

Executive Summary

Circulator Specification Report

Prepared for the Village of Downers Grove

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 Downers Grove 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

Downers Grove has a significant level of transit service with three Metra stations, several Pace routes, and four routes served by the Grove Commuter Shuttle. The Grove Commuter Shuttle is operated by the Village of Downers Grove. The planned service is designed to be integrated into the current shuttle service creating a more effective and comprehensive system. The planned service is also intended to complement existing Pace service.

PROPOSED CIRCULATOR SERVICE

The primary purpose of the proposed circulator service is to provide mobility for local residents. Although there are existing transit services, they are oriented primarily toward the needs of commuters. The local circulator will provide mobility within the community and throughout the day.

For the Downers Grove 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..

Four service alternatives based on route-deviation service have been developed for the Downers Grove Circulator Service.

ALTERNATIVE 1

The proposed route is shown in Figure III-1. Starting at Yorktown Center, the route follows Butterfield Road to Highland Avenue and then travels south to Good Samaritan Hospital and the Main Street Metra Station. From the Main Street Metra Station, the route follows Main Street south to 75th Street and Downers Park Plaza. The route then returns using the same streets to Yorktown Center. The bus would serve an area three-quarters of a mile on either side of this route to provide service for individuals with disabilities.

The basic concept of this route is to provide local mobility throughout the day with connections for local residents to the Main Street Station, downtown Downers Grove, and Yorktown Center. The initial concept called for this service to operate from 8:00 a.m. to 9:00 p.m. on weekdays to provide mobility within the community.

ALTERNATIVE 2

Alternative 2 incorporates concepts obtained through the public input process. Two routes are shown in Figure III-2. Route 1 serves the Main Street corridor north of the Main Street Metra Station to Yorktown Center. This is the same route alignment for this area as shown in Alternative 1. South of the Metra Station a second route is proposed. As shown in this alternative, the bus would operate on a loop traveling from the Main Street station to the Belmont Metra station and then south and west to Cameo Apartments. From Cameo Apartments, the route returns to Woodward Avenue and travels south to 75th Street. At 75th Street, the route turns east to serve commercial areas long 75th Street including The Grove, Woodgrove Festival, Downers Park Plaza, and Fairview Plaza. At Fairview Avenue, the route turns north and follows Fairview to 55th Street. At 55th Street, the route turns west to Main Street and returns to the Main Street Metra Station.

The basic concept of this route is to provide local mobility throughout the day with connections for local residents to the Main Street Station, downtown Downers Grove, retail centers along 75th Street, and Yorktown Center. In order to meet the needs of commuters as well as midday demand, the service would operate from 6:00 a.m. to 9:00 p.m.

ALTERNATIVE 3

Alternative 3 is similar to Alternative 2. The routes are the same as shown in Figure III-2. The difference is the frequency of service. Route 1 serves the Main Street corridor north of the Main Street Metra Station to Yorktown Center with service every 30 minutes. South of the Metra Station a second route is proposed. As shown in this alternative, the bus would operate on a loop traveling from the Main Street station to the Belmont Metra station and then south and west to Cameo Apartments. From Cameo Apartments, the route returns to Woodward Avenue and travels south to 75th Street. At 75th Street, the route turns east to serve commercial areas long 75th Street including The Grove, Woodgrove Festival, Downers Park Plaza, and Fairview Plaza. At Fairview Avenue, the route turns north and follows Fairview to 55th Street. At 55th Street, the route turns west to Main Street and returns to the Main Street Metra Station. Route 2 would operate in both directions with 30-minute service in each direction. This increases the number of buses for the operation from two to five. This offers a much higher level of service and convenience for users.

Route 2 would operate in a counterclockwise direction on the loop. Route 3 would operate in a clockwise direction. Saturday service would be the same as Alternative 2 with 30-minute service on Route 1 and hourly service on Route 2. Route 3 would not operate on Saturdays. The service would not operate on major holidays or Sundays.

ALTERNATIVE 4

Alternative 4 is shown in Figure III-3. This option consists of four routes. Route 1 would operate between Yorktown Center and the Main Street Metra Station following Butterfield Road to the west, passing the Sara Lee facility, traveling south to the Belmont Metra Station, and then east to Main Street Station. Route 2 also travels between Yorktown Center and the Main Street Metra Station, but travels east on 31st Street to Meyers Road, then south to 39th Street, east to Good Samaritan Hospital, and then south on Main Street to the Metra Station. Routes 3 and 4 are the same as Routes 2 and 3 in Alternative 3. South of the Metra Station a second route is proposed. As shown in this alternative, the bus would operate on a loop traveling from the Main Street station to the Belmont Metra station and then south and west to Cameo Apartments. From Cameo Apartments, the route returns to Woodward Avenue and travels south to 75th Street. At 75th Street, the route turns east to serve commercial areas long 75th Street including The Grove, Woodgrove Festival, Downers Park Plaza, and Fairview Plaza. At Fairview Avenue, the route turns north and follows Fairview to 55th Street. At 55th Street, the route turns west to Main Street and returns to the Main Street Metra Station. Each operates in opposite directions on the loop south of the Metra line.

VEHICLES

Based on the proposed service and input from the local community, the suggested vehicle type is a low-floor, small transit coach. These vehicles would provide flexibility for use of the vehicles throughout the routes operated by the Grove Commuter Shuttle. A desire for a smaller vehicle was also mentioned, so the options shown in Table III-17 include both small transit coaches and body-on-chassis vehicles. The vehicles should have a capacity of 20 to 30 passengers with two wheelchair positions.

Characteristic	Vehicle Type				
	Optima Opus	Bluebird Ultra LMB	El Dorado National EZ-Rider II	Dallas Smith Friendly Bus	Glaval Bus Easy On
					
Length	30'	28'	30'	24' - 27'	26' - 30'
Chassis	Transit Coach	Transit Coach	Transit Coach	Ford F-450	Custom
Low-Floor	Yes	Yes	Yes	Yes	Yes
Accessible	Yes	Yes	Yes	Yes	Yes
Seating Capacity	19-27	19-28	17-27	14-20	19-28
Wheelchair Positions	2	2	2	2	2
Source: LSC, 2007.					

Community Input

A Community Forum will be held in Downers Grove on July 19, 2007 at the Downers Grove Public Works Facility. 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.**

DOWNERS GROVE COMMUNITY FORUM

Thursday, July 19, 2007

7:00 p.m. to 9:00 p.m.

Downers Grove Public Works Facility

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

Website: www.GetAroundDuPage.org

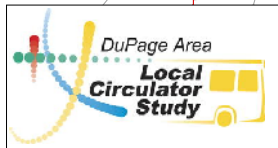
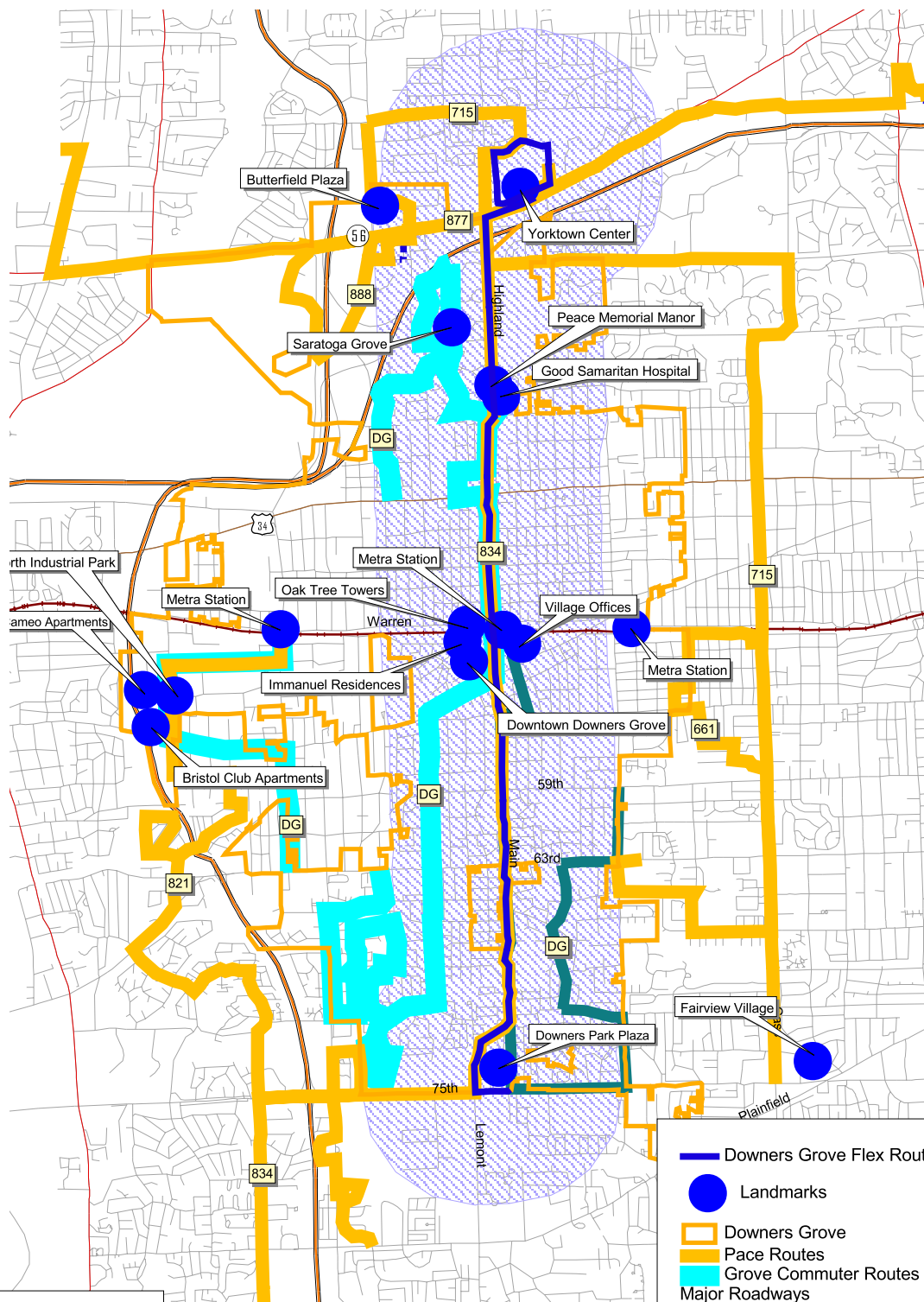
Email: dupage@LSCCS.com

Phone: (800) 677-1671

Or send your comments to:
Village of Downers Grove
Public Works Department
5101 Walnut
Downers Grove IL 60515

**Please provide your feedback by Friday
July 27.**

Figure III-1
Downers Grove Circulator Alternative 1

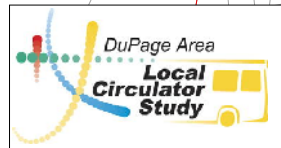
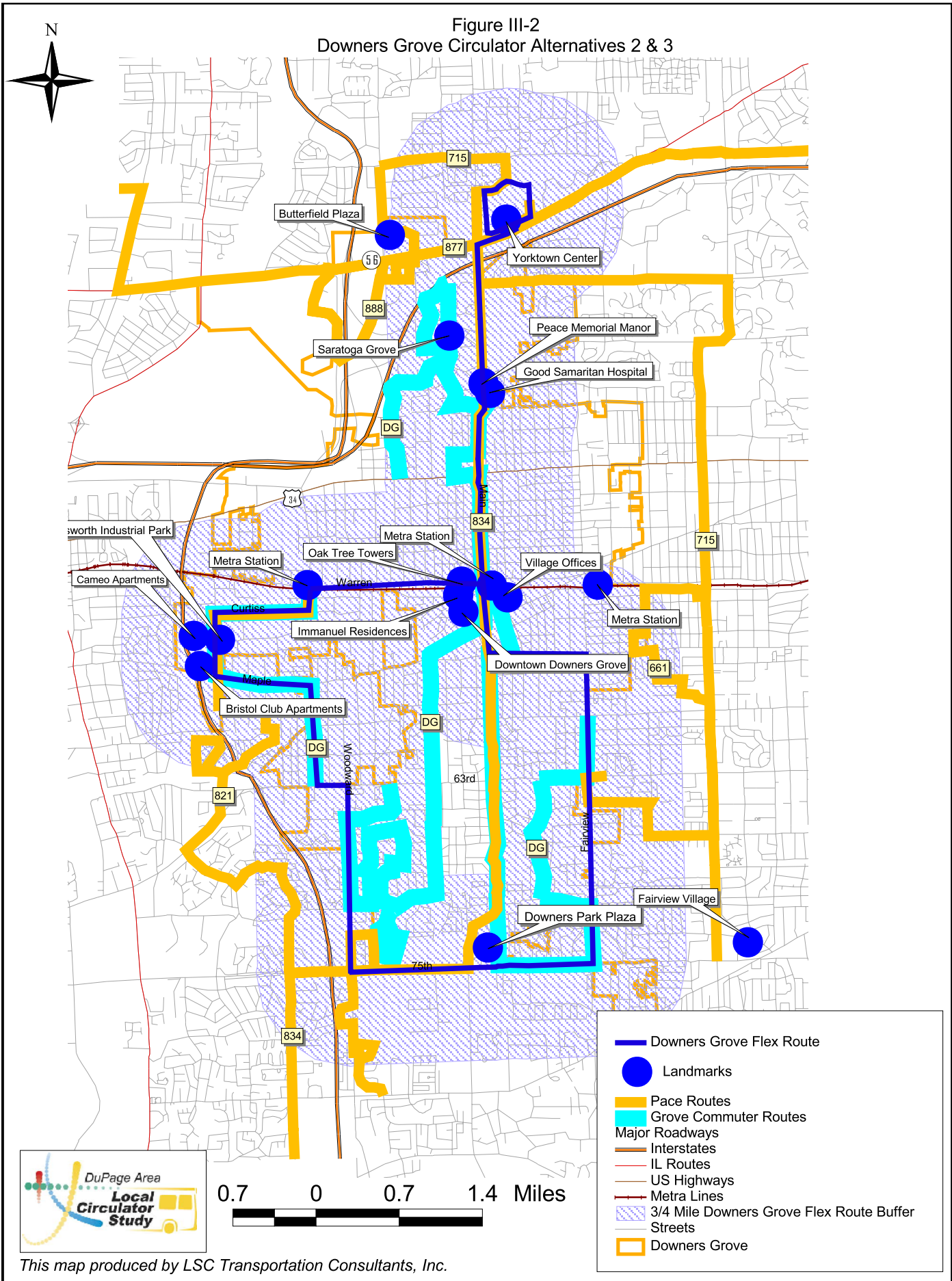


- Downers Grove Flex Route
- Landmarks
- Downers Grove Pace Routes
- Grove Commuter Routes
- Major Roadways**
- Interstates
- IL Routes
- US Highways
- Metra Lines
- 3/4 Mile Downers Grove Flex Route Buffer
- Streets

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
Downers Grove Circulator Alternatives 2 & 3



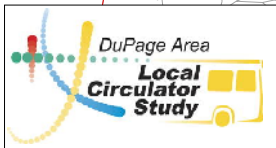
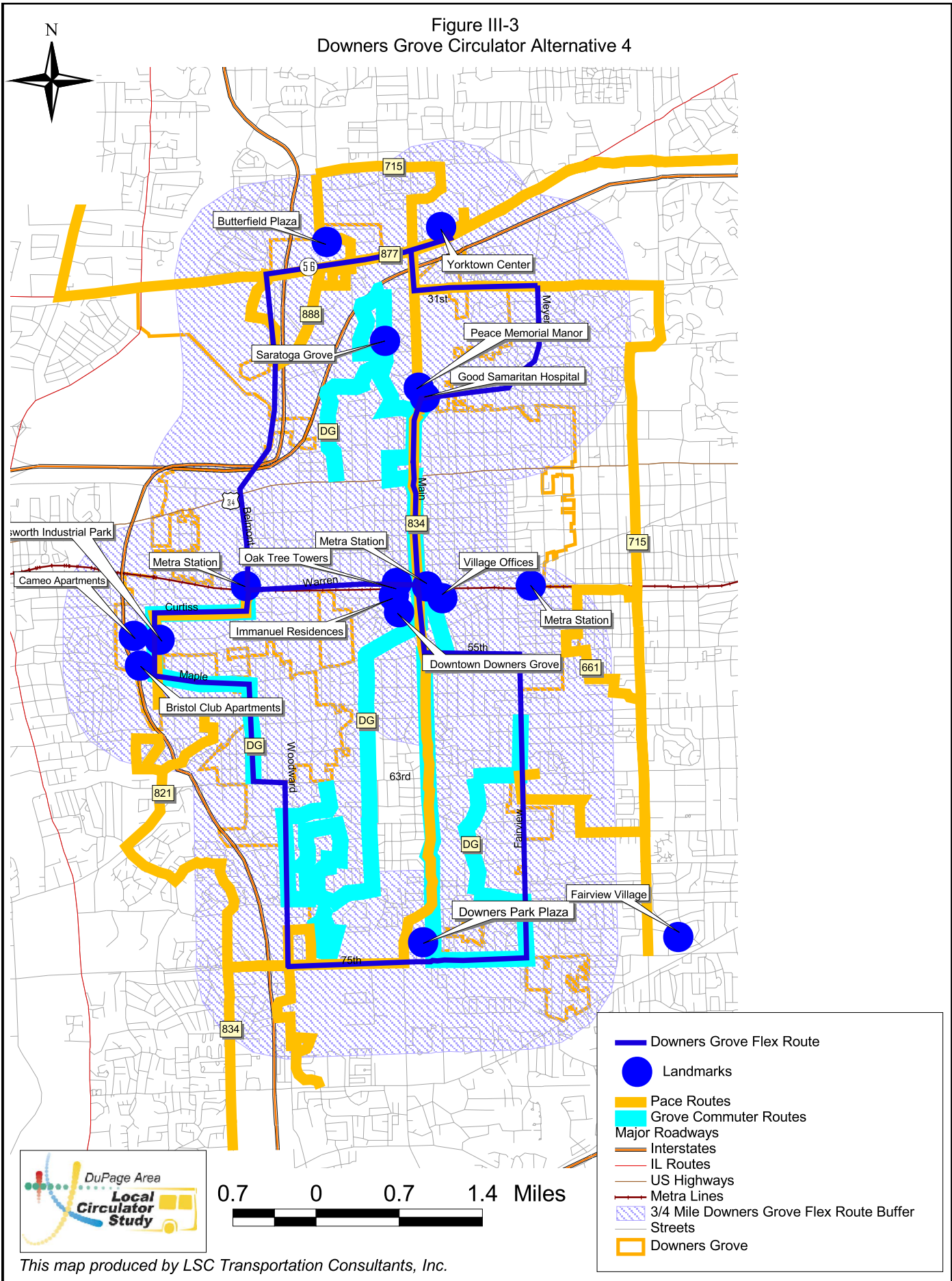
0.7 0 0.7 1.4 Miles

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- Downers Grove

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Figure III-3
Downers Grove Circulator Alternative 4



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