

Lombard Commuter Parking Study

Department of Community Development

October 2008

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Executive Summary

The 2008 Commuter Parking Study has been conducted as a follow-up to the 2007 Commuter Parking Study as a means to provide updated information on specific initiatives that were implemented as part of the 2007 Study. This report does not set forth specific recommendations but does provide quantitative information to assist in the formulation of any further recommendations.

Lombard currently has 537 commuter parking spaces that are divided between daily fee spaces, quarterly permit spaces and Lombard-only permit parking. To maintain the same methodology as the 2007 Study, staff conducted a three-day survey of Lombard's commuter lots during the morning rush period (ending at 9:00 a.m.) on a Tuesday, Wednesday and Friday during Fall weather conditions. As documented during the 2007 Study, daily fee spaces filled up quickly (mostly before 8:00 a.m), which was observed again during the 2008 survey. As a high demand for daily fee parking spaces was once again documented and quarterly permit were still available after the morning rush hour period.

The 2007 Commuter Parking Study data indicated that there were a number of commuter parking spaces being consumed by out-of-town users. As a significant amount of commuter parking was being used (37%) by commuters from outside of Lombard, one recommendation of the 2007 Study was to restrict use of lots by non-Lombard residents. There were three locations that became Lombard-only parking areas. The Maple Street lot was converted from daily fee parking to Lombard-only permit parking. Parkside East was divided up to still allow thirty (30) daily fee spaces to the general public, but sixty-eight (68) spaces were divided out to accommodate Lombard-only permit parking. The 101 S. Main Street lot also accommodated daily fee parking to the general public; however, this would also be converted to accommodate Lombard-only parking. The 101 S. Main lot now contains sixteen (16) daily fee and 69 permit spaces that can only be used by residents of Lombard.

With the aforementioned changes made to the commuter parking lots, there was a slight drop in the number of identified out-of-town users. Lombard residents with valid vehicle stickers account for 73% of quarterly permit holders (previously 69%), 68% of daily fee (previously 61%) and 99% of the Lombard-only parking users. As a whole, 33% (previously 37%) of Lombard's commuter parking spaces are used by non-residents. It is noted that of those 33%, 19% of the users were unidentified and may possibly still be residents of Lombard.

Metra Statistics

Per Metra, the average number of daily boardings at the Lombard Metra/Union Pacific Station as of fall 2007 was 1,280. This represents a 5.6% increase from the 2002 count, which was 1,213. As of October 2008, year-to-date Metra ridership over the entire Metra system was 5% greater than in 2007.

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

Prior to the 2007 Commuter Parking Study, the Village of Lombard operated three quarterly permit lots and five daily fee lots for commuter parking purposes. Based upon the findings of the 2007 Study, the Village reconfigured three of the commuter parking lots to better accommodate the residents of Lombard. The Village now operates three quarterly permit lots, three daily fee lots, and three Lombard-only permit lots (one of which includes sixteen (16) Lombard-only daily fee parking spaces) for a total of 537 spaces. This includes 527 standard spaces, one motorcycle space, and nine accessible spaces.

Quarterly Permit Parking

The Village's 117 quarterly permit spaces are divided between the Park/Elizabeth lot (61 standard spaces, 5 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 (9 standard spaces) at 100 S. Main Street.

Daily Fee Parking

A total of 239 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 (29 standard spaces, 1 motorcycle space) and Hammerschmidt (113 standard spaces).

Lombard-Only Permit Parking

The Village now provides 181 parking spaces exclusively for residents of Lombard. As previously mentioned, the findings of the 2007 Commuter Parking Study indicated that 37% of the commuter parking spaces were being used by commuters outside of Lombard. The Lombard-only parking spaces were created out of the supply of daily fee spaces as those daily fee spaces can be used by everyone, regardless of residency. These lots encompass the once daily fee Maple Street (28 standard spaces) and Parkside East (68 standard spaces) lots. Also, the once daily fee 101 S. Main Street lot provides both daily fee and permit-only parking spaces for residents of Lombard (16 daily fee and 69 standard spaces).

Quarterly permit and Lombard-only Permits are sold quarterly and are first made available to current permit holders. To purchase a Lombard-only permit, the purchaser must have a current Village of Lombard vehicle sticker on all vehicles registered in the applicant’s name and to the applicant’s address. The charge for all quarterly permit and Lombard-only parking is \$75 per quarter, with the exception of the Premium lot, which is \$150 per quarter. All permits routinely sell out by the first day of each quarter.

Commuter Parking Lot Usage

On September 30, October 1 & 3, 2008, staff inspected each commuter lot to ascertain how quickly the lots fill on a daily basis. Similar to the 2007 Study 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.

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 almost immediately (before 8:00 a.m.), but there are still a number of quarterly permit and Lombard-only spaces available after the morning rush.

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

Daily Fee Lots					Quarterly Lots				
	Tues.	Wed.	Fri.	Avg.		Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	239	239	239	239	<i>Total Spaces</i>	117	117	117	117
6:30 a.m.	115	115	130	120	6:30 a.m.	89	99	102	97
7:00 a.m.	66	40	96	67	7:00 a.m.	80	90	94	88
7:30 a.m.	5	5	38	16	7:30 a.m.	52	62	71	62
8:00 a.m.	3	5	15	8	8:00 a.m.	38	45	50	44
8:30 a.m.	0	1	6	2	8:30 a.m.	22	27	38	29
9:00 a.m.	0	1	4	2	9:00 a.m.	20	25	34	26

Lombard-Only Lots				
	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	181	181	181	181
6:30 a.m.	138	133	146	139
7:00 a.m.	91	91	115	99
7:30 a.m.	56	64	83	68
8:00 a.m.	50	52	72	58
8:30 a.m.	34	46	63	48
9:00 a.m.	34	44	62	47

Commuter Parking Lot Users

On Tuesday, September 30, staff recorded the vehicle sticker number of each vehicle in the daily fee lots. This information was combined with the quarterly permit and Lombard-only lots to determine the origin of each vehicle in the commuter lots. The 2007 Commuter Parking Study found that nearly two-thirds of the spaces were used by Lombard residents and over one-third by others. During the 2008 Study, the number of

Lombard users accounted for 80% while the remaining 20% of the spaces were used by out-of-town commuters and/or users whose origins could not be identified.

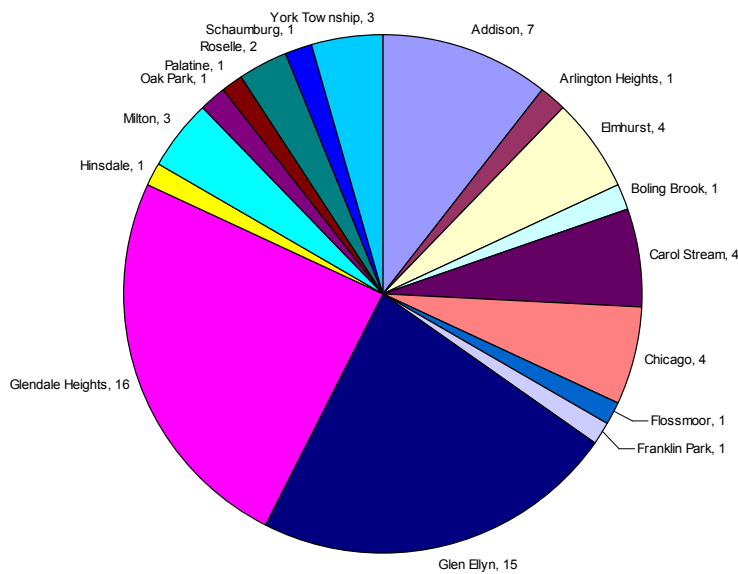
Figure 2: Vehicle sticker/ownership information

Lot Name	Number in-town	% in-town	Number out of town	% out of town	Total
Premium	5	83%	1	17%	6
St. Charles	18	60%	12	40%	30
Park/Elizabeth	36	80%	9	20%	45
Total Quarterly	59	73%	22	27%	81
Parkside-West	45	76%	14	24%	59
Parkside-East	21	70%	9	30%	30
Hammerschmidt	49	60%	32	40%	81
Total Daily Fee	115	68%	55	32%	170
101 S. Main	70	99%	1	1%	71
Maple Street	25	100%	0	0%	25
Parkside East	51	100%	0	0%	51
Total Lombard-Only	146	99%	1	1%	147
Total - All Lots	320	80%	78	20%	398

Out-of-Town Users

Of the 156 vehicles without valid Lombard vehicle stickers, 90 are unidentified. These may belong to residents from other towns or Lombard residents without vehicle stickers. However, the remaining 66 had vehicle stickers from other municipalities. The largest representation was from Glendale Heights (16), Glen Ellyn (15) and Addison (7).

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



The number of out-of-town users has decreased by 34% since the 2007 Commuter Parking Study. During the 2007 analysis, 100 vehicles had stickers from other municipalities, while during this analysis only 66 had stickers from other municipalities. The largest out-of-town representations are still the same - Glendale Heights, Glen Ellyn and Addison. As stated in the 2007 Commuter Parking Study, some out of town users may choose to park in Lombard because there is no Metra station in their respective communities and/or Lombard is generally more convenient. However, some commuters may choose to park in Lombard because of Lombard's lower parking fees and Metra's fare structure.

Commuter Shuttle Service – Pace Route 674

Pace Route 674 (Southwest Lombard) is a commuter shuttle service that does three morning runs to the Metra station and three evening runs from the Metra station. Pace proposed to eliminate all of its commuter shuttle routes (including Route 674) as part of its 2008 budget; however, those plans were never fully executed and Route 674 is still in service.

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 itself may not be meet the needs of most Lombard commuters.

On a positive note, Lombard's proposed circulator service, which is anticipated to begin in late 2009, will offer direct all-day service to the Lombard Metra station from nearly all properties in the Village. The circulator schedule will be coordinated to bring passengers to and from the train station in conjunction with train arrival and departure times. When implemented, this service should slightly reduce the need for commuter parking for Lombard residents. The circulator will be even more attractive as a commuting option if the cost of commuter parking exceeds the cost of riding the circulator.

Strategies for Increasing Commuter Parking

The 2007 Commuter Parking Study recommended two basic alternatives for increasing commuter parking: physically increasing the number of downtown commuter spaces and managing the existing supply of spaces. Five options for increasing commuter parking were listed within the 2007 Commuter Parking Study. Those five options are as follows:

- Option 1: Construct additional commuter parking within the downtown
- Option 2: Initiate a Park N Ride
- Option 3: Adjust Commuter Parking Pricing
- Option 4: Convert Quarterly Permit Lot(s) to Daily Fee Lot(s)
- Option 5: Initiate Lombard Resident Only Use of Lots

Of the five options to increase commuter parking that were presented in the 2007 Study, only two have since been implemented; however, one option is in the development phase.

“Converting Quarterly Permit Lot(s) to Daily Fee Lot(s)” and “Initiate Lombard Resident Only Use of Lots” are the options that have been initiated since the 2007 Study. There were three locations that became Lombard-only parking areas. The Maple Street lot was converted from daily fee parking to Lombard-only permit parking. Parkside East was divided up to still allow thirty (30) daily fee spaces to the general public, but sixty-eight (68) spaces were divided out to accommodate Lombard-only permit parking. The 101 S. Main Street lot also accommodated daily fee parking to the general public; however, this would also be converted to accommodate Lombard-only parking. The 101 S. Main lot now contains sixteen (16) daily fee and 69 permit spaces that can only be used by residents of Lombard.

“Initiate a Park N Ride” was another option listed in the 2007 Study and is currently in the development phase. The report stated that “this type of solution (Park N Ride) 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.” As previously mentioned, staff has been working with the Lombard Circulator Task Force and other government agencies to develop a circulator bus system, which is anticipated to set in motion in 2009.

“Construct additional commuter parking within the downtown” and “Adjust Commuter Parking Pricing” are two options to increase commuter parking that have yet to be initiated. As mentioned in the 2007 Commuter Parking Study, the cost of constructing a new parking lot might prove too costly, not only because of construction costs, but more specifically because land in the downtown could be used for other tax-generating developments. In the event that additional commuter parking is to be constructed, adjusting the commuter parking pricing may help finance such development.

Issues for Consideration

Based upon the recent findings discovered during the 2008 Commuter Parking Study, there are a couple noteworthy issues that the Village Board should consider when establishing future policy.

1. Policy may alleviate some current commuter parking issues.

As the construction of additional parking takes away from the available land for private development within the downtown area, better managing existing parking facilities may resolve certain issues. Another important item listed for consideration in the 2007 Commuter Parking Study was that a significant amount of commuter parking was being used by commuters from outside of Lombard. Based on those findings of the Study, the commuter parking lots were reconfigured to better accommodate residents of Lombard. Out-of-town usage has dropped by 34% since 2007.

By conducting a yearly inventory of the existing parking facilities and determining the number and demographics of users, the commuter parking lots can be better managed through on-time decision-making. As an example, the findings of the 2008 Commuter Parking Study revealed that there is a further need for daily fee parking. As a result of this finding, staff is currently proposing to reconfigure the 101 S. Main Street Lot to include more Lombard-only daily fee parking spaces. There are currently 16 daily spaces

in the 101 S. Main Street Lot and staff is proposing to change the total number of Lombard-only daily fee parking spaces to 30, an increase of 14 spaces.

2. Contingency planning for future parking needs.

The 85-space 101 S. Main Street Lombard-only parking lot accounts for 16 percent of the Village's commuter parking supply; however, these spaces could potentially be lost if property were to be redeveloped. The Premium Lot (100 S. Main) is another short-term only 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 nine commuter spaces.

As a contingency plan in the event that the 101 S. Main Street Lot and/or the Premium Lot were no longer available, the Village may wish to secure future parking areas in close approximation to the train station. The 2007 Commuter Parking Study made reference to certain properties and/or expansions of existing parking facilities.

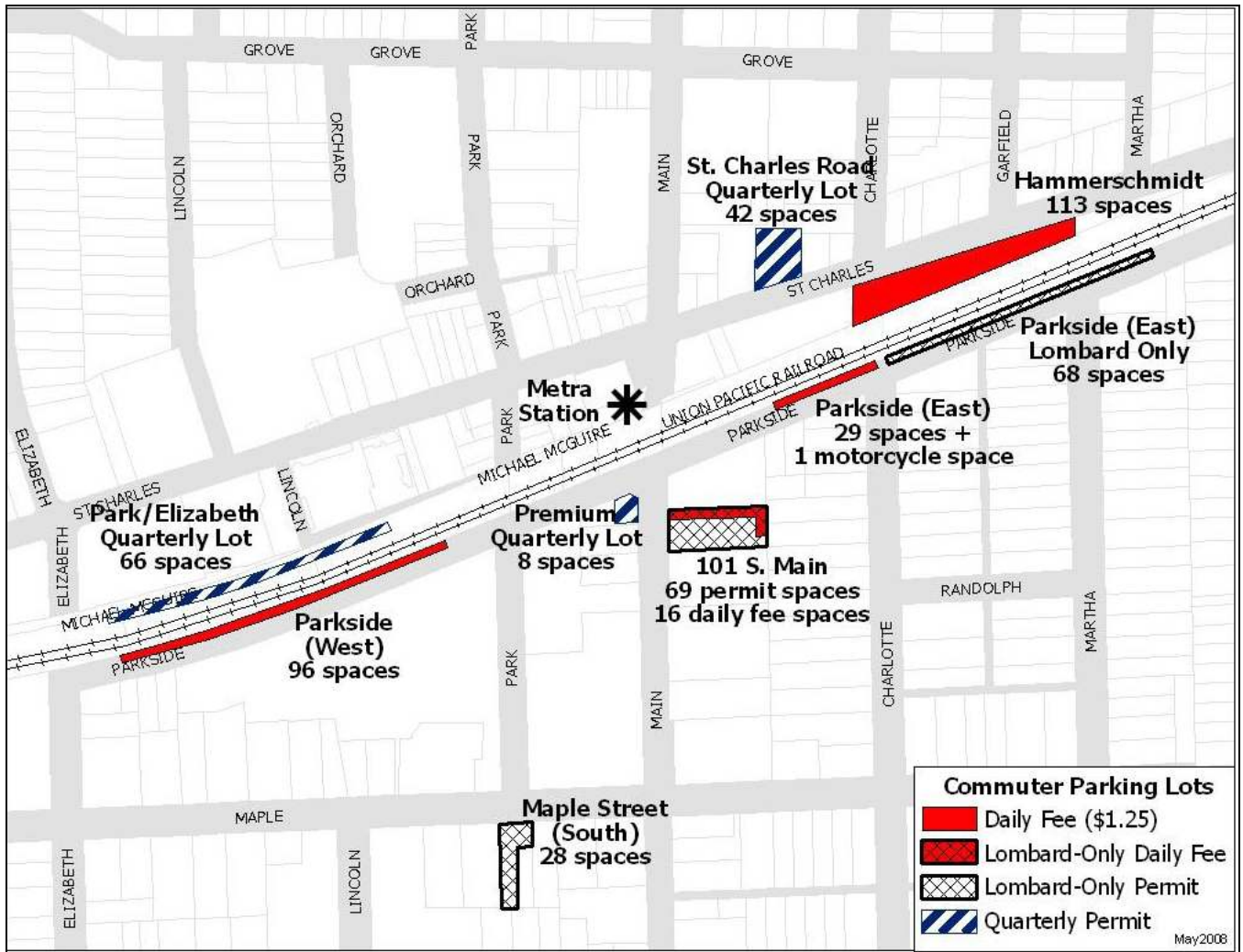
Figure 4: Potential future parking expansion areas.

Location	Estimated Number of New Spaces	Assumed Cost Per Space	Total Rough Estimated Cost	Notes
Parkside-East (expansion)	63	\$6,300	\$398,000	No land acquisition necessary. Spaces would be the furthest from the train station (more than ¼ mile away)
101 S. Main Street (expansion)	64	\$6,300	\$404,000	No land acquisition necessary. Spaces would be lost in the event of a redevelopment.
101 S. Main Street south lot	99	\$6,300	\$625,000	No land acquisition necessary. Spaces would be lost in the event of a redevelopment.
TCF Bank	51	\$21,000	\$1,074,000	Assumes purchase of property & demolition of building (demolition not included in project cost)
AT&T parking deck	41	\$32,000	\$1,295,000	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	\$21,000	\$1,630,000	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.
Hammerschmidt lot (expansion)	92	\$18,000	\$1,684,000	CMAQ 2008 grant funding denied.
130-144 E. St. Charles Road	86	\$21,000	\$1,810,000	Assumes purchase of property & demolition of all buildings (demolition not included in project cost)

3. Going vertical with parking infrastructure.

In an effort to improve traffic flow, visually enhance and economically stimulate the downtown area, the consolidation of commuter parking should be given serious consideration. As illustrated in Figure 4, the construction of a parking deck is financially costly; however, the overall benefits to such an undertaking should be considered. As mentioned several times in this report, parking lots do take away from other potential development that could economically benefit the Village. If a parking deck were to be constructed, property that is currently being used for commuter parking purposes could be readily available for development. Those properties could also be converted into a gateway enhancement that would symbolize the Village of Lombard as a community. Creating a fountain square or pocket park are a couple ideas that could enhance the downtown and possibly create more pedestrian traffic. Evident during the parking counts, the current commuter parking situation creates vehicular traffic in certain residential neighborhoods. Consolidating commuter parking to a parking deck could also create a focal point for traffic that could keep commuter traffic out of residential neighborhoods that are adjacent to the railroad.

Appendix A: Updated Lombard Commuter Parking Map



Appendix B: Commuter Parking Lot Daily Counts

for September 30, October 1 & 3, 2008

Daily Fee Lots	Parkside (West)				Parkside (East)				Hammerschmidt				ADA (4 P-W)			
	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	92	92	92	92.0	30	30	30	30.0	113	113	113	113.0	4	4	4	4.0
6:30 a.m.	5	0	13	6.0	18	20	23	20.3	90	93	93	92.0	2	2	1	1.7
7:00 a.m.	0	0	11	3.7	15	16	16	15.7	51	23	68	47.3	0	1	1	0.7
7:30 a.m.	0	0	4	1.3	5	4	6	5.0	0	0	28	9.3	0	1	0	0.3
8:00 a.m.	0	0	3	1.0	3	4	3	3.3	0	0	9	3.0	0	1	0	0.3
8:30 a.m.	0	0	1	0.3	0	0	0	0.0	0	0	5	1.7	0	1	0	0.3
9:00 a.m.	0	1	0	0.3	0	0	0	0.0	0	0	4	1.3	0	1	0	0.3

Quarterly Lots	Park/Elizabeth				Premium				St. Charles Road				ADA (5 Park)			
	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	61	61	61	61.0	9	9	9	9.0	42	42	42	42.0	5	5	5	5.0
6:30 a.m.	45	50	50	48.3	9	8	9	8.7	33	37	39	36.3	2	4	4	3.3
7:00 a.m.	38	43	46	42.3	8	8	9	8.3	32	35	35	34.0	2	4	4	3.3
7:30 a.m.	24	26	31	27.0	5	8	8	7.0	21	25	28	24.7	2	3	4	3.0
8:00 a.m.	14	14	18	15.3	4	8	8	6.7	18	22	20	20.0	2	1	4	2.3
8:30 a.m.	5	4	12	7.0	2	4	6	4.0	13	18	17	16.0	2	1	3	2.0
9:00 a.m.	5	4	11	6.7	2	4	6	4.0	11	15	14	13.3	2	2	3	2.3

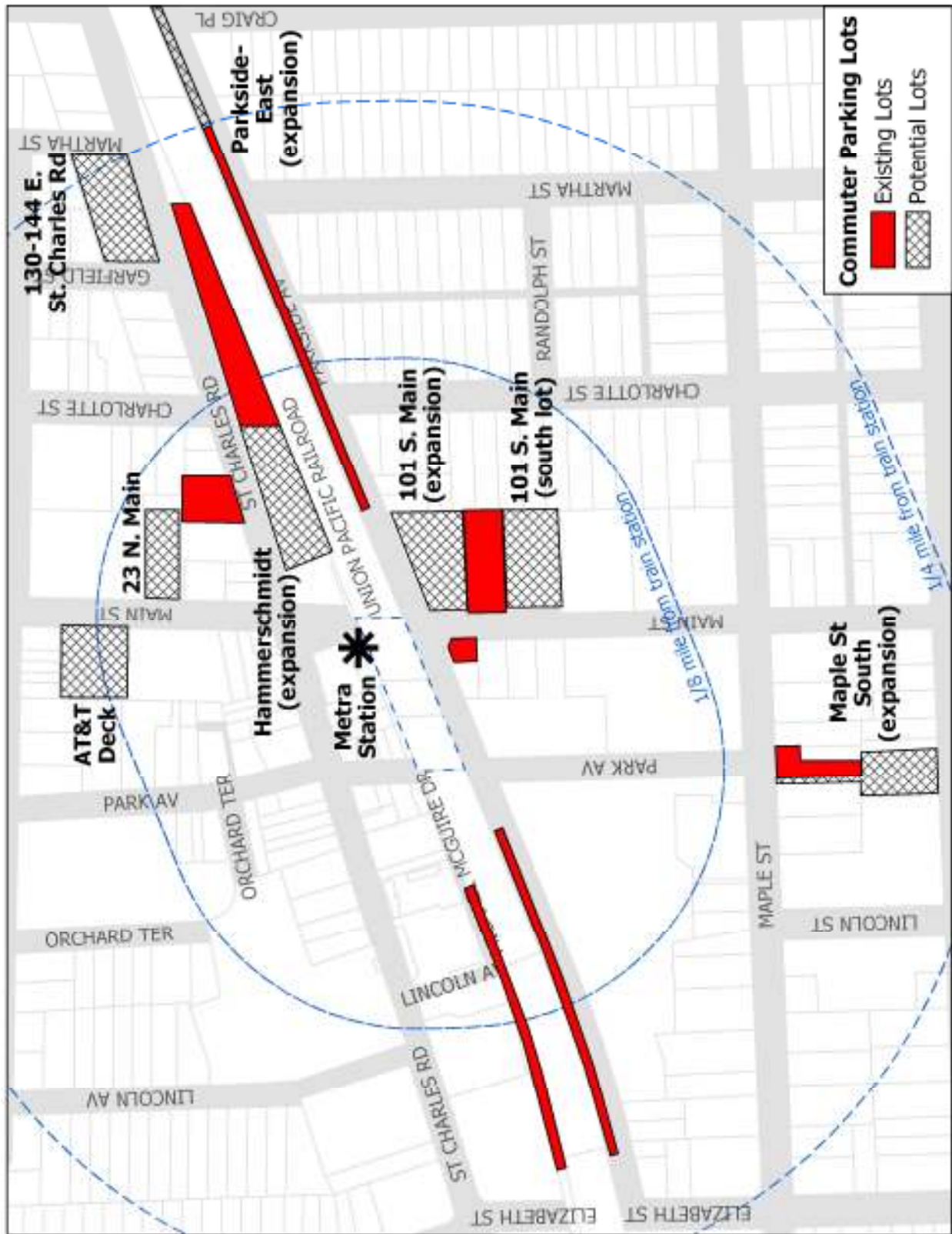
Lombard-Only Lots	Maple Street (South)				101 S. Main Street				Parkside (East)			
	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	28	28	28	28.0	85	85	85	85.0	68	68	68	68.0
6:30 a.m.	19	23	19	20.3	66	65	74	68.3	53	45	53	50.3
7:00 a.m.	16	18	17	17.0	44	51	61	52.0	31	22	37	30.0
7:30 a.m.	10	11	11	10.7	23	34	46	34.3	23	19	26	22.7
8:00 a.m.	5	9	8	7.3	23	26	38	29.0	22	17	26	21.7
8:30 a.m.	3	7	6	5.3	14	23	35	24.0	17	16	22	18.3
9:00 a.m.	3	6	6	5.0	14	22	34	23.3	17	16	22	18.3

Daily Fee Totals	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	239	239	239	239
6:30 a.m.	115	115	130	120
7:00 a.m.	66	40	96	67
7:30 a.m.	5	5	38	16
8:00 a.m.	3	5	15	8
8:30 a.m.	0	1	6	2
9:00 a.m.	0	1	4	2

Quarterly Totals	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	117	117	117	117
6:30 a.m.	89	99	102	97
7:00 a.m.	80	90	94	88
7:30 a.m.	52	62	71	62
8:00 a.m.	38	45	50	44
8:30 a.m.	22	27	38	29
9:00 a.m.	20	25	34	26

Lombard-Only Totals	Tues.	Wed.	Fri.	Avg.
<i>Total Spaces</i>	181	181	181	181
6:30 a.m.	138	133	146	139
7:00 a.m.	91	91	115	99
7:30 a.m.	56	64	83	68
8:00 a.m.	50	52	72	58
8:30 a.m.	34	46	63	48
9:00 a.m.	34	44	62	47

Appendix C: Additional Commuter Parking – Potential Locations



Appendix D: 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.

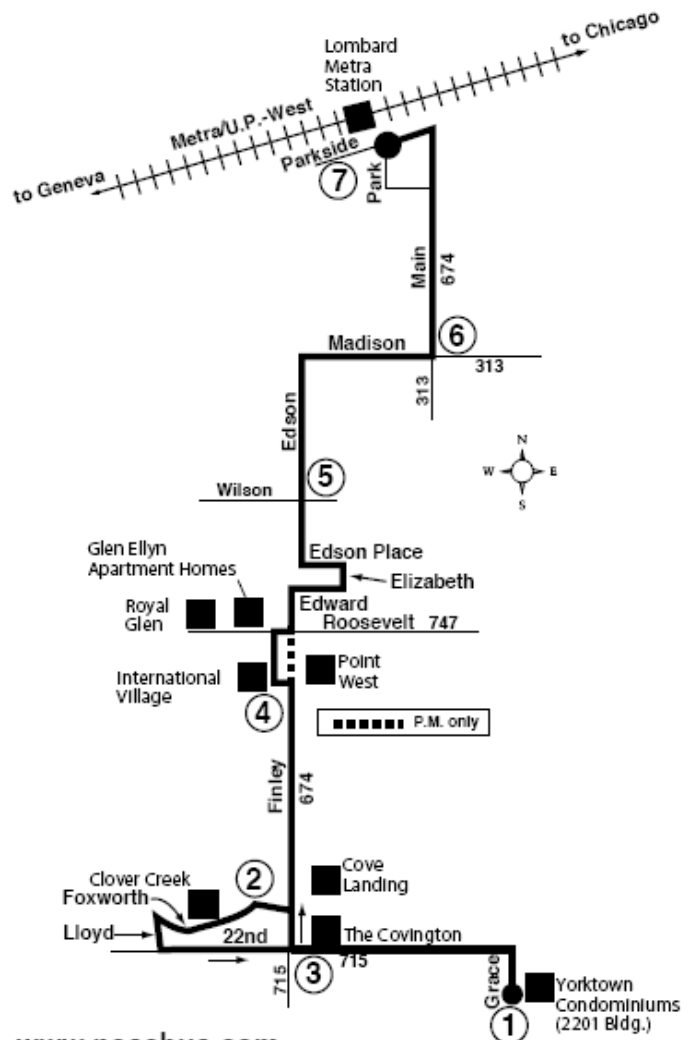
WEEKDAY - AFTERNOON

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

⑦	⑥	⑤	④	③	②	①
TRAIN LEAVES CHICAGO	TRAIN ARRIVES LOMBARD	APPROXIMATE BUS DEPARTURE TIME (SOUTH SIDE OF TRACKS)				
4:35pm	5:14pm	5:19pm				
5:42	6:14	6:16				
6:10	6:45	6:48				

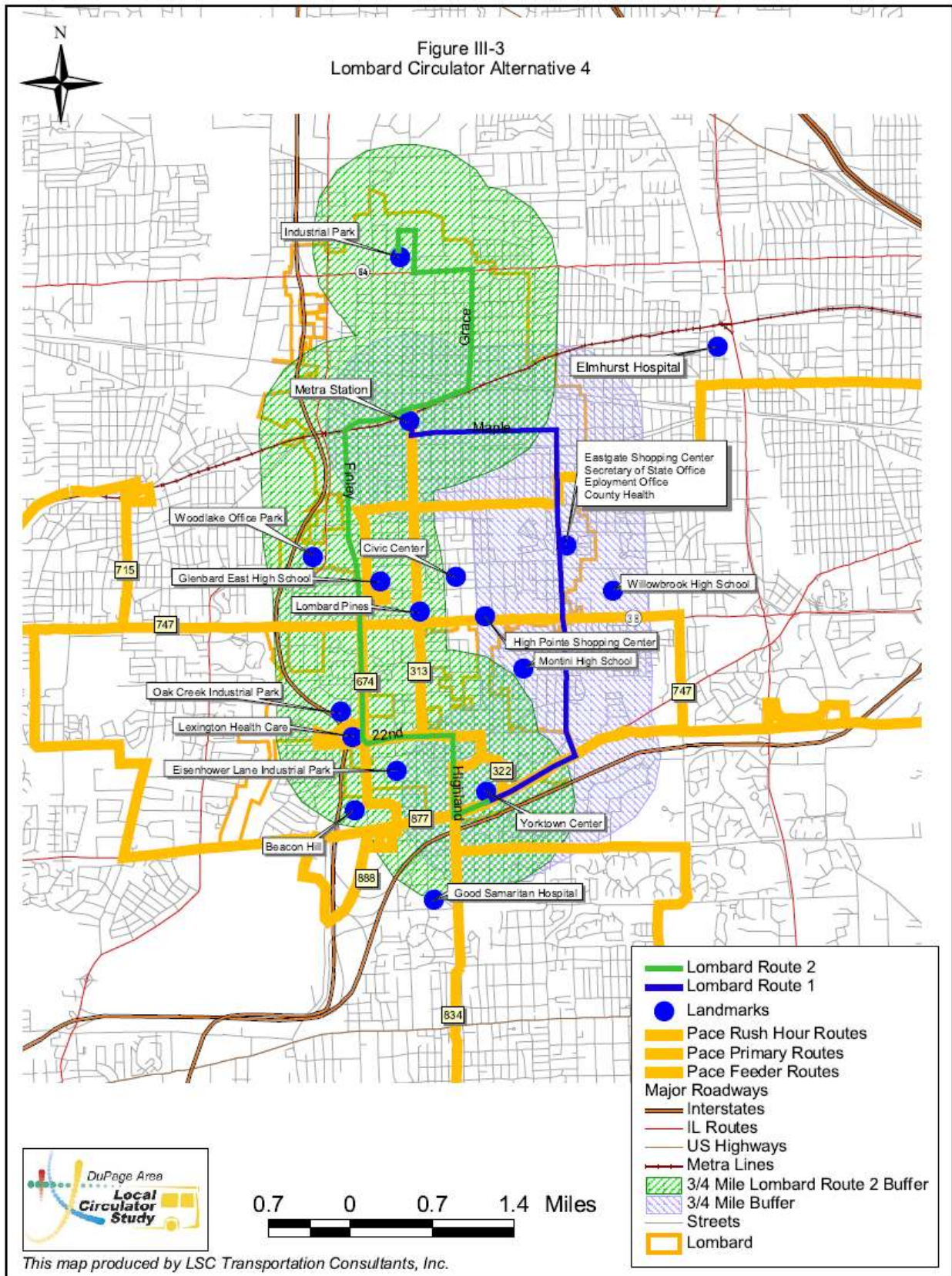
Weekdays only. No Saturday, Sunday or holiday service.

Route 674 Effective Date April 17, 2006



www.pacebus.com

Appendix E: Proposed Circulator Service



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