

Section 6 Issues, Challenges & Opportunities

This section provides a summary of location options for the potential transit facility and Park-and-Ride facility (see the Development & Transit Opportunities Map on page 6-7 for reference). The following discussion summarizes current conditions, issues, challenges and opportunities related to the Downtown and Avaya area alternative locations.

Issues & Challenges: Downtown Area

All Sites (general)

- Some properties may not be feasible for direct conversion to a future transit facility based on their proximity to the potential future location of a third BNSF main line track.
- Illinois Railway ownership of eastern most tracks, south of Clay Street, may impact the location of the potential third track as part of the potential expansion of the Metra/BNSF Line.
- The primary commuter station must be located on the east side of the BNSF mainline tracks for inbound service.
- The waiting area will need to be on the outbound (west) platform for alightings, resulting in the need for a pedestrian grade separation at the station.
- There are Federal and State obligations that would apply to the construction and operation of a Pace Park-and-Ride facility with Federal and State funds and then closing the facility to build a transit facility at a completely different site. Ideally, the potential Pace Park-and-Ride facility and Metra station should be the same site.

Site: Ozinga Property (general)

- Viability of the Ozinga property for the station is constrained as it is not adjacent to the inbound (east) side of the tracks. Issues and challenges for different areas of Ozinga are separately noted below.
- Use of the Ozinga property for commuter parking constrained as pedestrian access via a tunnel would not be practical given length of the tunnel, or potentially feasible given the lack of sufficient grade separation with the existing tracks.

Site: Ozinga Property (area south of Knell Rd)

- Locating the commuter station on the Ozinga property south of Knell Road on the west side of the Sheep Yard raises issues concerning pedestrian access. In particular, a very long pedestrian tunnel to connect riders to both sides of the main BNSF tracks would be needed to cross under the five rail tracks within the Sheep Yard, which is located west of the main BNSF double-track rail line. The long tunnel would be highly expensive and not very user-friendly to riders.

Site: Ozinga Property (area aligned with Mill St)

- Locating the commuter station in the area of the Ozinga property that aligns with Mill Street on the west side of the Sheep Yard raises the same pedestrian access issues as the Knell Road location. In particular, a very long pedestrian tunnel to connect riders to both sides of the main BNSF tracks would be needed to cross under the five rail tracks within the Sheep Yard, which is located west of the main BNSF double-track rail line. The long tunnel would be highly expensive and not very user-friendly to riders.

Site: Ozinga Property (area north of Aucutt Rd/Webster St)

- Locating the commuter station in the area of the Ozinga property located north of Aucutt Road and Webster Street raises issues with parking and grade-separated crossings, which are attributed to a freight rail industry connection separating this section of Ozinga from the rest of the property. In addition to limited parking availability, this separation would also require grade-separated access over/under this freight rail industry connection.
- At-grade railroad crossing at Webster Street east of IL Route 31 constrains access from the west (IL Route 31) when freight trains are crossing. Frequency of train crossings results in excessive congestion. There are no convenient existing grade-separated railroad-crossing alternative routes.

Site: Lyon Workspace Products Property

- The Lyon Workspace Products property is an optimal location for the commuter station, particularly if located at an area aligned with Taylor Street to the east. From an operational standpoint, this location is advantageous since the station would be located on the inbound (east) side of the main BNSF tracks. While a short pedestrian tunnel to the west of the main BNSF tracks would be needed to serve alighting outbound passengers, it would not be as long as the one described for the Ozinga sites.

- Unknown availability for individual parcels in the downtown area, particularly concerning Lyon Workspace Products.
- A future transit facility and parking lot (12.5-acre combined long-term minimum) would likely require the acquisition of multiple downtown parcels or a majority of the Lyon Workspace Products property.
- The potential expansion of Nicholson Elementary School would reduce the potential availability of the existing Lyon Workspace Products parking lot for Park-and-Ride and commuter use.

Issues & Challenges: Avaya Area

Site: North of US Route 30

- The proposed station at the industrial site, south of Watkins Street and east of Railroad Street, would require a trackage rights agreement to operate on the Illinois Railway (owned by the BNSF Railway). If this were to occur, a connecting track from the Illinois Railway back to the BNSF main line would be needed. Locating the station between the BNSF tracks and the Illinois Railway tracks also raises issues with limited space and access (i.e. the need for a connection over/under the Illinois Railway tracks). A short pedestrian tunnel would be needed to the west side of the main BNSF tracks to serve alighting outbound passengers.
- Access via River Street is through a low-speed residential area. Access via Railroad Street would have less impact.
- The existing at-grade railroad crossing on Case Street (or at Watkins Street if relocated) just east of IL Route 31 could negatively impact access via IL Route 31 when freight train traffic closes the crossing

Site: South of US Route 30

- The split of the BNSF and Illinois Railway railroad tracks physically constrains access to the Avaya site and limits location of the commuter station to a small triangular parcel between both tracks. If this triangular parcel is the chosen site for the station, it is preferred to only have commuter parking on the west side of the BNSF tracks with access via Lake Street. Providing parking east of the tracks raises concerns about building connections over/under the Illinois Railway tracks to the east of the main BNSF tracks. Access to a station would likely require a high-cost underpass located to the east side of the main BNSF tracks to serve boarding inbound passengers.

- Lack of synergistic benefits to support downtown revitalization.
- Limited visibility and accessibility to the Avaya site.
- Existing access to site is limited by grade separation from US Route 30, adjacent railroad tracks limiting direct access to IL Route 31, and the Fox River. Overcoming these barriers would require extensive infrastructure improvements (vehicle/pedestrian underpass, US Route 30 access ramp, etc.).
- The commuter station must be located on the east side of the tracks for inbound service on land not owned by owners of Avaya site.
- Brownfield site conditions on the Avaya site limits TOD compatible land use options such as residential development.
- The Avaya site is located in Kendall County, which is not part of the RTA service area.

Opportunities: Downtown Area

- The Lyon Workspace Products site is closer to the Aurora Transportation Station (approximately 3.2 miles) than the Avaya site (approximately 4.3 miles), resulting in shorter shuttle trips and lower operating costs for a Park-and-Ride facility.
- Easily accessible for pedestrians and walkable from downtown businesses and nearby residential neighborhoods.
- Lower cost infrastructure improvements anticipated in order to provide adequate access and circulation. Existing, underutilized parking lot owned by Lyon Workspace Products, and the vacated parking area on south Railroad Street would require minimal improvement. Also, it would be less costly and easier to construct a commuter station on the inbound (east) side of the BNSF mainline tracks.
- Infrastructure investments for a Park-and-Ride facility also benefit the surrounding downtown area and the adjacent Nicholson School.
- Opportunities to phase a Park-and-Ride facility, transit facility, and other development opportunities among multiple parcels.
- The Lyon Workspace Products parking lot at the northeast corner of the Main Street/Madison Street intersection is an adequate size for a Park-and-Ride facility.
- Ozinga site provides opportunity for a Park-and-Ride facility, but is separated from the downtown. Pedestrian crossings over/under tracks would be limited and expensive.

- There are Federal and State obligations that would apply to the construction and operation of a Pace Park-and-Ride facility with Federal and State funds and then closing the facility to build a transit facility at a completely different site. Ideally, the potential Pace Park-and-Ride facility and Metra station should be the same site.

Opportunities: Avaya Area

- Easy access to the Fox River Bike Trail via trailhead at the northeast corner of site.
- Good visibility from the elevated US Route 30 on the north and IL Route 31 on the west.
- Potential use of largely vacant “crescent” shaped site east of Route 31 for a Park-and-Ride facility and additional commuter parking.
- Watkins/Railroad Street site has good accessibility and visibility to IL Route 31 and from all other directions.
- More than enough land to provide adequate parking for a Park-and-Ride facility and a potential future transit facility on Avaya site and “crescent” parcel.
- A Park-and-Ride facility on its own is a compatible use for brownfield property with environmental concerns.
- Vacant site, one owner of large parcel with expressed interest.
- There are Federal and State obligations that would apply to the construction and operation of a Pace Park-and-Ride facility with Federal and State funds and then closing the facility to build a transit facility at a completely different site. Ideally, the potential Pace Park-and-Ride facility and Metra station should be the same site.

Development & Transit Opportunities Map

The Development & Transit Opportunities Map from Section 3 is repeated on page 6-7. In addition to development and transit opportunities, this map illustrates other elements such as streetscape enhancements, transportation improvements, trail connections, and gateway opportunities. Please refer to pages 3-3 through 3-5 in Section 3 for a more detailed description of this map.

Potential Redevelopment Sites Map

The Potential Redevelopment Sites Map on page 6-9 illustrates the locations of potential redevelopment opportunities. A site data table lists site uses, ownership, and acreages.

Evaluation Matrix

The evaluation matrix shown in Figure 6-1 below rates certain aspects of each potential site for the transit facility and Park-and-Ride facility. For reference, Figure 3-1 from page 3-4 is repeated below to indicate which facility type could be located on each site.

Figure 6-1

Evaluation Matrix

The evaluation matrix was a convenient method used to compare specific aspects of each potential site for the transit facility and Park-and-Ride facility. Matrix findings helped inform discussion within the Steering Committee to determine the most suitable sites for transit and Park-and-Ride.

Potential Locations for a Transit Facility & Park-and-Ride Facility

*Transit Facility**

*Park-and-Ride Facility**

Lyon Workspace Products property

Lyon Workspace Products parking

Ozinga property (3 potential locations)

Property south of Fire Station 1

Industrial property at Railroad St/Watkins St

Avaya property

Property west of Avaya property

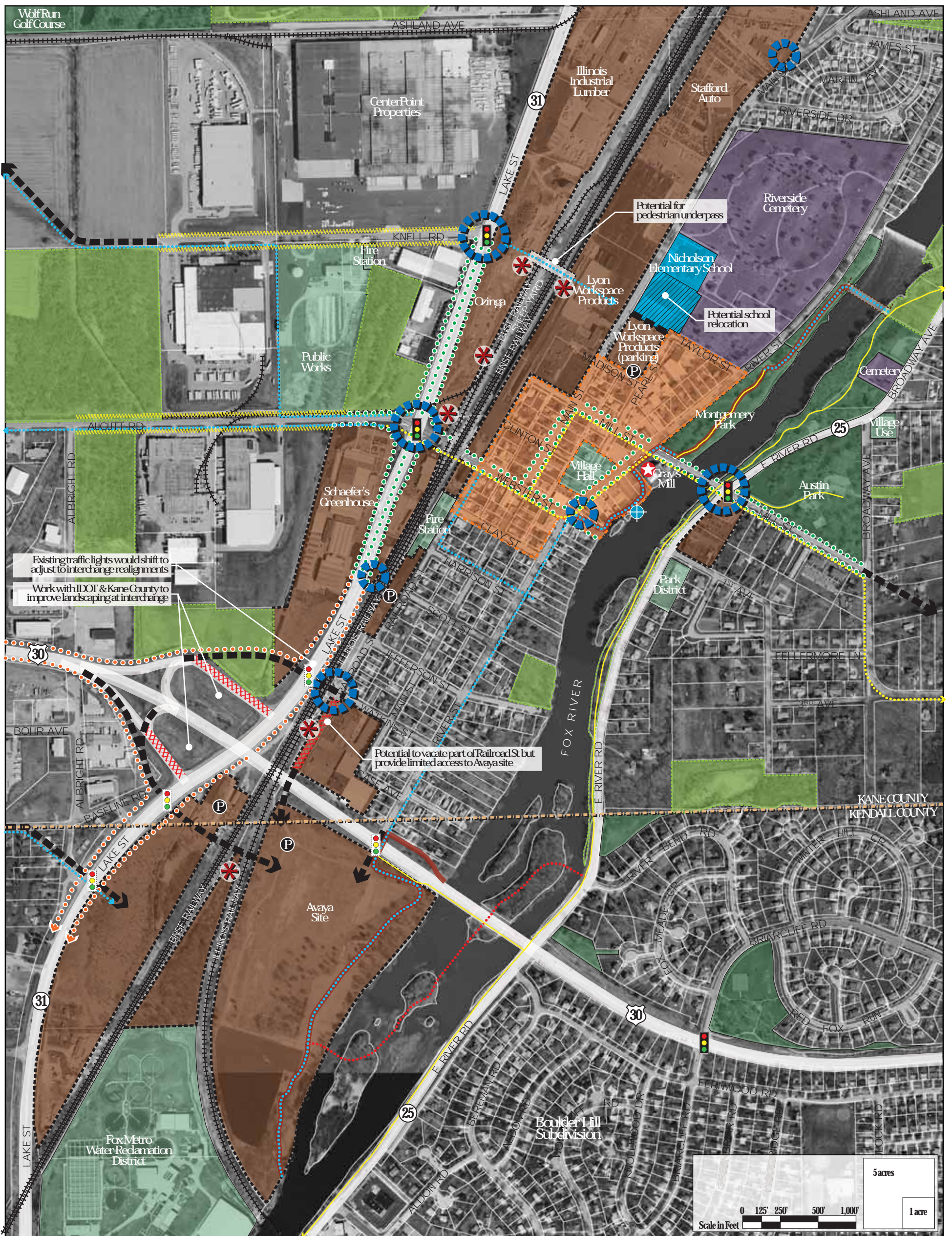
Lake Street "Crescent"


Source: Teska Consultant Team Analysis.

** Other locations may be considered as additional information is assessed.*




















Rating scale: 1 : not desirable 2 : more desirable 3 : most desirable

| | Lyon Workspace Products | Lyon Workspace Products Parking | Ozinga | Property south of Fire Station 1 | Property at Railroad St & Watkins St | Avaya | Triangle Site west of Avaya | Lake St "Crescent" |
|----------------------------------------------------|-------------------------|---------------------------------|--------|----------------------------------|--------------------------------------|-------|-----------------------------|--------------------|
| Potential Site Availability | 1 | 2 | 3 | 3 | 2 | 3 | 2 | 3 |
| Infrastructure Costs | 2 | 3 | 3 | 3 | 2 | 1 | 2 | 3 |
| Acquisition Costs | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 3 |
| Auto Access | 2 | 3 | 3 | 3 | 3 | 2 | 1 | 3 |
| Potential Joint Transit Use | 3 | 3 | 3 | 1 | 3 | 1 | 3 | 1 |
| Economic Benefit | 3 | 3 | 3 | 2 | 1 | 1 | 1 | 2 |
| Pedestrian/Bike Access | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 1 |
| Visibility | 3 | 3 | 3 | 3 | 3 | 2 | 1 | 3 |
| Site Size | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 3 |
| Impact on Residential | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 |
| Proximity to Residential Redevelopment Opportunity | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 2 |
| Minimal Environmental Impacts | 3 | 3 | 3 | 3 | 3 | 1 | 3 | 3 |
| County Location | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 |
| Potential for Expansion | 3 | 2 | 3 | 1 | 2 | 1 | 1 | 3 |



Base map provided by the Village of Montgomery. Prepared by the Consultant Team of: 

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|-----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
|  Village Center Redevelopment Opportunity |  Gateway Feature |  Potential Road Extension |  Trails (existing) |
|  Redevelopment Opportunity |  Signature Riverfront Public Space |  Potential Road Vacation |  Trails (approved but not installed) |
|  Park/Open Space Opportunity |  Traffic Signal (existing & proposed) |  Pedestrian Improvements |  Trails (proposed) |
|  Potential Metra Station |  Premium Streetscape Enhancements |  Potential Riverwalk |  Trails (potential island connections) |
|  Potential Park-and-Ride Facility |  Interchange Enhancements |  Potential Pedestrian Bridge | |



