

Executive Summary

Circulator Specification Report

Prepared for the Village of Addison

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

Unlike most of the communities in the Circulator Study area, the Village of Addison does not have Metra rail service. The Village also has limited Pace service which provides evening service to the Addison UPS center on Rohlwing Road and at the eastern boundary of the Village on Illinois Route 83.

EXISTING TRANSPORTATION OPTIONS

The Village and Township of Addison provide limited weekday demand-response service that principally serves seniors and the disabled. The service operates from 10:00 a.m. to 3:00 p.m. Monday

through Friday. Discounted taxi vouchers are also provided to eligible seniors and the disabled. Qualified citizens can purchase a \$5.00 voucher for \$2.00.

PROPOSED CIRCULATOR SERVICE

The proposed circulator service is designed primarily to meet the needs of local Addison residents. The circulator will provide connections between key residential areas and destinations within Addison. One alternative provides service to the Villa Park Metra station, and two alternatives provide service to the Lombard Metra Station.

For the Addison Community Area, the Planning Team has developed a route-deviation 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..

Five service alternatives based on route-deviation service have been developed for the Addison Circulator Service.

ALTERNATIVE 1

Alternative 1 service will operate 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. It is estimated that the Alternative 1 route will carry 41,000 passenger-trips per year with an estimated productivity rate of six passenger-trips per service hour. Route-deviation services typically operate with a productivity of 5 to 12 passengers per hour.

The Planning Team also recommends that the service operate on a 30-minute frequency of service during peak weekday hours (6:00 a.m.-9:00 a.m. and 3:00 p.m.-6:00 p.m.) with hourly service at off-peak

times and on weekends. The estimated round-trip time is 60 minutes with time built into the schedule for flex time.

ALTERNATIVE 2

Since Addison has very limited public transportation services, the Planning Team developed this alternative to offer a more traditional regular route service. Customers commuting to work each day can take the bus to Metra and Pace stations, with customers working in Addison having frequent bus service during traditional work starting and ending times. During the midday, scheduled service will be available for seniors and those who work at part-time jobs or jobs that do not begin and end at traditional times. The evening service allows seniors to attend evening meetings or go shopping with ease and safety as well as allowing transit-dependent individuals the ability to shop or go to evening jobs or attend evening classes.

Starting at the Wal-Mart on North Rohlwing Road, the proposed route-deviation route will travel east on Lake Street to Mill Road. It will turn right on Mill to Army Trail Boulevard. The route will travel east on Army Trail Boulevard to JFK Boulevard and turn left. It will turn right on Addison to East Oak Street to serve the Addison Community Center, then return via East Oak Street to Addison Road where it will proceed south to North Park Mall then continue south to West Vermont Street where it turns left. The route continues on West Vermont Street to North Beverly, turning right and terminating service at the Villa Park Metra Station. The route then reverses itself. Alternative 2 is depicted in Figure III-2.

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 and all individuals the ability to commute outside of Addison. Having the route going to North Park Mall and the Villa Park Metra Station will make available Pace routes and commuter rail that could be used to commute into Chicago or other locations.

ALTERNATIVE 3

The Planning Team developed this alternative to serve the Lombard Metra Station instead of the Villa Park Station. Similar to Alternative 2, customers commuting to work each day can take the bus to Metra and Pace stations, with customers working in Addison having frequent bus service during traditional work starting and ending times. During the midday, scheduled service will be available for seniors and those who work at part-time jobs or jobs

that do not begin and end at traditional times. The evening service allows seniors to attend evening meetings or go shopping with ease and safety as well as allowing transit-dependent individuals the ability to shop or go to evening jobs or attend evening classes.

Starting at the Wal-Mart on North Rohlwing Road, the proposed route-deviation route will travel east on Lake Street to Mill Road. It will turn right on Mill to Army Trail Boulevard. The route will travel east on Army Trail Boulevard to JFK Boulevard and turn left. It will turn right on Addison to East Oak Street to serve the Addison Community Center, then return via East Oak Street to Addison Road where it will proceed south to Fullerton, then turn left and proceed west to Grace and turn west on North Street to Main Street. The route then proceeds south on Main to the Lombard Metra Station. The route then reverses itself. Alternative 3 is depicted in Figure III-3.

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 and all individuals the ability to commute outside of Addison. Having the route go to the Lombard Metra Station will make available Pace routes and commuter rail that could be used to commute into Chicago or other locations.

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 30-minute frequency of service during peak weekday hours (6:00 a.m.-9:00 a.m. and 3:00 p.m.-6:00 p.m.) with hourly service at off-peak times and on weekends. The round-trip time is 90 minutes on the weekday service.

ALTERNATIVE 4

The Planning Team developed this alternative to serve the Lombard Metra Station instead of the Villa Park Station. Similar to Alternative 3, customers commuting to work each day can take the bus to Metra and Pace stations, with customers working in Addison having frequent bus service during traditional work starting and ending times. The difference in this alternative from Alternative 3 is that the route will continue on Fullerton to Rohlwing Road instead of turning south on Grace. During the midday, scheduled service will be available for seniors and those who work at part-time jobs or jobs that do not begin and end at traditional times. The evening service allows seniors to attend evening meetings or go shopping with ease and safety as well as allowing

transit-dependent individuals the ability to shop or go to evening jobs or attend evening classes.

Starting at the Wal-Mart on North Rohlwing Road, the proposed route-deviation route will travel east on Lake Street to Mill Road. It will turn right on Mill to Army Trail Boulevard. The route will travel east on Army Trail Boulevard to JFK Boulevard and turn left. It will turn right on Addison to East Oak Street to serve the Addison Community Center, then return via East Oak Street to Addison Road where it will proceed south to Fullerton, then turn left and proceed west to Rohlwing and turn east on North Street to Main Street. The route then proceeds south on Main to the Lombard Metra Station. The route then reverses itself. Alternative 4 is depicted in Figure III-4.

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 and for all individuals to have the ability to commute outside of Addison. Having the route go to the Lombard Metra Station will make available Pace routes and commuter rail that could be used to commute into Chicago or other locations.

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 30-minute frequency of service during peak weekday hours (6:00 a.m.-9:00 a.m. and 3:00 p.m.-6:00 p.m.) with hourly service at off-peak times and on weekends. The round-trip time is 120 minutes on the weekday service .

ALTERNATIVE 5





The Planning Team developed this alternative to offer a service that will meet the needs of commuters and local service customers. Previous alternatives for Addison have been designed using one route. This alternative has one route that operates during peak period service (6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m.) and a second route that operates during off-peak times (9:01 a.m. to 2:59 p.m. and 7:01 p.m. to 10:00 p.m.). Customers commuting to work each day can take the bus to the Villa Park Metra station, with customers working in Addison having frequent bus service during traditional work starting and ending times. During the midday, scheduled service will be available for seniors and those who work at part-time jobs or jobs that do not begin and end at traditional times. The evening service allows seniors to attend evening meetings or go shopping with ease

and safety as well as allowing transit-dependent individuals the ability to shop or go to evening jobs or attend evening classes.

The proposed commuter peak service route will start at Centennial Plaza and will travel east on Lake Street to Mill Road. It will turn right on Mill to Army Trail Boulevard. The route will travel east on Army Trail Boulevard to S. Lincoln Ave. and turn right. The bus will travel south on Lincoln to Addison Road and turn right where it will proceed south to West Vermont Street where it turns left. The route continues on West Vermont Street to North Beverly, turning right and terminating service at the Villa Park Metra Station. The route then reverses itself. Alternative 5-commuter is depicted in Figure III-5. This commuter route is a more streamlined route that will provide quick and convenient service to Addison Businesses, the Addison Industrial Park and commutes throughout the region via Metra commuter rail.

The proposed off-peak route will begin at the Wal-Mart Shopping Center where it will turn right and proceed on Rohlwing to the Addison Recreational Center. The bus will then turn right onto Rohlwing to Lake St where it will travel east serving Centennial Plaza, the DuPage County Health Center and various other businesses on Lake until the bus reaches Mill Road. It will turn right on Mill to Army Trail Boulevard. The route will travel east on Army Trail Boulevard to JFK Drive and turn left then turn right on Lake. It will turn left on Addison to East Oak Street to serve the Addison Community Center, then return via East Oak Street to Addison Road. On Addison Road the bus will travel south past the Addison Industrial Park to the North Park Mall. The route then reverses itself. This route is a more traditional circulator route that is designed to provide local trips only. This off-peak route is also the proposed route for weekend service.

The basic concept of this route structure is to serve the elderly and disabled during off-peak hours as well as to provide transportation for lower-income

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.

individuals to get to shopping, health care, and employment and all individuals the ability to commute outside of Addison during peak hour service.

VEHICLES

For the Addison Circulator Service, the Planning Team recommends a body-on-chassis style transit vehicle with a seating capacity of 25 with two wheelchair placement positions. This vehicle can use either a van chassis or a truck chassis. The Addison Focus Group also requested a low-floor vehicle for easy access.

Suggested vehicles are shown in Table III-13. 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.

Community Input

A Community Forum will be held in Addison on July 18, 2007 at the Addison 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.**

ADDISON COMMUNITY FORUM

Wednesday, July 18, 2007

12:00 p.m. to 2:00 p.m.

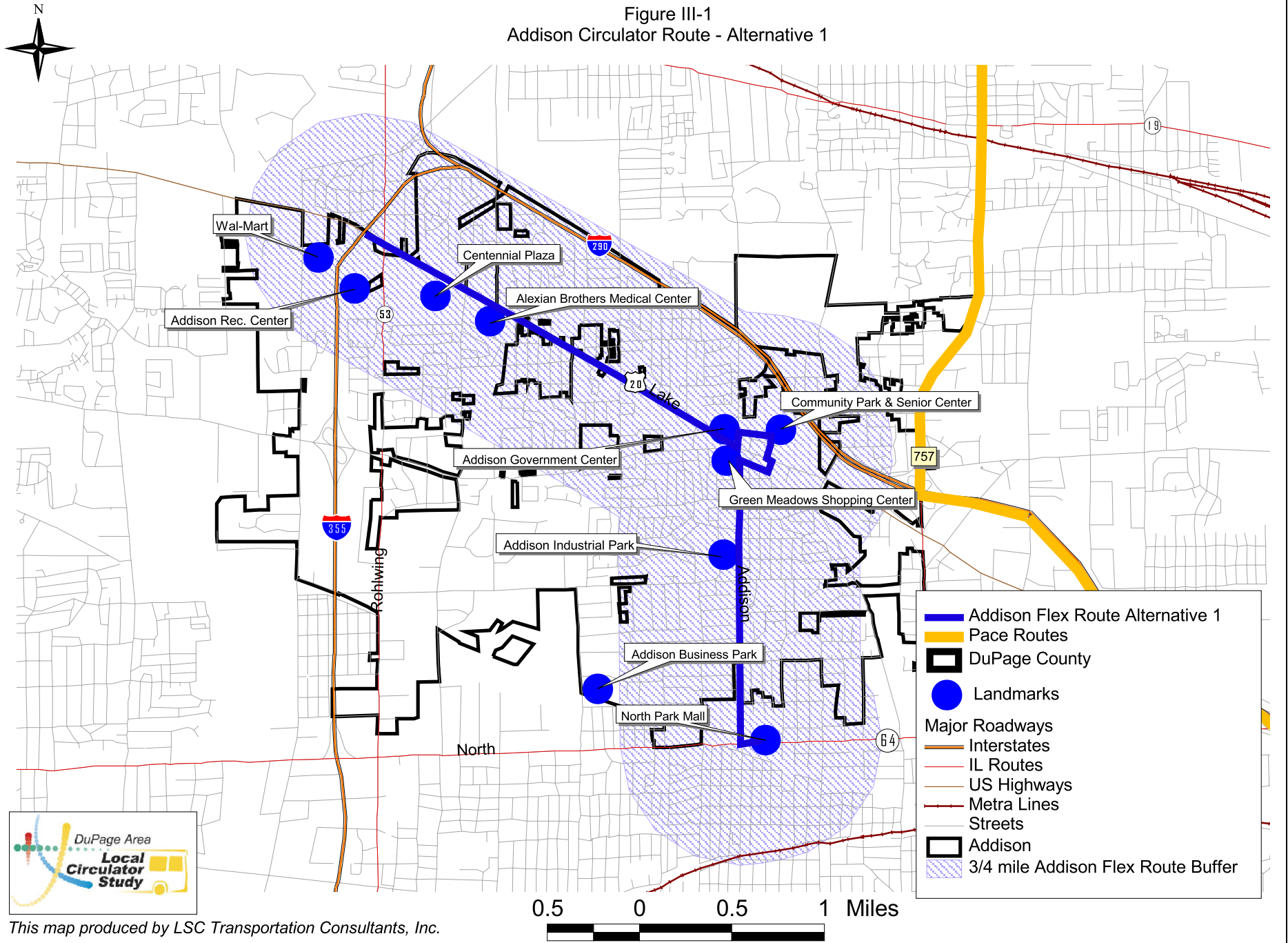
Addison Village Hall

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

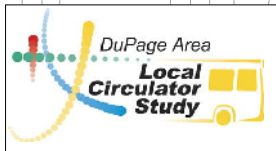
Website: www.GetAroundDuPage.org
 Contact: Lucille Zucchero, Village Clerk
 Email: LZucchero@addison-il.org
 Phone: (630) 693-7501

Please provide your feedback by Friday July 27.

Figure III-1
Addison Circulator Route - Alternative 1

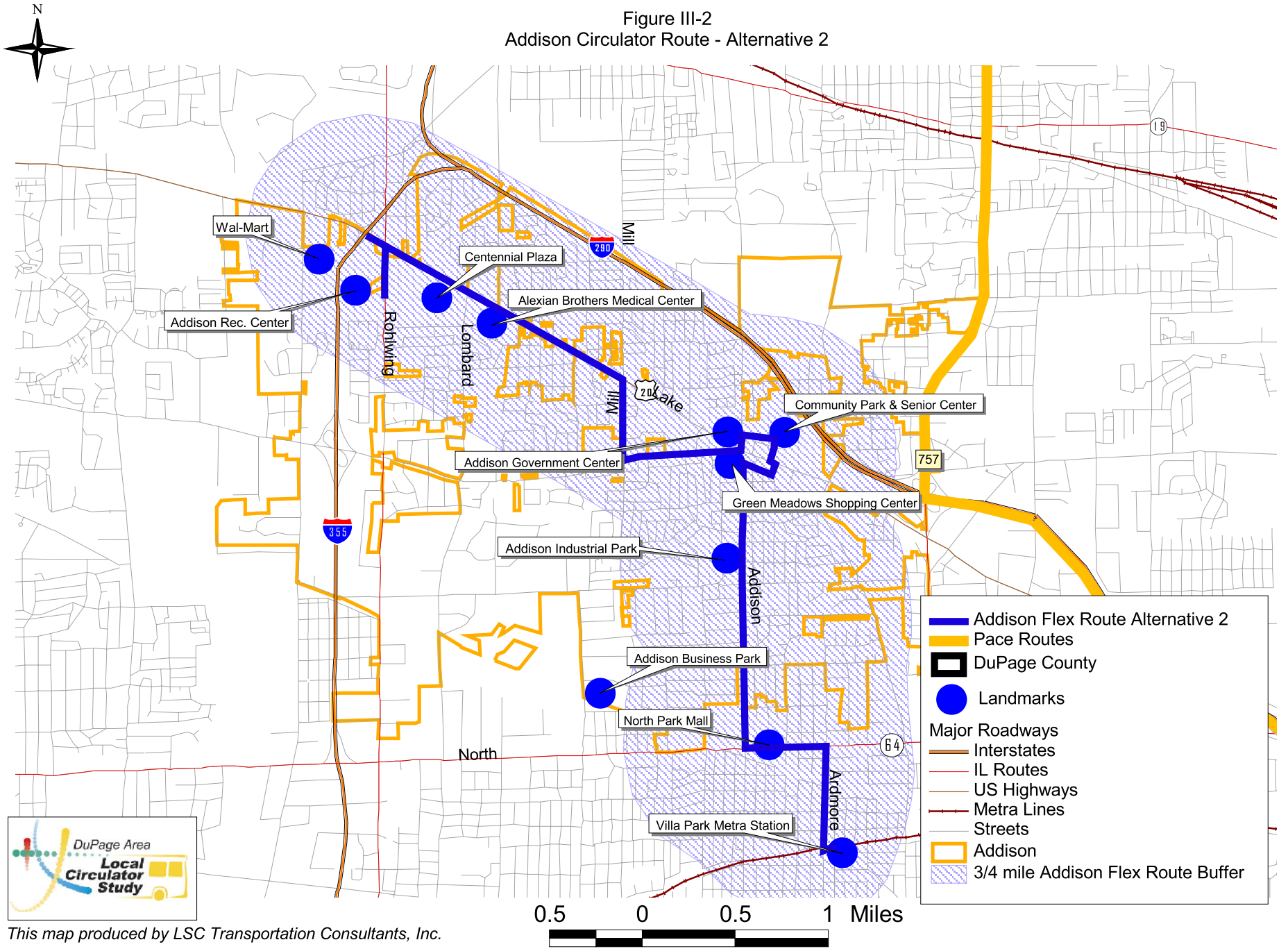


Landmarks are shown for orientation purposes only. Service is not limited to - and may not include - landmarks shown on this map.

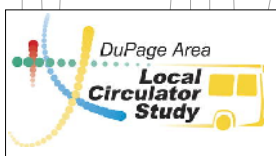


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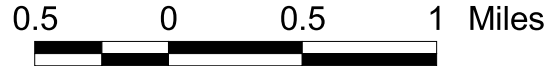
Figure III-2
Addison Circulator Route - Alternative 2



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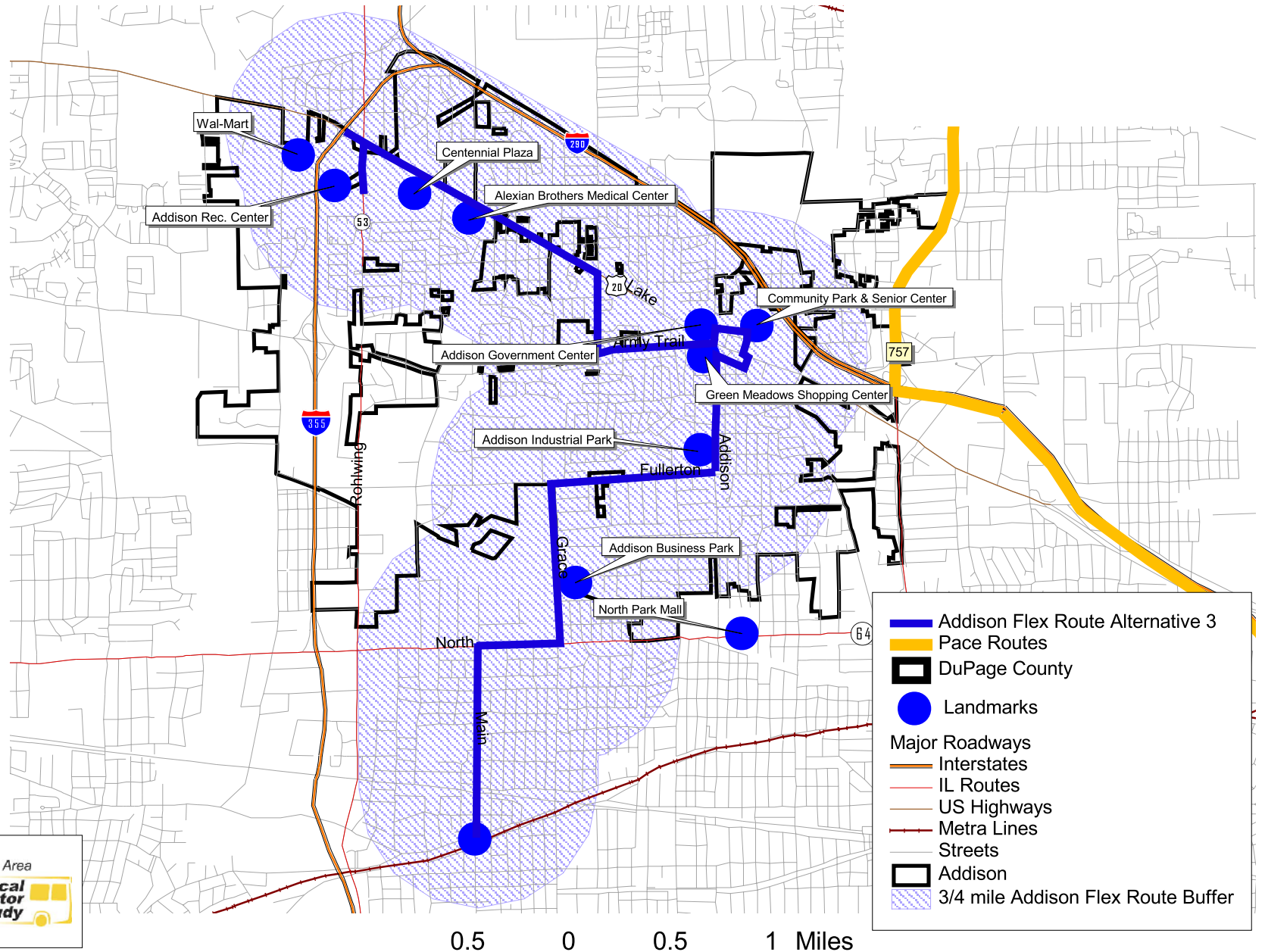


- Addison Flex Route Alternative 2
- Pace Routes
- DuPage County
- Landmarks
- Major Roadways**
- Interstates
- IL Routes
- US Highways
- Metra Lines
- Streets
- Addison
- 3/4 mile Addison Flex Route Buffer

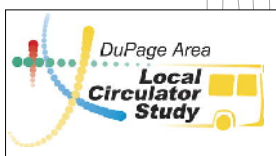
Figure III-3
Addison Circulator Route - Alternative 3



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- Addison Flex Route Alternative 3
- Pace Routes
- DuPage County
- Landmarks
- Major Roadways
 - Interstates
 - IL Routes
 - US Highways
 - Metra Lines
 - Streets
- Addison
- 3/4 mile Addison Flex Route Buffer



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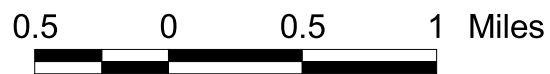
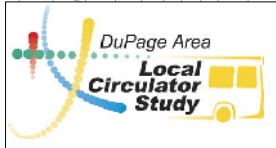
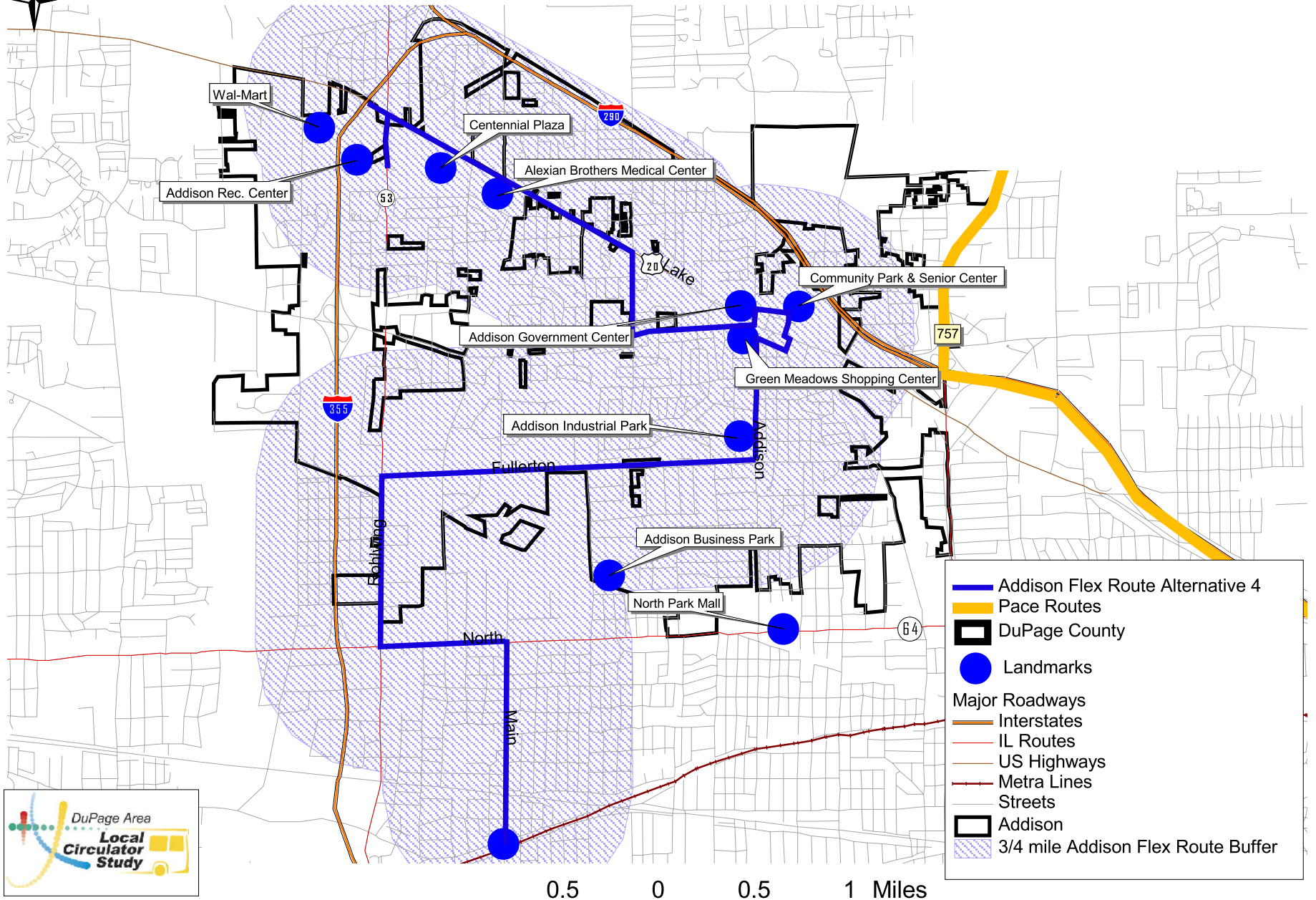


Figure III-4
Addison Circulator Route - Alternative 4



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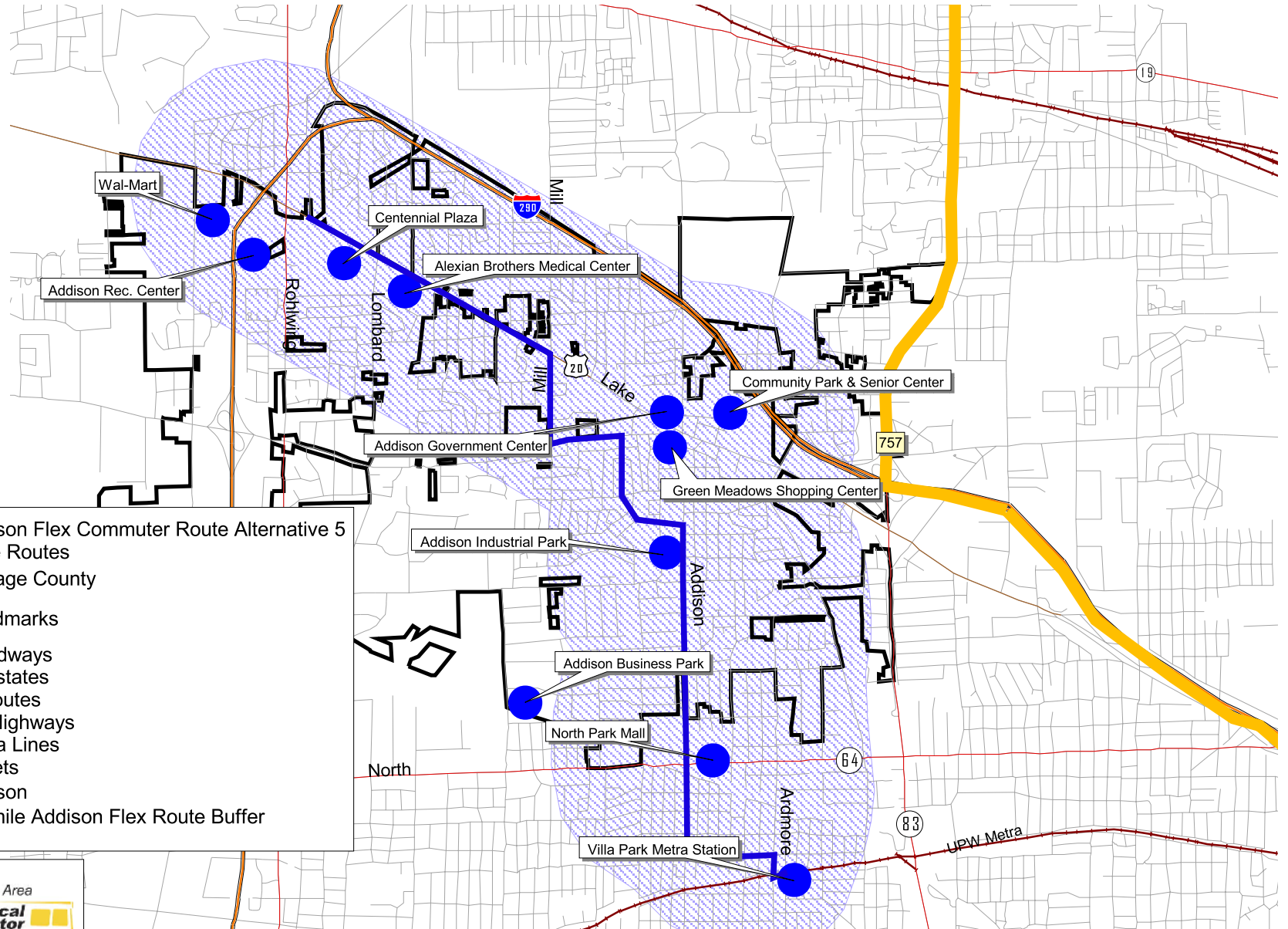
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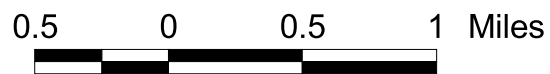
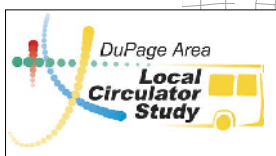
Figure III-5
Addison Commuter Route - Alternative 5



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



- Addison Flex Commuter Route Alternative 5
- Pace Routes
- DuPage County
- Landmarks
- Major Roadways**
- Interstates
- IL Routes
- US Highways
- Metra Lines
- Streets
- Addison
- 3/4 mile Addison Flex Route Buffer

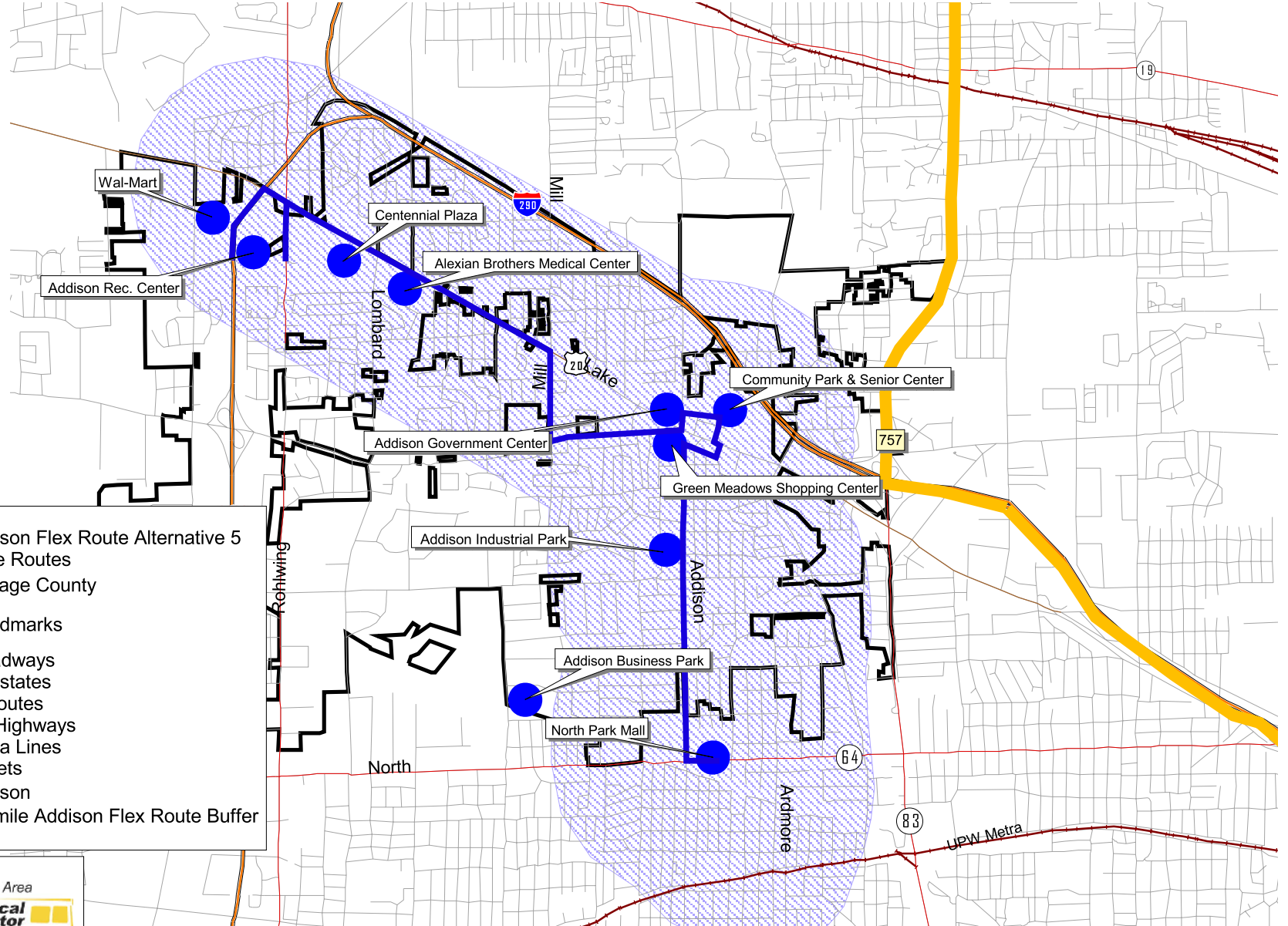


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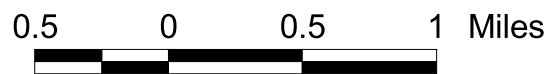
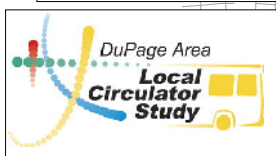
Figure III-6
Addison Circulator Route - Alternative 5



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



- Addison Flex Route Alternative 5
- Pace Routes
- DuPage County
- Landmarks
- Major Roadways**
- Interstates
- IL Routes
- US Highways
- Metra Lines
- Streets
- Addison
- 3/4 mile Addison Flex Route Buffer



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