



CHAPTER I

Introduction

This report is the third in a series prepared for the DuPage Area Local Circulator Study. The study is a project of the DuPage Area Transit Plan, adopted jointly in 2002 by the DuPage Mayors and Managers Conference (DMMC) and the DuPage County Board to address congestion and mobility in DuPage County. DMMC contracted with LSC Transportation Consultants, Inc. (LSC) to provide technical assistance for this study. The first report—Market Analysis—identified markets where circulator service was needed and wanted. The second—Service Type—identified service areas and defined general parameters for service.

This report provides a detailed set of specifications for the Lombard Circulator Service. Vehicle type, stop locations, hours of operation, headways, and staffing requirements are addressed. Appropriate standards are provided for the service type selected for the Lombard Circulator Service such as deviation service areas, scheduling procedures for deviations, and demand-response service (if necessary). A financial plan is included in this report that includes recommended fares to use the service, capital costs, operating costs, and existing and potential revenue sources. Finally, a recommended service plan will be presented that will include a preferred route service and a recommended organizational structure.

Lombard is located in east-central DuPage County. The Village has a population of 43,894, and the Community Area (the geographic area defined by census blocks and therefore slightly larger than the municipality) has a population of 50,136. Elderly persons represent approximately 17.3 percent of the total population in the Community Area, and an estimated five percent of the population has some type of mobility limitation.

Based on the 2000 Bureau of Census, the average per-capita income for the Community Area was \$27,677. This is higher than the state's average of \$23,104. The portion of the population living below the poverty level in the Community Area is

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approximately four percent with the highest density of below-poverty populations living between Illinois Highway 38 and 16th Street east of I-355 and the area in North Lombard around Lagoon Park. An estimated 1,043 households within the Community Area had no vehicle for use in 2004. An estimated 6,133 households in the Community Area had only one vehicle.

The Village of Lombard has Metra rail service with a passenger station located near the intersection of Main Street and St. Charles Road. It also has Pace service, with seven routes serving the Village.

The proposed circulator service is designed primarily to meet the needs of Lombard residents. The circulator will provide connections between key residential areas and destinations within Lombard. All alternatives provide service to the Yorktown Mall where Lombard residents could take the Downers Grove Circulator Service or Pace buses.

Chapter II of this report describes the public input which was used to design the circulator service for Lombard. Community input included a community survey which was made available on-line and was distributed to local residents by the Village of Lombard. A focus group was held in April 2007 to obtain more detailed information and to pursue perceptions and preferences related to the community survey responses.

Chapter III presents service alternatives and potential vehicle types for the circulator service. For the Village of Lombard, the Planning Team (LSC and DMMC) has developed four alternatives. Alternative 1 presents a detailed service plan for the conceptual plan developed in the Service Type Report. Alternative 2 is a service plan that includes recommendations from the Lombard Focus Group and the community survey. Alternative 3 uses recommendations from Alternative 2 and input from the Planning Team. Alternative 4 will use the same bus routes as used in Alternatives 2 and 3. The difference in Alternative 4 is that it uses a flex-route type of service instead of fixed-route with complementary paratransit.

There are many types of vehicles that have been developed for the public transit industry. The Planning Team used its knowledge of transit vehicles along with recommendations from the Lombard Focus Group and community surveys to identify the best types of transit vehicles for the circulator service. The preferred vehicle type will be selected through input from the Steering Committee and community input from Community Choice Forums scheduled for July 2007.

Chapter IV discusses potential operating entities that may be used to operate the circulator service. This chapter identifies transit operating systems that may be used and presents advantages and disadvantages of each. Basically, the Village of Lombard may operate the service in-house or contract the service to public agencies or private companies that specialize in operating public transportation services. This chapter also includes the Planning Team's recommendation on the amount and type of staffing needed for the Village of Lombard to operate the circulator. Staffing needs recommendations are also provided in case the Village of Lombard decides to contract out the service.

Chapter V presents the recommended service plan. This chapter describes the results of the Lombard Community Forum where citizens from the Village were given a presentation on the service specification alternatives and selected their preferred alternative, details the criteria selected from previous reports made concerning the circulator plan to evaluate each alternative and select the preferred alternative, and presents the recommended service plan. This chapter also presents and details a recommended organizational structure for operating the circulator service.