

Executive Summary

Circulator Specification Report

Prepared for the Village of Lombard

Background on Local Circulator Study

The Service Specification 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.

The Service Specification Report provides a detailed set of specifications for the Addison 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 Addison Circulator Service such as deviation service areas, scheduling procedures for deviations, and demand-response service (if necessary). Finally, 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.

Service Alternatives

EXISTING TRANSPORTATION OPTIONS

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.

PROPOSED CIRCULATOR SERVICE

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.

For the Lombard Community Area, the Planning Team has developed several fixed routes. Fixed-route transit service fits the popular description of a bus system—with transit vehicles operating on specified routes and following set schedules. Specific bus stops are typically identified for the locations where passengers will be picked up and dropped off.

The advantages of fixed-route service are that it can be provided at a relatively low cost on a per passenger-trip basis, schedule reliability is high since the buses do not deviate from their routes, service does not require advance reservations, and service is easy to understand.

Fixed-route operations lack the flexibility to meet the needs of passengers with any special requirements in low-density areas. The ADA requires that communities with fixed-route transit service also provide complementary paratransit service that operates, at a minimum, in a three-quarter-mile radius of each fixed route. Paratransit service is typically much more costly to operate than fixed-route service because of the characteristics of the service.

With route-deviation, transit vehicles follow a specific route but leave the route to serve demand-response origins and destinations. The vehicles are required to return to the designated route within one block of the point of deviation to

ensure that all intersections along the route are served. The passengers on the bus may have a longer travel time than for fixed-route service, and the service reliability is lower than on fixed-route service because of the additional flexibility needed to deviate from the route.

Three service alternatives based on fixed-route service have been developed for the Lombard Circulator Service. A fourth alternative has been developed based on route-deviation service.

ALTERNATIVE 1

Alternative 1 represents the conceptual service depicted in the August 2006 Service Type Report. In the report, two routes were proposed as shown in Figure III-1. Starting at the Lombard Industrial Center, the proposed Route 1 travels south on Main to Maple, east on Maple to Grace Street, south on Grace to Wilson, east on Wilson to Fairfield, south on Fairfield to Roosevelt, east on Roosevelt to Myers, south on Myers to 22nd Street, west on 22nd Street to Highland, and south on Highland to the Yorktown Mall. The route then reverses itself for the return trip.

Route 2 starts at the Lombard Industrial Center and proceeds south on Main to the Metra Station, then proceeds on Charles to Crescent, then to Finley and Butterfield, ending at the Yorktown Mall.

The basic concept of these routes is to serve the elderly and disabled as well as to provide transportation for lower-income individuals to get to shopping, health care, and employment. Customers can also transfer onto Pace, Metra, and the Downers Grove Circulator at Yorktown Center for more regional trips. Since many lower-income job opportunities are in the service industry—which works on a seven-day schedule—it is recommended that weekend service be provided as well.

Alternative 1 service will operate on both routes from 6:00 a.m. to 7:00 p.m. Monday through Friday with weekend service operating from 8:00 a.m. to 9:00 p.m. The service should not operate on major holidays. The Planning Team also recommends that the service operate on a 30-

minute frequency during peak weekday hours (6:00 a.m.-9:00 a.m. and 3:00 p.m.-7:00 p.m.) with hourly service at off-peak times and on weekends.

ALTERNATIVE 2

Alternative 2 incorporates suggestions gathered from the Lombard Focus Group meeting held April 19, 2007. The major difference between this alternative and Alternative 1 is the alignment of Route 1 as shown in Figure III-2. Starting at the Lombard Metra Station, instead of staying on Main as in Alternative 1, Route 1 in Alternative 2 turns onto St. Charles Road and travels east to Westmore-Myers where it heads south. Route 1 then turns onto Butterfield traveling west to the Yorktown Shopping Center. The route then reverses itself. Route 2 in Alternative 2 also changes in the north end where it will travel on Grace Street instead of Main. On the southern portion of the route, the service will turn east on 22nd Street to Highland where it will travel south to Yorktown Mall.

The basic concept of these routes is to serve the elderly and disabled as well as to provide transportation for lower-income individuals to get to shopping, health care, and employment. Customers can also transfer onto Pace, Metra, and the Downers Grove Circulator for more regional trips. Since many lower-income job opportunities are in the service industry—which works on a seven-day schedule—it is recommended that weekend service be provided as well.

Based on input received through the Focus Group, Alternative 2 service will operate from 6:00 a.m. to 12:00 midnight everyday. The Focus Group also recommended that the service operate on a 30-minute frequency of service all day on weekdays and hourly service on the weekends. The service should not operate on major holidays.

ALTERNATIVE 3

This alternative will use the same bus routes as used in Alternative 2. The difference in this alternative is that it operates at a lower level of frequency than the other two alternatives, thereby reducing the cost of operation. Starting

at the Lombard Metra Station, Route 1 turns onto St. Charles Road and travels east to Westmore-Myers where it heads south. Route 1 then turns onto Butterfield traveling west to the Yorktown Shopping Center. The route then reverses itself. Route 2 travels on Grace Street. On the southern portion of the route, the service will turn east on 22nd Street to Highland where it will travel south to Yorktown Mall. The Planning Team decided to offer this alternative as a more economical approach to starting the new circulator service. Government officials can monitor the progress of this service and increase the level and frequency of service as the service gains customer support.

The basic concept of this route is to serve the elderly and disabled as well as to provide transportation for lower-income individuals to get to shopping, health care, and employment.

The Planning Team proposes that the service operate from 6:00 a.m. to 10:00 p.m. Monday through Friday with weekend service operating from 8:00 a.m. to 10:00 p.m. The service should not operate on major holidays. The Planning Team also proposes that the service operate on a 60-minute frequency of service during weekday and weekend hours.

ALTERNATIVE 4

This alternative, shown in Figure III-3, will use the same bus routes as used in Alternatives 2 and 3. The difference in this alternative is that it uses a route deviation type of service instead of fixed-route with complementary paratransit. Since the routes can deviate from the route up to three-quarters of a mile, there is no need to provide complementary paratransit service, thereby reducing the cost of operation. The Planning Team decided to offer this alternative as another more economical approach to starting the new circulator service. Government officials can monitor the progress of this service and increase the level, type, and frequency of service as the service gains customer support.

The basic concept of this route is to serve the elderly and disabled as well as to provide transportation for lower-income individuals to get to shopping, health care, and employment.

The Planning Team proposes that the service operate from 6:00 a.m. to 10:00 p.m. Monday through Friday with weekend service operating from 8:00 a.m. to 10:00 p.m. The service should not operate on major holidays. The Planning Team also proposes that the service operate on a 60-minute frequency during weekday and weekend hours.

VEHICLES

For the Lombard Circulator Service, the Planning Team recommends a body-on-chassis style transit vehicle with a seating capacity of 25-30 with two wheelchair placement positions. This vehicle can use either a van chassis or a truck chassis.

The Lombard Focus Group requested a low-floor vehicle for easy access, large windows, an appealing paint scheme, and a modern look.

Suggested vehicles are shown in Table III-21. The vehicles shown are of body-on-chassis design with a low-floor design that allows the use of a ramp instead of a hydraulic lift to board people in wheelchairs. This style also provides easy access for others who may have difficulty negotiating stairs.

The Friendly bus can also come with a smaller chassis for use as a paratransit vehicle. Since it is low-floor and has an easy to use wheelchair ramp instead of a lift, the Planning Team recommends this type of vehicle for the complementary paratransit service.

Table III-21
Suggested Vehicles for Lombard Circulator

Characteristic	Vehicle Type			
	Dallas Smith Friendly Bus	General Coach EZ-Trans	Ameritrans Spirit of Mobility	Glaval Bus Easy On
Length	24' - 27'	26' - 36'	28' - 30'	26' - 30'
Chassis	Ford F-450	International 3200	International 3200	Custom
Low-Floor	Yes	Yes	Yes	Yes
Accessible	Yes	Yes	Yes	Yes
Seating Capacity	12-20	13-33	19-33	19-28
Wheelchair Positions	2	3	2	2

Source: LSC, 2007.

Community Input

A Community Forum will be held in Lombard on July 19, 2007 at the Lombard Village Hall. More detailed information on each option will be presented and members of the community will have opportunities to select the preferred service plan. Additional opportunities for providing input are also provided. Visit the project website, visit Village Hall, or contact your local Project Team Member. **Please provide your feedback by Friday, July 27.**

LOMBARD COMMUNITY FORUM

Thursday July 19, 2007

3:00 p.m. to 5:00 p.m.

Lombard Village Hall

For more information or to contact the Project Team with comments:

Website: www.GetAroundDuPage.org

Contact: Jennifer Backensto, Planner

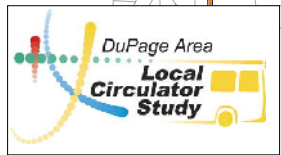
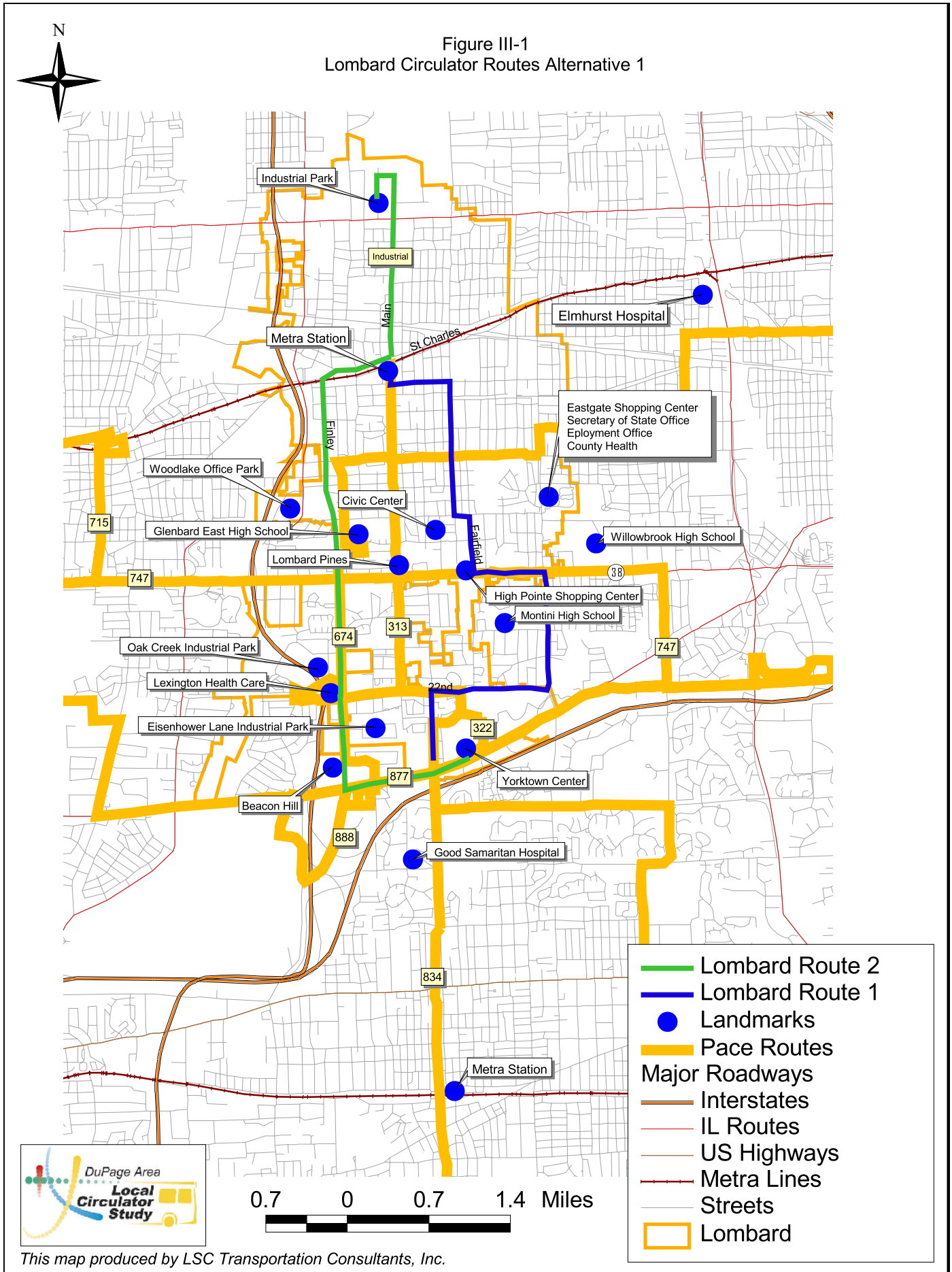
Email:

BackenstoJ@villageoflombard.org

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Please provide your feedback by Friday July 27.

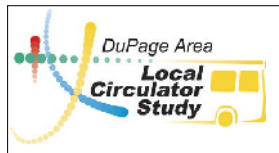
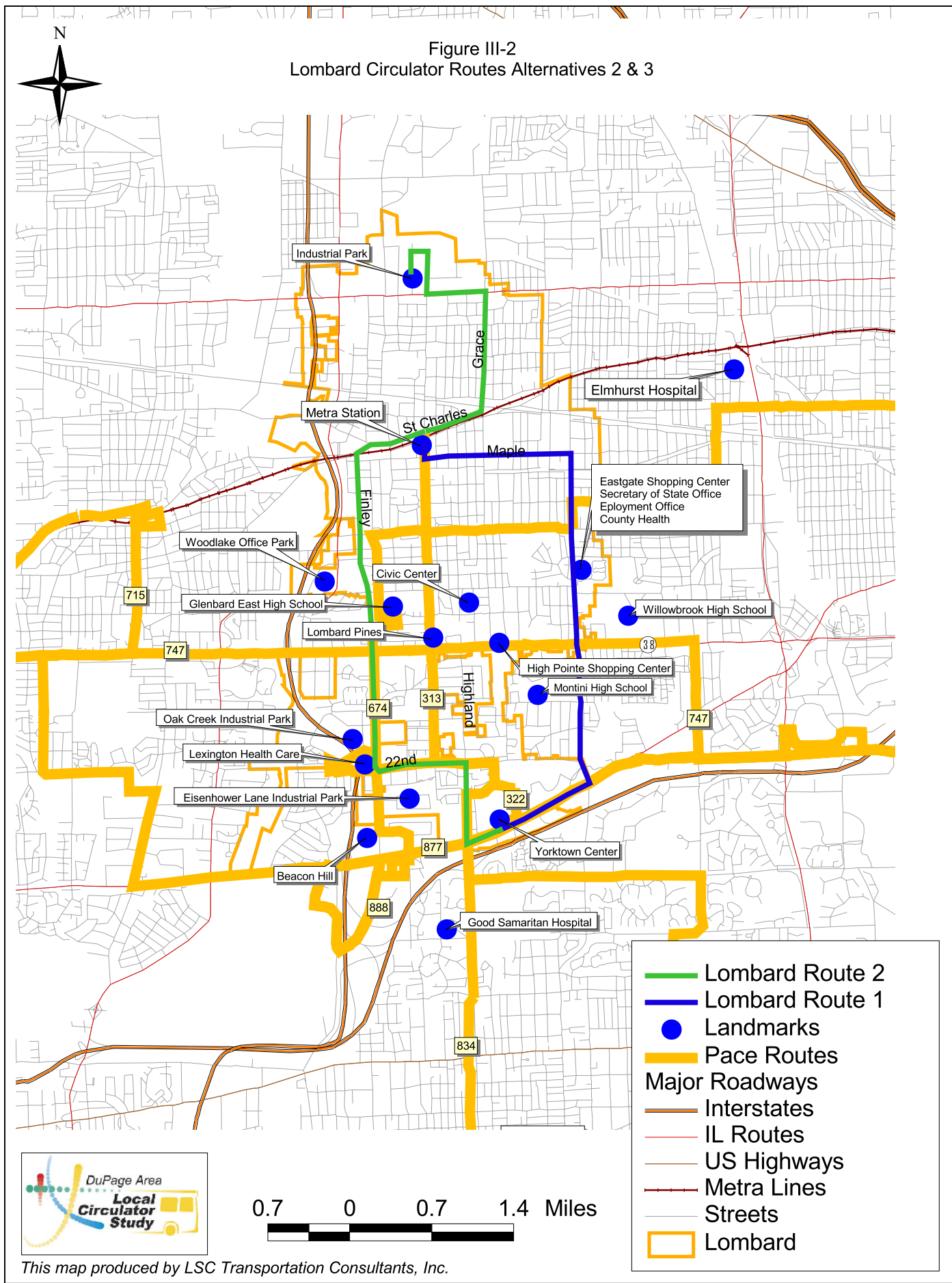
Figure III-1
Lombard Circulator Routes Alternative 1



This map produced by LSC Transportation Consultants, Inc.

Landmarks are shown for orientation purposes only. Service is not limited to - and may not include - landmarks shown on this map.

Figure III-2
Lombard Circulator Routes Alternatives 2 & 3



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