

090643

## **Lombard Commuter Parking Study**

Department of Community Development

December 2007

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**Executive Summary**

In response to concerns from residents, this study was undertaken to examine the utilization of existing commuter parking spaces and possibilities for enhancing commuter parking within Lombard. This report does not set forth specific recommendations but provides comments for the Village Board to consider when setting forth its goals and objectives.

Lombard currently has 541 commuter parking spaces that are divided between daily fee spaces and quarterly permit spaces. Staff conducted a three-day survey of Lombard's commuter lots during the morning rush period (ending at 9:00 a.m.). Daily fee spaces fill up quickly, sometimes before 8:00 a.m. However, quarterly permit spaces are still available after the morning rush hour period. Lombard residents with valid vehicle stickers account for 69% of quarterly permit holders and 61% of daily fee parking users, meaning that 37% (roughly 200) of Lombard's commuter parking spaces are used by non-residents.

As of this writing, Pace operates a commuter shuttle service from Southwest Lombard with three morning runs and three evening runs. However, this service is underutilized with only a few dozen passengers riding the bus.

Staff has identified five options for increasing commuter parking:

1. Construct additional commuter parking within the downtown;
2. Initiate a Park N Ride;
3. Adjust commuter parking pricing;
4. Convert quarterly permit lots to daily fee lots; and
5. Restrict use of lots by non-Lombard residents.

In making any changes to the Village's current commuter parking supply and policies, there are several significant issues that the Village Board should consider:

1. The amount of unmet demand for commuter parking is unknown;
2. The construction of additional parking takes away from the available land for private development within the downtown area;
3. A significant amount of commuter parking is used by commuters from outside of Lombard;
4. Commuter parking solutions should be long-term or permanent; and
5. Other communities such as Downers Grove have addresses parking needs differently, by requiring permits for nearly all commuter parking and offering a small amount of daily fee parking.

**Metra Statistics**

Per Metra, the average number of daily boardings at the Lombard Metra/Union Pacific Station as of fall 2006 was 1,281. This represents a 5.6% increase over the 2002 count of 1,213, and Metra anticipates that this number will continue to grow. As of October 2007, year-to-date Metra ridership over the entire Metra system was 4% greater than in 2006.

Metra's morning rush hour service includes a total of 10 trains leaving Lombard between 5:26 a.m. and 8:45 a.m. and arriving at Ogilvie Transportation Center in Chicago between 6:10 a.m. and 9:28 a.m. (Metra defines the morning peak as including all trains that arrive in Chicago prior to 9:30 a.m.)

**Lombard Commuter Parking Inventory**

The Village of Lombard operates three quarterly permit lots and five daily fee lots for commuter parking purposes, offering a total of 541 spaces. This includes 532 standard spaces, one motorcycle space, and nine accessible spaces.

*Quarterly Permit Parking*

The Village's 116 quarterly permit spaces are divided between the Park/Elizabeth lot (61 standard spaces, 6 accessible spaces) immediately north of the railroad tracks, the St. Charles Road lot (42 standard spaces) west of Fire Station One, and the Premium lot (7 standard spaces, 1 accessible space) at 100 S. Main Street.

Permits are sold quarterly and are first made available to current permit holders. After that time, any permits still available are allowed to be purchased on a first-come, first-serve basis. Permits can be renewed through the mail or in person at the Village Hall. New permits must be purchased in person at the Village Hall, located at 255 E. Wilson. To purchase a commuter parking permit, an Application for Commuter Parking Permit must be completed including vehicle information and license plate number. In addition, Lombard residents must have current Village of Lombard vehicle stickers on all vehicles registered in the applicant's name and to the applicant's address. The charge for a quarterly permit is \$75 for Park/Elizabeth and St. Charles Road, and \$150 for the Premium lot. All permits routinely sell out by the first day of each quarter.

*Daily Fee Parking*

A total of 425 daily fee spaces are available daily on a first-come, first-serve basis for a fee of \$1.25. These are found at Parkside West (92 standard spaces, 4 accessible spaces), Parkside East (97 standard spaces, 1 motorcycle space), Hammerschmidt (113 standard spaces), Maple Street (28 standard spaces) and the 101 S. Main Street lot (91 standard spaces). There is no fee to park in the accessible spaces at Parkside West.

**Commuter Parking Lot Usage**

On November 13, 14, and 16, 2007, staff inspected each commuter lot to ascertain how quickly the lots fill on a daily basis. A Tuesday, Wednesday, and Friday were chosen to obtain a representative sample, and six counts were made of each lot throughout the

morning rush hour period. Although the lots were expected to have less demand on Friday, the number of available spaces observed on this particularly Friday may be artificially high due to people taking time off for the upcoming Thanksgiving holiday.

The following tables summarize the number of parking spaces available in each type of parking lot at each specified interval. In general, the daily fee spaces fill up quickly (before 8:00 a.m. on Tuesday), but there are still a number of quarterly permit spaces available after the morning rush.

**Figure 1: Summary of daily commuter parking counts (numbers shown indicate number of spaces available)**

<b>Daily Fee Lots</b>					<b>Quarterly Lots</b>				
	Tues.	Wed.	Fri.	Avg.		Tues.	Wed.	Fri.	Avg.
<b>Total Spaces</b>	425	425	425	425	<b>Total Spaces</b>	116	115	116	116
6:30 a.m.	216	254	271	247	6:30 a.m.	102	102	96	100
7:00 a.m.	156	176	207	180	7:00 a.m.	92	96	91	93
7:30 a.m.	49	63	70	61	7:30 a.m.	64	59	65	63
8:00 a.m.	0	5	53	19	8:00 a.m.	33	46	41	40
8:30 a.m.	0	3	35	13	8:30 a.m.	20	23	29	24
9:00 a.m.	0	1	32	11	9:00 a.m.	17	22	22	20

### Commuter Parking Lot Users

On Tuesday, November 13, staff recorded the vehicle sticker number of each vehicle in the daily fee lots. This information was combined with quarterly permit holder information to determine the origin of each vehicle in the commuter lots. Nearly two-thirds of the spaces are used by Lombard residents and over one-third by others.

**Figure 2: Vehicle sticker/ownership information**

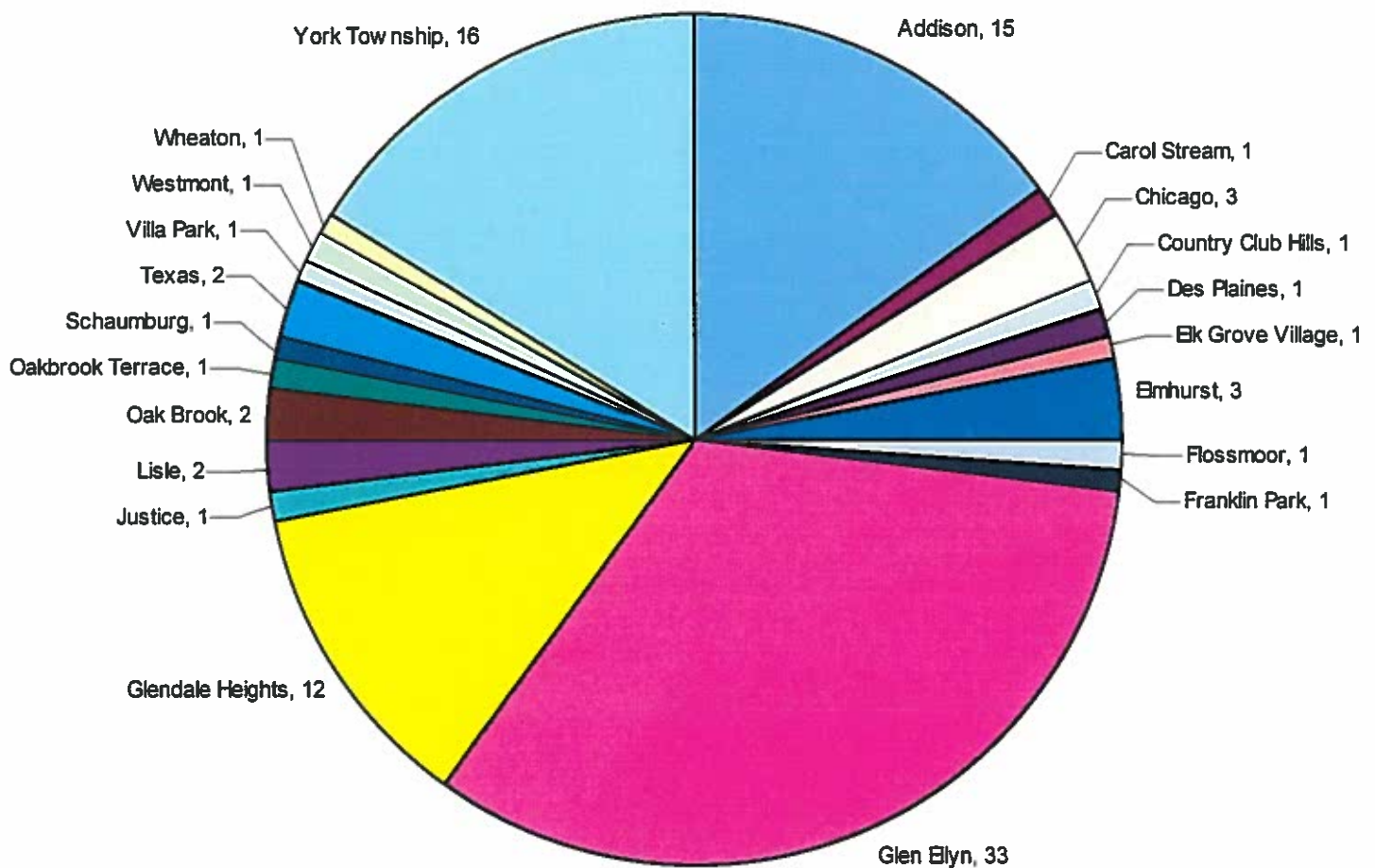
Lot Name	Number in-town	% in-town	Number out of town	% out of town	Total
Premium	8	89%	1	11%	9
St. Charles	33	72%	13	28%	46
Park/Elizabeth	52	66%	27	34%	79
<b>Total Quarterly</b>	<b>93</b>	<b>69%</b>	<b>41</b>	<b>31%</b>	<b>134</b>
Maple Street	24	86%	4	14%	28
101 S. Main	48	53%	43	47%	91
Parkside-West	68	70%	29	30%	97
Parkside-East	53	58%	39	42%	92
Hammerschmidt	63	56%	50	44%	113
<b>Total Daily Fee</b>	<b>256</b>	<b>61%</b>	<b>165</b>	<b>39%</b>	<b>421</b>
<b>Total - All Lots</b>	<b>349</b>	<b>63%</b>	<b>206</b>	<b>37%</b>	<b>555</b>

*Note: Number of quarterly permit vehicles exceeds the amount of quarterly permit spaces available due to intentional oversell of permits. A total of 16 more permits are sold than there are spaces in the lots (1 additional for Premium, 4 for St. Charles, 13 for Park/Elizabeth).*

*Out-of-Town Users*

Of the 206 vehicles without valid Lombard vehicle stickers, 106 are unidentified. These may belong to residents from other towns or Lombard residents without vehicle stickers. However, the remaining 100 had vehicle stickers from other municipalities. The largest representation was from Glen Ellyn (33), York Township/unincorporated DuPage County (16), Addison (15), and Glendale Heights (12).

**Figure 3: Allocation of identified non-Lombard commuter parking space users**



Some out of town users may choose to park in Lombard because there is no Metra station in their communities or Lombard is generally more convenient. However, some commuters may choose to park in Lombard because, due to Lombard’s lower parking fees and Metra’s fare structure, it is less costly than taking Metra from other communities further west. The following table shows how a commuter who lives in Glen Ellyn would save \$1.15 on a daily basis or \$281.80 on an annual basis by choosing to board the train in Lombard versus Glen Ellyn.

**Figure 4: Cost savings of parking & boarding Metra trains in Lombard v. Glen Ellyn**

	Daily train fare	Daily parking fee	Annual train fare*	Annual parking permit*
Glen Ellyn	\$ 7.80	\$ 1.50	\$ 1,263.60	\$ 436.00
Lombard	\$ 6.90	\$ 1.25	\$ 1,117.80	\$ 300.00
Difference	\$ 0.90	\$ 0.25	\$ 145.80	\$ 136.00
	<b>Daily savings</b>	<b>\$ 1.15</b>	<b>Annual savings</b>	<b>\$ 281.80</b>

*Note: The annual costs presented herein assume that the user purchases 12 monthly train tickets and four quarterly parking permits over the course of a year.*

### **Commuter Shuttle Service – Pace Route 674**

Pace Route 647 (Southwest Lombard) is a commuter shuttle service that does three morning runs to the Metra station and three evening runs from the Metra station. Since there are 10 morning rush trains and eight evening rush trains, this means that potential users must have a very specific schedule that coincides with Pace's schedule in order for the shuttle to be useful to them. The daily fee for riding the shuttle is \$1.25.

On Friday, November 16, staff observed a total of 29 passengers exiting the Pace shuttle. Although this day had a slightly lower number of commuter parkers than the norm (93% of peak), the Pace bus is underutilized. Of the 349 Lombard residents who park in the commuter lots, 107 (31%) live within one block of the Pace route.

There may be any number of reasons why these commuters do not take the bus, such as schedule conflicts, unwillingness to walk any distance, or perceived inconvenience. Regardless of the reasons, the existing Pace commuter shuttle clearly does not meet the needs of most Lombard commuters. Pace is proposing to eliminate all of its commuter shuttle routes (including Route 674) as part of its 2008 budget.

### **Strategies for Increasing Commuter Parking**

Ways to address commuter parking are limited to two basic alternatives: physically increasing the number of downtown commuter spaces, or managing the existing supply of spaces.

#### *Option 1: Construct additional commuter parking within the downtown*

Constructing additional commuter parking within the downtown would obviously increase the available supply of parking spaces. Assuming all necessary land is potentially for sale, possible locations include:

- Expanding the lot at 101 S. Main Street by either constructing a new lot on the south lot or expanding the existing lot toward Parkside
- Expanding the Hammerschmidt lot to the west
- Expanding the Parkside-East lot to the east
- Constructing a deck over the SBC parking lot at 30 N. Main Street
- Constructing a new commuter lot at the former TCF Bank property (23 N. Main)
- Constructing new commuter spaces at 130-144 E. St. Charles Road

**Figure 5: Rough Cost Estimates for New Commuter Parking (see map, Appendix D)**

Location	Estimated Number of New Spaces	Assumed Cost Per Space	Total Rough Estimated Cost	Notes
Parkside-East (expansion)	63	\$6,000	\$378,000	No land acquisition necessary. Spaces would be the furthest from the train station (more than ¼ mile away)
101 S. Main Street (expansion)	64	\$6,000	\$384,000	No land acquisition necessary. Spaces would be lost in the event of a redevelopment.
101 S. Main Street south lot	99	\$6,000	\$594,000	No land acquisition necessary. Spaces would be lost in the event of a redevelopment.
TCF Bank	51	\$20,000	\$1,020,000	Assumes purchase of property & demolition of building (demolition not included in project cost)
AT&T parking deck	41	\$30,000	\$1,230,000	One-story deck over existing lot. Assumes purchase or long-term lease of property (compensation to AT&T not included in project cost).
Maple Street South (expansion)	79	\$20,000	\$1,580,000	Assumes purchase & demolition of 28 W. Ash Street (demolition not included in project cost) long-term lease of First Church of Lombard property. Not in TIF District.
Hammerschmidt lot (expansion)	92	\$17,000	\$1,600,000	CMAQ 2008 grant funding denied.
130-144 E. St. Charles Road	86	\$20,000	\$1,720,000	Assumes purchase of property & demolition of all buildings (demolition not included in project cost)

*Option 2: Initiate a Park N Ride*

The Village could create a Park N Ride, possibly at Yorktown, to serve the large number of commuters on the south side of the Village. Service would need to be frequent in order for it to be an attractive option for daily commuters. If this option is considered, staff recommends that the fare for the bus be cheaper than the cost of parking at the train station. This type of solution could be considered as part of an overall local bus circulator, if the Village Board ever decides to initiate that sort of local transportation service.

*Option 3: Adjust Commuter Parking Pricing*

The Village could increase the user fees for commuter parking spaces to reduce demand, discourage out of town usage, and cover the cost of constructing additional parking and/or a Park N Ride. Lombard residents could be given a discounted rate for quarterly permits, but a discount could not be offered for daily fee spaces using the Village's current collection system.



*Option 4: Convert Quarterly Permit Lot(s) to Daily Fee Lot(s)*

There appears to be a greater demand for daily fee spaces than there is for permit spaces. One or more of the existing permit lots could be converted to a daily fee lot in order to meet this demand. The “first come, first served” system provides for an efficient use of parking, ensuring that the greatest number of spaces are used on a daily basis. However, it puts commuters on later trains at a disadvantage.

Also, under the current fee structure, converting quarterly permit spaces to daily fee spaces could result in a slight financial loss to the Village. With 125 permits sold at \$75 per quarter and 9 permits sold at \$150 per quarter, the 116 existing quarterly permit spaces each generate \$370 per year. In FY2006, daily fee spaces generated an average of \$277 each.

*Option 5: Initiate Lombard Resident Only Use of Lots*

The use of any federal funding prevents the Village from limiting commuter parking to Lombard residents only. However, the Village could give Lombard residents preference in lots that were not built with federal funds or those where grant terms have expired.

The St. Charles Road permit lot was built with a 20-year stipulation that the lot be used for commuter parking purposes, and that agreement remains in effect through 2011. The Hammerschmidt daily fee lot, built in 2004, has a similar 40-year limitation. The three lots adjacent to the railroad tracks (Park/Elizabeth, Parkside-West, and Parkside-East) are on property that is leased from the Union Pacific Railroad (UP). Lease agreements and past correspondence confirm that UP will not allow Lombard residents to be given preference in lots that are wholly or partially on UP property.

This leaves 101 S. Main and the Maple Street South as the only commuter lots that could be potentially converted into resident-only lots. There are also approximately 70 spaces in the Parkside-East lot (those spaces east of Charlotte) that are entirely on Village-owned property. These spaces could be made into Lombard-only lots by either restricting the daily fee spaces to vehicles with a valid Lombard vehicle sticker, or converting the lots to resident-only quarterly permit parking.

**Issues for Consideration**

Prior to making any changes to the Village’s current commuter parking supply and policies, there are several significant issues that the Village Board should consider.

**1. The amount of unmet demand for commuter parking is unknown.**

Although there is a demonstrated demand for some amount additional daily fee parking, it is unknown exactly how many new spaces would be used.

**2. The construction of additional parking takes away from the available land for private development within the downtown area.**

In 2007, staff submitted an application for CMAQ grant funding to assist with the construction of 92 additional daily fee spaces on the West Hammerschmidt property. The

total estimated cost for this project was \$1.6 million, or more than \$17,000 per individual space. Assuming that each space is used 240 times per year, it would take 57 years for the Village to recoup its initial investment in the lot (not accounting for interest). Over that same 57-year time period, an 18-unit townhome development on that property could be expected to generate a total of \$24.5 million in property taxes (\$2 million Village share) in addition to providing housing and increasing the market for downtown businesses.

### **3. A significant amount of commuter parking is used by commuters from outside of Lombard.**

While there is an obvious need to provide some commuter parking, when considering new construction the Village should determine to what extent it is willing to subsidize commuter parking for the entire region. As stated previously, the use of any state or federal grant funding prevents the Village from limiting commuter parking to Lombard residents only until the terms of the agreement have expired (generally after 20 years).

### **4. Commuter parking solutions should be long-term or permanent.**

Currently, the 91-space 101 S. Main Street daily fee parking lot accounts for 17 percent of the Village's commuter parking supply. However, these spaces would be lost if property were to be redeveloped. The addition of new commuter parking will attract a greater number of commuters who are dependent on that parking and should therefore only be provided if the Village is confident the parking will be available on a long-term basis.

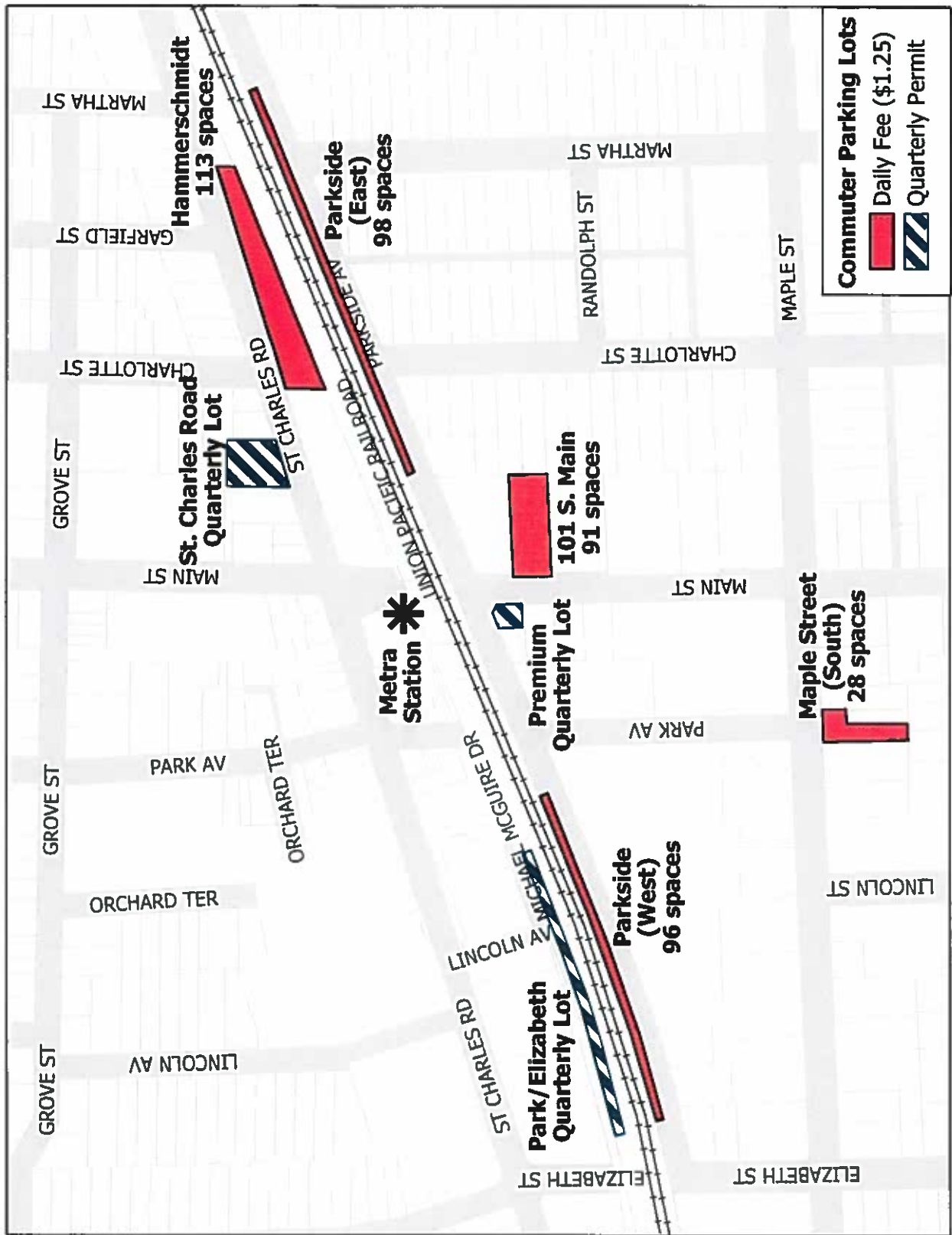
The Premium Lot (100 S. Main) is another short-term solution. This lot is currently leased from West Suburban Bank. While the Village could purchase the property, there are environmental contamination issues for which West Suburban Bank is unwilling to assume responsibility. Therefore, the risks to the Village of acquiring the property may be greater than the benefit of providing eight commuter spaces.

### **5. Case Study: Downers Grove**

The Village of Downers Grove has a large number of parking spaces in its downtown, many of which are reserved for commuter parking. Nearly all of the commuter parking for the Main Street Downers Grove station is quarterly permit parking (\$80 per quarter). As in Lombard, demand for permits exceeds the number of permits issued. However, residents of incorporated Downers Grove may request to be added to a waiting list. Daily parking passes for the commuter permit lots may be purchased for \$3.00 at the Village Hall on the day of use only. Parking is free on weekdays after noon and on Saturday, Sunday, and major holidays.

A small number of 12-hour meters are available in two on-street lots and within their parking deck for \$3.00 per day (\$0.25 per hour for up to 12 hours). Parking is free on weekdays after 6:00 p.m. and on Sunday and major holidays. The parking deck is also free after 3:00 p.m. and on Saturday. Downers Grove has a dedicated Parking Division to handle the commuter lots and parking deck.

Appendix A: Lombard Commuter Parking Map



**Appendix B: Commuter Parking Lot Daily Counts**  
for November 13, November 14, & November 16, 2007

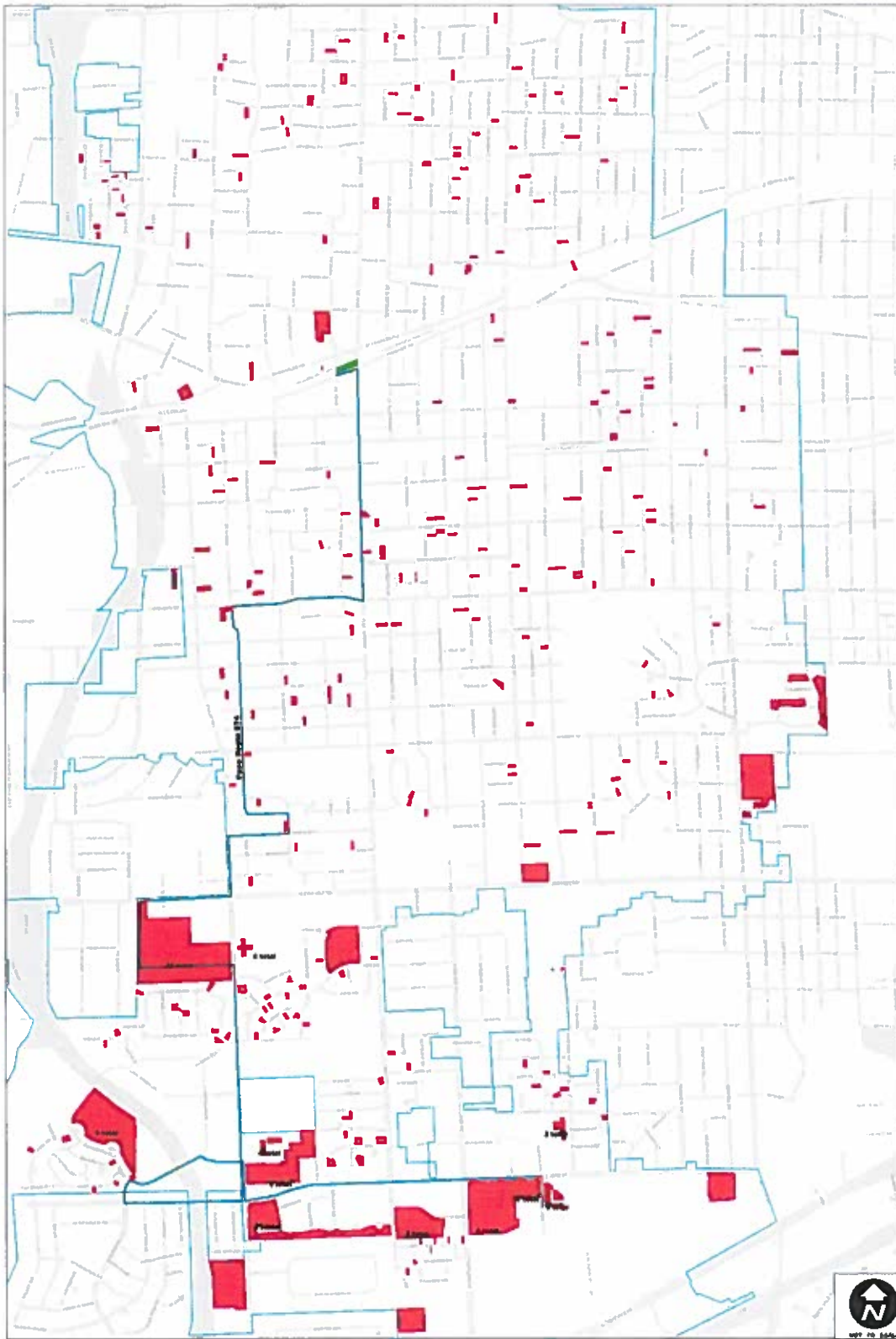
	Parkside (West)			Maple Street (South)			101 S. Main Street			Parkside (East)			Hammerschmidt			ADA (4 P-W)			
	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Avg.
<b>Daily Fee Lots</b>	92	92	92	28	28	28	91	91	91	97	97	97	113	113	113	113	113	113	113.0
<b>Total Spaces</b>	6	1	5	13	14	21	23	56	62	47.0	72	75	79	105	104	102	105	104	103.7
6:30 a.m.	0	0	2	1	6	11	0	6	35	13.7	62	61	62	100	97	93	100	97	96.7
7:00 a.m.	0	0	0	0	0	1	0	0	0	0.0	8	5	27	55	42	41	55	42	46.0
7:30 a.m.	0	0	0	0	0	1	0	0	0	0.0	0	0	25	3	27	0	3	27	10.0
8:00 a.m.	0	1	0	0	0	1	0	0	0	0.0	0	0	22	0	12	0	0	12	4.0
8:30 a.m.	0	0	0	0	0	1	0	0	0	0.0	0	0	22	0	9	0	0	9	3.0
9:00 a.m.	0	0	0	0	0	1	0	0	0	0.0	0	0	22	0	0	0	0	0	0.3

	Park/Elizabeth			Premium			St. Charles Road			ADA (5 Park, 1 Prem.)						
	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Avg.
<b>Quarterly Lots</b>	61	61	61	7	7	7	42	42	42	42.0	6	5	6	6	6	5.7
<b>Total Spaces</b>	50	51	45	7	7	7	40	39	39	39.3	5	5	5	5	5	5.0
6:30 a.m.	42	47	41	7	7	7	39	37	38	38.0	4	5	5	5	5	4.7
7:00 a.m.	25	29	29	4	5	3	32	22	30	28.0	3	3	3	3	3	3.0
7:30 a.m.	11	20	14	3	3	3	17	20	22	19.7	2	3	2	3	2	2.3
8:00 a.m.	6	11	10	2	2	1	10	9	16	11.7	2	1	2	1	2	1.7
8:30 a.m.	5	11	8	0	1	0	10	9	13	10.7	2	1	1	1	1	1.3
9:00 a.m.																

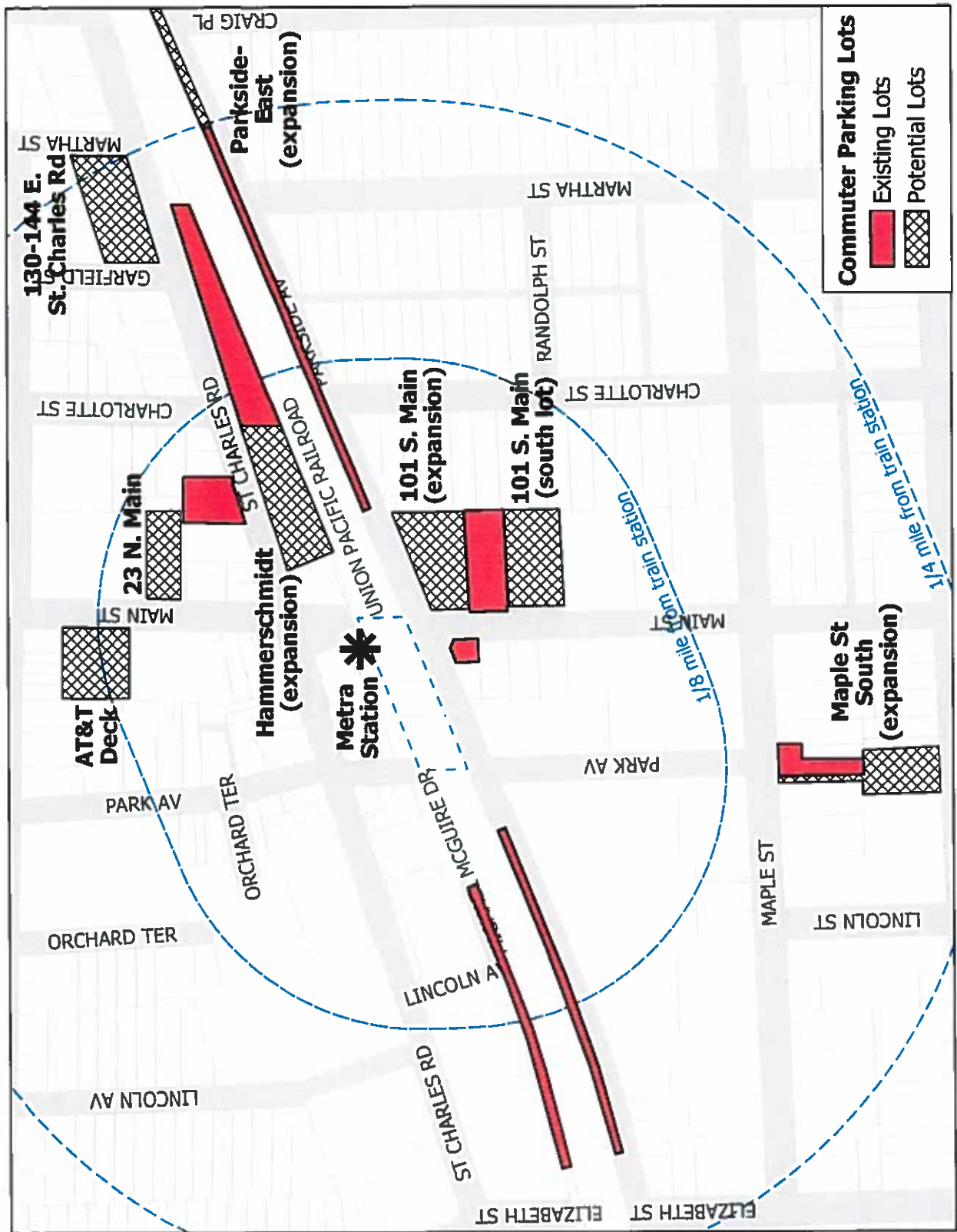
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6:30 a.m.	156	176	207	180
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7:30 a.m.	0	5	53	19
8:00 a.m.	0	3	35	13
8:30 a.m.	0	1	32	11
9:00 a.m.				

	Tues.	Wed.	Fri.	Avg.
<b>Quarterly Lots</b>	116	115	116	116
<b>Total Spaces</b>	102	102	96	100
6:30 a.m.	92	96	91	93
7:00 a.m.	64	59	65	63
7:30 a.m.	33	46	41	40
8:00 a.m.	20	23	29	24
8:30 a.m.	17	22	22	20
9:00 a.m.				

### Appendix C: Commuter Parking User Map (In-Town Only)



### Appendix D: Additional Commuter Parking – Potential Locations



### Appendix E: Union Pacific West Line Station Information (2002)

Community	Population	Ridership (2002)	# of Commuter Spaces	Available Parking for Daily Commuters	Fee Per Quarter	Fee Per Day
Geneva	19,515	1,698	958	56%	\$ 80.00	\$ 1.25
West Chicago	25,690	585	344	59%	\$ 60.00	\$ 1.00
Winfield	8,718	449	300	67%	\$ 85.00	\$ 1.55
Wheaton	55,416	1,655	750	45%	\$ 60.00	\$ 1.00
Glen Ellyn	26,999	1,665	714	43%	\$ 109.00	\$ 1.50
<b>Lombard</b>	<b>43,894</b>	<b>1,213</b>	<b>541</b>	<b>45%</b>	<b>\$ 75.00</b>	<b>\$ 1.25</b>
Villa Park	22,517	914	490	54%	\$ 55.00	\$ 1.00
Elmhurst	42,762	1,785	1,143	64%	\$ 50.00	\$ 1.00
Berkeley	5,245	162	132	81%	\$ -	\$ 1.00
Bellwood	20,535	221	209	95%	\$ -	\$ 1.00
Melrose Park	23,171	109	39	36%	\$ 60.00	\$ 1.50
River Forest	11,635	390	221	57%	\$ 60.00	\$ 1.50
Mean	25,508	904	487	58%	\$ 69.40	\$ 1.21
Median	22,844	750	417	57%	\$ 60.00	\$ 1.13
Lombard rank	2nd highest	5th highest	5th highest	10th lowest	4th highest (out of 10)	5th highest

Notes: Elburn and La Fox stations opened in 2006, each with 300 parking spaces available for a daily fee of \$1.25. In fall 2006, Lombard had a ridership of 1,281.



**Appendix F: Metra Union Pacific West Schedule**

### Appendix G: Pace Route 674 Schedule & Map

#### WEEKDAY - MORNING

①	②	③	④	⑤	⑥	⑦	TRAIN LEAVES LOMBARD	TRAIN ARRIVES CHICAGO
YORKTOWN CONDOMINIUMS (2201 BLDG)	FOXWORTH FINLEY	22ND FINLEY	INTERNATIONAL VILLAGE*	EDSON WILSON	MADISON MAIN	LOMBARD METRA STATION		
6:04am	6:07am	6:11am	6:14am	6:20am	6:24am	6:29am	6:34am	7:11am
6:50	6:53	6:57	7:00	7:06	7:10	7:15	7:22	7:55
7:43	7:46	7:50	7:53	7:59	8:03	8:08	8:18	8:53

\* - Each trip will make two stops at International Village: at the main entrance & club house.

Note: Point West passengers should board at Finley and Manor Hill Drive.

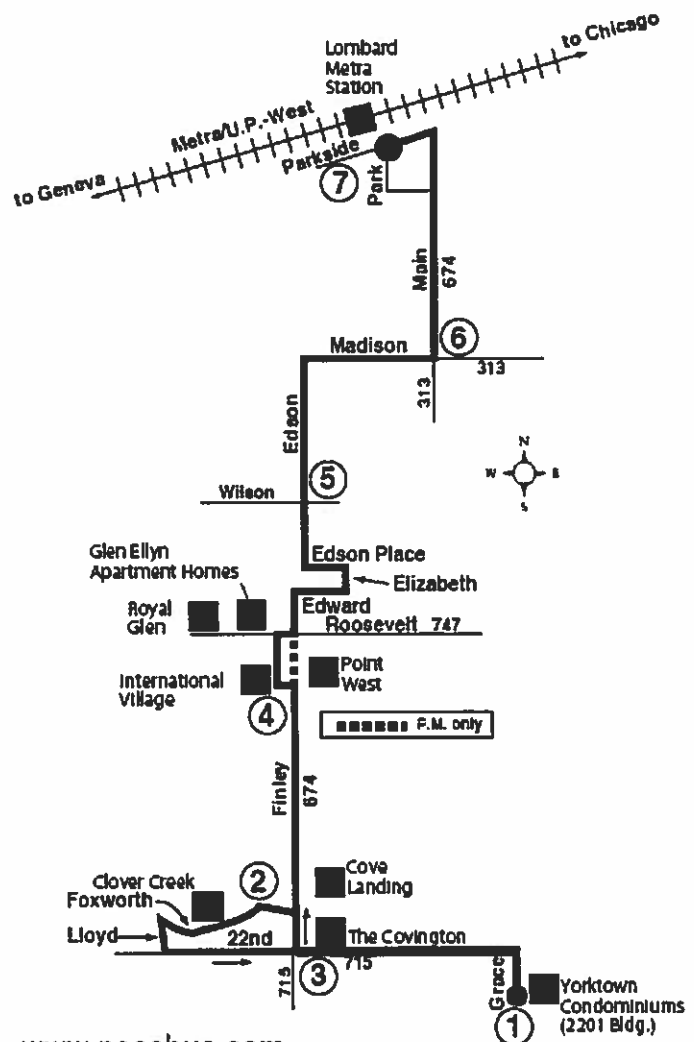
#### WEEKDAY - AFTERNOON

Afternoon buses meet the following trains and travel the entire route until the last passenger gets off.

TRAIN LEAVES CHICAGO	TRAIN ARRIVES LOMBARD	APPROXIMATE BUS DEPARTURE TIME (SOUTH SIDE OF TRACKS)
4:35pm	5:14pm	5:10pm
5:42	6:14	6:16
6:10	6:45	6:48

Weekdays only. No Saturday, Sunday or holiday service.

## Route 674 Effective Date April 17, 2006



www.pacebus.com