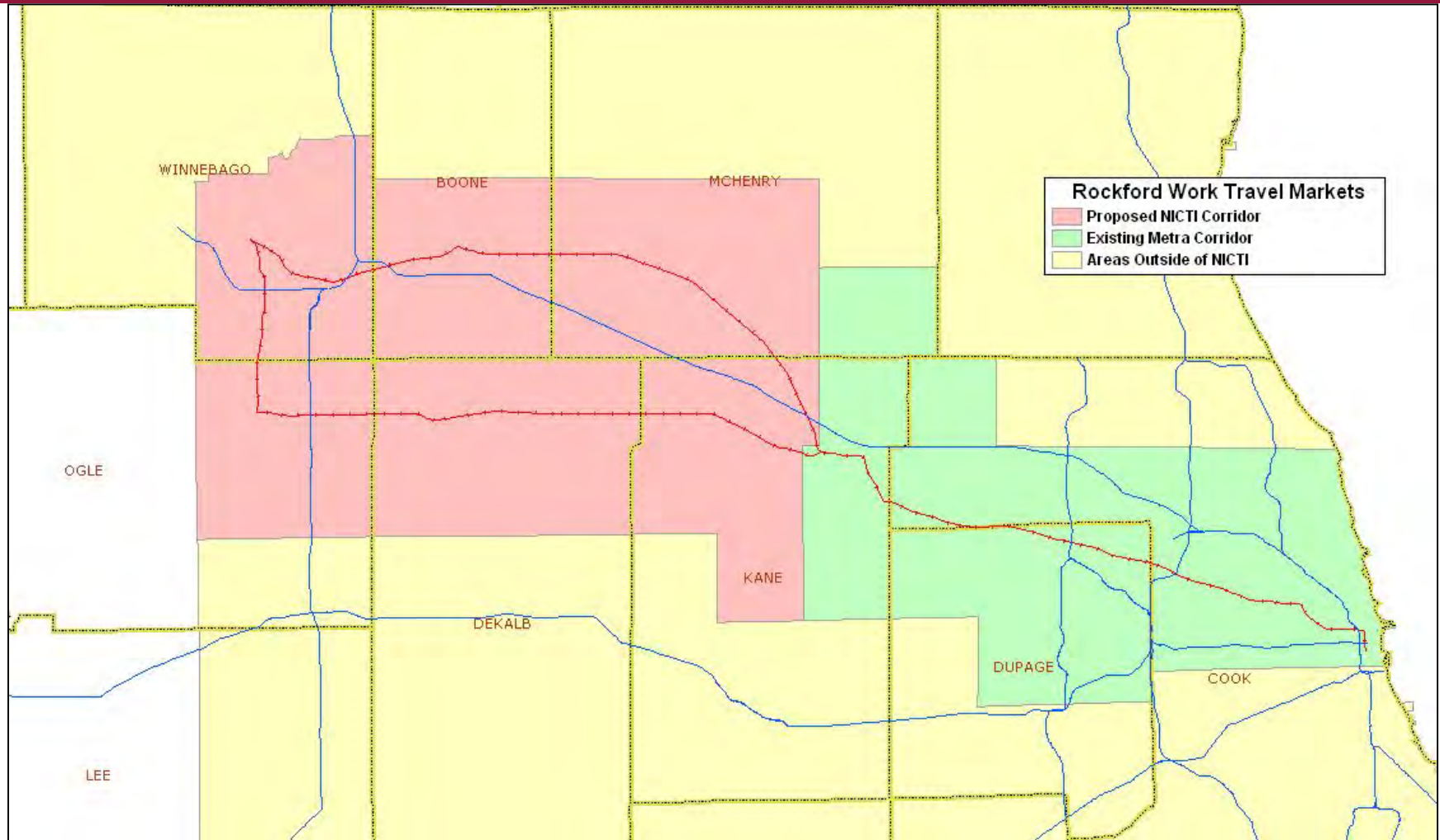


Summary of Build Alternatives

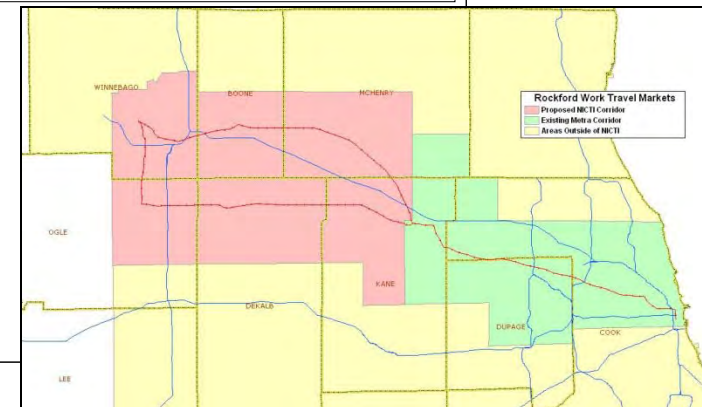
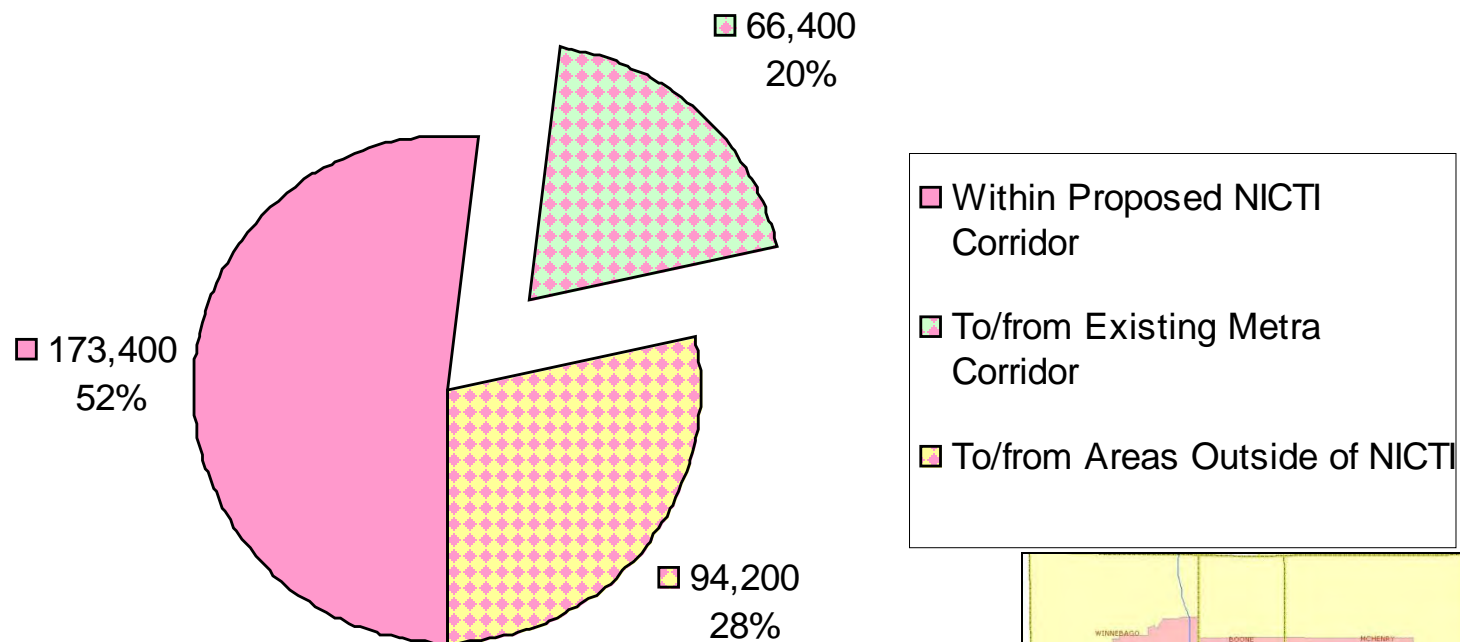
Screen 1 Alternatives - NICTI Alternatives Analysis







- Corridor travel most likely to generate transit ridership will be those traveling between NICTI and Metra areas



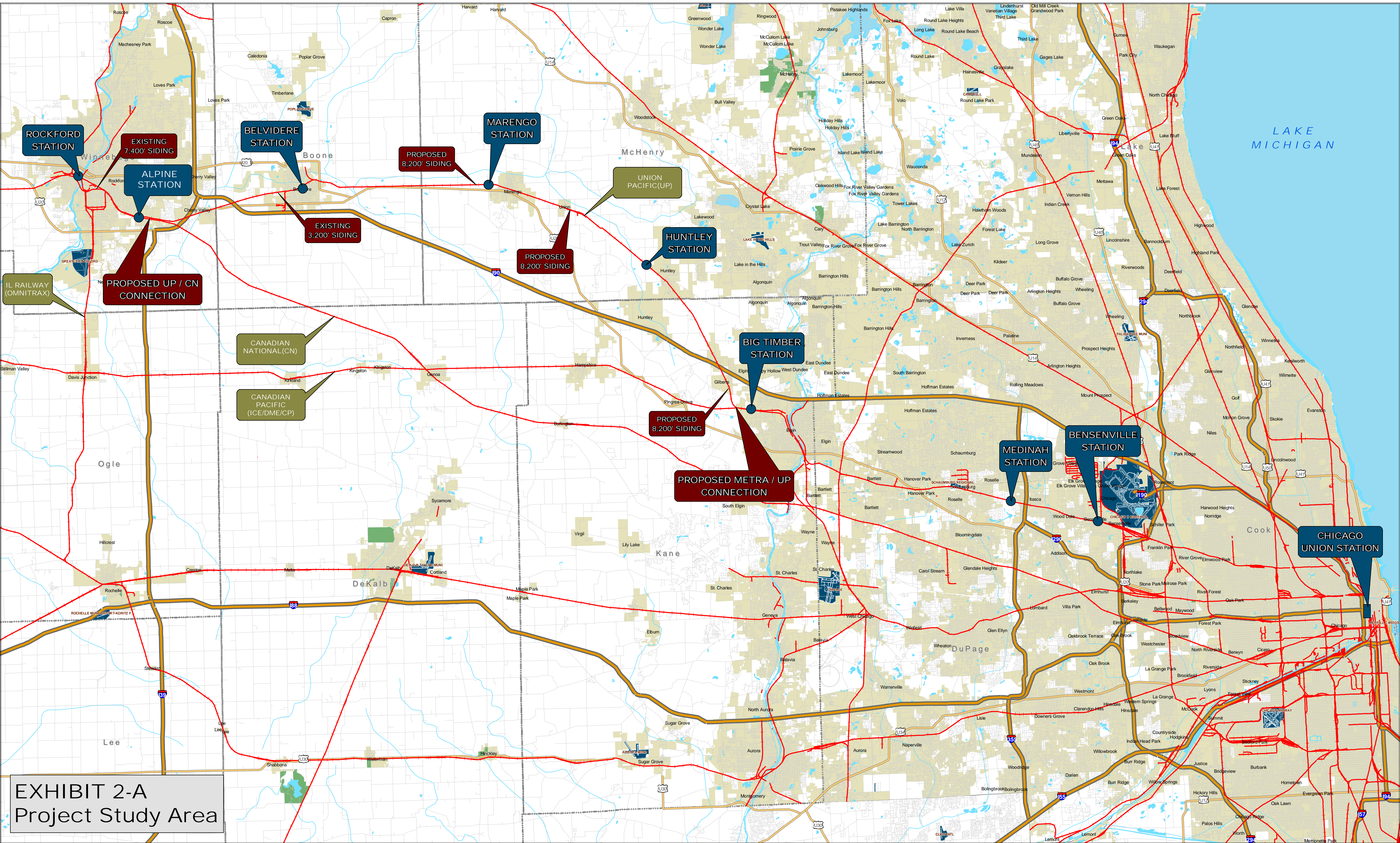


EXHIBIT 2-A
Project Study Area

COMBINED TRAIN SCHEDULES, METRA / NICTI / AMTRAK
May 20, 2009

ROCKFORD TO CHICAGO - MONDAY through FRIDAY																						
Stations	2200	2202	2204	2206	2208	2210	2212	100	2214	2216	2218	2220	102	2222	2224	104	2226	2228	AMK	2230	2232	2234
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Downtown Rockford LV								5:26					6:01			6:34			7:36			
Alpine Rd								5:36					6:11			6:44			7:46			
Downtown Belvidere								5:51					6:26			6:59			8:19			
Marengo								6:04					6:39			7:12						
Huntley								6:15					6:50			7:23						
Big Timber Rd	-	-	5:27	5:45	-	6:12	-	6:32	-	6:51	-	-	7:05	7:24	-	7:38	-	8:36		9:36	10:22	11:22
Elgin	4:17	4:52	5:33	5:51	-	6:18	-		-	6:57	-	-		7:31	-		7:48	8:42		9:42	10:28	11:28
National St	4:19	4:54	5:35	5:53	-	6:20	-		-	6:59	-	-		7:33	-		7:50	8:44		9:44	10:30	11:30
Bartlett	4:26	5:02	5:43	6:01	-	6:30	-		-	7:08	7:13	-		7:42	-		7:59	8:52		9:52	10:38	11:38
Hanover Park	4:30	5:05	5:47	6:04	-	6:34	-		6:57	7:12	-	-		7:46	-		8:03	8:55		9:55	10:41	11:41
Schaumburg	4:34	5:09	5:51	6:08	-	6:38	-		7:02	7:16	7:21	-		7:50	-		8:07	8:59		9:59	10:45	11:45
Roselle	4:39	5:14	5:56	6:13	6:26	6:44	6:54	V	7:08			7:37			-		8:12	9:04		10:04	10:50	11:50
Medinah	4:41	5:16	5:58	6:15	6:28	-	6:57	7:08	7:11			7:40			-		8:15	9:06		10:06	10:52	11:52
Itasca	4:45	5:20	6:02	6:19		6:50			7:15		V	7:43			-		8:19	9:10		10:10	10:56	11:56
Wood Dale	4:49	5:23	6:06	6:23		6:55		V	7:18		7:30	7:47			-		8:23	9:14	V	10:14	11:00	12:00
Bensenville	4:53	5:27	6:10	6:27		6:59	V	7:17	7:22			7:51			-		8:27	9:18	9:55	10:18	11:04	12:04
Manheim	-	5:32		6:33	V	-	7:09		-	V	V	-		V	-		8:31	-		-	-	-
Franklin Park	4:59	5:34		6:35	6:42	7:05	7:12		7:28	7:32	7:38	7:57		8:05	8:10		8:34	9:24		10:24	11:10	12:10
River Grove	5:02	5:38			6:46		7:16				7:43				8:14			9:28		10:28	11:13	12:13
Elmwood Park	5:04	5:41			6:49		7:19				7:46				8:17			9:31		10:31	11:16	12:16
Mont Clare	5:06	5:43			6:51		7:21				7:48				8:19			9:33		10:33	11:18	12:18
Mars	-	5:45			6:53		7:23				7:50				8:21			-		-	-	-
Galewood	5:08	5:47			6:55		7:25				7:52				8:23			9:35		10:35	11:20	12:20
Hanson Park		5:49			6:57		7:28				7:54				8:26			-		-		
Grand/Cicero	V	5:51	V	V	6:59	V	7:30		V	V	7:56	V		V	8:28		V	9:38		V	11:23	V
Western Ave	5:18	6:00	6:30	6:51	7:07	7:22	7:40		7:45	7:48	8:05	8:11		8:21	8:36		8:48	9:46	V	10:45	11:31	12"30
Chicago Union Station AR	5:30	6:13	6:42	7:03	7:20	7:36	7:53		7:57	8:00	8:18	8:23		8:33	8:49		9:00	10:00	10:25	10:58	11:43	12:42

CHICAGO TO ROCKFORD - MONDAY through FRIDAY																						
Stations	2221	2223	2225	2227	107	2229	2231	2233	109	2235	2237	2239	111	2241	2243	2245	AMK	2247	2249	2251	2253	2255
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Chicago Union Station LV	2:30	3:30	4:05	4:20		4:30	4:50	4:55		5:05	5:17	5:23		5:27	5:46	6:10	6:15	6:40	7:40	8:40	9:40	10:40
Western Ave	2:39	3:39	4:14	4:30		4:39		5:05		5:15	5:27	5:33		5:36	5:56	6:19		6:49	7:49	8:49	9:49	10:49
Grand/Cicero	2:45	3:45	4:21			4:46								5:43		6:26				8:56		
Hanson Park	-	-	4:24			4:49								5:46		6:29		V	V	-	V	V
Galewood	2:49	3:49	4:26			4:52								5:48		6:31		6:59	7:59	9:00	9:58	10:58
Mars	-	3:51	4:28			4:54				V				5:50		6:33		-	-	-	-	-
Mont Clare	2:51	3:53	4:30			4:56				5:25				5:52		6:35		7:02	8:02	9:02	10:00	11:00
Elmwood Park	2:53	3:55	4:32			4:58				5:27				5:54		6:37		7:04	8:04	9:04	10:02	11:02
River Grove	2:55	3:58	4:34	V		5:01	V	V		5:30				5:57	V	6:41		7:07	8:07	9:06	10:04	11:04
Franklin Park	2:59	4:02	4:40	4:44		5:07	5:13	5:19		5:34				6:00	6:12	6:45		7:11	8:11	9:10	10:08	11:08
Manheim	-	-	-	4:46		-		-		5:36		V			-	-	V	-	-	-	-	-
Bensenville	3:04	4:08	-	4:51		-		5:24				5:51	6:11	V	6:19	6:50	6:55	7:17	8:17	9:15	10:13	11:13
Wood Dale	3:08	4:12	-	4:55		-		5:28				5:55		6:09	6:23	6:54		7:21	8:21	9:19	10:17	11:17
Itasca	3:12	4:15	-	5:00		-		5:31				5:59	V		6:27	6:58		7:25	8:25	9:23	10:21	11:21
Medinah	3:16	4:19	-	5:04		-	V	5:35		V		6:03	6:20		6:31	7:02		7:29	8:29	9:27	10:25	11:25
Roselle	3:18	4:22	-	5:07		-	5:27	5:38		5:48	V	6:08			6:34	7:05		7:31	8:31	9:29	10:27	11:27
Schaumburg	3:23	4:28	-	5:13		-	5:32	5:44			5:59				6:39	7:10		7:37	8:37	9:34	10:32	11:32
Hanover Park	3:27	4:33	-	5:17		-	5:36	5:48			6:05			V	6:43	7:14		7:40	8:41	9:38	10:36	11:36
Bartlett	3:30	4:37	-	5:21		-	5:40	5:52		V	6:09			6:25	6:47	7:18		7:44	8:45	9:41	10:39	11:39
National St	3:39	4:46	-	5:30		-	5:49	6:02		6:06	6:18	V		-	6:56	7:27		7:52	8:53	9:50	10:48	11:48
Elgin	3:41	4:48	-	5:32		-	5:51	-		6:13	6:20	6:30	V	-	6:58	7:31		7:54	8:55	9:52	10:50	11:50
Big Timber Rd	3:50	4:58	-	5:43	5:46	-	6:01	-	6:16	-	6:29	6:39	6:46	-	7:07	-		8:04	9:03	10:01	10:59	11:59
Huntley					5:59				6:29				6:59									
Marengo					6:09				6:39				7:09				V					
Downtown Belvidere					6:22				6:52				7:22				8:17					
Alpine Rd					6:38				7:08				7:38				8:42					
Downtown Rockford AR					6:50				7:20				7:50				8:52					

SCHEDULE KEY

2221	METRA MILWAUKEE DISTRICT / WEST LINE, EFFECTIVE MAY 19, 2008
107	NICTI ALTERNATIVES ANALYSIS, DECEMBER 10, 2007
AMK	AMTRAK FEASIBILITY REPORT, REVISED JUNE 22, 2007



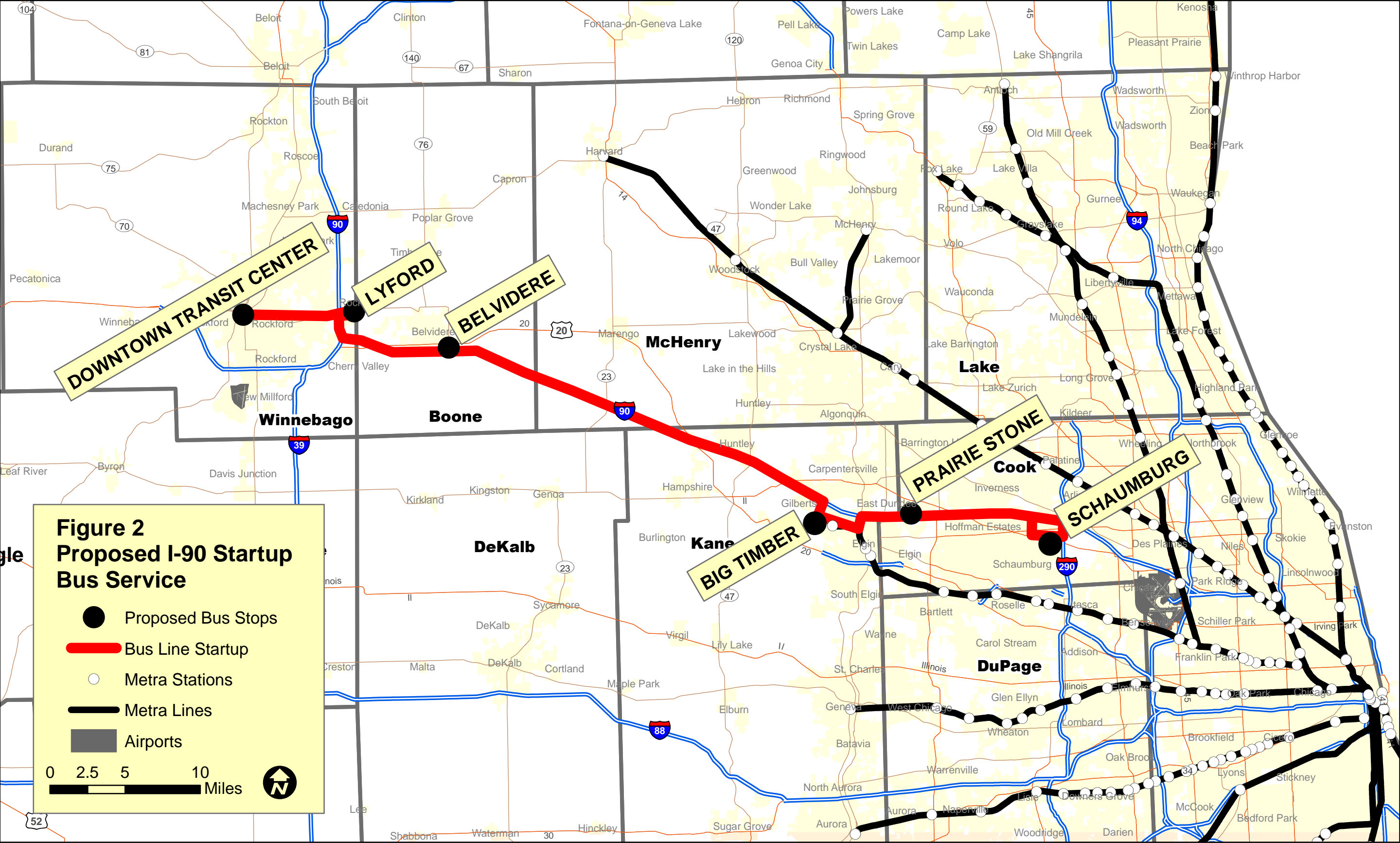
This effort is focused on a startup service directed at the biggest single market, peak period work trips. The Coach USA service is not timed to serve this market in the AM peak; it does, however, provide service in the PM peak.

Metra Rider Origins

The map displays the following stations and their associated rider origin points:

- Big Timber Rd:**
 - Carpool (Light Blue)
 - Drive Alone (Purple)
 - Dropped Off (Red)
 - Walk (Green)
- Harvard:**
 - Bicycle (Pink)
 - Bus (Orange)
 - Carpool (Light Blue)
 - Drive Alone (Purple)
 - Dropped Off (Red)
 - Walk (Green)
- Other Stations:**
 - Bicycle (Pink)
 - Bus (Orange)
 - Carpool (Light Blue)
 - Drive Alone (Purple)
 - Dropped Off (Red)
 - Walk (Green)

Geographic features include major highways (I-55, I-90, I-59, I-290, I-80, I-155, I-156, I-157, I-158, I-159, I-160, I-161, I-162, I-163, I-164, I-165, I-166, I-167, I-168, I-169, I-170, I-171, I-172, I-173, I-174, I-175, I-176, I-177, I-178, I-179, I-180, I-181, I-182, I-183, I-184, I-185, I-186, I-187, I-188, I-189, I-190, I-191, I-192, I-193, I-194, I-195, I-196, I-197, I-198, I-199, I-200, I-201, I-202, I-203, I-204, I-205, I-206, I-207, I-208, I-209, I-210, I-211, I-212, I-213, I-214, I-215, I-216, I-217, I-218, I-219, I-220, I-221, I-222, I-223, I-224, I-225, I-226, I-227, I-228, I-229, I-230, I-231, I-232, I-233, I-234, I-235, I-236, I-237, I-238, I-239, I-240, I-241, I-242, I-243, I-244, I-245, I-246, I-247, I-248, I-249, I-250, I-251, I-252, I-253, I-254, I-255, I-256, I-257, I-258, I-259, I-260, I-261, I-262, I-263, I-264, I-265, I-266, I-267, I-268, I-269, I-270, I-271, I-272, I-273, I-274, I-275, I-276, I-277, I-278, I-279, I-280, I-281, I-282, I-283, I-284, I-285, I-286, I-287, I-288, I-289, I-290, I-291, I-292, I-293, I-294, I-295, I-296, I-297, I-298, I-299, I-300, I-301, I-302, I-303, I-304, I-305, I-306, I-307, I-308, I-309, I-310, I-311, I-312, I-313, I-314, I-315, I-316, I-317, I-318, I-319, I-320, I-321, I-322, I-323, I-324, I-325, I-326, I-327, I-328, I-329, I-330, I-331, I-332, I-333, I-334, I-335, I-336, I-337, I-338, I-339, I-340, I-341, I-342, I-343, I-344, I-345, I-346, I-347, I-348, I-349, I-350, I-351, I-352, I-353, I-354, I-355, I-356, I-357, I-358, I-359, I-360, I-361, I-362, I-363, I-364, I-365, I-366, I-367, I-368, I-369, I-370, I-371, I-372, I-373, I-374, I-375, I-376, I-377, I-378, I-379, I-380, I-381, I-382, I-383, I-384, I-385, I-386, I-387, I-388, I-389, I-390, I-391, I-392, I-393, I-394, I-395, I-396, I-397, I-398, I-399, I-400, I-401, I-402, I-403, I-404, I-405, I-406, I-407, I-408, I-409, I-410, I-411, I-412, I-413, I-414, I-415, I-416, I-417, I-418, I-419, I-420, I-421, I-422, I-423, I-424, I-425, I-426, I-427, I-428, I-429, I-430, I-431, I-432, I-433, I-434, I-435, I-436, I-437, I-438, I-439, I-440, I-441, I-442, I-443, I-444, I-445, I-446, I-447, I-448, I-449, I-450, I-451, I-452, I-453, I-454, I-455, I-456, I-457, I-458, I-459, I-460, I-461, I-462, I-463, I-464, I-465, I-466, I-467, I-468, I-469, I-470, I-471, I-472, I-473, I-474, I-475, I-476, I-477, I-478, I-479, I-480, I-481, I-482, I-483, I-484, I-485, I-486, I-487, I-488, I-489, I-490, I-491, I-492, I-493, I-494, I-495, I-496, I-497, I-498, I-499, I-500, I-501, I-502, I-503, I-504, I-505, I-506, I-507, I-508, I-509, I-510, I-511, I-512, I-513, I-514, I-515, I-516, I-517, I-518, I-519, I-520, I-521, I-522, I-523, I-524, I-525, I-526, I-527, I-528, I-529, I-530, I-531, I-532, I-533, I-534, I-535, I-536, I-537, I-538, I-539, I-540, I-541, I-542, I-543, I-544, I-545, I-546, I-547, I-548, I-549, I-550, I-551, I-552, I-553, I-554, I-555, I-556, I-557, I-558, I-559, I-560, I-561, I-562, I-563, I-564, I-565, I-566, I-567, I-568, I-569, I-570, I-571, I-572, I-573, I-574, I-575, I-576, I-577, I-578, I-579, I-580, I-581, I-582, I-583, I-584, I-585, I-586, I-587, I-588, I-589, I-590, I-591, I-592, I-593, I-594, I-595, I-596, I-597, I-598, I-599, I-600, I-601, I-602, I-603, I-604, I-605, I-606, I-607, I-608, I-609, I-610, I-611, I-612, I-613, I-614, I-615, I-616, I-617, I-618, I-619, I-620, I-621, I-622, I-623, I-624, I-625, I-626, I-627, I-628, I-629, I-630, I-631, I-632, I-633, I-634, I-635, I-636, I-637, I-638, I-639, I-640, I-641, I-642, I-643, I-644, I-645, I-646, I-647, I-648, I-649, I-650, I-651, I-652, I-653, I-654, I-655, I-656, I-657, I-658, I-659, I-660, I-661, I-662, I-663, I-664, I-665, I-666, I-667, I-668, I-669, I-670, I-671, I-672, I-673, I-674, I-675, I-676, I-677, I-678, I-679, I-680, I-681, I-682, I-683, I-684, I-685, I-686, I-687, I-688, I-689, I-690, I-691, I-692, I-693, I-694, I-695, I-696, I-697, I-698, I-699, I-700, I-701, I-702, I-703, I-704, I-705, I-706, I-707, I-708, I-709, I-710, I-711, I-712, I-713, I-714, I-715, I-716, I-717, I-718, I-719, I-720, I-721, I-722, I-723, I-724, I-725, I-726, I-727, I-728, I-729, I-730, I-731, I-732, I-733, I-734, I-735, I-736, I-737, I-738, I-739, I-740, I-741, I-742, I-743, I-744, I-745, I-746, I-747, I-748, I-749, I-750, I-751, I-752, I-753, I-754, I-755, I-756, I-757, I-758, I-759, I-760, I-761, I-762, I-763, I-764, I-765, I-766, I-767, I-768, I-769, I-770, I-771, I-772, I-773, I-774, I-775, I-776, I-777, I-778, I-77



Buses for the relatively long trips to Big Timber and Schaumburg would need to be suitable for Interstate highway speeds. Buses used in such service elsewhere are typically equipped with such features as reclining seats, reading lights, power outlets at seats and WiFi service. Buses come in various sizes. The bus service could either be operated by Rockford MTD or a private contractor. In either case, the buses themselves could be purchased under Federal and State capital funding programs. Photos of “full size” and smaller “cutaway” (body on chassis) are shown in **Figures 3 and 4**.



Figure 3: 55 Seat Bus Used in ChicaGo Dash Commuter Service, Operated for City of Valparaiso by a Contractor



Figure 4: “Cutaway” Body on Chassis Bus with 24 Seats Used by Danville Mass Transit for Service on Freeway to Champaign

See **Figure 5** for a proposed schedule of this service.

Figure 5:

Proposed Startup Service: Rockford – Belvidere – Big Timber – Prairie Stone – Schaumburg

AM Period

Rockford MTD Dtn Term	Lyford Transfer Facility	Belvidere	Big Timber Metra	Prairie Stone	Schaumburg	
					NWTC	Convention Ctr
4:28 AM	4:48	5:02	5:37 (meets 5:45 AM Metra)	5:48	6:01	6:07 AM
4:55 AM	5:15	5:29	6:04 (meets 6:12 AM Metra)	6:15	6:28	6:34 AM
5:34 AM	5:54	6:08	6:43 (meets 6:51 AM Metra)	6:54	7:07	7:13 AM
6:07 AM	6:27	6:41	7:16 (meets 7:24 AM Metra)	7:27	7:40	7:46 AM

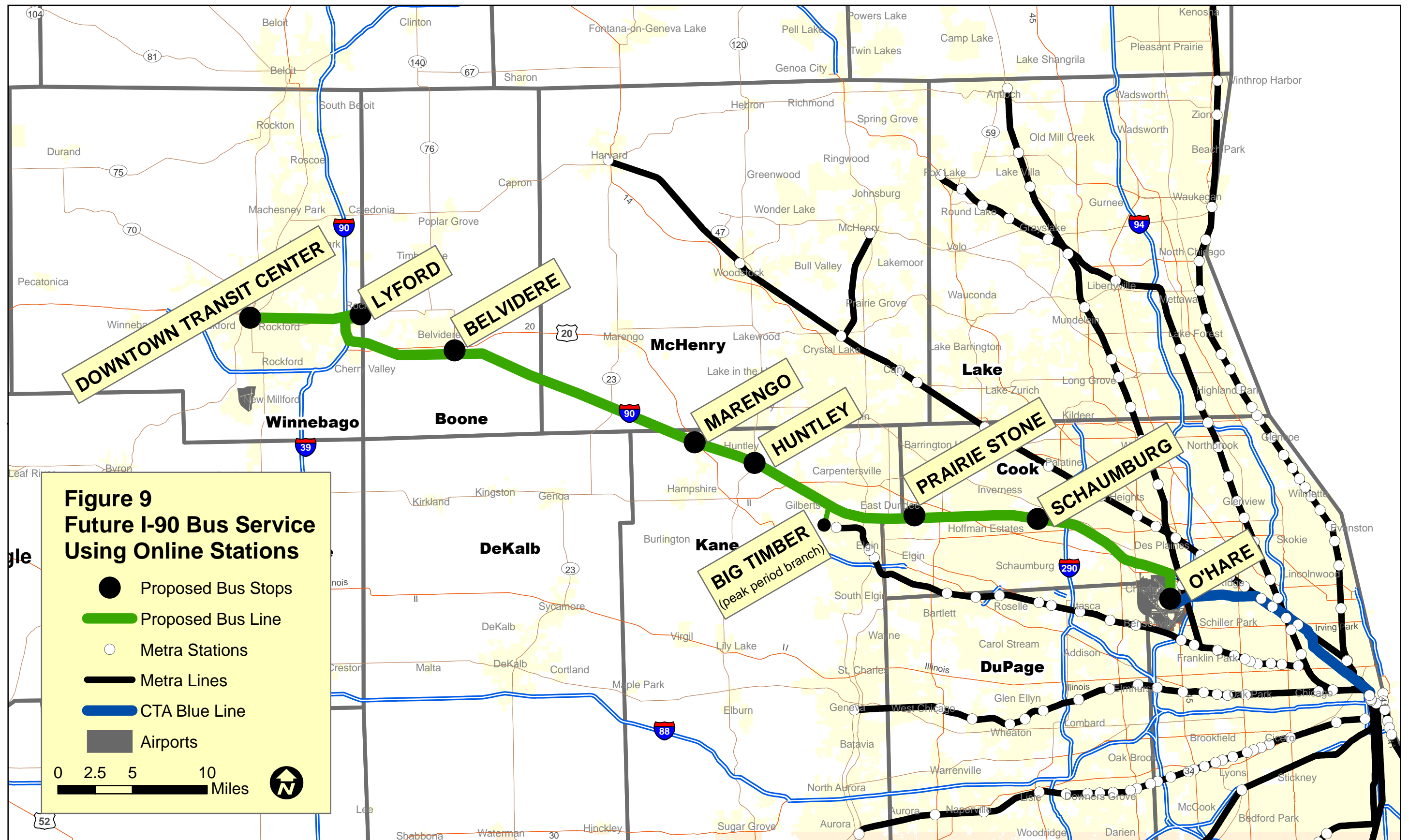
20 min 14 min 35 min 11 min 13 min 6 min Total = 1 hr 39 m

PM Period

Schaumburg		Prairie Stone	Big Timber Metra	Belvidere	Lyford Transfer Facility	Rockford MTD Dtn Term
Convention Ctr	NWTC					
5:16 PM	5:22	5:35	5:46 (meets 5:43 PM Metra)	6:21	6:35	6:55 PM
5:34 PM	5:40	5:53	6:04 (meets 6:01 PM Metra)	6:39	6:53	7:13 PM
6:02 PM	6:08	6:21	6:32 (meets 6:29 PM Metra)	7:07	7:21	7:41 PM
6:40 PM	6:46	6:59	7:10 (meets 7:07 PM Metra)	7:45	7:59	8:19 PM

6 min 13 min 11 min 35 min 14 min 20 min Total = 1 hr 39 m

As stated at the beginning of the report, Coach USA (Van Galder) has substantially increased the level of service on its Madison-Rockford-Chicago route. It now has 9 eastbound and 8 westbound trips operating nonstop between Rockford and Chicago Union Station, 7 days/week. The principal service that is “missing” is eastbound AM peak period service. A table which shows how the proposed Rockford-Belvidere-Big Timber-Schaumburg service would relate to the Coach USA service has been prepared and is shown in **Figure 6**. The new service being proposed in this report is shown in red.



Capital and Operating Cost Estimates

Startup Service

It is assumed that startup service would consist of four morning trips from Rockford and Belvidere to Big Timber and Schaumburg with four trips returning in the afternoon. Order of magnitude costs (including contingency) are estimated as follows.

Capital costs

Buses:

5 “cutaway” (body on chassis) 24 seat buses @ \$100,000 = \$500,000

Alternate using 53+ seat intercity buses @ \$540,000 = \$2,700,000

Belvidere Park & Ride lot

New construction (50 spaces) = \$200,000

(Note: use of Tollway Oasis employee parking or Walmart parking might be accepted by owners for a limited period of time).

Operating costs

Based on current prices for long distance commuter bus service in the Chicago area, it is estimated that the annual operating costs for the startup service would be on the order of \$800-900,000 per year using a private contractor (\$200,000+ per year per daily round trip, based on a rate of about \$250 per bus hour). Although a ridership study has not been conducted, fares might reasonably be expected offset up to half of that. Costs will be toward the lower end if buses are purchased through a capital grant and provided to the contractor.

Future Belvidere Online Station

Capital cost is estimated at approximately \$28.6M, including widening of Tollway (sitework \$3.6M, Roadway \$10M, associated reconstruction of two bridges \$7.2M, and station with pedestrian bridges and elevators and pedestrian bridge over Tollway \$7.8M).

Exhibits

The exhibits on the following pages show proposed bus routings and park & ride locations associated with stops at Rockford Lyford Road, Belvidere (Oasis or Genoa Road), Elgin Big Timber Metra, Prairie Stone, and Schaumburg. A drawing of a proposed online station follows, based on design concepts applied at the I-35W station at 46th Street, Minneapolis.



