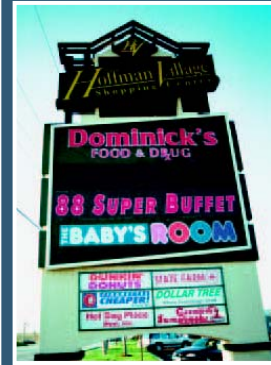


# Joint Transit Plan

Prepared for:



October 2003





# Summary Report

<b>Section 1. Introduction.....</b>	<b>1</b>
<b>Section 2. Strategic Findings .....</b>	<b>3</b>
<b>Section 3. Planning Context.....</b>	<b>5</b>
Existing Services .....	5
Outreach.....	6
<b>Section 4. “The Plan” .....</b>	<b>9</b>
Types of Services .....	9
Long Term Recommended Services.....	10
Plan Phasing .....	14
Immediate Actions .....	14
Short Term Implementation .....	14
Medium Term Implementation .....	17
<b>Section 5. Implementing the Plan .....</b>	<b>21</b>



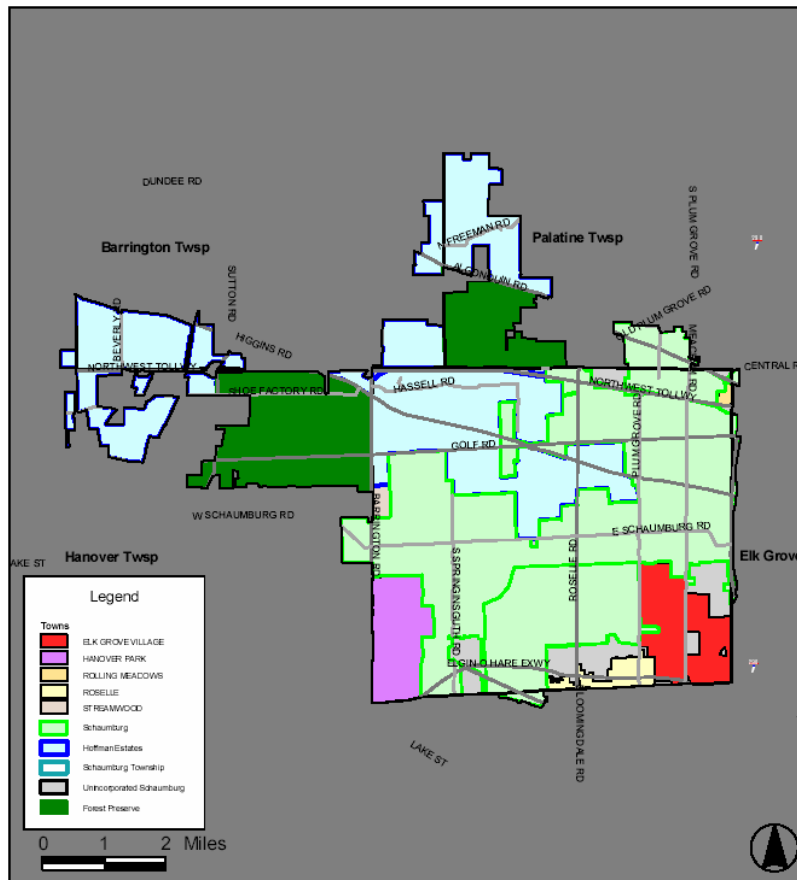


## Section 1.

## Introduction

This study looked at the specific mobility needs of the Schaumburg / Hoffman Estates area and recommends a comprehensive set of coordinated transit services, along with service coordination strategies for the long-term sustainability of transit in the area. The outcome is a long term vision for transit services in the area that is realistic, sustainable and meets the mobility needs of the area's residents. The plan addresses the needs of today and the potential market for transit, and creates an effective long term mobility option throughout the study area.

The Joint Transit Plan was commissioned by the Villages of Schaumburg and Hoffman Estates, along with Schaumburg Township, and these three partners comprised the area shown below. These jurisdictions realize that the travel patterns of their residents and workers are not limited by their municipal borders and that plans for service should reflect those needs.





## Section 2.

## Strategic Findings

There were many avenues of analysis followed in conducting this study. An assessment of the market for transit was done by analyzing demographic characteristics, employment patterns and existing services. This provided a foundation of information for public outreach to key stakeholders and decision leaders, users and potential users and the general public. With all this information, several strategic findings emerged:

**There are significant gaps in service:** Where services are available, there are many unserved trip needs based on where the services are located. There are many areas or types of trips that do not have any fixed route service available to them. A resident of Schaumburg who does not have access to service in the Woodfield area cannot use a fixed route transit service to reach Harper College. A resident of the central area of Hoffman Estates who is not elderly or disabled does not have transit services to provide access to the Woodfield area.

**There are gaps in information:** There is a wide range of information in the public about what types of services exist in the study area. There are critical gaps in that information as well. Conversations with the public revealed that many do not know or understand the services that are available to them.

**There are many 'connections' that could be well served by transit:** Important connections within the study area were identified.

*Regional Connections* - transit services that provide connections to the broader public transit network in the region such as the Woodfield shopping and office area, the Northwest Transportation Center, and Metra services.

*Critical Mobility Needs* - include medical, educational, employment and other important destinations for those with limited mobility options. These locations include St. Alexius and Alexian Brothers Medical Centers, Harper College, and other areas.

*General Mobility Needs* – there were a number of general purpose travel needs, often related to shopping and other daily life activities where transit services could be useful to segments of the population. Access to Schaumburg Town Square, Barrington Square, Barrington / Higgins and the Golf Road corridor were identified.

**Marketing and 'branding' of service are essential for success:** Many identify the Woodfield Trolley as a successful example of transit in the study area. This highlights the need to make sure that any services that are introduced for the general public in this area are well marketed. A unique 'brand' or image for the service allows the service to also market itself by virtue of the look of the system.

These strategic findings became the basis for designing transit services for the area.





## Section 3.

## Planning Context

---

### Existing Services

Regional fixed route transit services, several special purpose services (trolley, employer shuttles) and several dial-a-ride services exist within the area. The first step towards determining the need or potential for new bus service was to analyze the transit services currently serving the study area. Understanding the current services provided, including the role each service plays and the potential opportunity for increasing and/or coordinating its role with other services was key to the development of new strategies.

### Fixed Route Bus Service

Regular, fixed route services are provided and/or jointly funded by Pace, the Village of Schaumburg, and Village of Hoffman Estates. Most of the fixed route services provide connections in Schaumburg to the Northwest Transportation Center. Services provided in Hoffman Estates are primarily offered in the eastern portion of the Village or to Prairie Stone Business Park. Most service in the areas is peak period service and many portions of the study area are not served by bus service at all.

The Village of Schaumburg operates two important and successful niche market services – each of which is designed specifically for the market that it is targeted to serve. It is important that these services maintain their distinctive characteristics to appropriately target the intended user markets and continue to attract riders to the service. Continuous monitoring of all existing services takes place, but these niche market services must carefully be monitored and fine tuned with respect to changes in the needs of the two distinct market segments. In the interim, the niche market services should continue to operate as separate services.

The Lunchtime Shopper's Shuttle is designed to connect the office areas with the shopping and dining areas in the mid-day to allow workers to access these services without needing to use their cars. The needs of this market are for short trips and frequent service as it is a very time sensitive group of passengers. Direct, frequent and timely service are essential elements of this service. Increasing the length of travel for this market would harm ridership. This service operates in a unique vehicle arrangement with DART, creating efficiencies for both services.

The other very successful niche service is provided by the Woodfield Trolley. This service is targeted to the shopper market to allow a shopper to circulate between the major shopping areas around Woodfield. The needs of this market include access to a wide variety of the important shopping venues in the Woodfield area for a leisure traveler market. This allows the Trolley service to run a fairly long route less frequently than would be needed for other markets, such as the Lunchtime Shopper's Shuttle.

All fixed route service in the study area will need to be reassessed as future planned changes in the area are implemented. The addition of the Convention Center will likely have an impact on the routing and scheduling of the Woodfield Trolley. The implementation of STAR line service will require some modifications to the proposed

route structure. Other development changes or shifts will also affect the design of services. Continuous monitoring and modifications responsive to the market are essential for strong and successful transit services.

### **Commuter Rail**

Two commuter rail lines currently provide service in or near the study area: the Milwaukee District West Line and the UP – Northwest Line. Metra commuter rail service is provided on the Milwaukee District – West line with service between Elgin and Chicago Union Station. Stations in or near the study area include Roselle, Schaumburg, Hanover Park, and Bartlett. Metra commuter rail service is also provided on the UP - Northwest line with service between Harvard and Chicago – Ogilvie Transportation Center. Stations in or near the study area include Arlington Park, Palatine, and Barrington. Limited feeder bus service is in place at some stations. Access to most stations and from most parts of the study area requires auto access.

A new Metra service is proposed in the I-90 corridor. In the study area the STAR line is proposed to have stations at Ikea, Roselle Road, Barrington Road, and Prairie Stone. Local bus service to connect the stations with destinations within the study area will be important to develop.

### **Demand Responsive Services**

Two different types of demand responsive services are provided in parts of the study area. In the Village of Schaumburg, general public demand responsive service is available. In other parts in the study area, services for elderly the elderly and persons with disabilities are provided.

A patchwork of dial-a-ride services is provided in Schaumburg, Elk Grove, Hanover, and Palatine Townships primarily for the elderly and people with disabilities. Schaumburg DART offers curb-to-curb public transportation within the Village for all Village residents, sponsored by the Village of Schaumburg and Pace. Service users may call the dispatcher and bus is routed to pick up the passengers. During the trip other passengers maybe picked up and dropped off.

Demand Responsive services for the elderly and persons with disabilities are provided to those eligible in various parts of the study hour. Demand responsive services for the elderly and persons with disabilities are provided by Dial-a-Ride programs in Schaumburg, Hanover, Palatine and Elk Grove Townships.

PRC Paratransit offers supplemental demand responsive transportation service for persons with disabilities to 3 townships: Wheeling, Schaumburg, and Elk Grove. The service is operated through contractual agreement with a taxicab company and requires that wheel chairs be foldable.

### **Outreach**

The outreach process allowed for communications with the public, transit users, and local officials and leaders. Achieved through a variety of means, the information collected was used to help craft the potential solutions and gain input on the plan's development.

## Stakeholders

A group of individuals was identified by the Project Steering Team as key people to talk to in one-on-one interviews about issues related to transit needs in the Hoffman Estates / Schaumburg / Township of Schaumburg area. Through the stakeholder interviews, there was a general sense that transit needs exist in the area. Stakeholders that had more than a general understanding of what services are available also had a keen awareness of the problems with the municipal boundaries that currently exist with these services. The geographic borders of service provision, in many cases, do not match with the travel needs of the region's residents.

## Users/Non-Users Small Group Meetings

A group of users / potential users were gathered to discuss transit needs in the study area. In general, the group expressed very modest expectations for mobility. They were very aware of the limitations on funding, but also expressed the desire and need to have some mobility within the area. Some confusion existed among the group as to the eligibility for different services. This group also raised issues related to boundaries of the different services. From the consumer's perspective, service boundaries seem arbitrary, and inefficient. Consumers generally understood the basis for the boundaries when they are explained, but they also tend to think that there should be some way to resolve, or work out these issues so they are not barriers to mobility. Hoffman Estates connections to the Golf Road corridor and the hospital areas were identified as an important piece of basic mobility to add to the current system.

## Focus Groups

As a part of the overall study a series of focus groups was completed to understand the needs and interests of current transit users, potential users and non-user, as well as to determine the market potential for proposed transit alternatives. Three in-depth group discussions were conducted: One group among Schaumburg/Hoffman Estates residents who have either used or would consider using public transportation in the area; one group among Hoffman Estates residents; and, one group among Schaumburg residents. A summary of the results include:

- Participants were somewhat interested and see value in transit, even if it is not for them.
- Transit service is attractive for serving events.
- Preference was for more flexible and fixed route services, versus demand responsive.
- The convenience of autos will be tough to overcome.
- The "branding" of the service, or the unique look, is very important.
- Marketing is essential.



## Section 4.

## “The Plan”

The recommended long range transit plan (“The Plan”) was designed to address the mobility needs in the area. Based upon the transit markets identified, a mixture of fixed route and demand responsive service strategies were recommended. These service strategies are anticipated to evolve over time, as the vision of the plan is achieved.

### Types of Services

A brief overview description of the types and ranges of transit services recommended in this plan follows:

#### **Subsidized cabs**

In a subsidized cab program, eligible individuals can purchase discount coupons to use as cab fare. Typically, there is a monthly limit on the number of coupons that can be purchased by any individual. This type of program usually provides for a few trips each month.



#### **Dial-a-Ride**

Dial-a-ride permits travel between any origin and destination within a specified area. It generally requires a same day call to reserve trips. Service can be shared ride service – it may pick up or drop off other passengers during your trip.



#### **Flexibly routed service**

Flex service is a scheduled service that will allow the bus to leave from a fixed route to pick up / drop off a passenger if pre-scheduled. There are a couple of types of flex service that can be implemented.

*Route deviation* service travels a fixed route, but will go off the route to pick up or drop off a passenger, generally within a certain ‘band’ either side of the route.

*Point deviation* is where the bus route is mostly operated in response to requests for service. It does not follow a fixed bus route. Point deviation services have specific stops and schedules but no fixed route. The driver may follow any route necessary to pick up or drop off passengers while still serve the designated stops (sometimes called checkpoints) on time



#### **Fixed route service**

Fixed route service is the type of service that is typically associated with transit service. This type of route can serve regular routes or specific niche markets. A vehicle operates along a fixed route on a fixed schedule, and passengers can board or alight anywhere along the route. All trip purposes can be readily served with this service. There is no

need to arrange in advance for travel. As with all fixed route services, a regular review of the markets and performance of the route and continued adjustment to meet the needs of the mobility marketplace is needed over time.

## Long Term Recommended Services

The Long Term recommended system is primarily a fixed route system. Full implementation of this set of recommendations will take up to 15 years for all of the services to be ready to implement. The long term recommended system is shown in Figure 1. Earlier phases of service implementation are described in subsequent sections of this Summary Report. The following description summarizes the proposed transit services:

### Fixed Routes

The following fixed routes would be implemented:

*Springinsguth / Schaumburg / Martingale* (between the Schaumburg Metra station and the Northwest Transportation Center)

*Hassell / Golf Road* (from the Northwest Transportation Center to St. Alexius Medical Center)

*Bode Road* (from Northwest Transportation Center to Town Square, Bode Road, and north to St. Alexius Medical Center)

*Schaumburg / Roselle Road* (from Barrington Road, north on Roselle to Harper, via Algonquin and Meacham to Woodfield and the Northwest Transportation Center)

*Barrington / Higgins* (from Hanover Park Metra station to St. Alexius, via Higgins to Golf and Roselle, serving the area south of Golf and east of Roselle as a flexible service area)

*Wise / Roselle Road* (south from Town Square on Roselle to Wise, east to Alexian Brothers Medical Center)

### Demand Responsive Services

General public dial-a-ride service should be provided in the northern and western areas of Hoffman Estates. The northern area would be able to make trips within that area or transfer to fixed route services at either Harper College or St. Alexius Medical Center. The western area of Hoffman Estates would be able to make trips within that area or transfer to fixed route services at St. Alexius.

DART service in the Village of Schaumburg should be limited to a smaller service area, serving origins or destinations that are not accessible to the fixed routes that have been implemented.

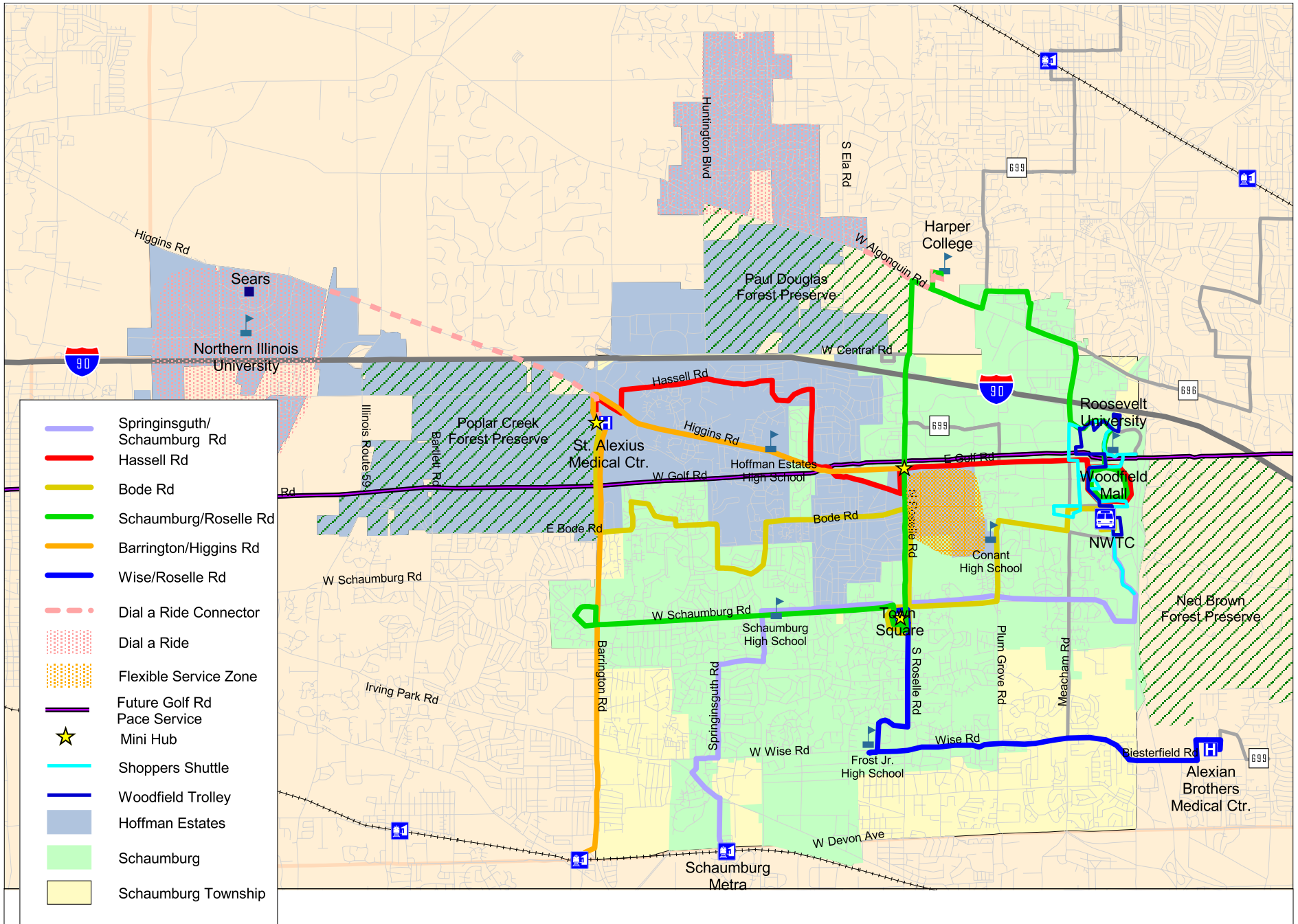
### ***Cost and Ridership Estimates***

Table 1 summarizes the span of service (hours and days of operation), service frequency, estimated ridership and the costs – both annual operating costs and total capital costs for each of the recommended services.

### ***Operations Costs***

Operating costs represent the annual costs of providing the service described. It is based on the unit costs of service (discussed in the Implementation Issues Report in section 5) and the number of hours of vehicle hours of service needed to operate the schedule that is shown in the table.

Capital costs represent the total capital cost that would be incurred during the time period for the listed items. Cost might represent the purchase price of vehicles or signs or shelters, or they may represent the replacement cost of these items. In the case of vehicles, replacement is based on their estimated useful life, described in the first section of this report. Some vehicles have high purchase costs, but a relatively long useful life. Others have lower purchase prices, but also have corresponding shorter useful lives and more replacement costs.



- Springinguth/Schaumburg Rd
- Hassell Rd
- Bode Rd
- Schaumburg/Roselle Rd
- Barrington/Higgins Rd
- Wise/Roselle Rd
- Dial a Ride Connector
- Dial a Ride
- Flexible Service Zone
- Future Golf Rd Pace Service
- Mini Hub
- Shoppers Shuttle
- Woodfield Trolley
- Hoffman Estates
- Schaumburg
- Schaumburg Township

0 0.5 1 Miles

Figure1: Long Term Recommended Services (11-15 Years)



Note: General Public dial-a-ride in northern and western Hoffman Estates. Dial-a-ride for Seniors and persons with disabilities in Schaumburg Township.



**Table 1: Long Term (11 to 15 years) Cost \* and Ridership Estimates**

Area	Element	Span of Service	Frequency	Vehicles Needed	Annual Ridership	Operating Cost-Annual	Capital Costs
<i>Hoffman Estates – northern and western portions</i>	Dial-a-ride – connecting to Harper College (north) or St. Alexius (west)	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	Upon scheduling	2	6,000 – 8,000	\$225,000 to \$250,000	\$100,000
<i>Hoffman Estates</i>	Hassell Road convert to fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	-	90,000 – 110,000	\$480,000 to \$580,000	If vans used, replacement cost of \$150,000
<i>Hoffman Estates</i>	Flexible zone east of Roselle Road – could be served by any or all of the five nearby routes	same as routes	TBD	N/A	N/A	N/A	N/A
<i>Hoffman Estates/ Township of Schaumburg</i>	Barrington Road/Higgins Road fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	2	60,000 – 70,000	\$375,000 to \$450,000	-\$100,000 (vans) to \$450,000 (small buses) -\$15,000 signs, shelters, etc.
<i>Hoffman Estates/ Schaumburg</i>	Bode Road convert to fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	-	110,000 – 130,000	\$750,000 to \$900,000	Replacement cost of \$200,000 (shuttle vans) to \$900,000 (small buses)
<i>Schaumburg/</i>	DART – significantly cut back service area	Same as fixed routes	Upon scheduling	N/A	Loss of 10,000	Little additional savings	None
<i>Schaumburg</i>	Schaumburg Road/Roselle Road fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	-	120,000 – 140,000	\$750,000 to \$900,000	Replacement cost of \$200,000 (shuttle vans) to \$900,000 (small buses)
<i>Schaumburg</i>	Springinsguth Road/Schaumburg Road fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	-	100,000 – 120,000	\$750,000 to \$900,000	If vans used, replacement cost of \$200,000
<i>Schaumburg</i>	Wise Road/Roselle Road fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	2	60,000 – 70,000	\$375,000 to \$450,000	-\$100,000 (vans) to \$450,000 (small buses) -\$12,000 signs, shelters, etc
<i>Areawide, ¼ mile either side of fixed routes</i>	Complementary ADA paratransit service	Same as fixed routes	-	3-4	-	15% of fixed route costs	\$150,000 - \$200,000 for vans

\* all costs are stated in 2003 dollars

## Plan Phasing

It is not practical, nor desirable, to implement the long term system immediately. In areas without a transit history, it is important to build the market for transit gradually to gain acceptance of the broader community. In making decisions about the phasing, mobility is provided to those without other options in the short term, as other options are developed to meet the mobility needs and desires of the overall community. Short term refers to 1 to 5 years, medium term refers to 6 to 10 years, and long term refers to 11 to 15 years.

## Immediate Actions

There are several steps that are recommended to be taken immediately to move towards implementation of the transit plan for this area.

- *Seek endorsement of the service plan and phasing by the Boards (or the final report) of all three entities.* This will serve to create an additional level of cooperation and buy-in by the three jurisdictions.
- *Establish a Plan Implementation Committee*, with representatives of each of the jurisdictions – staff and Trustee, to oversee implementation of the plan over time. This will create a forum for service changes to be discussed on a sub-regional basis, increase the opportunities to establish coordination among services and move forward with implementing the plan.
  - Key immediate issues for this group will be to determine how to share resources – vehicles, staff time, funding, contracting authority and other similar specific issues.
  - This group should also be responsible for the development of customer information (maps / schedules / ‘how to ride’ information) for the overall service area. A first step should be the printing and distribution of a brochure describing existing services in the study area.
  - Coordination with services from outside of the study area, including Pace services and emerging plans for services such as the STAR Line or other surrounding communities should be another part of the responsibilities of this group. Assuring coordination / integration of regional services with the local system will be important in having this system function at its best.

## Short Term Implementation

The short term implementation recommendations are designed to be added to the current services currently operating in the study area (Trolley, Shuttle, and DART). To get from the current services to the recommended short term services, the following elements are added. They are illustrated on Figure 2.

In the short term, The Plan calls for the following elements:

- Subsidized cab in Hoffman Estates
- Bode Road route introduced as route deviation service

- Schaumburg / Roselle Road route introduced as point deviation south of Golf, fixed route to Harper/ NWTC
- Maintain the newly modified reservation times of 1 ½ hours for DART

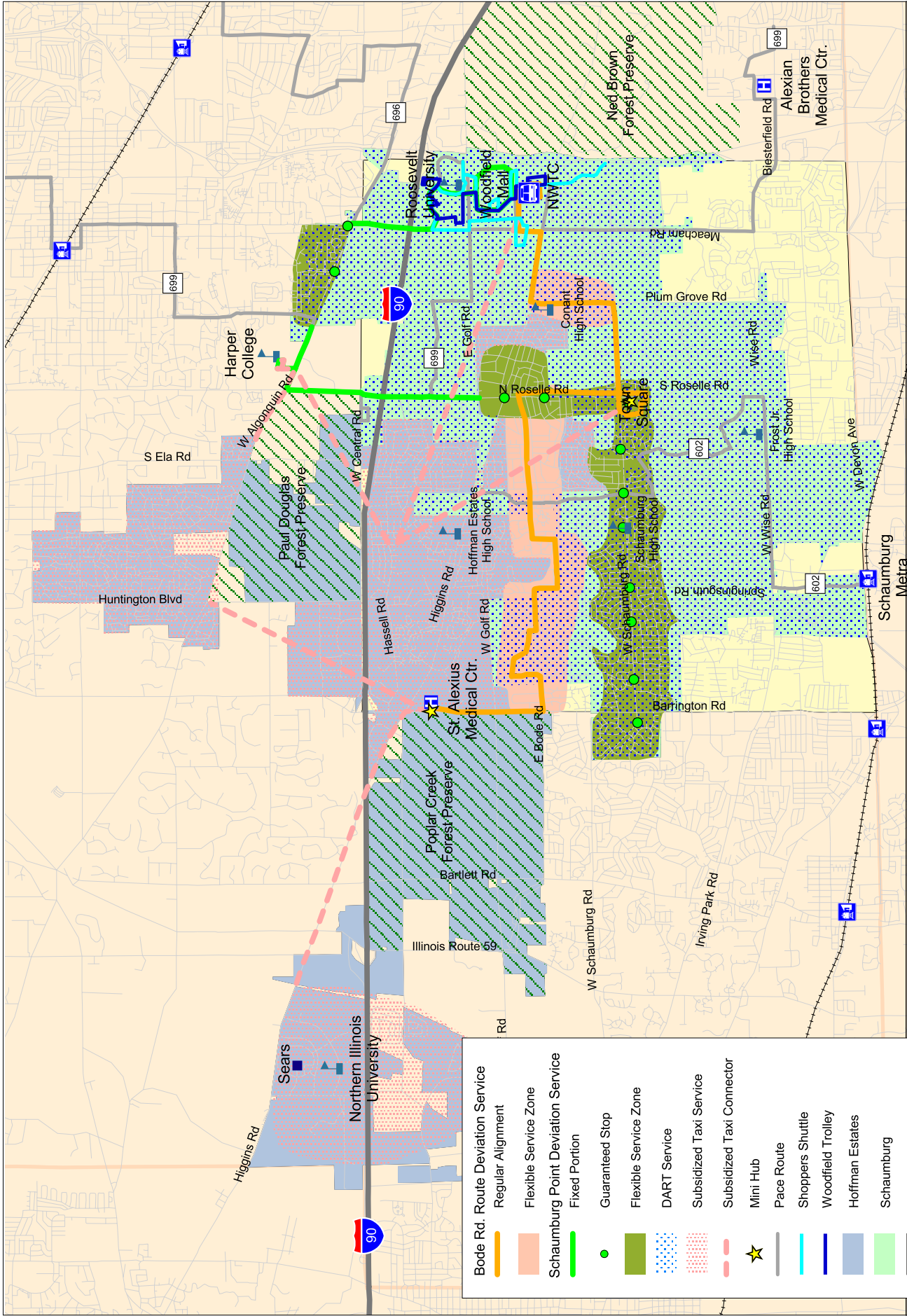
### **Alternate Concept**

A fixed route concept was evaluated for consideration in the short term. The concept considered was to provide fixed route service to the Golf and Higgins corridors in the study area. This alternative would best be provided by two routes, one on Higgins and one on Golf, connecting at St. Alexius and at the Northwest Transportation Center.

This alternative is not recommended at this time because of the relatively high cost and low ridership estimates. Service on these main roads needs to be more broadly connected to residential areas in order to generate adequate ridership for sustainable fixed route service. The long term plan provides fixed route service in the Golf and Higgins corridors – and these corridors are connected to areas of the community increasing the access to routes. Service on these roads, with the additional connections will make service on these segments much more successful, but probably not appropriate for implementation in the short term.

### ***Short Term Cost and Ridership Estimates***

Table 2 summarizes the span of service (hours and days of operation), service frequency, estimated ridership and the costs – both annual operating costs and total capital costs for each of the recommended services.



	Bode Rd. Route Deviation Service
	Regular Alignment
	Flexible Service Zone
	Schaumburg Point Deviation Service
	Fixed Portion
	Guaranteed Stop
	Flexible Service Zone
	DART Service
	Subsidized Taxi Service
	Subsidized Taxi Connector
	Mini Hub
	Pace Route
	Shoppers Shuttle
	Woodfield Trolley
	Hoffman Estates
	Schaumburg
	Schaumburg Township

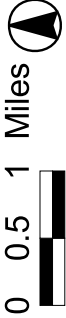


Figure 2: Short Term Recommended Services (1-5 Years)



Note: Pace 696 service from Woodfield to Harper College is eliminated.

**Table 2: Short Term (1 to 5 years) Cost \* and Ridership Estimates**

Area	Element	Span of Service	Frequency	Vehicles Needed	Annual Ridership	Operating Cost - Annual	Total Capital Costs
<i>Hoffman Estates – northern and western portions</i>	Subsidized taxi – connecting to Harper College or St. Alexius	Available any time	Upon scheduling	N/A.	4,000 – 6,000	\$20,000 to \$30,000 subsidy ★	None
<i>Hoffman Estates – central portion</i>	Subsidized taxi – serving all destinations in central portion plus Harper College, Woodfield, and Schaumburg Town Square	Available any time	Upon scheduling	N/A.	13,000 – 17,000	\$65,000 to \$85,000 subsidy ★	None
<i>Hoffman Estates/ Schaumburg</i>	Bode Road Route Deviation	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	4	90,000 – 110,000	\$750,000 to \$900,000	-\$200,000 (shuttle vans) to \$900,000 (small buses) -\$25,000 signs, etc. -\$50,000 mini-hub at St. Alexius
<i>Schaumburg</i>	DART – change reservation policy from 45 minute advance to 90 minute advance	Same as current	Upon scheduling	n.a.	Loss of 12,000 to 21,000 (5-10% loss due to policy change, plus 10% due to riders shifting)	\$900,000 savings	None (future savings of not needing to replace vehicles)
<i>Schaumburg</i>	Schaumburg Road/Roselle Road Point Deviation	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	4	80,000 – 100,000	\$750,000 to \$900,000	-\$200,000 (shuttle vans) to \$900,000 (small buses) -\$25,000 signs, etc. -\$50,000 mini-hub at Town Square
<i>Schaumburg</i>	Eliminate segment of Pace 696 between Woodfield and Harper College	Midday service only	60 minutes	n.a.	minimal impact	\$65,000 savings to Pace	None
<i>Hoffman Estates/ Schaumburg</i>	“Figure 8” Route – operated as two bi-directional interlined routes	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 45 min. off-peak	3	75,000 – 85,000	\$600,000 to \$725,000	-\$150,000 (vans) to \$675,000 (small buses) -\$25,000 signs, etc. -\$50,000 mini-hub at Golf/Roselle

*Note: Shaded row represents an alternative operating plan.*

★ *The overall subsidy related to a subsidized cab program will vary significantly depending on eligibility for the program, policies and subsidy level selected.*

\* **all costs are stated in 2003 dollars**

## **Medium Term Implementation**

In the medium term, 6 to 10 years, the following services are recommended. They are illustrated in Figure 3.

- Flexible service on the Hassell Road route
- Schaumburg / Roselle Road route becomes fixed route service
- Springinsguth route is added as a fixed route, replacing the current Route 602.
- The DART service area is pulled back so it is not providing trips that have both their origins and destinations in the area where there are now fixed or flexible routes.
- Provision of complementary ADA paratransit service needs to be arranged.
- Other previously introduced services remain in place.

In addition to these recommended services continuation of niche market services (trolley and lunch time shuttle). During this time, development in the area, served by the trolley is likely to include a new convention center. Changes in trip generation such as this would require rerouting and rescheduling of services. During this time period, planning efforts for the proposed Star Line will be under way.

## **Medium Term Cost and Ridership Estimates**

Table 3 summarizes the span of service (hours and days of operation), service frequency, estimated ridership and the costs – both annual operating costs and total capital costs for each of the recommended services.

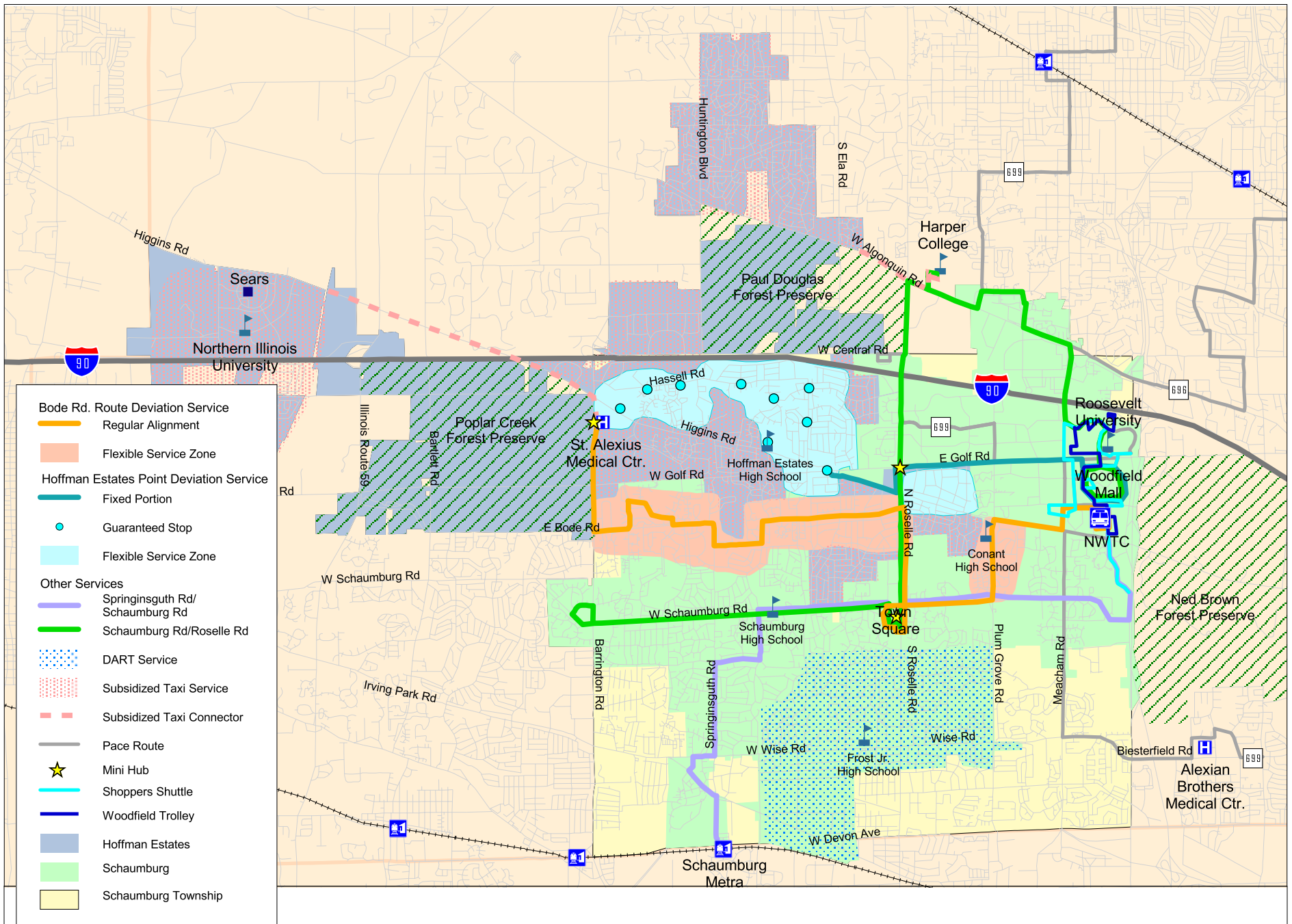


Figure 3: Medium Term Recommended Services (6-10 Years)



**Table 3: Medium Term (6 to 10 years) Cost \* and Ridership Estimates**

Area	Element	Span of Service	Frequency	Vehicles Needed	Annual Ridership	Operating Cost - Annual	Total Capital Costs
<i>Hoffman Estates – northern and western portions</i>	Subsidized taxi – connecting to Harper College (north) or St. Alexius (west)	Available any time	Upon scheduling	N/A	4,000 – 6,000	\$20,000 to \$30,000 subsidy ★	None
<i>Hoffman Estates</i>	Hassell Road Point Deviation	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	3	65,000 – 75,000	\$480,000 to \$580,000	-\$150,000 (vans) to \$675,000 (small buses) -\$25,000 signs, etc. -\$50,000 mini-hub at Golf/Roselle (if not built in short term)
<i>Hoffman Estates – central portion not served by Hassell / Bode Road Routes</i>	Subsidized taxi – serving all destinations in central portion plus Harper College, Woodfield, and Schaumburg Town Square	Available any time	Upon scheduling	N/A	5,000 – 7,000	\$25,000 to \$35,000 subsidy ★	None
<i>Hoffman Estates/Schaumburg</i>	Bode Road Route Deviation	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	-	90,000 – 110,000	\$750,000 to \$900,000	If vans used, replacement cost of \$200,000
<i>Schaumburg</i>	DART – maintain 90 minute advance but reduce eligible area to southern portion (south of Weathersfield, west of Plum Grove, east of Braintree)	Same as current	Upon scheduling	-	Loss of 40,000 to 50,000	\$1.6 million savings (\$2.5 million savings over current)	None (future savings of not needing to replace vehicles)
<i>Schaumburg</i>	Schaumburg Road/Roselle Road convert to fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	-	120,000 – 140,000	\$750,000 to \$900,000	If vans used, replacement cost of \$200,000
<i>Schaumburg</i>	Springinsguth Road/Schaumburg Road fixed route	6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun.	30 min. peak, 60 min. off-peak	4	100,000 – 120,000	\$750,000 to \$900,000	-\$200,000 (shuttle vans) to \$900,000 (small buses) -\$25,000 signs, shelters, etc
<i>Schaumburg</i>	Eliminate Pace 602	2 morning trips, 2 afternoon trips	N/A	N/A	Loss of 3,000 (many would switch to new fixed route)	\$62,000 savings (split by Pace and Village)	None

★ The overall subsidy related to a subsidized cab program will vary significantly depending on eligibility for the program, policies and subsidy level selected.

\* all costs are stated in 2003 dollars







## Section 5.

## Implementing the Plan



The goal of this study is to establish a seamless and coordinated framework of transit services in the area represented by the Village of Hoffman Estates, the Village of Schaumburg and Schaumburg Township. This is to be accomplished through combined planning and subsequent coordination of implementation of services.

The planning for transit services has been done with consideration of the entire study area and creating a plan that is seamless and coordinated. The planning and phasing has also been done with the knowledge that the implementation decisions will take place community by community.

In order to enhance the coordination of implementation, there are general recommendations to increase the ability of the services in the study area to work well and phase in smoothly.

- Many demand response and flexibly routed services require that call intake and dispatch be provided. It is strongly recommended that this feature begin at DART, so maximum coordination between services can take place. Over time, the nature of this function will need to evolve to support the other services.
- One entity should be established to contract for the broad range of services required in this plan. The nature of the services contracted for over time will change, but maintaining a single source will be important for assuring the level of coordination between service remains strong.
- The experience and expertise of Schaumburg Township in providing transportation to the elderly and people with disabilities should be drawn upon in various ways throughout this plan. As ADA services are needed in the long term, the Township might be a logical contractor for those services. As with all of the entities involved in this plan, funding for services rendered will need to be worked out and established through intergovernmental agreements.

### *Funding Issues*

Local municipalities will need to identify funding to provide these services. This does not mean that the only source for funding services is local revenue. Rather, it would be the responsibility of Hoffman Estates and Schaumburg to identify funds – local or special purpose – to implement these services.



In general, funds to cover capital expenses are more readily available than are funds for operating expenses. This often creates a barrier to implementation because, for bus-based services, the capital expenses are not very large, yet the on-going nature of operating costs tends to be forbidding to municipal budgets. While the potential sources of funds are fairly limited, exploration of these various funding programs are strongly recommended.