

MEMORANDUM

TO: David A. Hulseberg, AICP, ICMA-CM, Village Manager

FROM: William J. Heniff, AICP, Director of Community Development

DATE: April 2, 2009

SUBJECT: Modification of Circulator Preferred Alternative

BACKGROUND

On December 17, 2007, the Village Board passed a resolution accepting the preferred alternative for local circulator service and agreeing to diligently work towards developing an Implementation Plan for the preferred alternative service design. On May 1, 2009, the Village Board formed a Circulator Task Force that was charged with creating a strategy for implementing the service plan, including how to fund, operate, market, and monitor the service.

TASK FORCE RECOMMENDATION

In fall 2008, Pace informed the Village that Pace has changed the routing of its Route 313 bus. Route 313 now nearly completely overlaps that of the circulator's Route 1 along Westmore-Meyers and no longer provides any service on Main Street. At its October 7, 2008 meeting, the Task Force stated its belief that it is very important to have a bus driving down Main Street, be it a Pace bus or Circulator.

The Village's planning staff discussed a few possible alternatives to see which might best meet the Village's needs and identified two preferred alternatives that each ensured that Main Street businesses are served while maintaining coverage for Lombard residents. The Task Force expressed support for these alternatives but elected to recommend approval of an alternative Pace proposal that was introduced by a Pace representative during the March 18, 2009 Task Force meeting. This proposal effectively creates a local, neighborhood service on Route 1 and a more direct service on Route 2. Both routes will still operate under the route-deviation concept so that buses will be able to pick up and drop off passengers within a ¼-mile buffer area surrounding the designated routes.

STAFF RECOMMENDATION

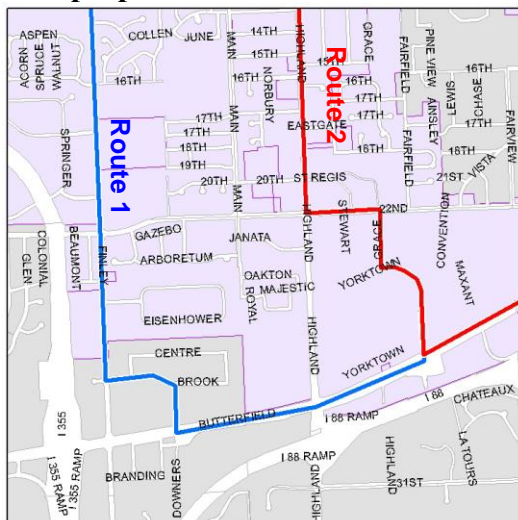
Since the presentation of the Pace proposal at the Task Force meeting, staff has been able to review the proposal and ensure that it does not negatively impact the areas served. Both routes continue to serve all major destinations (Lombard Metra station, Yorktown Center,

Eastgate Shopping Center, Lombard Pines, etc.) and the route deviation service areas have not been reduced. Accordingly, staff is supportive of the Task Force’s endorsement of the Pace proposal.

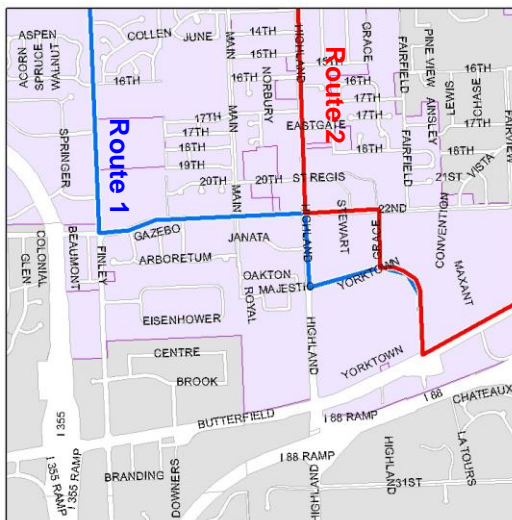
However, staff suggests one minor change to the Pace proposal. Pace recommends that, upon reaching the intersection of Finley Road and 22nd Street, Route 1 should travel through the Finley Square shopping center in Downers Grove and along Butterfield Road to Yorktown Center. Staff is concerned with this recommendation because of the additional time it would add to the route without providing any direct benefit to Lombard residents. The left-turn movement from Downers Drive onto Butterfield Road is time-consuming for private automobiles even during non-peak travel hours, and it could present a significant operating obstacle for a bus. Furthermore, this detour does not expand service for Lombard residents but brings additional direct service to Downers Grove shopping centers that would be paid for by the Village of Lombard.

Staff recommends that Route 1 instead proceed along 22nd Street to reach Yorktown Center, providing more direct service to the denser housing and office buildings along that corridor. Staff notes that both Beacon Hill and the Yorkbrook/Eisenhower Lane industrial park will remain within the route-deviation area for direct pick-up and drop-off service. If, in the future, the Village elects to provide service to the Finley Square shopping center, that option will be available because Finley Square is also within the ¾-mile route-deviation buffer area.

Pace proposal



Staff recommendation



ADDITIONAL INFORMATION

In February 2009, Pace represented that they would be willing and able to provide new route maps reflecting the reroute of Route 1. Pace will also assist with developing new

timetables for Route 1 to ensure that these changes stay compatible with the overall circulator system.

Staff wishes to emphasize that the acceptance of this proposed route should not be construed as a guarantee of service, and minor modifications to the route will undoubtedly be necessary once service begins and operating issues are identified. Some areas within the ¾-mile route deviation buffers will also likely need to be modified or eliminated (such as those residential areas in Oak Brook, south of I-88) in order to maintain acceptable operating times. This action merely identifies the Village's preferred service concept and provides direction to Pace for the purpose of developing new route maps and timetables.

RECOMMENDATION

Please place this item on the April 2, 2009 Village Board agenda for consideration. Staff recommends that the Village Board pass the attached resolution accepting the recommendation of the Circulator Task Force as the Village's preferred service concept, subject to the route modification proposed by staff.